This document was substituted with a revised version. See final document: 189000

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

Contact name: Rachael Hoy, Bureau of Planning and Sustainability
Contact phone: 503-823-6042
Presenter name: Rachael Hoy, Bureau of Planning and Sustainability

Purpose of proposed legislation and background information:

This ordinance adopts major elements of the *Central City 2035 Plan* (CC2035), the culmination of a multi-year effort to comprehensively update the 1988 *Central City Plan*. The plan's goals, policies, zoning regulations and other implementation measures provide a comprehensive framework to guide public and private decision-making, investments, and development in Portland's Central City over the next 20 years. Informed by the City Council-adopted *Central City 2035 Concept Plan* and the N/NE, West and Southeast quadrant plans, as well as other studies, the *Central City 2035 Plan* amends the recently adopted *CC2035 Comprehensive Plan*, *Transportation System Plan*, *Willamette Greenway Plan* and other City policy and regulatory documents, including the official Zoning Map and Title 33, Planning and Zoning. Some elements of the plan are being adopted by separate ordinances and resolutions. See the general findings of this ordinance for a more detailed description of the plan's elements and means of adoption.

Financial and budgetary impacts:

Goal and Policy Amendments
The goals and policies of the plan (contained in plan Volume 1) are intended to inform future planning and investments by the City. They do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Adopted as amendments to the *2035 Comprehensive Plan*, the policies are applied in an "on-balance" manner to land use and growth-related decisions over a 20-year timeframe. As such, the financial impacts are long-term in nature. Further action by City Council is needed before any specific policy is translated into action.

Scenic and Natural Resources Protection Plans
The plan includes protection plans and inventories of Central City scenic and natural resources (see Volume 3A, Parts 1-3 and Volume 3B). They do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Both reports make recommendations to manage scenic and natural resources over the long-term. Individual projects would be determined by the bureau that owns or manages affected property and budgets would be reviewed at that time.

Transportation System Plan Amendments
The plan includes changes to the Portland Bureau of Transportation's *Transportation System Plan* (TSP) list of major projects (see Figure 2 of plan Volume 2B). The fiscally-constrained list of projects adds up to $47 million, spread over 20 years. Future decisions regarding TSP project funding and implementation will be made as part of separate PBOT budget requests.

Zoning Code and Map Amendments
The zoning map and code changes support the "Centers and Corridors" growth strategy of the *2035 Comprehensive Plan* (see plan Volume 2A, Parts 1 and 2). The plan's zoning provisions support the highest density of jobs and housing in the region within the Central City. Broadly, this supports an efficient land use pattern by concentrating growth in a centralized area that is already well served by existing public facilities (transit, pedestrian and bicycle facilities, sewer, water, parks, etc.). This helps reduce long-term costs associated with absorbing growth.

The plan allows for approximately 30 percent of Portland's forecasted population growth over the next 20 years, on just 3 percent of its land area—a gain of about 38,000 new households and 51,000 jobs. This is an efficient use of land and leverages existing infrastructure, which has financial benefit because infill development within the Central City requires a lower level of public facility investment than the same number of units accommodated through growth in less well-served areas or through expansion of the Urban Growth Boundary (UBG).

Fiscal impacts from implementation of the amended zoning code and maps could include changes to the costs of administering the amended code versus the previous code. Zoning Code implementation costs are largely supported by development review fee revenue rather than general funds, so, broadly speaking, additional costs to the City are expected be minimal. There may be costs associated with training to familiarize BDS and other City bureau staff with the new regulations, as well as related costs such as creating new submittal forms, etc. Some code provisions, including the Central City parking regulations and regulations related to the Willamette River, have been streamlined and could result in reduced administration costs.

A new affordable housing "fee-in-lieu" FAR bonus will require the set-up of an affordable housing fund in the Portland Housing Bureau. Ongoing administration of the program is expected to be funded through the proceeds received from developers utilizing the bonus. A new FAR transfer for historic resources will also require programmatic set-up within BDS and the development of revised forms and procedures, including seismic upgrade agreements with property owners.

Community impacts and community involvement:

In the broadest sense, the new policy framework created by the CC2035 Plan will impact all Portlanders over time, especially those who live, work and visit the Central City. As part of the coordinated growth strategy embodied in the new *2035 Comprehensive Plan*, the *Central City 2035 Plan* will have an impact on the type, location and scale of residential and commercial development, as well as the ways that people will get around in the future.

Primary impacts occur when new public facilities are built as a result of the plan, when land use changes occur, and when new development is directly shaped by the plans provisions. One example is the new "green building" zoning code provisions—future Central City buildings are expected to be more energy efficient and have reduced negative impacts on climate change, human health and wildlife. Another example is the plan's comprehensive revision of the FAR transfer system to prioritize affordable housing—this is anticipated to increase the city's supply of affordable housing units, thus improving the lives of those earning less than the area's median income. Because CC2035 is long term, 20-year plan, many of its impacts will be gradual, and will have a larger impact on the youngest Portlanders.

The Central City 2035 planning process has included extensive public outreach. Volume 6 of the plan summarizes public involvement for the project prior to the release of the proposed draft. It includes a public engagement summary and an outreach log of activities. The planning process brought together thousands of people at outreach events and activities. Hundreds of Portlanders provided formal testimony to the Planning and Sustainability Commission and the City Council on the various projects that guided development of the plan. See Volume 6 for a description of the public outreach and engagement completed as part of the project.

The Outreach Activities Log provides an extensive list of events held or attended, with the organizations, dates and number of people in attendance. The log shows that CC2035 public outreach included engagement with:

- Community and interest-based organizations, e.g. Latino Network, Upstream Public Health, Urban League of Portland, Portland Commission on Disability Accessibility and Built Environment Committee, and Diversity and Civic Leadership Group;
- Neighborhood and business groups, e.g. Old Town/Chinatown Neighborhood Association, Lloyd District Community Association, Central Eastside Industrial Council and the Portland Business Alliance;
- Property owners, institutions, businesses, nonprofits representing diverse interests such as environment, urban design and transportation modes, etc.; and
- Governments, including the Confederated Tribes of the Grande Ronde, and public agencies such as the Oregon Department of Transportation, Portland Public Schools and TriMet.

Bureau of Planning and Sustainability staff anticipates testimony at the September 7, 2017 City Council hearing from property owners, residents, neighborhood and business groups, community and special interest groups, and others. Because the plan contains numerous policies and zoning proposals, a wide range of issues are expected to be raised in public testimony, both in favor of, and in opposition to, various plan elements. Some of the issues most likely to be raised include:

Building heights. The plan includes both increases and decreases in maximum building heights. Council can expect testimony calling for generally lower building heights in the Central City, particularly in the West End and Goose Hollow. Property owner testimony is also expected in opposition to height reductions in historic districts as well as other individual property-specific requests for increases.

Public views. Related to maximum building heights, testimony is expected on the designation and protection (through height limits) of public views. In particular, testimony calling for protection of views of Mt. Hood from the west side riverfront and the Tillikum Crossing is expected. Opposition to the proposed height decreases in the Central Eastside to protect these views is also expected. Similar issues will be raised regarding views of the Vista Bridge from SW Jefferson St.

Zoning. The plan proposes to rezone a number of areas from Central Residential (RX) to Central Commercial (CX), particularly in the West End and University District/South Downtown. CX-zoned areas with a residential development requirement are also reduced. Both of these changes are intended to provide additional development flexibility. Testimony both in favor of, and in opposition to, these changes is expected. Testimony from Central Eastside property owners requesting rezoning from IG1 to EXd is also anticipated.

FAR Bonuses and Transfers. The comprehensive overhaul of the bonus and transfer system to focus on affordable housing and seismic upgrade of historic buildings is likely to generate testimony, including opposition to the elimination of several existing bonuses including the ecoroof bonus and the public art bonus.

I-5 Broadway/Weidler Project. Testimony is expected in opposition to the I-5 Broadway/Weidler Facility Plan project included in the plan's amendments to the Transportation System Plan projects list. The Planning and Sustainability Commission discussed removing this item from the project list on the basis that it is not aligned with the Climate Action Plan and Vision Zero and the trade-off costs compared to projects in other locations. The Commission voted 6-4 to retain the project in the plan, subject to several conditions (see Lloyd action item TR120 on page 144 of plan Volume 5A).

West Quadrant Plan SAC Complaint. The Portland Ombudsman Office received a complaint claiming that *West Quadrant Plan*'s Stakeholder Advisory Committee (SAC) members had not disclosed conflicts of interest during the course of the committee's work. The Ombudsman Office recommended that BPS ask SAC members to complete a form to publicly disclose any potential conflicts before the CC2035 plan went to the Planning and Sustainability Commission and City Council. BPS complied with this request. Additional information about the complaint and the City's response are contained in plan Volume 6.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

X **NO**: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

526-2018 Substituted Exhibits

Attachment B: Guide to Legislative Packet for May 24

526-2018

#	Ordinances, Resolutions and Exhibits	Changes since first filed
1	**Main CC2035 Ordinance. *Substitute.*** 189000	New and revised directives. Change title & effective date.
	Exhibit A: Findings Report	Several revised and new findings.
	Exhibit B: Volume 1, Goals & Policies	Added a policy, a few minor edits
	Exhibit C: Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District	Extensive map and code changes
	Exhibit D: Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River & Trails	Many map and code changes
	Exhibit E: Volume 2B, Transportation System Plan Amendments	Changed maps and project list
	Exhibit F: Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Few edits to text, replaced all Map A (8 maps)
	Exhibit **G**: Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	No changes
	Exhibit **H**: Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Changes to 2 ESEE decisions & management recommendations (H not replaced)
	Exhibit I: Volume 3B, Willamette River Central Reach Natural Resources Protection Plan	No changes
	Exhibit **J:** Volume 4, Background Materials	No changes
	Exhibit **K**: Volume 6, Public Involvement	No changes
	Exhibit L: Additional Amendments to the 2035 Comprehensive Plan ***New***	New
	Exhibit **M**: Comprehensive Plan Map CON-05, Significant Scenic Resources ***New***	New (2 maps)
2	**RiverPlace Ordinance. *New***	New Ordinance
	Exhibit **A**: Central City Plan District Code and Map Amendments	New
	Exhibit **B**: PBOT Supplemental Transportation Analysis	New
	Exhibit **C**: Findings Report	Same as Exhibit A: Findings Report from Main Ordinance
3	**Environmental & Scenic: Outside of CC Ordinance. *Substitute.***	New & revised directives. Change effective date.
	Exhibit **A**: Scenic and Environmental Resources Findings of Fact Report	Few revised and new findings
	Exhibit **B**: Volume 2A, Zoning Code & Map Amendments, Part 3	Few edits to maps and code
	Exhibit **C**: Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Same as amended Exhibit F of main Ordinance
	Exhibit **D**: Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	Same as Exhibit G of main Ordinance, no changes
	Exhibit **E**: Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Same as amended Exhibit H of main Ordinance
	Exhibit **F**: Volume 6, Public Involvement	Same as Exhibit K of main Ordinance, no changes.
	Exhibit **G**: Amendments to the 1991 Scenic Resources Protection Plan ***NEW***	New
4	**Actions/UD/Targets Resolution. *Amended***	Change effective date.
	Exhibit **A**: Volume 5A, Implementation: Performance Targets & Action Plans	Various new and amended action items.
	Exhibit **B**: Volume 1, Goals & Policies	Same as Exhibit B of main ordinance
5	**Green Loop Resolution. *Amended.***	New "resolved" statement. Change effective date.
	Exhibit **A**: Volume 5B, Implementation: Green Loop Concept Report	No change

ORDINANCE No.

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

General Findings

1. In 1972, the Portland City Council adopted the *Planning Guidelines/Downtown Plan* as a policy statement to guide public and private decision-making in the Downtown area (adopted Motion on agenda item 3958, December 28, 1972). The plan addressed issues related to the loss of retail and housing, parking and the general character, livability and prosperity of Portland's downtown core. The plan included provisions to enhance the pedestrian environment, preserve and develop new housing, improve air quality, reinforce the retail core, preserve historic landmarks and districts, develop public transportation infrastructure, and recapture and reconnect the urban environment with the Willamette River waterfront. In 1980, the City Council updated and retitled the plan *Goals and Policies/Downtown Plan* (Resolution No. 32772).

2. Portland's first *Comprehensive Plan* was adopted by the Portland City Council in October 1980 and was acknowledged as complying with Oregon's Statewide Planning Goals by the Land Conservation and Development Commission (LCDC) in May 1981. The 1980 *Comprehensive Plan* was again deemed in compliance with the Statewide Planning Goals at the conclusion of Portland's first Periodic Review in January 2000. The 1980 plan was also incrementally updated by post-acknowledgement plan amendments through November 2011. In June 2016, as part of Task IV of Portland's second Periodic Review, the Portland City Council completely replaced the 1980 plan by the adoption of Portland's new *2035 Comprehensive Plan*, but delayed the effective date of the new plan to allow the LCDC sufficient time to review and acknowledge the new plan. During the delay between adoption and effect, the 1980 plan continued to serve as the City's comprehensive plan. Portland's *2035 Comprehensive Plan* was acknowledged by the LCDC as complying with the Statewide Planning Goals on _____ and became effective on _____. Because this ordinance is adopted after the effective date of the *2035 Comprehensive Plan,* its provisions are gauged against the applicable provisions of the *2035 Comprehensive Plan* rather than the 1980 plan.

3. In 1988, the City Council adopted the *Central City Plan*, which expanded the approach of the *Downtown Plan* to areas north of East Burnside (the Pearl and Old Town/Chinatown districts), west and south of Interstate 405 (the Goose Hollow and South Waterfront districts), and to the east bank of the Willamette River to capture the Lower Albina, Lloyd, and Central Eastside districts (Ordinance No. 160606 and Resolution No. 34417). This plan addressed the preservation and development of new housing, expansion of transit and other

multi-modal improvements, enhancement of the Willamette River waterfront, the role of social services and affordable housing and environmental health, among other critical issues.

4. In 1987, the City Council adopted the *Willamette Greenway Plan* (Ordinance No. 160237). This plan implements and is consistent with Statewide Planning Goal 15, Willamette River, for the city of Portland. The plan includes goals, objectives, mapped boundaries with an inventory of property characteristics, zoning map and code regulations and special design guidelines that apply to properties along the river, and a list of public acquisition areas. In October 2014, the City Council adopted an update to Portland's Statewide Planning Goal 15 inventory: the *Willamette River Greenway Inventory* (Ordinance No. 186858).

5. Following adoption and implementation of the *Central City Plan*, subsequent plans amended the policy and regulatory framework of the plan. These plans include, but are not limited to: *University District Plan* (1995); *River District Plan* (1995); *Goose Hollow Station Community Plan* (1996); *Downtown's West End* (2002); *South Waterfront Plan* (2002); and *North Pearl District Plan* (2008). These plans also provided the opportunity to address new and emerging issues not addressed by the Downtown and Central City plans, such as stormwater management, the enhancement of endangered species habitat, green building design, family compatible housing supply, and the role of bike and pedestrian infrastructure to support active transportation alternatives.

6. In 1995, the City Council adopted the *Central City Transportation Management Plan* (Ordinance No. 169535 and Resolution No. 35472). This plan amended the Central City's transportation and parking policies and regulations in order to maintain air quality, promote economic development, support an efficient transportation system and encourage the use of alternative modes of travel.

7. Recognizing a need to create a new long-range plan for the Central City, the Bureau of Planning and Sustainability, in collaboration with other City bureaus and public agencies, initiated the Central City 2035 Plan project (CC2035) in 2010. The goal of the project was to create a comprehensive new policy and regulatory framework for the Central City, including the Central Reach of the Willamette River, taking into consideration new and emerging issues such as sustainable development, climate change, resiliency and equity.

8. The first product was the *Central City 2035 Concept Plan*, which provided an overarching policy framework intended to guide the development of subsequent, more detailed quadrant plans, as well as associated updates to the Portland Zoning Code, *Willamette Greenway Plan* and *Transportation Systems Plan* (TSP). The *Central City 2035 Concept Plan* contained a new vision statement identifying the Central City as a regional asset and a center of "Innovation and Exchange." The plan also contained goals and policies addressing the following topics: Regional Center – Economy and Innovation; Housing and Neighborhoods; Willamette River; Urban Design; and, Health and the Environment. Lastly, the plan contained an Urban Design Concept and Framework. This plan was adopted by City Council on October 24, 2012 (Resolution No. 36970).

9. On October 25, 2012, Council adopted the *N/NE Quadrant Plan* (Resolution No. 36972). This was the first of three quadrant plans that would provide more detailed and specific land use, urban design, and transportation policies and implementing actions, including potential zoning proposals, for specific parts of the CC2035 plan area. The *N/NE Quadrant Plan* covered the Lloyd and Lower Albina districts. This plan, created in partnership with the Oregon Department of Transportation (ODOT), also included the *I-5 Broadway/Weidler Interchange Improvements Facility Plan*, which identifies improvements to safety and operations on the Interstate 5 freeway and multimodal local transportation facilities in the vicinity of the Broadway/Weidler interchange.

10. On March 5, 2015, Council adopted the *West Quadrant Plan* (Resolution No. 37115). This plan provided more detailed and specific land use, urban design, and transportation policies and implementing actions, including potential zoning proposals, for the western half of the Central City. One of the outcomes of this plan was a reorganization of the area into seven districts, including: Downtown; West End; Goose Hollow; Pearl District; Old Town/Chinatown; South Waterfront; and, University District/South Downtown.

11. On July 29, 2015, Council adopted the *Southeast Quadrant Plan* (Resolution No. 37147), which focused on the Central Eastside District. As with the other plans, it addressed land use, urban design, and transportation, and also expanded the Central City to include the new Clinton Station Area located on the far southeast corner of the plan area.

12. The *Concept Plan* and three quadrant plans also contained policy guidance and other recommendations for a comprehensive update of the *Willamette Greenway Plan* for the Central Reach of the Willamette River.

13. Guided by the policies, urban design diagrams, code concepts and other elements of the *Concept Plan* and three quadrant plans, the Bureau of Planning and Sustainability, in collaboration with other City bureaus, developed the *Discussion Draft Central City 2035 Plan*, released for public review on February 8, 2016. Additional guidance for the development of the *Discussion Draft Central City 2035 Plan* came from the *Central Reach Urban Design Concept* (2014), updates to the Natural and Scenic Resource inventories (2015), the *Central City Floor Area Ratio Bonus and Transfer Study* (2015), and other studies. A review period of approximately four months included open houses and presentations to interested groups, organizations, and appointed commissions. Written and verbal comments and proposed amendments were reviewed and considered by staff.

14. The *Proposed Draft Central City 2035 Plan* was released on June 20, 2016 for review by the public and the Portland Planning and Sustainability Commission (PSC). The PSC conducted an extensive review and plan revision process, including public hearings on July 26 and August 9, 2016 and work sessions on September 27 and November 16, 2016 and January 10, January 24, February 14, February 28, March 14, April 11 and May 23, 2017. The PSC voted on May 23, 2017 to forward to City Council their *Recommended Draft Central City 2035 Plan.*

15. On June 20, 2016 notice of the *Proposed Draft Central City 2035 Plan* was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-18-020.

16. On June 24, 2016, a notice of the July 26, 2016 Planning and Sustainability public hearing on the *Proposed Draft Central City 2035 Plan* was sent to the project's mailing list, individuals and organizations who requested such notice, and other interested parties.

17. On June 24, 2016, approximately 21,000 notices of the *Proposed Draft Central City 2035 Plan* and Planning and Sustainability Commission hearing were sent to all property owners potentially affected by proposed zoning map and code changes, as required by ORS 227.186. Property owners received a separate notice for each property potentially affected by the proposal.

18. On June 22, 2017, BPS published the Planning and Sustainability Commission's *Recommend Draft Central City 2035 Plan*. The plan contains the following elements:

    - Volume 1, Goals and Policies. This document includes the policies and goals for the Central City as a whole, and each individual district within the Central City. The document also contains a vision statement and urban design concept diagrams. Volume 1 is attached as Exhibit B. The urban design diagrams will be adopted by a separate Resolution.

    - Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District. This document includes amendments to Title 33, Planning and Zoning, that implement the land use and transportation policies of the plan. It also contains amendments to the Comprehensive Plan Map and official Zoning Map for the CC2035 plan area. Volume 2A, Part 1 is attached as Exhibit C.

    - Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails. This document includes amendments to Title 33, Planning and Zoning, related to the Central Reach of the Willamette River, along with miscellaneous citywide code amendments related to trails, definitions and measurements. It also contains amendments to the overlay zones shown on the official Zoning Map. Volume 2A, Part 2 is attached as Exhibit D.

    - Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic Overlay Zones. This document includes amendments to Title 33, Planning and Zoning, and the official Zoning Map related to the environmental and scenic resource overlay zones. These amendments apply outside the Central City and will be adopted by a separate ordinance.

    - Volume 2B, Transportation System Plan Amendments. This document includes amendments to the Transportation System Plan, including amendments to policies, project and study lists, and street classification maps. The document also includes the *Portland Central City Multimodal Mixed Use Area Agreement between the City of*

Portland and the Oregon Department of Transportation, dated June 15, 2016. Also included is a letter dated June 15, 2016 from the Oregon Department of Transportation to the Portland Bureau of Transportation providing written concurrence with the designation of the Central City as a Multi-Modal Mixed-Use Area (MMA), subject to City adoption of the agreement. Volume 2B is attached as Exhibit E.

- Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation. This document includes a summary of the Scenic Resources Inventory, a summary of the Economic, Social, Environmental and Energy analysis, and a description of the zoning code changes and maps that implement the CC2035 Scenic Resources Protection Plan. Volume 3A, Part 1 is attached as Exhibit F.

- Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory. This document is an updated inventory of views, viewpoints, view streets, scenic corridors, focal points and scenic sites in the Central City and an updated inventory of views and viewpoints surrounding the Central City for which buildings in the Central City could block the view. The inventory includes maps and descriptions of the location, geometry and relative quality of the scenic resources. Volume 3A, Part 2 is attached as Exhibit G.

- Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis. This document includes a trade-off analysis of the relative economic, social, environmental and energy consequences associated with different levels of scenic resources protection. This document includes maps and descriptions of the recommendations to protect specific scenic resources. Volume 3A, Part 3 is attached as Exhibit H.

- Volume 3B, Willamette River Central Reach Natural Resources Protection Plan. This document presents an overview of the regulatory context for the river, an inventory approach and methodology, an analysis of protection options and recommendations, inventory results, and implementation tools. Volume 3B is attached as Exhibit I.

- Volume 4, Background Materials. This document references a number of background reports and documents used to develop the *Central City 2035 Plan*, including the CC2035 *Concept Plan*, the three quadrant plans, and other studies and planning documents. Volume 4 is attached as Exhibit J.

- Volume 5A, Implementation: Performance Targets and Action Plans. This document includes performance targets that provide aspirational objectives by which to measure progress towards achieving the goals and policies of the *Central City 2035 Plan*. This document also includes action items that describe future projects and programs that will help implement the goals and policies of the plan. The performance targets and action items in Volume 5A will be adopted by a separate Resolution.

- Volume 5B, Implementation: The Green Loop. This document contains the Green Loop Concept Report, describing a proposed six-mile linear park that invites residents,

employees, and visitors to experience the Central City by foot and by bicycle. The document includes key objectives, alignment options, design principles, and precedents of how the concept could be realized. Volume 5B will be adopted by a separate resolution.

- Volume 6, Public Involvement. This document presents a summary of public engagement activities during the CC2035 planning process, an outreach activities log, and materials related to an ethics complaint regarding the *West Quadrant Plan*. Volume 6 is attached as Exhibit K.

19. A public notice of the September 7, 2017 Portland City Council public hearing on the *Central City 2035 Plan* was sent on August 23, 2017 to the project's mailing list, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties.

20. The Central City 2035 Findings of Fact Report, attached as Exhibit A, includes additional findings demonstrating consistency with the State-wide Planning Goals, Metro Urban Growth Management Functional Plan, and the City of Portland 2035 Comprehensive Plan.

NOW, THEREFORE, the Council directs:

a. Amend the *2035 Comprehensive Plan* to add the goals and policies of the *Central City 2035 Plan*, as shown in Exhibit B (Volume 1, Goals and Policies).

b. Amend Policy 9.51, Multimodal Mixed-Use Area, and Figure 9-2 of the *2035 Comprehensive Plan*, as shown on pages 36 and 37 of Exhibit E (Volume 2B, Transportation System Plan Amendments).

c. Amend the Comprehensive Plan Map as shown on page 507 of Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District).

d. Amend the official Zoning Map to apply base zones as shown on page 503 of Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District).

e. Amend the official Zoning Map to apply overlay zones as shown on pages 188 to 202 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).

f. Amend Title 33, Planning and Zoning, as shown in Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District) and Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).

g. Amend the *Transportation System Plan*, as shown in Exhibit E (Volume 2B, Transportation System Plan Amendments).

h. Adopt the Central City 2035 Scenic Resources Protection Plan, contained in Exhibit F (Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation), Exhibit G (Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory) and Exhibit H (Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis).

i. Adopt the Natural Resources Inventory of the Willamette River Central Reach Natural Resources Protection Plan, contained in Exhibit I (Volume 3B, Willamette River Central Reach Natural Resources Protection Plan).

j. Adopt the *Portland Central City Multimodal Mixed Use Area Agreement between the City of Portland and the Oregon Department of Transportation*, dated June 15, 2016, as shown on pages 33 to 36 of Exhibit E (Volume 2B, Transportation System Plan Amendments).

k. Adopt Exhibit A (Central City 2035 Findings of Fact Report), Exhibit J (Volume 4, Background Materials) and Exhibit K (Volume 6, Public Involvement) as further findings.

l. Adopt the code commentary in Exhibit C (Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District) and Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails) as legislative intent and further findings.

m. Adopt Chapter 4: Analysis of Protection Options and General Recommendations, and Chapter 5: Results of Exhibit I (Volume 3B, Willamette River Central Reach Natural Resources Protection Plan) as further findings.

n. The *Central City 2035 Plan* elements adopted by directives a. through m., above, repeal and replace the following:

    1. The *Planning Guidelines/Portland Downtown Plan*, adopted by City Council in December 1972, as updated.

    2. Ordinance No. 160606, as amended, which adopted the *Central City Plan* goals and policies.

    3. Resolution No. 34417, as amended, which adopted the *Central City Plan* action charts, functional maps and urban design plans.

    4. Ordinance No. 169535, as amended, which adopted the goals, policies and objectives of the *Central City Transportation Management Plan.*

    5. Resolution No. 35472, which adopted the action items and other components of the *Central City Transportation Management Plan.*

6. Resolution No. 36970, which adopted the *Central City 2035 Concept Plan.*

7. Resolution No. 36972, which adopted the *N/NE Quadrant Plan.*

8. Resolution No. 37115, which adopted the *West Quadrant Plan.*

9. Resolution No. 37147, which adopted the *Southeast Quadrant Plan.*

o. Amend Ordinance No. 160237, as amended, to no longer apply the provisions of the *Willamette Greenway Plan* within the Central Reach River Overlay Boundary as shown on Map 475-1 on page 76 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).

p. Amend Ordinance No. 163957, as amended, to no longer apply the provisions of the *Scenic Resources Protection Plan* (1991) to the areas shown on Map 1 on page 6 of Exhibit F (Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation).

q. Amend Ordinance No. 186858 to no longer apply Map 6 and Map 7 of the *Willamette River Greenway Inventory* (2014) within the Central Reach River Overlay Boundary as shown on Map 475-1 on page 76 of Exhibit D (Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River and Trails).

Section 2. Effect

The directives of this ordinance will take effect on March 1, 2018.

Section 3. Severability

If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the map, report, inventory, analysis, or document it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the map, report, inventory, analysis, or document each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council:

Mayor Ted Wheeler
Prepared by: Troy Doss and Nicholas Starin
Date Prepared: August 16, 2017

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

This document was substituted with a revised version. See final document: 189000

~~997~~ ~~1022~~ ~~1041~~ ~~1146~~ ~~1195~~ ~~1273~~ ~~1308~~ ~~60~~ ~~229~~ ~~260~~ ~~289~~ ~~326~~ ~~353~~ ~~526~~

Agenda No.

ORDINANCE NO.

Title

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

INTRODUCED BY
Commissioner/Auditor:
Ted Wheeler

COMMISSIONER APPROVAL

Mayor—Finance and Administration - Wheeler KC

Position 1/Utilities - Fritz

Position 2/Works - Fish

Position 3/Affairs - Saltzman

Position 4/Safety - Eudaly

BUREAU APPROVAL

Bureau: Planning and Sustainabiltiy
Bureau Head: Susan Anderson
Susan Anderson

Prepared by: Nicholas Starin
Date Prepared: 8/14/17

Impact Statement
Completed ☒ Amends Budget ☐

Portland Policy Document
If "Yes" requires City Policy paragraph stated in document.
Yes ☐ No ☒

City Auditor Office Approval:
required for Code Ordinances

City Attorney Approval:
required for contract, code, easement, franchise, comp plan, charter Rees

Council Meeting Date 9/7/17

CLERK USE: DATE FILED AUG 29 2017

Mary Hull Caballero
Auditor of the City of Portland

By: Susan Parsons
Deputy

Action Taken:

Sep 07 2017 Continued to Sep 14 2017 2PM Time Certain
Sep 14 2017 Continued to Sep 20 2017 3PM Time Certain
Sept 20 2017 Continued to Oct 18 2017 2PM Time Certain
Record closed 9/22/2017, 5pm
Oct 18 2017 Continued to Nov 2 2017 2PM Time Certain
Nov 2 2017 Rescheduled to Nov 29 2017 4PM Time Certain
Nov 29 2017 Continued to Dec 6 2017 2PM Time Certain
Dec 6 2017 Continued to Jan 18 2018 2PM Time Certain
Record reopened 01/05/2018
Record is open until noon, 01/22/18
Jan 18 2018 Continued to Mar 7 2018 2PM Time Certain
Mar 7 2018 Continued to Mar 15 2018 4PM Time Certain As Amended
Written record is open until noon, 03/19/2018 for amendments 22, 3, 6, 15.
Mar 15 2018 Continued to Mar 22 2018 2PM Time Certain
Mar 22 2018 Continued to Apr 4 2018 2PM Time Certain As Amended
Written record open until 2PM 4/4/2018 for amendment C (Block 33).
Record closed for amendment B.
APR 04 2018 **CONTINUED TO** APR 11 2018 4:30 Time Certain As Amended
APR 11 2018 **CONTINUED TO** MAY 24 2018 2:30 Time Certain As Amended
MAY 24 2018 substituted

M

AGENDA

TIME CERTAIN ☒
Start time: 2:00 1 of 3

Total amount of time needed: ~~3~~ 2.5 hours
(for presentation, testimony and discussion)

CONSENT ☐

REGULAR ☐

Total amount of time needed: _____
(for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz		
2. Fish	2. Fish		
3. Saltzman	3. Saltzman		
4. Eudaly	4. Eudaly		
Wheeler	Wheeler		

ORDINANCE No. 189001 As Amended

Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19)

The City of Portland ordains:

Section 1. The Council finds:

General Findings

1. In 1988, the City Council adopted the *Central City Plan*, which expanded the approach of the *Downtown Plan* to areas north of East Burnside (the Pearl and Old Town/Chinatown districts), west and south of Interstate 405 (the Goose Hollow and South Waterfront districts), and to the east bank of the Willamette River to capture the Lower Albina, Lloyd, and Central Eastside districts (Ordinance No. 160606 and Resolution No. 34417). This plan addressed the preservation and development of new housing, expansion of transit and other multi-modal improvements, enhancement of the Willamette River waterfront, the role of social services and affordable housing and environmental health, among other critical issues.
2. Following adoption of the *Central City Plan*, the Portland City Council adopted the Central City Plan District which into effect on January 1, 1991. The plan district contained a Maximum Height Map, Map 510-3, that established maximum heights. For RiverPlace, the area bounded by SW Montgomery, SW River Drive, SW River Parkway, and SW Harbor Drive, the map showed maximum heights of 125 feet for the northern part of RiverPlace, and 150 feet for the southern part.
3. These original height limits remained in effect until the adoption of the Central City 2035 Plan, which amends the Central City Plan District to increase the maximum height in portions of RiverPlace, through use of bonus provisions, to 200 feet and 150 feet, as reflected in the adopted CC2035 Plan, Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District.
4. During its review of the Central City 2035 Plan, the City Council considered, and ultimately approved, additional amendments allowing greater bonus heights within a subarea of RiverPlace, subject to new approval criteria intended to create thinner tower massings that will allow for greater visual permeability through development sites. Concurrent with these amendments, Council approved amendments to make these locations a required Central City Master Plan area, and further amended the Central City Master Plan provisions to address the location of open space areas within portions of RiverPlace. City Council noted that these amendments would incent the redevelopment of portions of RiverPlace to increase the maximum density of housing on site, and to expand the Central City inventory of affordable housing.
5. A public notice of the September 7, 2017 Portland City Council public hearing on the *Recommended Draft Central City 2035 Plan* was sent on August 23, 2017 to the project's mailing list, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties.

6. The Portland City Council held a public hearing on the proposed amendments on January 18, 2018. During this hearing, Council received testimony in favor and against the proposed height amendments.

7. On March 22, 2018, the City Council, following several work sessions, voted to include the proposed height and Central City Master Plan amendments applicable to RiverPlace in a separate ordinance amending the adopted Central City 2035 Plan.

8. Although the RiverPlace amendments are adopted by separate ordinance, they were heard in conjunction with the overall Central City 2035 Plan. As a result, the findings for the Central City 2035 Plan are relevant to and support adoption of these amendments. The findings are attached as Exhibit C, and are incorporated by reference where appropriate.

Findings on Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with state land use goals. The Statewide Planning Goals addressing citizen involvement and coordination apply to all legislative reviews. Many of the other goals focus on the assembly of information, proper analysis, and policy decisions.

The Statewide Planning Goals that apply to Portland are:

Goal 1, Citizen Involvement
Goal 2, Land Use Planning
Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 6, Air, Water and Land Resource Quality
Goal 7, Areas Subject to Natural Hazards
Goal 8, Recreational Needs
Goal 9, Economic Development
Goal 10, Housing
Goal 11, Public Facilities and Services
Goal 12, Transportation
Goal 13, Energy Conservation
Goal 14, Urbanization
Goal 15, Willamette River Greenway

There are approximately 560 acres of land both within Portland's municipal boundaries and beyond the regional urban growth boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4, the agriculture and forestry goals, in the manner described and authorized by state law and Goal 2. Because of the acknowledged exception, **the following goals do not apply:**

Goal 3, Agricultural Lands
Goal 4, Forest Lands

Other Statewide Planning Goals apply only within Oregon's coastal zone. The Statewide Planning Goal Glossary defines "Coast Zone" as "The area lying between the Washington border on the north to the California border on the south, bounded on the west by the extent of the state's jurisdiction, and in the east by the crest of the coastal mountain range, with the exception of: (a) The Umpqua River basin, where the coastal zone shall extend to Scottsburg; (b) The Rogue River basin, where the coastal zone shall extend to Agness; (c) The Columbia River basin, where the coastal zone shall extend to the

downstream end of Puget Island. (Formerly ORS191.110)." Since Portland is not within Oregon's coastal zone, **the following goals do not apply to this decision:**

Goal 16, Estuarine Resources
Goal 17, Coastal Shorelands
Goal 18, Beaches and Dunes
Goal 19, Ocean Resources

9. **Goal 1, Citizen Involvement.** To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

A detailed summary of the citizen involvement program conducted for the entire CC2035 process is contained on pages 2-4 in the findings for the CC2035 Ordinance adopted by Council on June 9, 2018 (hereinafter "CC2035 Findings"). Regarding the maximum height allowances adopted for RiverPlace, the height amendments were sponsored by Mayor Wheeler at a work session Council held on October 18, 2017. This was in response to written testimony received on September 7, 2017, for a City Council's hearing, from Augustin Enriquez, an architect with GBD Architects, seeking a height amendment at RiverPlace to allow buildings to go to a maximum height of 400 feet. Mayor Wheeler asked staff to analyze this request, as well as one that would have resulted in building massing standards applicable to the South Waterfront District to also be applied at RiverPlace.

An Amendments Report was published by BPS in January 2018 that included all the amendments that City Council had suggested up to that point in their review of CC2035. This report detailed the proposed height amendments for River Place, and the amendments to the Central City Master Plan provisions applicable to RiverPlace.

An opportunity for the public to give oral testimony in support or opposition to these amendments was provided during a public hearing held by City Council on January 18, 2018. During this hearing numerous people provided testimony in support and opposition to the proposed RiverPlace amendments. Council also allowed written testimony to be submitted until January 22, 2018.

Council next took up the issue of these amendments on March 7, 2017, and voted 3-2 against both the height amendments and the massing requirements. However, the amendments for the Central City Master Plan provisions applicable to RiverPlace were approved.

On March 22, 2017, City Council reconsidered their vote on the height opportunity area and associated map amendments, voting 3-2 in support.

In the 7-month period these height amendments were considered by City Council, the proposal also generated numerous news articles and stories regarding the proposed height increases, as well as City Council's deliberations on the topic.

And, as noted above, the public had multiple opportunities to testify and comment before the City Council on the RiverPlace amendments. Thus, the City followed its community involvement requirements, satisfying Goal 1.

10. **Goal 2, Land Use Planning.** To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Goal 2, as it applies to CC2035, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. Specifically, the City must: 1) coordinate with

affected governmental entities; 2) have an adequate factual basis for a decision made; and 3) have evaluated alternative courses of action.

As part of the CC2035 effort, the Bureau of Planning and Sustainability noticed affected agencies, including Metro, Multnomah County, the Oregon Department of Transportation, and the LCDC of the effort, and coordinated with staff from these agencies at different points in the development of the recommendations. Notices were also sent consistent with Metro Title 8 (see findings below).

The decision to amend the maximum heights for this specific subarea of RiverPlace began during the Planning and Sustainability Commission (PSC) deliberation on the June 20, 2016 Proposed Draft of the CC2035 Plan. At that time staff proposed to maintain the current existing maximum heights for the area; however, the PSC testimony received from GBD Architects requesting that the maximum heights be increased to 250 feet for the entire area. Based on additional staff alternatives analysis, the PSC chose to set the maximum heights at 200 feet for the majority of the site, with a maximum height of 150 feet for the northeast corner of the site, the area adjacent to South Waterfront Park and the greenway. These amendments were part of the June 2017 Recommended Draft sent to City Council.

However, during City Council's review of the Recommended Draft, GBD Architects again requested an amendment to the maximum heights to allow portions of the area to go up to 400 feet in height. At the request of Council, BPS staff did additional alternatives analysis, including public view corridor and shadow analysis to determine the potential impacts of height amendments of that scale. This analysis led staff to recommend the lesser maximum heights that are the subject to this ordinance.

Thus, the amendments support this goal because CC2035 was developed consistent with State-wide Planning Goals, the Metro Urban Growth Management Functional Plan, and 2035 Comprehensive Plan, as detailed in this ordinance and the CC2035 findings, which are incorporated by reference. Further, the CC2035 Concept Plan, created with a stakeholder committee and approved by the PSC and City Council, established a policy framework to guide the development of subsequent quadrant plans, and the Recommended Draft of CC2035.

City Council's decision on these amendments were processed through a series of public hearings and work sessions, as described in the findings for Goal 1 above. Thus, the amendments are consistent with the requirements of Statewide Planning Goal 2.

11. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources.** To protect natural resources and conserve scenic and historic areas and open spaces.

Scenic Resources

a) The CC2035 plan includes an updated inventory of scenic resources in the Central City, which was developed based on the procedures and requirements for complying with Goal 5. The policies and development standards in the plan protect significant scenic resources identified in the adopted *Central City Scenic Resources Protection Plan* (May 24, 2018);

b) The plan includes an economic, social, environmental and energy analysis (ESEE) for the scenic resources. The ESEE analysis was developed based on the procedures and requirements for complying with Goal 5. The ESEE includes identification of conflicting uses, determination of the impact area, analysis of the ESEE consequences of allowing, limiting, or prohibiting conflicting uses, and development of a program to protect and conserve specified resources identified in the inventory;

c) The maximum building heights in portions of RiverPlace, shown on Map 510-3 and 510-4, have been established to preserve significant views of and across the area. Projections are prohibited above the height if in a scenic view corridor.

The amendments also remain consistent with the open space, historic, and natural resource elements of Goal 5, as demonstrated by the CC2035 Goal 5 findings, which are incorporated by reference.

12. **Goal 6, Air, Water, and Land Resource Quality.** To maintain and improve the quality of the air, water and land resources of the state.

Findings relevant to air, water, and land resources as they apply to the entire Central City are included in the CC2035 Goal 6 findings, which are incorporated here by reference.

13. **Goal 7, Areas Subject to Natural Disasters and Hazards.** To protect people and property from natural hazards.

These amendments for RiverPlace remain consistent with Goal 7, Areas Subject to Natural Hazards, as described in the CC2035 Goal 7 findings, incorporated here by reference.

14. **Goal 10, Housing.** To provide for the housing needs of citizens of the state.

These amendments remain consistent with the Goal 10, Housing, findings for the entire Central City, as described in the CC2035 Goal 10 Findings, incorporated here by reference. In addition, there is the possibility that the additional maximum bonus heights approved by this ordinance may allow greater utilization of the existing FAR granted to the affected RiverPlace subareas, as well as the ability to transfer additional FAR to the site, which could be used to produce greater housing densities.

15. **Goal 11, Public Facilities and Services.** To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

These amendments remain consistent with the Goal 11, Public Facilities and Services, findings for the entire Central City, as described in the CC2035 Goal 11 Findings, incorporated here by reference.

16. **Goal 12, Transportation.** To provide and encourage a safe, convenient and economic transportation system.

These amendments remain consistent with the Goal 12, Transportation, findings for the entire Central City, as described in the CC2035 Goal 12 Findings, incorporated here by reference. However, additional transportation modeling was done to re-evaluate potential impacts on the transportation network resulting from a complete redevelopment of the portions of RiverPlace affected by the maximum height amendments allowed by this ordinance.

The additional transportation modeling and analysis did not find significant impacts to the transportation network. For more information on the analysis see Exhibit B. As a result, these amendments continue to provide and encourage a safe, convenient and economic transportation system.

17. **Goal 13, Energy Conservation.** To conserve energy.

These amendments remain consistent with Goal 13, Energy Conservation, as described in the CC2035 Goal 13 findings, which are incorporated by reference.

18. **Goal 14, Urbanization.** To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Statewide Planning Goal 14, Urbanization, has several purposes, including:

- Providing orderly and efficient transitions from rural to urban land uses;
- Accommodating urban population and urban employment inside urban growth boundaries;
- Ensuring efficient use of land; and
- Providing for livable communities.

Goal 14 and its administrative rule assign most of these functions to Metro rather than the City. The City's role is limited to accepting the share of regional household and employment growth allocated by Metro, and demonstrating that this growth can be accommodated in an orderly and efficient manner that preserves and enhances livability. The template for this desired development pattern is the *Region 2040 Growth Concept*, which is carried out by Metro's *Urban Growth Management Functional Plan* (UGMFP). The growth concept emphasizes development within designated centers and corridors.

The Goal 2 analysis performed for the *Growth Scenarios Report* adopted by periodic review Task III (Ordinance 187831) provided substantial evidence that the spatial development pattern of urban jobs and housing allowed by the *2035 Comprehensive Plan Map* is compatible with the *Region 2040 Growth Concept*, ensures efficient use of urban land though infill and redevelopment opportunities, and will provide for more complete and livable communities.

CC2035 and the amendments for RiverPlace are consistent with the *2035 Comprehensive Plan* as the plan continues to manage the Central City Plan District as a high-density center intended for residential and employment growth in a manner consistent with the *2035 Comprehensive Plan* and Statewide Planning Goal 14.

19. **Goal 15, Willamette River Greenway.** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Although the site subject to the height amendments is not directly adjacent to the Willamette River, shadow analysis of the potential impacts of taller buildings on the site was conducted to ensure that excessive shadowing of the greenway would not occur. Thus, the amendments remain consistent with Goal 15, Willamette River Greenway, as demonstrated by the CC2035 Goal 15 findings, which are incorporated by reference.

Findings on Metro Urban Growth Management Functional Plan

20. **Title 1, Housing Capacity.** The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.

The amendments for RiverPlace remain consistent with Title 1, Housing Capacity, as demonstrated in the CC2035 Title 1 findings, which are incorporated by reference. However, there is the possibility that the additional maximum heights related to these findings may allow greater utilization of the existing FAR granted to this site, as well as the ability to transfer additional FAR to the site, which could be used to produce greater housing densities, further supporting Title 1.

21. **Title 2, Regional Parking Policy,** regulated the amount of parking permitted by use for jurisdictions in the region; however, this title was repealed and the former Title 2 no longer applies to this ordinance.

22. T**itle 3, Water Quality and Flood Management.** To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

    The amendments remain consistent with Title 3, Water Quality and Flood Management, as discussed in the CC2035 Title 3 findings, which are incorporated here by reference.

23. **Title 4, Industrial and Other Employment Areas.** The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

    The amendments remain consistent with Title 4, Industrial and Other Employment Areas, as discussed in the CC2035 Title 4 findings, incorporate here by reference. The amendments do not affect Industrial or Employment areas and therefore do not have a negative impact on compliance with this Title.

24. **Title 5, Neighboring Cities,** addressed neighbor cities and rural reserves in the region; however, this title was repealed and the former Title 5 no longer applies to this ordinance.

25. **Title 6, Centers, Corridors, Station Communities and Main Streets.** The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

    Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. Although there are no specific mandatory compliance standards in Title 6 that apply to this ordinance, The Central City is a designated center and the amendments to RiverPlace further the ability of plan area to be the highest density center within the Metro 2040 Framework Plan boundary.

26. **Title 7, Housing Choice.** The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local

governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

Title 7 addresses housing choice. Metro adopted voluntary affordable housing goals for each city and county in the region for the years 2001 to 2006, but never updated them. Since this ordinance adopts implementation measures for the planning period of 2015 to 2035, Title 7 does not apply. Nevertheless, the recently adopted *2035 Comprehensive Plan* adopts city-wide affordable housing production goals that greatly exceed those adopted by the outdated Title 7 (Ordinance 178832). Further, the redevelopment that the subject RiverPlace amendments would allow for significant housing development that could create numerous protected affordable housing units at RiverPlace.

27. **Title 8, Compliance Procedures.** Title 8 addresses compliance procedures. This Title requires the City to notify Metro of pending land use decisions by providing Metro a copy of the 35-day notice required by the DLCD for proposed completion of a periodic review task. This notice was provided to Metro. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. The findings in this ordinance were also provided to Metro. All applicable requirements of Title 8 have been met.

28. **Title 9, Performance Measures.** Title 9 addressed performance measures, but was repealed. The former Title 9 does not apply to this ordinance.

29. **Title 10, Functional Plan Definitions.** Title 10 contains definitions. Whenever the City had a question about a term in the *Urban Growth Management Functional Plan*, the definition in Title 10 was applied. When the measures adopted by this ordinance use a term found in Title 10, either the term has the same meaning found in Title 10 or the difference is explained in these ordinance findings. All applicable requirements of Title 10 requirements have been met.

30. **Title 11, Planning for New Urban Areas.** Title 11 addresses planning for new urban areas. Since no areas added to the urban growth boundary or designated as urban reserves have been assigned to Portland by Metro for planning, Title 11 does not apply to this ordinance.

31. **Title 12, Protection of Residential Neighborhoods.** Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

    Title 12 addresses protection of residential neighborhoods. This title largely restricts Metro's authority to plan and regulate, but does allow City designation of "Neighborhood Centers." The City has not exercised the option to designate neighborhood centers within the meaning of Title 12, but has employed the same term with a different meaning. The areas designated as a Neighborhood Center on the recently adopted *2035 Comprehensive Plan* map are functionally equivalent to a "Main Street" designation within Title 6. However, no Neighborhood Centers are located with the Central City, and, since the City has not employed any of the optional provisions of Title 12, the title does not apply to this ordinance.

32. **Title 13, Nature in Neighborhoods.** The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to

control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

With the RiverPlace amendments, the Central City Plan District remains consistent with Title 13, Nature in Neighborhoods, as discussed in the CC2035 Title 13 findings incorporated here by reference.

33. **Title 14, Urban Growth Management Plan.** Title 14 addresses the regional urban growth boundary. Since this ordinance does not require, nor initiate, a boundary change, Title 14 does not apply.

Findings on Portland's Comprehensive Plan, Goals and Policies

The Plan: Guiding Principles

The 2035 Comprehensive Plan adopted five "guiding principles" in additional to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall all policy framework of the plan. The Central City 2035 Plan, as amended by the maximum height allowances, still is consistent with and furthers these guiding principles as described in the CC32035 Findings, which are incorporated by reference.

34. **Economic Prosperity.** Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

35. **Human Health.** Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

36. **Environmental Health.** Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

37. **Equity.** Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

38. **Resilience.** Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and build environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

The Plan: Goals

39. **Goal 1.A: Multiple goals.** Portland's Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

40. **Goal 1.B: Regional partnership.** Portland's Comprehensive Plan acknowledges Portland's role within the region, and it is coordinated with the policies of governmental partners.

41. **Goal 1.C: A well-functioning plan.** Portland's Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

42. **Goal 1.D: Implementation tools.** Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

43. **Goal 1.E: Administration.** Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

The CC2035 Plan, as modified by these amendments, remains consistent with these goals. The City Goal 1 findings in the CC2035 Findings are incorporated by reference as findings in support of these amendments.

The Plan: Policies

Administration

44. **Policy 1.10, Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

45. **1.10.a,** Legislative amendments to the Comprehensive Plan's elements and implementation tools must also comply with the Guiding Principles.

46. **1.10.b,** Legislative amendments to the Comprehensive Plan's elements should be based on the factual basis established in the supporting documents as updated and amended over time.

47. **1.10.c,** Amendments to the Zoning Map are considered to be in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map, the amendment is to a corresponding or allowed zone, and current public services are capable of supporting the uses allowed by the zone, or that public services can be made capable by the time the development is complete.

The findings of this ordinance are intended in part to identify how the amendments for RiverPlace are consistent with the *2035 Comprehensive Plan's* Guiding Principles, goals, policies, and maps, as detailed throughout this set of findings. Further, these Zoning Map amendments reflect amendments to the 2035 *Comprehensive Plan Map* are therefore consistent with the map.

48. **Policy 1.11, Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area.

49. **Policy 1.12, Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

As noted earlier in these findings, these amendments are consistent with and in a manner designed to further the applicable elements of the Metro Urban Growth Management Functional Plan and Statewide Planning Goals, consistent with the directives of policies 1.11 and 1.12.

50. **Policy 1.14, Public facility adequacy.** Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

Although the FAR proposed for RiverPlace remains unchanged, it is possible that the height amendments could incent significant redevelopment on site that could include as many as 2,340 new residential units. Thus, PBOT did additional transportation analysis to determine if this scale of density could be supported by the transportation system. The analysis found that full redevelopment of the site will not have a significant impact. Therefore, the amendments for RiverPlace are consistent with this policy.

51. **Policy 1.19, Area-specific plans.** Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

52. **1.19.a,** Area-specific plans that are adopted after the effective date of the 2035 Comprehensive Plan should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

53. **1.19.b,** Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

54. **1.19.c,** Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to [date of Comp Plan adoption] are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

The areas subject to these amendments are within the CC2035 Plan area, which is a "area-specific plan." The overall CC2035 plan focuses exclusively on the Central City Plan District, and proposes amendments to the Comprehensive Plan Map, Zoning Code and Map, TSP and numerous implementation actions that are consistent with and specifically intended to implement the 2035 Comprehensive Plan within the geography of the Central City, consistent with Policy 1.19. The amendments proposed by this ordinance do not amend comprehensive plan elements or supporting documents. The limited amendments in this ordinance clearly identify changes to the zoning code and maps as implementation tools, and provide geographically specific detail.

Community Involvement: Goals

55. **Goal 2.A: Community involvement as a partnership.** The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, Neighborhood Associations, Business Associations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions. Partnerships with historically under-served and under-represented communities must be paired with the City's neighborhood organizations to create a robust and inclusive community involvement system.

56. **Goal 2.B: Social justice and equity.** The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

57. **Goal 2.C: Value community wisdom and participation.** Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

58. **Goal 2.D: Transparency and accountability.** City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

59. **Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

60. **Goal 2.F: Accessible and effective participation.** City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

61. **Goal 2.G: Strong civic infrastructure.** Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

In addition to the community involvement process detailed in the CC2035 Findings on city Goal 2, incorporated here by reference, the Portland City Council held 12 public meetings on the CC2035 Plan.

The RiverPlace amendments were sponsored by Mayor Wheeler at a work session council held on October 18, 2017. This was in response to written testimony received on September 7, 2017, for a

City Council's hearing, from Augustin Enriquez, an architect with GBD Architects, seeking a height amendment at RiverPlace to allow buildings to go to a maximum height of 400 feet. Mayor Wheeler asked staff to analyze this request, as well as one that would have resulted in orientation and spacing standards applicable to the South Waterfront District to also be applied at RiverPlace.

An Amendments Report was published by BPS in January 2018 that included all the amendments that City Council had suggested up to that point in their review of CC2035. This report included amendments that would have:

1) Allowed a maximum bonus height of up to 325' on portion of RiverPlace; and,
2) Created a RiverPlace Height Opportunity Area where buildings granted a height bonus would be subject to approval criteria intended to address concerns about visual permeability through tower orientation and spacing.
3) Add the portions of RiverPlace subject to the height increases as a required Central City Master Plan site.

An opportunity for the public to give oral testimony in support or opposition to these amendments was provided during a public hearing held by City Council on January 18, 2018. During this hearing numerous people provided testimony in support and opposition to the proposed RiverPlace amendments.

Council next took up the issue of these amendments on March 7, 2017, and voted 3-2 against both the height amendments and the massing requirements. However, on March 22, 2017, they reconsidered the vote on the height amendments alone, and voted 3-2 in favor of allowing maximum heights shown on Exhibit A for the RiverPlace site. The amendments regarding the Central City Master Plan provisions were also approved.

In the 7-month period these amendments were considered by City Council, the proposal also generated numerous news articles and stories regarding the proposed height increases, as well as City Council's deliberations on the topic.

Community Involvement: Policies

Partners in decision making

62. **Policy 2.1, Partnerships and coordination.** Maintain partnerships and coordinate land use engagement with:

63. **2.1.a,** Individual community members.

64. **2.1.b,** Communities of color (including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants), low-income populations, Limited English Proficient (LEP) communities, Native American communities, immigrants and refugees, and other under-served and under-represented communities.

65. **2.1.c,** District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

66. **2.1.d,** Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

67. **2.1.e,** Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

68. **2.1.f,** People experiencing disabilities.

69. **2.1.g,** Institutions, governments, and Sovereign tribes.

70. **Policy 2.2, Broaden partnerships.** Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

    During City Council's review of the CC2035 Plan, all previous organizations, groups, and individuals who had previously participated in the development of the plan, as well as those that testified at previous PSC and Council hearings, had the opportunity to testify before and submit written testimony to City Council as they considered amendments to the Recommended Draft of the plan. Further, BPS posted on the project website all amendments to be discussed by Council prior to each hearing held on the CC2035 Plan. Thus, the RiverPlace amendments remain consistent with the policies above.

Community assessment

71. **Policy 2.8, Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

72. **Policy 2.9, Community analysis.** Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

73. **Policy 2.10, Community participation in data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

    As noted previously, all members of the public could testify before and submit written testimony to City Council regarding these amendments, including members of the Planning and Sustainability, Design, and Landmarks Commissions. Further, members of the Design Commission specifically testified about different aspects of the amendments subject to this ordinance, consistent with the above policies.

Transparency and accountability

74. **Policy 2.12, Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

75. **Policy 2.13, Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

76. **Policy 2.14, Community influence.** At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

77. **Policy 2.15, Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and

the rationale used to make decisions.

Consistent with policies 2.12 – 2.15 above, the RiverPlace amendments were considered in various public hearings and work sessions before City Council. At these hearings, City staff presented analysis regarding potential impacts on public views, the Willamette Greenway, transportation network, and urban form of the RiverPlace subarea. Opportunities for the public to respond to this analysis and specific RiverPlace amendments was provided.

Process design and evaluation

78. **Policy 2.24, Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

79. **Policy 2.25, Early involvement.** Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

80. **Policy 2.32, Inclusive participation beyond Portland residents.** Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

81. **Policy 2.33, Inclusive participation in Central City planning.** Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

82. **Policy 2.34, Accessibility.** Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

    Potential amendments regarding height were first made during the PSC review of the Proposed Draft of the CC2035 Plan. Although these amendments were for heights lower than those eventually considered by City Council, opportunities were provided at the PSC for any member of the public to testify for or against the amendments considered. Prior to PSC review, and then again prior to Council review, public notice was sent to property owners who could be affected by the proposed amendments contained in the CC2035 Plan.

    As with PSC hearings, opportunities for affected and any interested parties to testify before and provide written testimony to Council are provided. Further, accommodations are made for people to provide testimony regardless of abilities or limitations, including language barriers. Thus, the RiverPlace amendments remain consistent with the policies above.

Information design and development

83. **Policy 2.38, Accommodation.** Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

84. **Policy 2.39, Notification.** Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

85. **Policy 2.40, Tools for effective participation.** Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

86. **Policy 2.41, Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

    Consistent with Policies 2.38 – 2.41, and BPS community involvement practices, meetings, open house events, and all public meetings, described in more detail in the findings for Statewide Goal 1, were held at locations that could accommodate people with disabilities, meetings were noticed, information on the plan was provided to meeting participants as well as online, and accommodations were made to allow LEP individuals learn about and comment on the plan.

Urban Form: Goals

87. **GOAL 3.A: A city designed for people.** Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

88. **GOAL 3.B: A climate and hazard resilient urban form.** Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

89. **GOAL 3.C: Focused growth.** Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

90. **GOAL 3.D: A system of centers and corridors.** Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

91. **GOAL 3.E: Connected public realm and open spaces.** A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

    The amendments remain consistent with the Urban Form chapter of the *2035 Comprehensive Plan*. Rather than granting a blanket height increase across the affected area, staff crafted a height map that preserved protected public views north-south through the site, as well as a height "step down" on the northeast corner of the affected area to ensure a subtle transition to the Willamette River and South Waterfront Park located on the river's edge. These measures, combined with the Central

City Master Plan criteria applicable to all development on site, will ensure consistency with the goals noted above.

Urban Form: Policies

Citywide design and development

92. **Policy 3.2, Growth and stability.** Direct most growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.

93. **Policy 3.6, Land efficiency.** Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

    The amendments, in conjunction with the other urban design elements of the CC2035 Plan, are consistent with policies 3.2 and 3.6.

94. **Policy 3.9, Growth and development.** Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

    The amendments identify the area within RiverPlace subject to increased height as requiring a Central City Master Plan prior to any new development on site. These master plans require evaluation of public infrastructure, impacts on the transportation network, connections to public right-of-way, and provision of publicly accessible open space.

    However, although the FAR proposed for RiverPlace remains unchanged, it is possible that the height amendments could incent significant redevelopment on site that could include as many as 2,340 new residential units. Thus, PBOT did additional transportation analysis to determine if this scale of density could be supported by the transportation system. The analysis found that full redevelopment of the site will not have a significant impact on the transportation network.

    Thus, these amendments are consistent with Policy 3.9.

95. **Policy 3.11, Significant places.** Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:
    - High-visibility intersections
    - Attractions
    - Schools, libraries, parks, and other civic places
    - Bridges
    - Rivers
    - Viewpoints and view corridor locations
    - Historically or culturally significant places
    - Connections to volcanic buttes and other geologic and natural landscape features
    - Neighborhood boundaries and transitions

The amendments directly respond to this policy as they are likely to result in a more significant and visually dynamic skyline and urban form at one of the few waterfront mix-use subareas of the Central City. This will modify the urban image and identity of an area with an existing insular and small scale urban form.

Centers

96. **Policy 3.12, Role of centers.** Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

97. **Policy 3.13, Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

98. **Policy 3.14, Housing in centers.** Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

99. **Policy 3.15, Investments in centers.** Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

    The amendments, including those related to Central City Master Plan provisions, will allow redevelopment at RiverPlace to create a new riverfront center that include a diversity of housing options, publicly accessible open space, enhanced connections to the local and region transportation and trail network, and will support recent transit improvements that serve the site.

100. **Policy 3.18, Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

101. **Policy 3.19, Center connections.** Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers that currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density.

    The amendments require that redevelop on site must be consistent with the Central City Master Plan approval criteria. The criteria include:

    - The master plan is consistent with applicable subdistrict goals and policies of the CC2035 Plan;
    - Development near the Willamette River incorporates elements that activate the riverfront, such as open areas, trails, and uses that activate the public enjoyment of the riverfront;
    - The master plan results in a successful public realm and urban form;
    - That open space areas and accessways within the master plan area make connections with the surrounding area; and
    - The master plan provides multimodal connections to the rest of the Central City, via pedestrian and bicycle network.

These elements of the master plan criteria ensure that redevelopment of the RiverPlace site is consistent with policies 3.18 and 3.19.

Central City

102. **Policy 3.21, Role of the Central City.** Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

103. **Policy 3.22, Model Urban Center.** Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

104. **Policy 3.23, Central City employment.** Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

105. **Policy 3.24, Central City housing.** Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services.

106. **Policy 3.25, Transportation hub.** Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

107. **Policy 3.26, Public places.** Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

The proposed amendments will increase the maximum allowable heights within a small subarea of RiverPlace only. These amendments do not affect the amount of FAR proposed for these sites, and do not change the land use designations for the site. Thus, the full range of allowable uses that can be developed on site remain the same as those proposed by the CC2035 Plan. This means that housing as well as commercial/employment uses remain possible on site.

And, because the amendments make portions of RiverPlace as a required Central City Master Plan site, they ensure that redevelopment activities include publicly accessible open space areas, some of which would facilitate access to the nearby Willamette River waterfront.

Rivers Pattern Area

108. **Policy 3.75, River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

109. **Policy 3.76, River access.** Enhance and complete Portland's system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

110. **Policy 3.80, Willamette River Central Reach.** Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

These amendments make redevelopment activities at RiverPlace subject to approval criteria that

specifically address river-oriented development, enhanced access to the Willamette River, and the importance of incorporating the riverfront as an important public amenity and destination within the Central City. Thus, these amendments are consistent with the policies above.

Central City Pattern Area

111. **Policy 3.83, Central City districts.** Enhance the distinct identities of the Central City's districts.

112. **Policy 3.84, Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

113. **Policy 3.85, Central City pedestrian system.** Maintain and expand the Central City's highly interconnected pedestrian system.

114. **Policy 3.86, Central City bicycle system.** Expand and improve the Central City's bicycle system.

The amendments will require new development using the increased height allowances to meet the approval criteria for a Central City Master Plan, which will include consideration of site character/identity, river orientation, and how pedestrian and bicycle access to and through the site will be accommodated. Thus, these amendments directly further the directives of policies 3.83 through 3.86 above.

Design and Development: Goals

115. **Goal 4.A: Context-sensitive design and development.** New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

116. **Goal 4.B: Historic and cultural resources.** Historic and cultural resources are identified, protected, and rehabilitated as integral parts of an urban environment that continues to evolve.

117. **Goal 4.C: Human and environmental health.** Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

118. **Goal 4.D: Urban resilience.** Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

Whereas the Urban Design chapter of the *2035 Comprehensive Plan* takes a bird's eye view of the city's systems and layout, the Design and Development chapter focuses on the specifics of the built environment. Issues such as site design, pedestrian realm, transitions between districts, place making, and scenic and historic resources are considered in fine detail, among other issues.

The amendments subject to this ordinance do not alter the CC2035 Plan's consistency with these design and development goals. Thus, the amendments are consistent with the objectives of these goals.

Design and Development: Policies

Context

119. **Policy 4.3, Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

120. **Policy 4.4, Natural features and green infrastructure.** Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

121. **Policy 4.5, Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

122. **Policy 4.6, Street orientation.** Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

123. **Policy 4.7, Development and public spaces.** Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

    The amendments require development subject to these height amendments to go through Central City Master Plan review. This review requires that before final height and massing proposals, above the base allowances, are approved, that the Portland Design Commission finds that the proposed site is designed to be consistent with approval criteria related to site and context, incorporation of green infrastructure, open space, multimodal accessibility, street orientation, and the creation of a livable and inviting public realm. Thus, the proposed amendments would further the objectives of the above policies.

Health and safety

124. **Policy 4.10, Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

125. **Policy 4.11, Access to light and air.** Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

126. **Policy 4.12, Privacy and solar access.** Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

    At the request of City Council, BPS staff conducted shadow analysis that considered how different maximum height scenarios on site could impact access to light and air at RiverPlace. As a result of this analysis, staff recommended lower maximum heights than had originally been requested, and maximum floor plate sizes were also included to ensure that the tallest buildings developed on site would have thinner towers, thus resulting in lesser shadowing. Further, Central City Master Plan review will require that development, within the area subject to these amendments, be consistent with approval criteria that addresses the building massing and height with the intent of creating a successful public realm and open space network with access to light and air.

Residential areas

127. **Policy 4.15, Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

    Although the amendments to the CC2035 Plan applicable to this ordinance only address increased height and master plan provisions, it is anticipated that these new provisions will incent redevelopment that results in a greater use of the floor area allowances at RiverPlace resulting from the CC2035 Plan. If those allowances were used to produce housing, this housing would be subject to inclusionary housing requirements that result in the creation of long-term affordable housing onsite, consistent, in part with policy 4.15.

128. **Policy 4.16, Scale and patterns.** Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

    New development within the area subject to these amendments must meet the approval criteria of a Central City Master Plan, which include consideration of building form, massing, circulation patterns, and open space layout, consistent with policy 4.16.

Design and development of centers and corridors

129. **Policy 4.20, Walkable scale.** Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

130. **Policy 4.21, Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

131. **Policy 4.22, Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

132. **Policy 4.23, Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

133. **Policy 4.26, Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

    As noted earlier in these findings, new develop at the RiverPlace site will be subject to master plan approval criteria addressing the siting of publicly accessible open space features, and multimodal transportation connections to and through the site. Thus, these amendments are consistent with Policies 4.20 through 4.26.

Transitions

134. **Policy 4.30, Scale transitions.** Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

135. **Policy 4.31, Land use transitions.** Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

These amendments will require that development is consistent with Central City Master Plan review, which will require that development at the RiverPlace site shapes the height and massing of buildings adjacent to existing development create transitions from the proposed to the established urban form, consistent with policies 4.30 and 4.31.

Scenic resources

136. **Policy 4.41, Scenic resources.** Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

CC2035 includes the Central City Scenic Resources Protection Plan (CCSRPP), which identifies the scenic resources in and surrounding the Central City. The views addressed in the CCSRPP include views of mountains, hills, buttes, rivers, parks, bridges, skyline, buildings, roads, art and landmarks. The plan includes an economic, social, environmental and energy analysis (ESEE) for the scenic resources. The ESEE includes evaluation of the contribution that scenic resources make towards a sense of place and identity, history and cultures of Portland, and way-finding throughout the city. The results of the CCSRPP are recommendations for when and how to protect and maintain significant scenic resources.

137. **Policy 4.42, Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

The Central City Scenic Resources Protection Plan (CCSRPP) is an update of the 1991 Scenic Resources Protection Plan and includes three parts:

- Part 1 – Summary, Results and Implementation – Includes recommended amendments to the regulations and maps to implement the results of the inventory and ESEE Analysis
- Part 2 – Scenic Resources Inventory – Documentation of the scenic resources located within and surrounding the Central City. Includes views, viewpoints, view streets, scenic corridors, scenic sites and visual focal points.
- Part 3 – Economic, Social, Environmental and Energy Analysis – Provides an analysis and makes recommendations regarding which resources to protect and maintain.

The CCSRPP is implemented through updates to the zoning code including:

1. 33.510, Central City – Map 510-3, Base Heights, is adjusted and a new Map 510-4, Bonus Heights, is added to be protective of views. At the RiverPlace site, there are two view corridors that cross from south to north and are protected by maintaining lower building heights and prohibiting projections within the view corridors.

2. Scenic (s) overlay zones – New scenic (s) overlay zones were applied to view corridors that overlap with the River Environmental (e) overlay zones and allow vegetation management to preserve the views.
3. 33.475, River Overlay Zones – Standards allow for removal of trees, with replacement, and removal of other vegetation within the Scenic (s) overlay zones to maintain views. The standards also require that when the Greenway Trail is developed, designated viewpoints must also be developed.

138. **Policy 4.44, Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.

CC2035 includes Zoning Code Chapter 33.510, Central City. Map 510-3, Base Heights, is adjusted and a new Map 510-4, Bonus Heights, is added to be protective of views. At the RiverPlace site, there are two view corridors that cross from south to north and are protected by maintaining lower building heights and prohibiting projections within the view corridors.

Housing: Goals

139. **Goal 5.A: Housing diversity.** Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.
140. **Goal 5.B: Equitable access to housing.** Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.
141. **Goal 5.C: Healthy connected city.** Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.
142. **Goal 5.D: Affordable housing.** Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.
143. **Goal 5.E: High-performance housing.** Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

The amendments subject to this ordinance do not require, nor do they ensure that additional housing will result from increasing these allowances. However, it is important to note that the area affected by these amendments is currently developed with a low to medium level of residential development by current standards in the Central City. This is in part because when RiverPlace was first in the early 1980's, residential development in the city center was considered a risky investment. Thus, the residential development at RiverPlace did not use all the FAR available to the site.

As the CC2035 Plan promoted higher density development, and granted additional FAR at RiverPlace to incent high density, residential development, increasing the maximum height limits at the site further incent redevelopment on site. Further, any new development would now need to include a mix of market rate and affordable housing due to the recently passed inclusionary zoning provisions.

Thus, the amendments subject to this ordinance are consistent with and further the objectives of the Comprehensive Plan's housing goals.

Housing: Policies

Diverse and expanding housing supply

144. **Policy 5.1, Housing supply.** Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.

145. **Policy 5.2, Housing growth.** Strive to capture at least 25 percent of the seven-county region's residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

146. **Policy 5.3, Housing potential.** Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.

147. **Policy 5.5, Housing in centers.** Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

    The amendments associated with this ordinance, combined with recent increases to the maximum FAR ratios at RiverPlace passed as part of the CC2035 Plan, are intended to incent the redevelopment of a lower residential development pattern, with higher density development. Therefore, these amendments further the objectives of policies 5.1 through 5.5.

Housing location

148. **Policy 5.23, Higher-density housing**. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

    As noted, the current residential development pattern within RiverPlace is more similar to suburban multifamily development, than the higher density pattern promoted by the CC2035, these amendments are intended to promote an urban form more consistent with Policy 5.35.

Housing affordability

149. **Policy 5.25, Housing preservation**. Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

150. **Policy 5.26, Regulated affordable housing target.** Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

151. **Policy 5.29, Permanently-affordable housing.** Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

152. **Policy 5.30, Housing cost burden.** Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

153. **Policy 5.31, Household prosperity.** Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to

convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

154. **Policy 5.33, Central City affordable housing.** Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

155. **Policy 5.34, Affordable housing resources**. Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

156. **Policy 5.35, Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing. Work to remove regulatory barriers that prevent the use of such tools.

157. **Policy 5.36, Impact of regulations on affordability**. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

158. **Policy 5.38, Workforce housing**. Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

The higher density development pattern that these amendments attempt to incent would now be required to include a mix of affordable as well as market rate housing. This would replace the lower density market rate pattern that currently exists a RiverPlace. Thus, these amendments further the affordable housing policy framework above.

Economic Development: Goals

159. **Goal 6.A: Prosperity.** Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:
    - Create opportunity for people to achieve their full potential.
    - Improve public health.
    - Support a healthy environment.
    - Support the fiscal well-being of the city.

160. **Goal 6.B: Development.** Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

161. **Goal 6.C: Business district vitality.** Portland implements land use policy and investments to:
    - Ensure that commercial, institutional, and industrial districts support business retention and expansion.
    - Encourage the growth of districts that support productive and creative synergies among local businesses.
    - Provide convenient access to goods, services, and markets.

- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

When RiverPlace was first developed as a mixed-use riverfront center in the early 1980's, it was a one of a kind project in Portland that took advantage of its location adjacent to the Willamette riverfront and downtown core. And, because it consisted primarily of housing at a time when residential living downtown was a risky investment, the project built out at fairly low development densities. As a result of the CC2035 Plan, various areas in the Central City, including RiverPlace, were granted higher allowable FAR maximums. These were granted in part to incent the redevelopment of under-utilized parcels with commercial and residential mixed-use development to support Comprehensive Plan goals and policies above. These previous FAR allowances combined with the height amendments subject to this ordinance further incent redevelopment at RiverPlace and greater utilization of the available density to create new commercial office space and housing to support the workforce of the Central City, consistent with the goals above.

Economic Development: Policies

Diverse, expanding city economy

162. **Policy 6.1, Diverse and growing community**. Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

163. **Policy 6.2, Diverse and expanding economy**. Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

164. **Policy 6.3, Employment growth.** Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

165. **Policy 6.4, Fiscally-stable city.** Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

166. **Policy 6.5, Economic resilience.** Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

    It is unknown whether the redevelopment that may be incented by these amendments will be residential, commercial, or a mix of both. However, the amendments, combined with the modest increase in floor area ratios (density) granted to the site by CC2035, could result in greater use of the available development potential at RiverPlace. Such development would support the above policy objectives by increasing commercial office space for new employment opportunities, and/or increase housing density available to people in the workforce at multiple income levels. Thus, the amendments help to further the objectives of the policies above.

167. **Policy 6.6, Low-carbon and renewable energy economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

Any redevelopment at RiverPlace incented by the amendments, would need to meet the most up to date flood plain and seismic standards, and would need to be consistent with the new development standards that require the inclusion of ecoroofs on new buildings, and pursue green-building certification. Such development would be more responsive to these resiliency and low-carbon objectives than the development that currently exists on site. Thus, the proposed amendments help to further these policy objectives.

Central City

168. **Policy 6.33, Central City.** Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

169. **Policy 6.35, Innovation districts.** Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

    The RiverPlace site is located within the Central City and the Innovation Quadrant that encompasses the southern riverfronts of the Central City. As these amendments are intended to incent a higher density residential mixed-use pattern in the central part of the Innovation Quadrant, and include housing, open space, and other uses and amenities, these amendments further the objectives of policies 6.33 and 6.35.

Transportation: Goals

170. **GOAL 9.A: Safety.** The City achieves the standard of zero traffic-related fatalities and serious injuries. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through equity, engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

171. **Goal 9.B: Multiple goals.** Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

172. **GOAL 9.C: Great places.** Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

173. **GOAL 9.D: Environmentally sustainable.** The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

174. **GOAL 9.E: Equitable transportation.** The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

175. **GOAL 9.F: Positive health outcomes.** The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

176. **GOAL 9.G: Opportunities for prosperity.** The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

Transportation: Policies

Streets as public spaces

177. **Policy 9.14, Streets for transportation and public spaces.** Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

Modal policies

178. **Policy 9.17, Pedestrian transportation**. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

179. **Policy 9.18, Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

180. **Policy 9.19, Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

181. **Policy 9.20, Bicycle transportation**. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

182. **Policy 9.21, Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

System management

183. **Policy 9.45, System management**. Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

184. **Policy 9.46, Traffic management**. Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

185. **Policy 9.47, Connectivity**. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

186. **Policy 9.51, Multimodal Mixed-Use Area.** Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to

ODOT concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts.

Extensive transportation modeling and analysis was conducted for the CC2035 Plan, which included considering the impacts of increasing the maximum FAR allowances applicable to the portions of RiverPlace affected by these amendments from 4:1 to 5:1. An additional modeling run for RiverPlace was done to confirm that redevelopment at the affected sites using the entire entitlement possible on site could also be supported (Exhibit B). The supplemental analysis found that the local and regional transportation system can handle this level of development, addressing both safety, capacity, and trip reduction criteria.

Further, redevelopment of the site triggers a Central City Master Plan review that will require local transportation analysis and enhancements to the multimodal transportation system that supports RiverPlace. This includes enhancements to the pedestrian, bicycle, and vehicular systems on and adjacent to the site.

Thus, these amendments are consistent with the transportation goals and policies of the Comprehensive Plan noted above.

Findings on Central City 2035 Plan

Regional Center: Goals

187. **Goal 1.D:** The experience of the Central City's Urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.

The amendments, combined with recent FAR increases as part of the CC2035 Plan, are intended to incent the redevelopment of an older suburban residential form with a taller, higher density residential mixed-use development. Such redevelopment would also be subject to new Central City Master Plan provisions that would require the site to be designed to contain an attractive and livable environment. Thus, the height amendments support Goal 1.D above.

Regional Center: Policies

188. **Policy 1.UD-3, Strategic redevelopment:** Encourage public and private redevelopment in the district, while supporting the existing residential redevelopment, particularly in the areas around Naito Parkway/Harbor Drive, SW 4th Avenue, the Lincoln MAX Station and along the SW 5th and SW 6th Avenue Transit Mall. Where possible encourage new development that includes public-private partnerships and activities and helps meet Portland State University space needs.

The redevelopment intended to be incented by these amendments would result in a higher-density, well designed urban form at RiverPlace, which is located at the intersection of Harbor Drive and Naito, and within a ¼ mile of SW 4th Ave and the Lincoln MAX Station. Thus, the amendments further Policy 1.UD-3 above.

Housing and Neighborhoods: Goals

189. **Goal 2.A:** The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.

Consistent with Goal 2.A, these amendments are intended to incent the redevelopment of a high-density mixed-use neighborhood on the southwest corner of RiverPlace. Any residential development created as part of this redevelopment would be required to contain a mix of market rate and affordable units, and new buildings would need to contain active ground floor uses, that could include services and amenities that serve a diversity of people of all ages, incomes and abilities.

Housing and Neighborhoods: Policies

190. **Policy 2.UD-2, Community cohesiveness:** Support a cohesive, connected community. Create and enhance successful neighborhood-oriented retail/commercial areas near Portland State University, the Halprin Open Space Sequence and in RiverPlace.

Any redevelopment incented by the amendments would be subject to Central City Master Plan provisions, that would require said development to include active ground floor uses, especially along existing and new public right-of-way bisecting RiverPlace. Thus, these amendments further the objectives of this policy.

Urban Design: Goals

191. **Goal 5.B:** The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

Any redevelopment incented by the amendments would be subject to Central City Master Plan provisions, that would require said development to establish publicly accessible open space network, that includes a park or plaza specifically for social interaction, consistent with the objectives of this goal.

Urban Design: Policies

192. **Policy 5.3, Dynamic skyline:** Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and encourage contextually sensitive heights within historic districts. Encourage heights and building forms that preserve sunlight on public open spaces and parks.

193. **Policy 5.5, Large site development:** Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.

194. **Policy 5.6, Distinct and vibrant districts:** Enhance the existing character and diversity of the Central City and its districts, strengthening existing places and fostering the creation of new urban places and experiences.

195. **Policy 5.UD-3, RiverPlace character:** Encourage the continued development of RiverPlace with a broad mix of residential, commercial, recreational and boating uses. Maintain and enhance the cohesive design aesthetic, generous landscaping, and close relationship of the public realm to the river.

The amendments, combined with recent FAR increases as part of the CC2035 Plan, are intended to incent the redevelopment of an older suburban residential form with a taller, higher density mixed-use development. These provisions, further combined with the new Central City Master Plan provisions, will result in the creation of a tall, high-density, mixed-use neighborhood. This neighborhood would also be required to contain access ways and an open space network that connects to and builds off of existing public open space amenities, as well as trail and transit infrastructure. Lastly, the urban form required by the Master Plan provisions and height amendments are specifically crafted to protect public views, increase access to light and air, establish a vibrant public realm, and expand connections to the Willamette River. Thus, the amendments support and further the objectives of Policies 5.3, 5.5, 5.6, and 5.UD-3 above.

City Council Action

NOW, THEREFORE, the Council directs:

a. Amend Code Section 33.510.210.D, Code Section 33.510.255, and Code Chapter 33.510 Maps 510-4, 510-16 and 510-19, as shown in Exhibit A.
b. Adopt the commentary in Exhibit A as legislative history and further findings.

Section 2. Effect

The directives of this ordinance become effective on July 9, 2018.

Section 3. Severability

If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the map, report, inventory, analysis, or document it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the map, report, inventory, analysis, or document each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council: JUN 06 2018

Mayor Ted Wheeler
Prepared by: Troy Doss
Date Prepared: May 1, 2017

Mary Hull Caballero
Auditor of the City of Portland
By Susan Parsons
Deputy

~~527~~ = ~~539~~ = 611 =

Agenda No. 189001 As Amended
ORDINANCE NO.
Title

Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance; Amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (~~Ordinance~~)

INTRODUCED BY
Commissioner/Auditor:
Ted Wheeler

CLERK USE: DATE FILED MAY 15 2018

COMMISSIONER APPROVAL

Mayor—Finance and Administration - Wheeler KC

Position 1/Utilities - Fritz

Position 2/Works - Fish

Position 3/Affairs - Saltzman

Position 4/Safety - Eudaly

BUREAU APPROVAL

Bureau: Planning and Sustainabiltiy
Bureau Head: ~~Susan Anderson~~ Joe Zehnder

Prepared by: Troy Doss
Date Prepared: 5/7/18

Impact Statement
Completed ☒ Amends Budget ☐

Portland Policy Document
If "Yes" requires City Policy paragraph stated in document.
Yes ☐ No ☒

City Auditor Office Approval:
required for Code Ordinances

City Attorney Approval:
required for contract, code, easement, franchise, comp plan, charter

Council Meeting Date 5/24/18

Mary Hull Caballero
Auditor of the City of Portland

By: _____
Deputy

ACTION TAKEN:

MAY 24 2018 **CONTINUED TO** MAY 30 2018 10:15 am Time Certain

MAY 30 2018 Passed to 2nd Reading JUN 06 2018 **2 P.M** Time Certain **As Amended**

AGENDA

TIME CERTAIN ☒
Start time: 2:00

Total amount of time needed: 15 min
(for presentation, testimony and discussion)

CONSENT ☐

REGULAR ☐

Total amount of time needed: _____
(for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz		✓
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	—	—
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

IMPACT STATEMENT

Legislation title: Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance: Amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Ordinance)

Contact name: Troy Doss, Bureau of Planning and Sustainability
Contact phone: 503-823-5857
Presenter name: Troy Doss, Bureau of Planning and Sustainability

Purpose of proposed legislation and background information:

This ordinance amends Title 33, Chapter 33.510 Central City Plan District: Section 33.510.210.D Bonus height options; 33.510.255 Central City Master Plan; Map 510-4 Bonus Heights; Map 510-16 River Place Height Opportunity Area; and, Map 510-19 Required Central City Master Plan Areas. Specifically, these amendments allow for greater bonusable height in a portion of RiverPlace, so long as the buildings earning the bonus height meet building massing criteria to ensure greater visual permeability within and through the site. The amendments also require that new development in this area be subject to Central City Master Plan review.

Financial and budgetary impacts:

The action has no direct financial or budgetary impacts to the City of Portland.

Community impacts and community involvement:

The increased heights proposed by these amendments will incent the redevelopment of an 8-acre site within RiverPlace. The site currently contains approximately 300 market rate rental housing units and has a base FAR allowance of 5:1, which could allow approximately 1,749,450 square feet of development by right (2,799,129 square feet with bonuses). However, the site currently has approximately 507,274 square feet of development on site, utilizing only 1.5 FAR of what is available.

The proposed height amendments, as well as the maximum FAR allowable by right (which was recently increased from a base of 4:1 to 5:1 by the Central City 2035 Plan) would incent the redevelopment of the site in a way that allows full utilization of the available FAR. As the site currently has around 300 market rate units, greater use of the development potential could generate upwards of 2,400 units (or 8 times as many units than exist). Further, if the redevelopment project triggers the new inclusionary housing provisions, at least 20 percent of these units would be available to households earning 80 percent of median family income (MFI), or 10 percent of all units would be available to households earning 60 percent MFI.

Thus, if 2,400 units were developed on site, somewhere between 240 to 480 affordable units would be established on site.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

X **NO**: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

189001

CC2035 Item 538 & 539

Motions & Votes 05/30/18 Refer to BPS staff 5/30/18 memo.

S-538	**TIME CERTAIN: 10:15 AM** – Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Previous Agenda 526; Ordinance introduced by Mayor Wheeler) 30 minutes requested for items 538 and 539 **1. Mayor withdrew his motion of May 24, 2018, Technical Amendment 9.** **2. Motion to accept the amended commentary, code and maps shown in the May 30, 2018 BPS memo regarding shadow analysis:** Moved by Wheeler and seconded by Saltzman. (Y-5) **3. Commissioner Fritz withdrew her motion of May 24, 2018 regarding Technical Amendment 9, sites on Map 510-3, prohibiting adjustments to the shade study for Lan Su Chinese Garden.** **4. Motion to limit the shadow analysis for sites on Map 510-3 to 20% of the adjacent open space at any hour of the day June 21 and September 21:** Moved by Fritz and seconded by Wheeler. (Y-1 Fritz; N-4) Motion failed.	**SUBSTITUTE PASSED TO SECOND READING AS AMENDED JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
539	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Previous Agenda 527; ordinance introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) **Motion to amend shadow study map 510-4 to be consistent with Item 538 motion #2:** Moved by Wheeler and seconded by Fish. (Y-3; Fritz and Saltzman absent)	**PASSED TO SECOND READING AS AMENDED JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**

189001

Testimony Note.

See Ordinance No. 189000 for Testimony on all Central City 2035 items, 610-614.

S-610	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Second Reading Agenda 538; introduced by Mayor Wheeler) 30 minutes requested for items 610 - 614 (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189000** **AS AMENDED**
611	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Second Reading Agenda 539; introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**189001** **AS AMENDED**
S-612	Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Second Reading 528; introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189002**
613	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 529; Resolution introduced by Mayor Wheeler) (Y-4)	**37360** **AS AMENDED**
614	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 530; Resolution introduced by Mayor Wheeler) (Y-4)	**37361** **AS AMENDED**

CC2035 CONFORMANCE PAGES

May 30, 2018

Enclosed are the conformance pages related to City Council amendments approved on May 24 and 30, 2018. These pages are to be incorporated into the Revised Recommended Draft that was printed for City Council on May 24, 2018. The final vote on June 6 will include both the Revised Recommended Draft and these conformance pages. Below are two tables identifying the amendments and where they are located within the CC2035 documents.

Main Ordinance

Volume	Code Section	Amendment Description(Date)	Page # on attached document
1	Appendix-Glossary	Delete Glossary from Volume 1(5-24-18)	N/A
2A1	33.510.200.C.2 Maps 510-2, 510-3, and 510-4	Height and FAR increases in New Chinatown/Japantown Historic District(5-24-18)	53, 72-75, 81, 331-345, 477
	33.510.210.B.2	Clarify allowed heights in view corridors (5-24-18)	
	33.510.210.D.3.b	Restore two words to bonus height section inadvertently deleted (5-24-18)	
	33.815.304	Update threshold for conditional uses to be consistent with revisions to 33.510.116 Retail Sales and Service Uses for Specified Sites in the CX and EX zones (5-24-18)	
	33.510.210, Maps 510-3 and 510-4	Clarify that shadow studies are required for all stippled sites shown on revised Maps 510-3 and 510-4 (5-30-18)	
2A2	33.475.040.B.2.f	Add clarifying words to support code section(5-24-18)	8, 18, 130
	33.475.210.D.2.c	Add clarifying words to support code section (5-24-18)	
	33.865.040.B.1.a(3)	Restore words inadvertently omitted from code section(5-24-18)	
	Map 475-4	Delete Map 475-4 in 33.475 Public Beaches(5-24-18)	N/A

RiverPlace Ordinance

Volume	Code Section	Amendment Description/Date	Page # on attached document
2A1	Map 510-4, map 3 of 3	RiverPlace Ordinance, Exhibit A: Replace map 510-4, map 3 of 3 to reflect changes to the shadow study requirement (5-30-18)	345

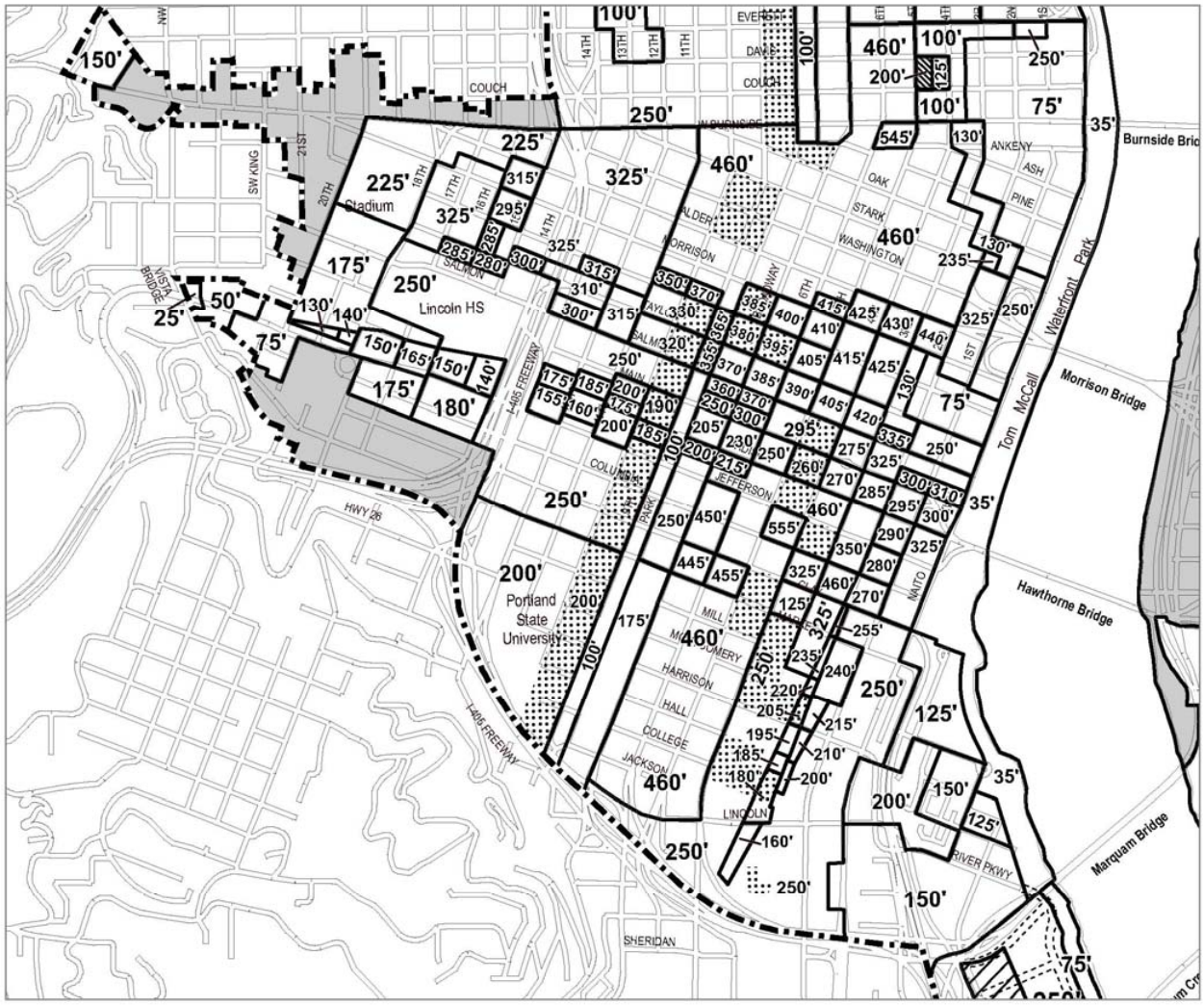
189001

Bonus Heights

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum bonus height
- Areas where height is determined by base zone
- Area where residential required
- Proposed right-of-way
- Proposed accessways
- UL — Unlimited height allowed
- Areas where a shadow analysis is required
- Area eligible for additonal height under 33.510.210.D.2

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Exhibit A:
Central City Plan District Code & Map Amendments

Background

This exhibit contains amendments to the May 2018 Revised Recommended Draft Central City 2035 Plan, Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District. These amendments increase the bonus height of a part of the RiverPlace area, add additional massing requirements for buildings using these greater heights, and require that new development in the RiverPlace area be subject to Central City Master Plan provisions, including some new standards specific to RiverPlace.

Exhibit A:
Central City Plan District Code & Map Amendments

1. RiverPlace bonus height

Code section: 33.510.210.D, Bonus Height, Map 510-16, Map 3 of 3, RiverPlace Height Opportunity Area and Map 510-4, Bonus height.

Explanation: Base heights on the site will remain at 125'. Bonus heights increase to 325' in specific Height Opportunity areas as shown on Map 510-16. Another portion of the site is eligible for up to 250', stepping down to an area of up to 150' closer to the Willamette River as shown on Map 510-4. Special standards will apply in the height opportunity areas that will require narrower towers should a project want to get to 325'. Bonus height is earned through FAR bonuses and transfers in the height opportunity areas. The proposed height increases help accommodate open space amenities and allow for more flexibility to meet housing density goals.

Amended commentary and code:

Additional Commentary:

33.510.210.D.3.e RiverPlace Height Opportunity Area
The RiverPlace Height Opportunity Area is amended to include development standards specific to portions of RiverPlace that allow the development of taller buildings. In these areas, buildings are required to have floor plates no larger than 10,000 square feet above the 100-foot height level of the building. The intent is to create narrower towers to preserve views and light and air through the site. Also, allowing taller buildings on portions of the site provides more flexibility for building designs and the opportunity to create open space amenities and provide better access to the riverfront.

Exhibit A:
Central City Plan District Code & Map Amendments

Amended code:

33.510.210.D.3.e

3. Bonus height earned through an FAR bonus or transfer. Except for sites in the South Waterfront height opportunity area, the bonus heights shown on Map 510-4, or allowed by Subparagraph D.3.e, are allowed when the following are met. Projections above the height limits shown on Map 510-4, or allowed by Subparagraph D.3.e, are prohibited:

   a-d. [no change]

   e. RiverPlace Height Opportunity Area. Up to 325 feet of height is allowed in the RiverPlace height opportunity area shown on Map 510-16 when the following standard is met:

      (1) Purpose. In the RiverPlace height opportunity areas, additional building heights may be appropriate to meet density goals as well as:

         - Provide diverse housing opportunities;
         - Support high quality design;
         - Create additional opportunities for visual access through the area;
         - Promote the development of slender towers with an east-west orientation;
         - Establish and maintain a pedestrian environment with access to sunlight;
         - Create open space amenities connecting to the riverfront;
         - Contribute to the area's urban variety, adding visual interest at the pedestrian level and from vantage points outside of the area;
         - Create an urban form that is visually permeable and maintains all protected public views and view corridors.

      (2) Standard. If the building is taller than 75 feet, the floors of the building above 100 feet must not be more than 10,000 square feet each. Adjustments are prohibited, however modification through design review may be requested if the north-south dimension of the building above 75 feet is 112 feet or less. The north-south dimension is measured as specified in 33.510.251.A.3.e

Exhibit A:
Central City Plan District Code & Map Amendments

Amended Map:

Map 510-4 (Map 3 of 3), Bonus height

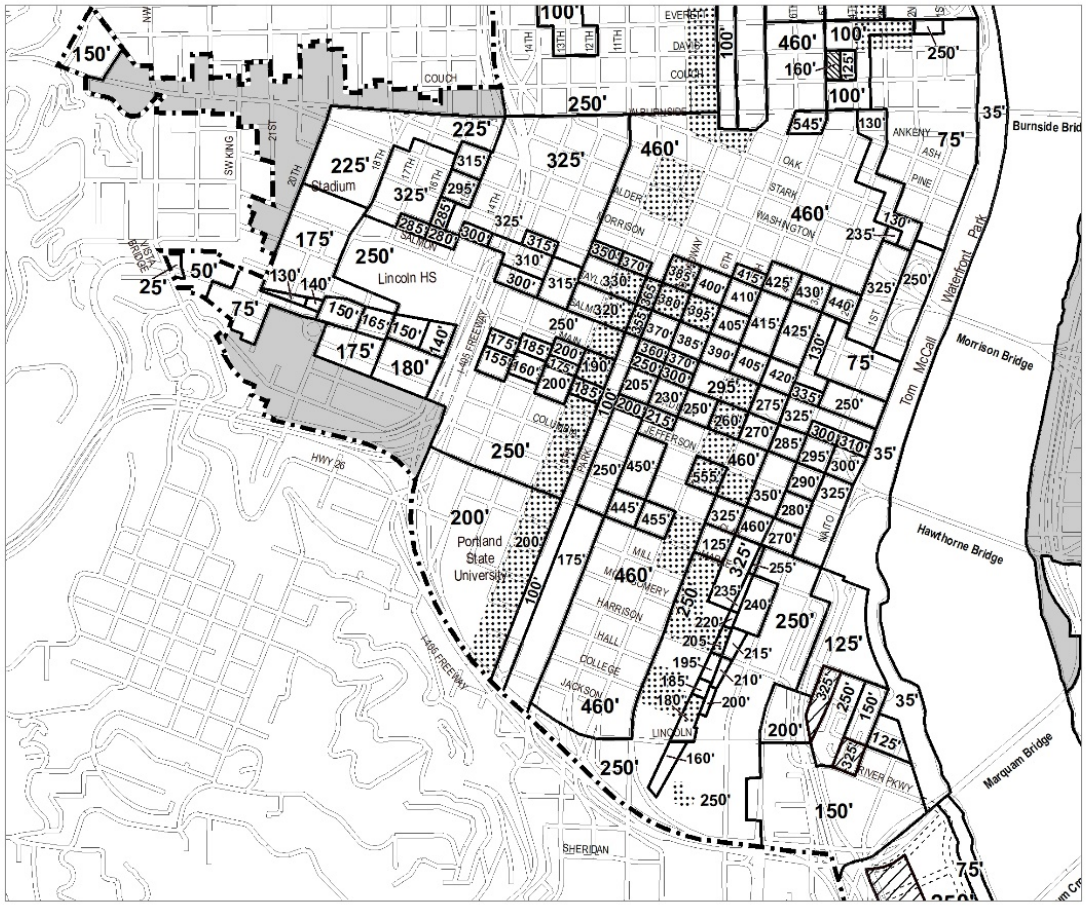
Exhibit A:
Central City Plan District Code & Map Amendments

Bonus Heights

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum bonus height
- Areas where height is determined by base zone
- Area where residential required
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL Unlimited height allowed
- Area eligible for additonal height under 33.510.210.D.2 and 33.510.210.D.3.e

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Exhibit A:
Central City Plan District Code & Map Amendments

Amended Maps:

Map 510-16 (Map 3 of 3), RiverPlace Height Opportunity Area, (Map 510-16, Map 1 and 2 are included for renumbering)

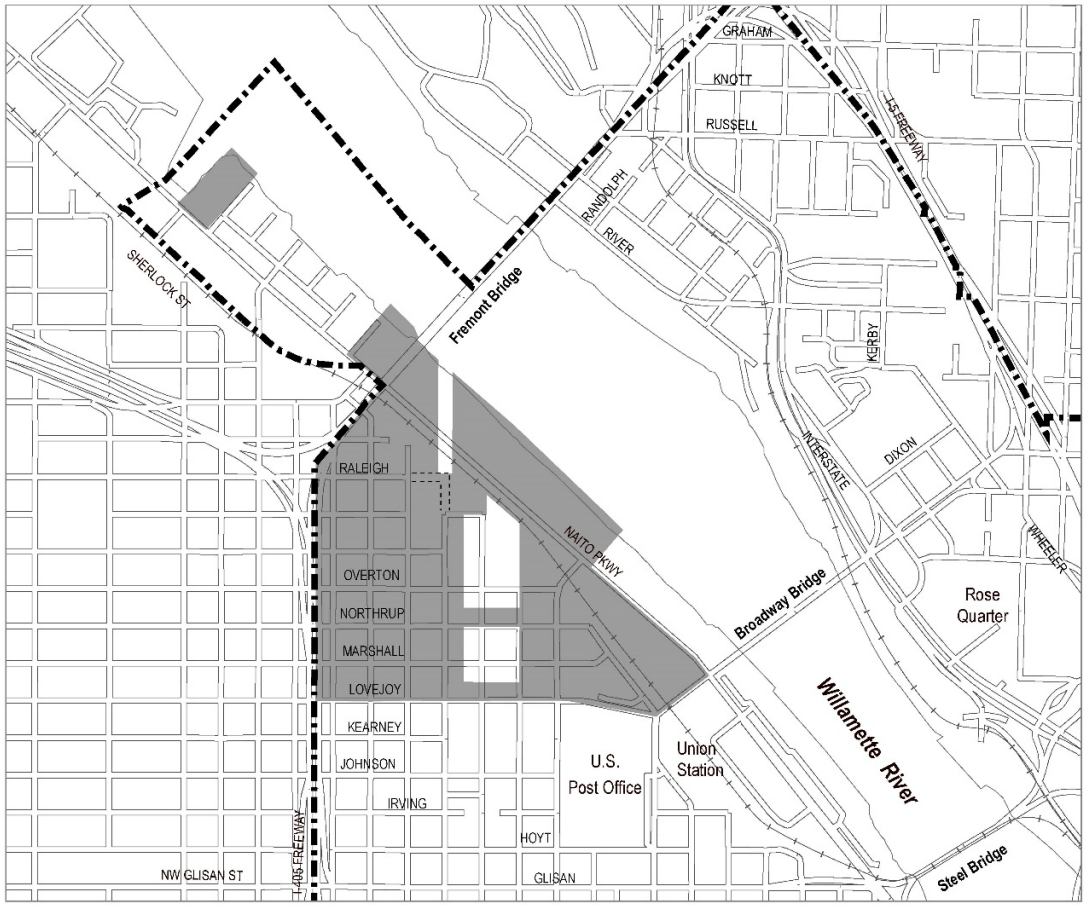
Exhibit A:
Central City Plan District Code & Map Amendments

North Pearl
Height Opportunity Area

Map 510-16

Map 1 of 3

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Proposed right-of-way
- Proposed accessway

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

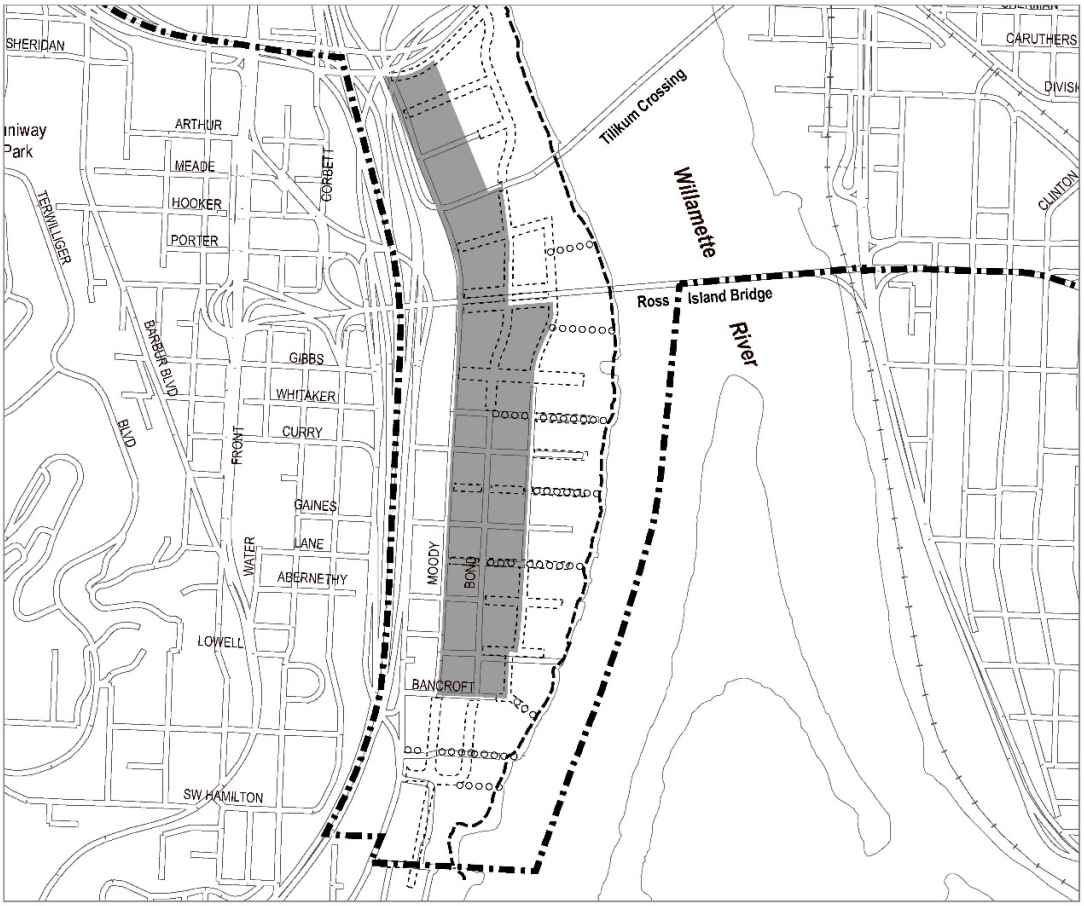
Exhibit A:
Central City Plan District Code & Map Amendments

South Waterfront
Height Opportunity Area

Map 510-16

Map 2 of 3

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Height reference line
- Proposed right-of-way
- Proposed accessway

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

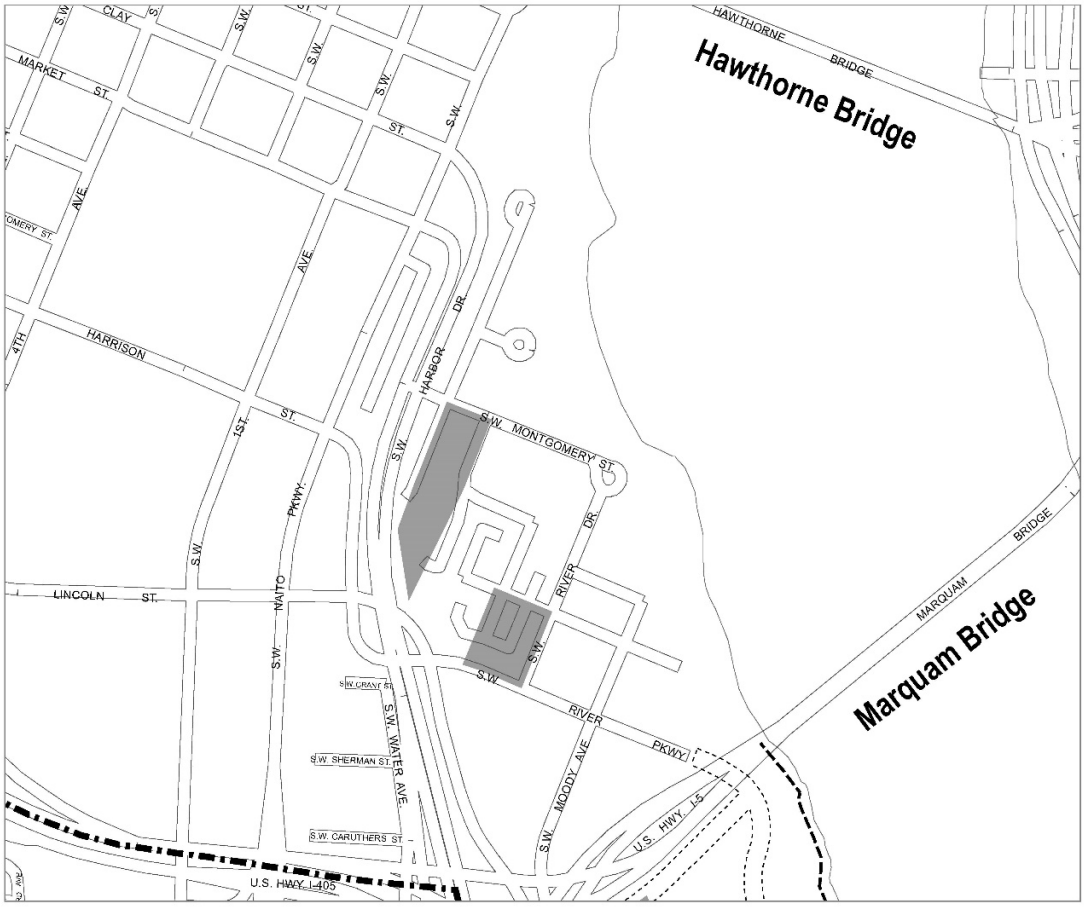
Exhibit A:
Central City Plan District Code & Map Amendments

RiverPlace
Height Opportunity Area

Map 510-16

Map 3 of 3

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Height reference line
- Proposed right-of-way
- Proposed accessway

NORTH

0 400 800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2. Add RiverPlace as a master plan site and include open space requirement adjacent to the riverfront

Code section: 33.510.255 and Map 510-19

Explanation: Amend the Central City Master Plan map (Map 510-19) to include RiverPlace as a master plan site. This large, 8-acre redevelopment site has been identified as an important redevelopment opportunity given its proximity to the river and current lack of open space and connections to public streets and accessways. An additional provision is added to require a portion of the required open space to be adjacent to the existing South Waterfront Park, to allow for better connection and access to the river.

Amended Commentary, Code and Maps

Amended Commentary:

33.510.255.B Required Review:

RiverPlace Area: The site's 8-acre size, proximity to the riverfront, visibility from the Marquam and Hawthorne Bridges, and current lack of open space and connections to public streets and access ways make it an important site to be reviewed thorough a master plan process. This process will protect public views and allow for more rigorous review of the development's public realm, connectivity and urban form.

33.510.255.K. Open Area requirement

33.510.255.K.3.a, Required open area development standards, is amended to require that the required open space area at RiverPlace must be located adjacent to the existing South Waterfront Park, an adjacent public park.

Exhibit A:
Central City Plan District Code & Map Amendments

Amended Code:

3. Required open area development standards.

    a. At least 20,000 square feet, or 50 percent, whichever is less, of the required open area must be designed as parks or plazas. At least one of the parks or plazas must have dimensions that allows a 50-foot by 50-foot square to fit entirely within it, and in Central City Master Plan Area 6, shown on Map 510-19, at least one park or plaza must be located directly adjacent to the OS zone.

Exhibit A:
Central City Plan District Code & Map Amendments

Amended Map:

Map 510-19 (2 of 2) Required Central City Master Plan Areas

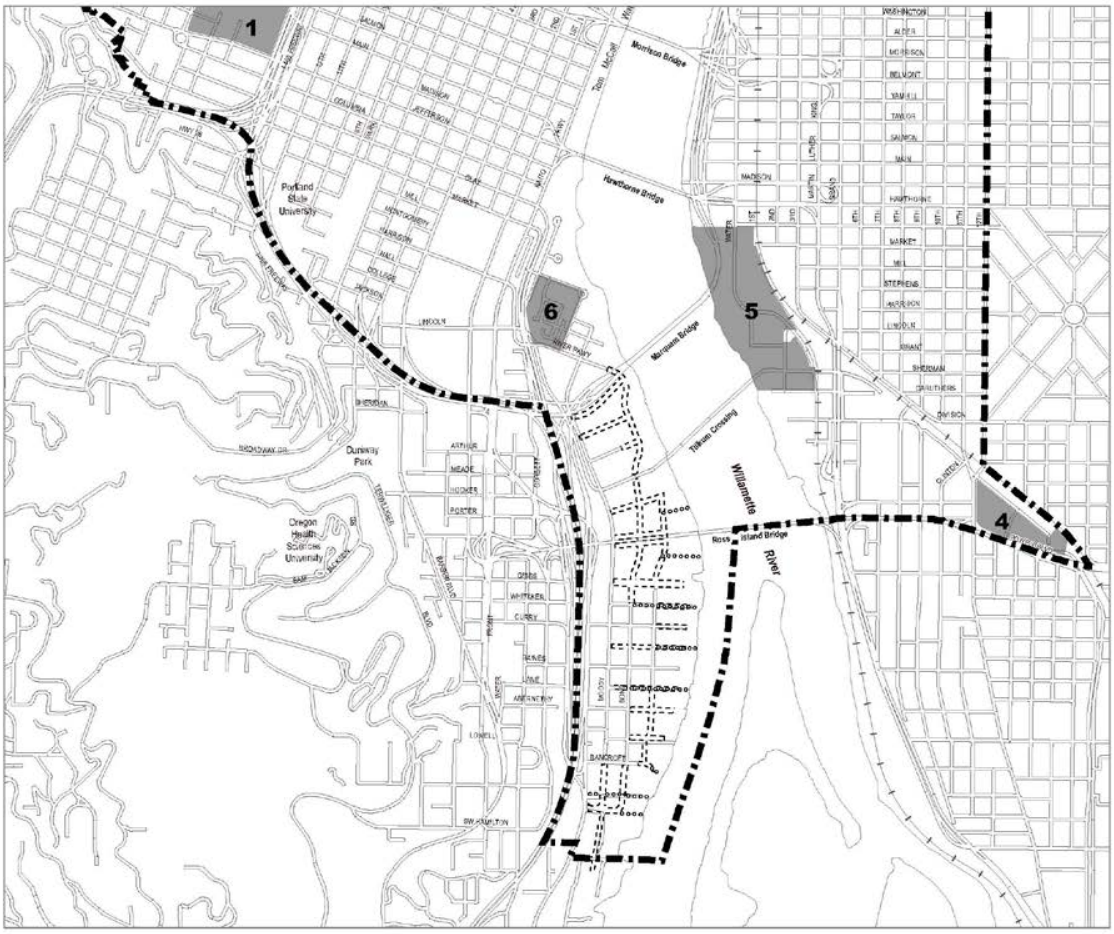
Exhibit A:
Central City Plan District Code & Map Amendments

Required Central City Master Plan Areas

Map 510-19

Map 2 of 2

Map Revised Xxxxx XX 201X



Legend

- Central City Plan District boundary
- # Required Central City Master Plan areas
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

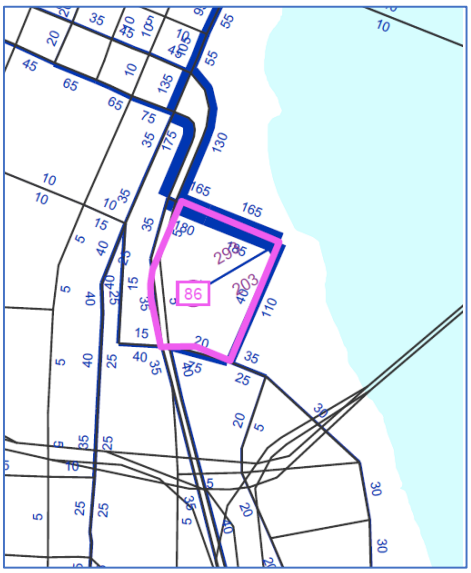
Bureau of Planning and Sustainability
Portland, Oregon

Exhibit B:

PBOT Supplemental Transportation Analysis

Modeling Summary for River Place Development

This modeling task aims to evaluate the potential safety issues resulting from the proposed River Place Development (RPD). This is an 8 acres site between SW Montgomery, SW River Pkwy, SW River Drive and SW Harbor Drive in the University District/South Downtown Subdistrict. The assessment is conducted under the frame work of Central City MMA (Multimodal Mixed-Use Area) policy. The model of the City's 2035 Comprehensive Plan/Central City is applied here as the project base model, and the analysis assumes that the RPD traffic will keep the same travel pattern as the base model.



RPD proposes to add an additional 2340 households at the location as the shown above, in the Transportation Analysis Zone (TAZ) #86. The model shows that the new households will add 425 vehicles to the PM peak hour auto traffic onto the network over the 2035 Comprehensive Plan projections. The main model assumptions of RPD are in Table 1 and 2.

Table 1. RPD Household Proposal

	Comp Plan 2035	RPD addition	Total
TAZ #86	86	2340	2426

Table 2. 2035 Daily Mode Share Assumptions and Comparisons

	RPD Site	PSU Sub Area	Central City
Auto Person	47.8%	40.8%	55.2%
Transit	22.8%	34.2%	21.7%
Bike	6.5%	4.9%	5.7%
Walk	22.8%	20.2%	17.3%
Non-SOV	77.2%	77.8%	72.8%

Exhibit B:
PBOT Supplemental Transportation Analysis

Traffic changes on the streets with traffic concerns identified by ODOT and PBOT

The model output shows that the additional 425 RiverPlace vehicle trips will not result in significant traffic changes outside in Portland downtown area. See attached plot 1. The major traffic increase is limited to RPD access streets.

A total of 12 street segments within Central City area are identified as streets with traffic concerns by ODOT and PBOT during Comp Plan process. Four of these streets are in RPD area, which will result in projected traffic increases from the RPD with the maximum increase of 10 vehicles in the PM peak hour. See attached file 2.

Traffic queue changes on freeway off ramps

There are a total of 22 freeway off ramps, 30 model network links, within Central City area. Among the 30 links, 17 will have more traffic resulting from RPD, the average addition is 5 cars, and the largest ramp volume increase, 44 cars, happens at the ramp of I-5 SB to SE Morrison Br. At planning analysis level, no queue length will exceed its ramp length during PM peak hour with the additional traffic from RPD. See attached file 3.

File 2 – Traffic changes on Central City streets on ODOT/PBOT Comp Plan concern list

PBOT HotSpot

Page 1 of 1

Table 1. 2035 PM Peak Hour Traffic Comparison on PBOT/ODOT's Concern List in Central City Area

			PM Volume (VPH)		PM V/C		VPH Diff & %	
			Base	RP	Base	RP	RP - Base	
PBOT	99E	from MLK / Grand Viaduct to SE 1	3025	3035	0.90	0.90	10	0.3%
PBOT	SE Powell	from Ross Island Br. to SE 20th	1935	1935	0.85	0.85	0	0.0%
PBOT	SE Div/Powell/Mil area		635	640	0.53	0.53	5	0.8%
PBOT	I-405 access at sw 6th/broadway area		1065	1065	1.01	1.01	0	0.0%
PBOT	Hawthorne Br w/ end area		945	950	0.68	0.69	5	0.5%
PBOT	Morrison br w/ end area		960	970	0.64	0.65	10	1.0%
ODOT	I-405 SB	at Broadway Exit Ramp	1640	1640	1.37	1.37	0	0.0%
ODOT	I-405 NB	at Broadway Entrance Ramp	1960	1940	1.63	1.35	-20	-1.0%
ODOT	OR43	from Abernathy to Curry	1695	1670	0.63	0.62	-25	-1.5%
ODOT	OR43	from Bancroft Street to Hamilton	1435	1420	0.71	0.70	-15	-1.0%
ODOT	OR99E	from Viaduct to Powell	2555	2545	1.10	0.92	-10	-0.4%
ODOT	Powell	from Ross Island Bridge to 39th A	1810	1805	0.84	0.81	-5	-0.3%

Volume = Σ VMT / Σ roadway length

File 3. FWY Off Ramp Queue Length Analysis

Exhibit B:
PBOT Supplemental Transportation Analysis

$LINK:NO	FROMNODENO	TONODENO	TYPENO	LENGTH	NUMLANES	Capacity (VPH)	RPD PM1 Traffic (VPH)	Vol 2	Max Queue	RL>QL?	Ramp Length - Queue max	Note
3623	10410	15685	72	0.22	1	1600	1027	1100	18	OK	710	I-5 NB to N Greeley Ave, extension
3755	10467	16189	74	0.093	2	1800	795	800	14	OK	140	I-5 SB to N Broadway, extension
3757	10468	14368	74	0.165	2	2400	1720	1800	28	OK	170	I-5 NB to NE Weidler
6034	11537	15752	70	0.179	2	2400	1644	1700	27	OK	270	I-5 SB to SE Morrison Br., Extension
9721	14370	14363	74	0.056	2	1800	508	600	11	OK	20	I-5 SB to Broadway/Vancouver Ave
9722	14370	14369	74	0.032	3	2100	286	300	4	OK	70	I-5 SB to Broadway
9789	14408	16192	70	0.075	3	2700	231	300	4	OK	300	I-84 WB to NE Holladay St, extension
9852	14453	16329	72	0.219	1	1500	1322	1400	23	OK	580	I-5 SB to SW Witeaker St
9868	14464	29066	76	0.067	2	1200	1647	1700	27	OK 2	-320	I-405 SB to Broadway, 828ft, 33 cars
9876	14470	14467	73	0.112	1	1200	381	400	8	OK	390	I-405 NB to SW 12th Ave
9881	14473	12072	72	0.153	3	2700	1294	1300	12	OK	510	HWY 26 EB to SW Market St
10731	15501	14448	72	0.169	1	1200	524	600	11	OK	620	I-5 SB to SE Morrison Br.
10732	15501	15757	74	0.179	1	900	1120	1200	20	OK	450	I-5 SB to SE Belmont St, extension
10745	15509	15719	70	0.16	1	1200	438	500	9	OK	620	I-405 NB to SW Salmon St, extension
10833	15611	11535	76	0.121	1	900	453	500	9	OK	410	I-5 NB to SE Water St, extension
10906	15685	15995	72	0.28	1	1200	1027	1100	18	OK	1030	I-5 NB to N Greeley Ave
10938	15714	15724	75	0.081	2	2400	1127	1200	20	OK 2	-70	I-405 NB to NW 14th@Davis, 705ft, 28cars
10941	15719	15722	73	0.051	1	1200	438	500	9	OK	40	I-405 NB to Salmon, Long ramp ok
10943	15722	16386	73	0.105	1	1200	438	500	9	OK	330	I-405 NB to SW Salmon St
10945	15724	11566	75	0.034	2	2400	1127	1200	20	OK 2	-320	I-405 NB to NW 14th@Davis, 705ft, 28cars
10970	15752	15501	74	0.049	2	1800	1644	1700	27	OK 2	-420	I-5 SB to Morrison Br. 2000ft,80 cars
10975	15757	15497	74	0.096	1	900	1120	1200	20	OK	10	I-5 SB to SE Belmont St. 2000ft,80 cars
11354	16189	14370	74	0.067	2	1800	795	800	14	OK	0	I-5 SB to Broadway, part of a long ramp
11356	16192	11009	74	0.146	3	2100	231	300	4	OK	670	I-84 WB to NE Holladay St
22795	15515	65310	75	0.1	2	1400	681	700	12	OK	230	I-405 SB to NW Couch St
45652	11816	60201	72	0.096	1	1600	712	800	14	OK	160	I-5 NB to SW Macadam Ave, extension
45653	60201	16332	72	0.181	2	2400	712	800	14	OK	610	I-5 NB to SW Macadam Ave
24779	19070	15413	32	0.101	2	2400	406	500	9	OK	310	SW Harber Dr NB to SW River Pkwy
10742	15508	11699	76	0.201	2	1200	330	400	8	OK	860	I-405 NB to SW 4th Ave
10950	15731	11804	76	0.149	2	1200	343	400	8	OK	590	I-405 NB to SW 6th Ave
the max queue estimation is based on 90s signal cycle, 50% green, and Poisson function with 95% of confidence level												
OK2 = inititally have Max Q > ramp length, but after check the ramp length in Google Map fine it ok.												

Exhibit C:
Central City 2035 Plan Findings of Fact Report

Exhibit C is the same document as Exhibit A, Central City 2035 Plan Findings of Fact Report (as amended by City Council and dated May 2018) attached to Ordinance: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000, Exhibit A.

SUBSTITUTE

ORDINANCE No. 189002

Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Ordinance; amend Code Chapters 33.430 and 480)

The City of Portland Ordains:

Section 1. The Council finds:

1. In 1974, the State of Oregon adopted two statewide planning goals that require the protection of scenic resources; State Goal 7, Recreational Needs and State Goal 5, Open Spaces, Scenic and History Areas, and Natural Resources. State Goal 7 requires jurisdictions to satisfy the recreational needs of citizen of the state and visitors. Recreational opportunities include scenic landscapes and scenic roads and travelways. State Goal 5 requires jurisdictions to conserve open space and protection natural and scenic resources.

2. In 1979, scenic resources were first designated and protected through building height limits as part of the implementation of the *Downtown Plan.* (The *Downtown Plan* was adopted as a policy statement to guide public and private decision-making in the Downtown area; adopted by Motion on agenda item 3958, December 28, 1972). Additional scenic resources were identified and protected through the adoption of area plans between 1979 and 1988.

3. In 1980, Portland's first *Comprehensive Plan* was adopted by the Portland City Council and was acknowledged as complying with Oregon's Statewide Planning Goals by the Land Conservation and Development Commission (LCDC) in May 1981. The 1980 *Comprehensive Plan* was again deemed in compliance with the Statewide Planning Goals at the conclusion of Portland's first Periodic Review in January 2000. The 1980 plan was also incrementally updated by post-acknowledgement plan amendments through November 2011. In June 2016, as part of Task IV of Portland's second Periodic Review, the Portland City Council completely replaced the 1980 plan by the adoption of Portland's new *2035 Comprehensive Plan*, but delayed the effective date of the new plan to allow the LCDC sufficient time to review and acknowledge the new plan. During the delay between adoption and effect dates, the 1980 plan continued to serve as the City's comprehensive plan. Portland's *2035 Comprehensive Plan* became effective on May 24, 2018. Because this ordinance is adopted after the effective date of the *2035 Comprehensive Plan,* its provisions are gauged against the applicable provisions of the *2035 Comprehensive Plan* not the 1980 Comprehensive Plan.

4. In 1991, the Portland City Council adopted the Scenic Resources Protection Plan (SRPP), which consolidated scenic resource designations and protection from previous plans, and updated the citywide inventory of scenic resources (Ordinance No. 163957, 1991). The SRPP implemented new zoning codes (Code Chapter 33.480) to protect designated scenic resources. The SRPP also amended the environmental zoning codes (Code Chapter 33.430)

to allow for scenic resource management when the scenic and environmental resources overlap.

5. The SRPP includes an inventory of scenic resources and an Economic, Social, Environmental and Energy Analysis (ESEE) as required by OAR 660-16-000 through 660-16-025. The Department of Land Conservation and Development found the SRPP to be in compliance with Oregon State Land Use Goal 5, Open Spaces, Scenic and History Areas, and Natural Resources.

6. The SRPP Economic, Social, Environmental and Energy Analysis (ESEE) recommendations are to prohibit and limit conflicting uses. Vegetation, when it grows and blocks a view, is a conflicting use. The SRPP ESEE recommendations intended that within designated viewpoints and views, vegetation should be limited or prohibited to protect the view. Code Chapter 33.430, Environmental Overlay Zones, has an exemption for tree and vegetation removal within a viewpoint and requires review for removal of trees and vegetation within a view corridor.

7. The scenic (s) overlay zones were removed from the official zoning maps where the scenic (s) overlay zones overlapped as the environmental conservation (c) or protection (p) overlay zones through area-specific natural resources protection plans. This was done because language in zoning code 33.430, Environmental Overlay Zones, requires that scenic resources be considered as part of an environmental review. The zoning code relied on the SRPP to show where scenic resources are relevant.

8. Since 1991, vegetation and trees have grown and partially or fully block view corridors that are designated in the SRPP and are within conservation or protection overlay zones. Removal of the vegetation or trees within a view corridor requires an environmental review. Adding the scenic (s) overlay zones back to the maps where the view corridors overlap with conservation (c) or protection (p) overlay zones and creating a new standard that allows for removal of vegetation and trees, along with required mitigation, within the scenic (s) overlay zone will meet the legislative intent of the SRPP.

9. Reapplication of the scenic (s) overlay zones and creation of a vegetation and tree removal standard was proposed as part of the Central City 2035 Plan. The problem of trees blocking view corridors was first identified during development of the *Central City Scenic Resources Protection Plan*, which is an update to the SRPP for the Central City (SRPP remains in effect outside of the Central City). Public involvement has been an integral part of the Central City 2035 planning process. The public involvement process is summarized in CC2035 Plan, Volume 6, Public Involvement, attached as Exhibit F.

10. On June 20, 2016, BPS staff released the *Central City 2035 Proposed Draft* report, which included the proposed scenic (s) overlay zone map and the proposed zoning code amendments to Code Chapter 33.430, Environmental Overlay Zones, and Code Chapter 33.480, Scenic Resources. Code Chapter 33.480 applies to all scenic resources in Portland. Code Chapter 33.430 generally applies to scenic resources outside of the Central City. However, there is some overlap between scenic resources that are within the Central City

and the environmental overlay zones. Specifically, the regulations of Code Chapter 33.430, Environmental Overlay Zones, apply to viewpoints and view corridors within the Viewpoint Boundary but outside of the Central City Boundary, as shown in Map 1 on page 6 of the *Central City Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation*, attached as Exhibit C. Scenic resources in the Central City are addressed in a separate ordinance.

11. On June 24, 2016, notice of the *Central City 2035 Plan Proposed Draft* and Planning and Sustainability Commission hearing were sent to all property owners potentially affected by proposed zoning map and code changes, as required by ORS 227.186. The draft plan included draft Code Chapter 33.480, Scenic Resources and Chapter 33.430, Environmental Overlay Zones (Volume 2A, Part 3), and *Central City Scenic Resources Protection Plan* (Volume 3A, Part 1-3).

12. On July 26, 2016 and August 9, 2016, the Planning and Sustainability Commission (PSC) held a hearing on the Proposed Draft. Staff from the Bureau of Planning and Sustainability presented the proposal and public testimony was received.

13. The PSC held work sessions between September 2016 and May 2017. Scenic resources were discussed at the work session held on September 27, 2016 and February 14, 2017.

14. On May 5, 2017, BPS staff released the *Central City 2035: Revised Staff-Proposed Draft*. This draft updated the previous draft to address issues brought up during the PSC work sessions.

15. On May 23, 2017, the PSC held a final work session and voted to recommend the *Central City 2035 Plan* to City Council.

16. On June 22, 2017, the PSC released the *Central City 2035 Plan Recommended Draft* to the Portland City Council. The plan contains the following elements, some of which were amended by City Council.

    - Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic, contains the zoning map and code amendments for Code Chapter 33.480, Scenic Resources, and Code Chapter 33.430, Environmental Overlay Zones and the amendments to the official zoning map. These add the scenic (s) overlay zones back to the official zoning maps where the view corridors overlap with conservation (c) or protection (p) overlay zones and create a new standard that allows for removal of vegetation and trees, along with required mitigation, within the scenic (s) overlay zone. Volume 2A, Part 3, as amended by City Council and dated May 2018, is attached as Exhibit B.

    - Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation, Part 2: Scenic Resources Inventory, and Part 3: Economic, Social, Environmental and Energy Analysis. These documents update the inventory and ESEE for scenic resources within the Central City. Volume 3A,

Part 1, as amended by City Council and dated May 2018, is attached as Exhibit C. Volume 3A, Part 2, was not amended by City Council and is dated June 2017, May 2018, is attached as Exhibit D. Volume 3A, Part 3, as amended by City Council and dated May 2018, is attached as Exhibit E.

17. A public notice of the September 14, 2017 Portland City Council public hearing on Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic and Volume 3A, Scenic Resource Protection Plan, Parts 1 through 3, of the *Central City 2035 Plan,* was sent on August 28, 2017 to all property owners potentially affected by proposed zoning map and code changes, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties.

18. The City has prepared the Scenic and Environmental Resources Findings of Fact Report, attached as Exhibit A, which addresses findings for Statewide Planning Goals and Oregon Administrative Rules, Metro Urban Growth Management Functional Plan, and the City of Portland's 2035 Comprehensive Plan policies and goals.

NOW, THEREFORE, the Council directs:

a. Amend the official Zoning Map to apply scenic (s) overlay zones as shown on pages 30 to 66 of Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic);

b. Amend Title 33, Planning and Zoning, of the Municipal Code of the City of Portland, as shown on pages 2 to 24 of Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic);

c. Amend the Scenic Resources Protection Plan (1991), as shown in Exhibit D.

d. Adopt Exhibit C (Volume 3A, Scenic Resources Protection Plan, Part 1: Central City Scenic Resources Protection Plan), Exhibit D (Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory) and Exhibit E (Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental and Energy Analysis).

e. Adopt Exhibit A (Scenic and Environmental Resources Findings of Fact Report) and Exhibit F (Public Involvement) as further findings of fact.

f. Adopt the commentary of Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic), as further findings and legislative intent.

Section 2. The directives of this ordinance will take effect on July 9, 2018.

189002

Section 3. If any section, subsection, sentence, clause, phrase, diagram, designation, or drawing contained in this Ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram, designation, and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams, designations, or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council: JUN 06 2018

Mayor Ted Wheeler
Prepared by: Mindy Brooks
Date Prepared: May 17, 2018

Mary Hull Caballero
Auditor of the City of Portland
By
Deputy

~~S-528~~ 612

SUBSTITUTE

Agenda No.

ORDINANCE NO. 189002

Title

Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic, amend the Portland Zoning Map, and Portland Zoning Codes ~~33.430~~, Environmental Overlay Zones, and ~~33.480~~, Scenic Resources, and amend the Scenic Resources Protection Plan (Ordinance; Amend Code Chapters 33.430 and 480)

INTRODUCED BY Commissioner/Auditor: **Ted Wheeler**	CLERK USE: DATE FILED MAY 17 2018
COMMISSIONER APPROVAL	Mary Hull Caballero Auditor of the City of Portland
Mayor—Finance and Administration - Wheeler RC	By: _____ Deputy
Position 1/Utilities - Fritz	**ACTION TAKEN:**
Position 2/Works - Fish	MAY 24 2018 PASSED TO SECOND READING JUN 06 2018 2 P.M Time Certain
Position 3/Affairs - Saltzman	
Position 4/Safety - Eudaly	
BUREAU APPROVAL Bureau: Planning and Sustainabiltiy Bureau Head: Susan Anderson	
Prepared by: Mindy Brooks Date Prepared: May 16, 2018	
Impact Statement Completed ☒ Amends Budget ☐	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes ☐ No ☒	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: Lak required for contract, code, easement, franchise, comp plan, charter	
Council Meeting Date June 6, 2018	

AGENDA
TIME CERTAIN ☒ **Start time: 2:10** **Total amount of time needed: _____** **(for presentation, testimony and discussion)**
CONSENT ☐
REGULAR ☐ **Total amount of time needed: _____** **(for presentation, testimony and discussion)**

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz		✓
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	—	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic, amend the Portland Zoning Map, and Portland Zoning Codes 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources, and amend the Scenic Resources Protection Plan (Ordinance; Amend Code Chapter 33.430 and 480)

Contact name: Mindy Brooks, Bureau of Planning and Sustainability
Contact phone: 503-823-7831
Presenter name: Mindy Brooks, Bureau of Planning and Sustainability

Purpose of proposed legislation and background information:
This ordinance amends the Title 33, Planning and Zoning, to include a standard for vegetation maintenance within view corridors, and amends the official Zoning Map to clarify where the standard applies. These amendments are necessary to maintain view corridors designated in the adopted 1991 *Scenic Resources Protection Plan* (SRPP). Some of these view corridors are now partially or completely blocked by vegetation. Currently, for vegetation to be maintain in view corridors that are also located in environmental conservation (c) or protection (p) zone, environmental review is required. To better balance the goals of the SRPP with the goals of the environmental overlay zones, and to make maintenance of the view corridors more efficient, a standard is recommended for removal or trimming vegetation and trees.

The zoning map and code amendments support the Comprehensive Plan goals and policies including:

- **Policy 4.41** – Scenic Resources. Enhance and celebrate Portland's scenic resource to reinforce local identity, histories and cultures and contribute towards way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks or other elements valued for their aesthetic appearance or symbolism.
- **Policy 4.42** – Scenic Resource Protection. Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations and other tools.
- **Policy 4.43** – Vegetation Management. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Financial and budgetary impacts:
Amendments to the zoning code and maps do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Fiscal impacts from implementation of the amended zoning code and maps could include changes to the costs of administering the amended code versus the previous code. However, because the amendments should result in fewer reviews, the cost associated with staff time to review proposal may decrease slightly over time. However, there may be initial costs associated with training to familiarize BDS and other City bureau staff with the new regulations, as well as related costs such as creating new submittal forms, etc.

Community impacts and community involvement:
The Scenic Resources Protection Plan (SRPP) was adopted in 1991. Scenic (s) overlay zones were placed on designated view corridors. As the environmental overlay zones (c and p zones) were applied throughout the city, the s overlay zones were removed where the new environmental zoning codes were anticipated to address scenic resources. Environmental review was required for vegetation and tree removal in view corridors. This meant that property owners with both s and c or p zone were required to go through environmental review to maintain the designated view.

Reapplying the s overlay zone in area with c and p zone has no impact on property owners. Although the s overlay zones were removed, the regulations of the zoning code still applied to the view corridors designated in the SRPP.

Amending the zoning code to allow some vegetation maintenance through a standard instead of an environmental review will reduce the time and money associated with a full review. It also better balances the goals for scenic resources and natural resources in Portland.

Community involvement was conducted largely through the Central City 2035 Plan (CC2035). The issue of trees and vegetation growing and blocking views and the time/money associated with reviews was identified while updating views of the Central City and Mt Hood from the Washington Park International Rose Garden. Notice regarding the proposed amendments was sent to the CC2035 mailing list, the legislative list and all property owners where the s overlay zone will be reapplied. During the Planning and Sustainability Commission hearings there was no objection to the zoning map or code amendments. There was general support from Portland Parks and Recreation and the Japanese Garden because the zoning map and code amendments will make it easier to maintain views from the Rose Garden and Japanese Garden, as well as other views around the city such as those from Rocky Butte, Mt Tabor and Council Crest.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

X NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

S-526	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Previous Agenda 353; Ordinance introduced by Mayor Wheeler) 1. **Motion to accept substitute ordinance and all associated exhibits as described in Attachment B of the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-5) 2. **Motion to accept the minor and technical amendments shown in Attachment A of the May 24 BPS memo:** Moved by Fish and seconded by Fritz. (Y-5) 3. **Motion to adopt the New Chinatown/Japantown amendment as written in Attachment A, Part II of the May 24 BPS memo; the amendment includes Block 33 and the four blocks in the north end of the district and addresses height:** Moved by Saltzman and seconded by Wheeler. (Y-3 Saltzman, Eudaly, Wheeler. N-2 Fritz, Fish.) 4. **Motion to substitute a new Exhibit A to reflect motion #3:** Moved by Wheeler and seconded by Saltzman. (Y-4; N-1 Fritz) 5. **Motion to accept staff addendum to May 24 packet, Technical Amendment 9, regarding shadow studies, Map 510-4, map 3 of 3:** Moved by Wheeler and seconded by Fish. Vote not called. 6. **Motion to add "D" on page 3 of staff addendum to May 24 packet, Technical Amendment 9, Shadow study, sites shown on Map 510-3 to add "Adjustments and modifications to this standard are prohibited.":** Moved by Fritz and seconded by Fish. Vote not called.	**SUBSTITUTE CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN AS AMENDED**
527	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19)	**CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN**
S- 528	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 352; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) **Motion to accept substitute and all associated exhibits described in Attachment B to the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent)	**SUBSTITUTE PASSED TO SECOND READING JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
529	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 354; Resolution introduced by Mayor Wheeler) **Motion to accept amended Resolution to update effective date and accept substitute exhibits:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**
530	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 355; Resolution introduced by Mayor Wheeler) **Motion to amend Resolution to update effective date and accept previous motion to add resolved paragraph directing Bureaus to continue with with community partners on similar open space and transportation projects:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

May 24, 2018

MEMORANDUM-REVISED

TO: Mayor Wheeler and City Council members

FROM: Sallie Edmunds, Central City, River and Environmental Planning Manager

COPY: Susan Anderson, Director; Joe Zehnder, Chief Planner

SUBJECT: City Council session on CC2035 on May 24, 2018

This memo replaces the memo dated May 17, 2018 to include a new minor/technical amendment (on page 5) and a revised map with properly named streets (on page 7).

On May 24, 2018 at 2:30 p.m. Time Certain, Council will hold a final session to move Central City 2035 (CC2035) to a final vote which will take place on June 6, 2018 at 2:00 p.m. This session is expected to include the following:

1. Main CC2035 Ordinance
    a. *Substitute* Main Ordinance
    b. Consider potential amendments to the Main Ordinance (see following pages)
2. *New* RiverPlace Ordinance amends the CC2035 main ordinance (Saltzman recuse)
3. *Substitute* Environmental and Scenic Ordinance: Outside of CC
4. *Amended* Actions/Urban Design Diagrams and Targets Resolution
5. *Amended* Green Loop Resolution

Please see the following attachments.

Attachment A. Potential amendments to the Main Ordinance (see agenda item 1b)

I. Minor and Technical Amendment Package. These amendments are related to items that staff identified in the process of producing the *Revised Recommended Draft.* This May 24, 2018 revised memorandum contains a new Amendment 8 that clarifies allowed heights in View Corridors (see page 5).

II. Major Amendment. This amendment is to increase height and FAR on properties in the New Chinatown/Japantown Historic District. This May 24, 2018 revised memorandum includes a replacement map that has properly labeled streets. (see page 7)

Attachment B. Guide to the Legislative Packet for May 24.

Attachment A. Potential Amendments to the Main Ordinance

I. Minor and Technical Amendment Package

1. Restore two words to bonus height section inadvertently deleted

Code section: 33.510.210.D.3.b (Volume 2A1)

Sponsor: Wheeler

Explanation: This section explains how bonus height is earned. The Recommended Draft explained that a project must earn an additional FAR of at least 1 to 1 through the use of one of the bonuses or transfer options. The amended code presented to Council inadvertently left out the words "at least" from the section. This amendment restores those words in the code below.

Amended code:

3. **Bonus height earned through an FAR bonus or transfer.** Except for sites in the South Waterfront height opportunity area, the bonus heights shown on Map 510-4 are allowed when the following are met. Projections above the height limits shown on Map 510-4 are prohibited:
   a. [no change];
   b. The proposal must earn an additional FAR of at least 1 to 1 through use of one of the following FAR bonus or transfer options. The site shown on Map 510-4 as requiring residential is only allowed to earn the additional 1 to 1 through the bonus option listed in D.3.b (1):
      (1) – (3) [no change]

2. Update threshold for conditional uses to be consistent with revisions to 33.510.116 Retail Sales and Service Uses for Specified Sites in the CX and EX Zones.

Code section: 33.815.304 (Volume 2A1)

Sponsor: Wheeler

Explanation: Use regulation 33.510.116, Retail Sales and Service Uses for Specified Sites in the CX and EX Zones, was amended by Council on March 7 to support a small increase in retail allowances up to 50,000 square feet on sites shown on Map 510-12. If a project wants to go above 50,000 square feet, up to 60,000 square feet., a conditional use review is required. This new threshold of 50,000 was not updated in the conditional use code section 33.815.304. The updated code language with the new threshold is shown below.

Amended code:

33.815.304 Retail Sales And Service Uses on Specified Sites in the CX and EX Zones in the Central City Plan District.

Approval criteria A, B and D apply to Retail Sales And Service uses with more than 50,000 square feet of net building area on sites shown on Map 510-12 that are outside the South Waterfront Subdistrict. Approval criteria A, B, C and D apply to Retail Sales And Service Uses with more than 50,000 square feet of net building area on sites shown on Map 510-12 that are within the South Waterfront Subdistrict.

~~For Retail Sales And Service uses in the South Waterfront subdistrict of the Central City plan district with more than40,000 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.- D. [no change].

3. Add clarifying words to support code section.

Code section: 33.475.040.B.2.f (Volume 2A2)

Sponsor: Wheeler

Explanation: This amendment adds some clarifying terms to this section of code.

Amended code:

f. Removal of structures and debris located landward of the ordinary high water mark of the Willamette River, streams or drainageways, or more than 30 feet from the edge of a wetland;

4. Add clarifying words to support code section.

Code section: 33.475.210.D.2.c (Volume 2A2)

Sponsor: Wheeler

Explanation: The amendment clarifies that the last standard c applies if a or b are not met

Amended code:

a. – b. [no change]

c. All other development, exterior alterations, excavations, and fills that are not river-dependent or river-related are allowed if approved through a Greenway Goal Exception.

5. Delete Map 475-4 in 33.475, Public Beaches

Code map: Map 475-4 (Volume 2A2)

Sponsor: Wheeler

Explanation: Map 475-4, Public Beaches, was removed by the Planning and Sustainability Commission because it was unnecessary. It was accidently included with a series of map amendments that was approved by Council on April 4, 2018.

Amended map: DELETE Map 475-4

Central Reach
Public Beaches

Map 475-4

Map Revised Xxxxx X, 201X

Legend
Central Reach River Overlay Boundary
Public Beaches

NORTH
0 1,800 3,600
Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

6. Restore words inadvertently omitted from code section

Code section: 33.865.040.B.1.a(3) (Volume 2A2)

Sponsor: Wheeler

Explanation: The Amendment approved by Council on September 7, 2017 inadvertently left out part of the sentence related to water temperature.

Amended code:

33.865.040.B.1.a(3) Identification of significant unavoidable detrimental impacts on identified natural and scenic resources and functional values. Actions that could cause detrimental impacts and should be identified include:

- excavation and fill both in the water and above the ordinary high water mark. The quality and
- source of fill material is an important factor to be considered;
- clearing and grading;
- construction;
- vegetation removal;
- tree planting;
- altering bathymetry;
- altering a vegetated riparian corridor or upland vegetated area;
- altering the floodplain; and
- altering the temperature of the river especially the altering of existing cold water sources.

7. Delete Glossary from Volume 1

Document section: Appendix -- Glossary (Volume 1)

Sponsor: Wheeler

Explanation: An updated glossary of policy terms was recently adopted with the *2035 Comprehensive Plan*. The glossary in Volume 1 of the *Central City 2035 Plan* was based on an earlier draft of the Comprehensive Plan glossary. In order to remove potential conflicts, the older glossary should not be included in the *Central City 2035 Plan*. The adopted *2035 Comprehensive Plan* glossary will apply to the *Central City 2035 Plan.*

Amended Volume 1, Goals and Policies: Delete the Glossary appendix from Volume 1.

8. NEW: Clarify allowed heights in View Corridors

Code section: 33.510.210.C.2 (Volume 2A1)

Sponsor: Wheeler

Explanation: Projections above maximum heights, including mechanical equipment, vents, flagpoles, etc., are allowed and can be taller than the base height of the building. The Revised Recommended Draft says that projections are not allowed in view corridors, no exceptions. This amendment clarifies that projections are allowed in view corridors if the projection does not exceed the heights shown on Map 510-4.

Amended Commentary:

C. Base Height: The base height standard has been updated to clarify the following:

- Map 510-3 shows base heights for buildings in the Central City. The maximum height achievable using bonuses and transfers is shown on Map 510-4 which shows the ultimate allowable building height. Building floor area and projections must not exceed the height on Map 510-4. Adjustments are prohibited.
- Projections can exceed the base heights shown in Map 510-3. However, projections must not protrude into a view corridor. View corridors are shown on Map 510-20 and are

reflected on Map 510-3 and 510-4. If the height in a view corridor is the same on 510-3 and 510-4, then projections are prohibited. However, in a view corridor, if the height on 510-3 is less than 510-4, projections are allowed as long as they don't exceed the height shown on 510-4. In other words, within view corridors, projection above the height shown on Map 510-4 would intrude on the view corridor and are therefore prohibited.

- Additional projections allowed include railings, parapets, fences and walls and mechanical screening to the allowed projections list for the Central City.

Amended code:

C. Base height.

1. Base heights are shown on Map 510-3. Heights greater than shown on Map 510-3 are allowed through the bonus height or height transfer options specified in Subsections D. and E.

2. Exceptions to base height. Generally, the following minor projections are allowed to extend above the base heights shown on Map 510-3. However, in a view corridor shown on Map 510-20, if the site is not eligible for a height increase, projections above the height limit shown on Map 510-3 are prohibited. Eligibility for a height increase is shown on Map 510-3. In a view corridor shown on Map 510-20, if the site is eligible for a height increase, the following minor projections are allowed, but the projection must not extend above the height limit shown on Map 510-4. Small wind turbines are subject to the standards of Chapter 33.299:

a. – f. [no change]

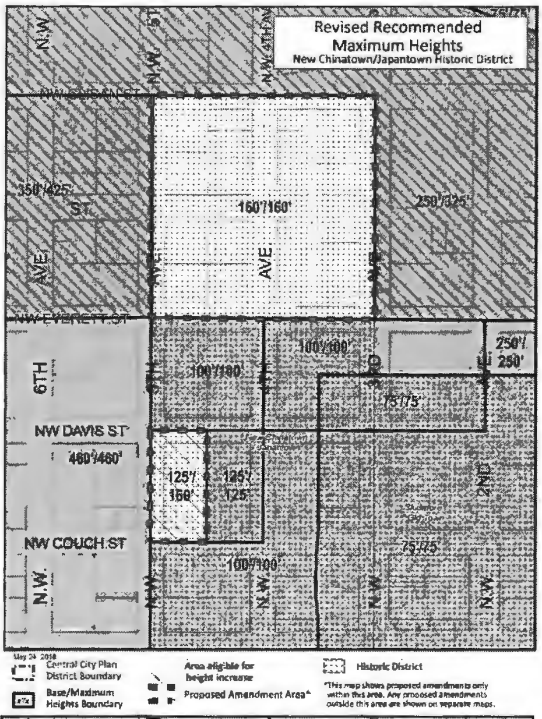
II. Major Amendment

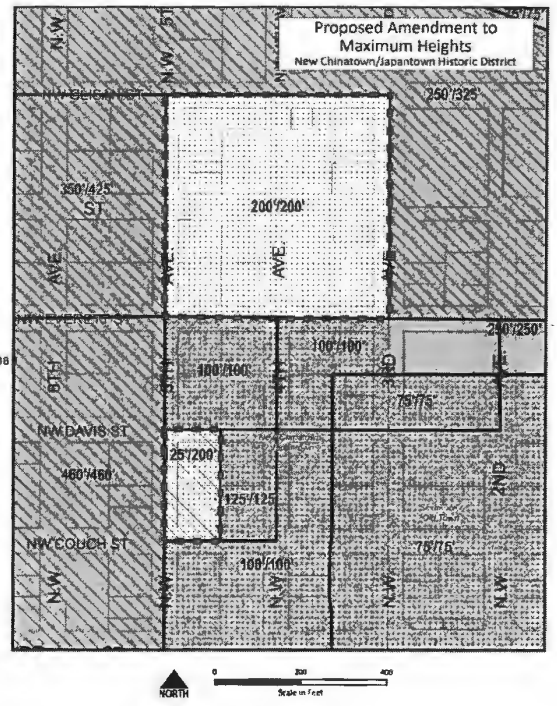
1. Height and FAR increases in New Chinatown/Japantown Historic District

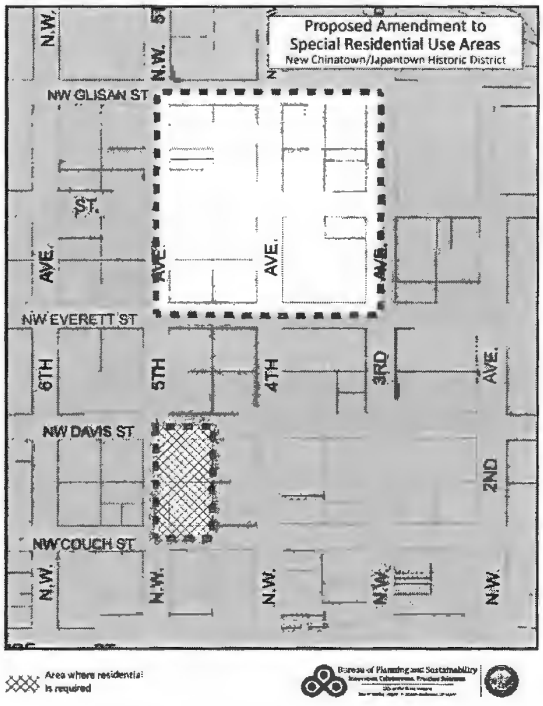
Code Maps: Map 510-2 Floor Area Ratio (FAR), Map 510-3 Base Height, Map 510-4 Bonus Height
Code Section: 33.510.200.C.
Sponsor: Saltzman
Explanation: This amendment does the following:

- **4 northern blocks of the New Chinatown/Japantown Historic District:** Increases the base heights to 200 feet on the 4 blocks.
- **Block 33:**
  - Increases the bonus height on the western ½ of the block to 200 feet. The base height remains at 125 feet for the full block. The affordable housing bonus is required to be used if the bonus height is used.
  - Increases base FAR to 9:1 on the full block if all floors above the ground floor on the western ½ of the block are in a residential use.

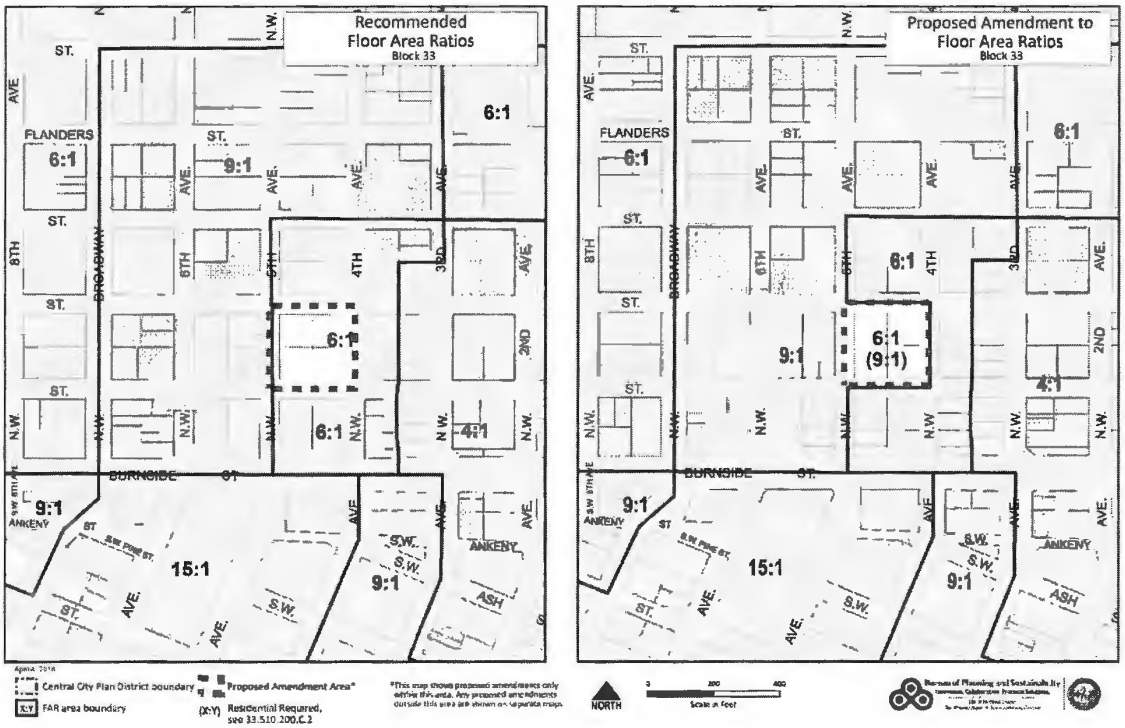
Amendments to Maps 510-3 Base Height and 510-4 Bonus Height







Amendment to Map 510-2 FAR



Code amendment:

33.510.200.C. Floor area ratio.

1. Generally, maximum floor area ratio (FAR) for sites in the Central City plan district are shown on Map 510-2. Maximum FAR can be increased on a site if FAR is transferred or earned through a bonus as allowed by 33.510.205, Floor Area Bonus and Transfer Options. Increases in FAR on a site are limited as described in Subsection D. Exemptions are in Subsection E.
2. On the site shown on Map 510-2 as requiring residential use, the maximum FAR for the entire site is 9 to 1 if all floors above the ground floor on the western half of the block are in a residential use.
3. [2 re-numbered as 3].

Attachment B: Guide to Legislative Packet for May 24

#	Ordinances, Resolutions and Exhibits	Changes since first filed
1	**Main CC2035 Ordinance. *Substitute.***	New and revised directives. Change title & effective date.
	Exhibit **A:** Findings Report	Several revised and new findings.
	Exhibit **B:** Volume 1, Goals & Policies	Added a policy, a few minor edits
	Exhibit **C:** Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District	Extensive map and code changes
	Exhibit **D:** Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River & Trails	Many map and code changes
	Exhibit **E:** Volume 2B, Transportation System Plan Amendments	Changed maps and project list
	Exhibit **F:** Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Few edits to text, replaced all Map A (8 maps)
	Exhibit **G:** Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	No changes
	Exhibit **H:** Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Changes to 2 ESEE decisions & management recommendations
	Exhibit **I:** Volume 3B, Willamette River Central Reach Natural Resources Protection Plan	No changes
	Exhibit **J:** Volume 4, Background Materials	No changes
	Exhibit **K:** Volume 6, Public Involvement	No changes
	Exhibit **L:** Additional Amendments to the 2035 Comprehensive Plan ***New***	New
	Exhibit **M:** Comprehensive Plan Map CON-05, Significant Scenic Resources ***New***	New (2 maps)
2	**RiverPlace Ordinance. *New***	New Ordinance
	Exhibit **A:** Central City Plan District Code and Map Amendments	New
	Exhibit **B:** PBOT Supplemental Transportation Analysis	New
	Exhibit **C:** Findings Report	Same as Exhibit A: Findings Report from Main Ordinance
3	**Environmental & Scenic: Outside of CC Ordinance. *Substitute.***	New & revised directives. Change effective date.
	Exhibit **A:** Scenic and Environmental Resources Findings of Fact Report	Few revised and new findings
	Exhibit **B:** Volume 2A, Zoning Code & Map Amendments, Part 3	Few edits to maps and code
	Exhibit **C:** Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Same as amended Exhibit F of main Ordinance
	Exhibit **D:** Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	Same as Exhibit G of main Ordinance, no changes
	Exhibit **E:** Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Same as amended Exhibit H of main Ordinance
	Exhibit **F:** Volume 6, Public Involvement	Same as Exhibit K of main Ordinance, no changes.
	Exhibit **G:** Amendments to the 1991 Scenic Resources Protection Plan ***NEW***	New
4	**Actions/UD/Targets Resolution. *Amended***	Change effective date.
	Exhibit **A:** Volume 5A, Implementation: Performance Targets & Action Plans	Various new and amended action items.
	Exhibit **B:** Volume 1, Goals & Policies	Same as Exhibit B of main ordinance
5	**Green Loop Resolution. *Amended.***	New "resolved" statement. Change effective date.
	Exhibit **A:** Volume 5B, Implementation: Green Loop Concept Report	No change

[Withdrawn 5/30/18. Clerk]

Addendum to May 24th Packet: Technical Amendment 9

9. NEW: Clarify that shadow studies are required for all stippled sites shown on the revised Map 510-3.

Code Section: 33.510.210 Height

Sponsor: Wheeler

Explanation: It was intended that the shadow study analysis apply to all buildings and structured adjacent to certain mapped parks and open spaces. The code was unintentionally drafted to tie it to bonus height. This correction places the requirement on map 510-3 and applies to base or bonus height.

Amended Code and Commentary:

33.510.210 Height

A. Purpose. The building height standards are intended to implement and balance multiple objectives of the Central City 2035 Plan. Generally, the tallest heights in the Portland region are applied in the Central City to support its role as the region's premier center for jobs, services, and urban living. Other objectives include:

- Locating the tallest building heights along the Transit Mall and high-capacity transit lines;
- Protecting designated public views;
- Varying building height across the Central City;
- Generally, stepping down height to the Willamette River and neighborhoods adjacent to the Central City;
- Emphasizing bridgehead locations with taller buildings;
- Limiting shadows on public open spaces; and
- Ensuring building height compatibility within historic districts.

B. Adjustments. Adjustments to the height standards in this section are prohibited.

C. Base height.

1. Base heights are shown on Map 510-3. Heights greater than shown on Map 510-3 are allowed through the bonus height or height transfer options specified in Subsections E. and F.

2. Exceptions. The following are allowed to extend above the base heights shown on Map 510-3 except in a view corridor shown on Map 510-20. Small wind turbines are subject to the standards of Chapter 33.299:

   a. Chimneys, vents, flag poles, satellite receiving dishes, and other similar items that are attached to a building and have a width, depth or diameter of 5 feet or less may extend 10 feet above the base height limit, or 5 feet above the highest point of the

roof, whichever is greater. If the item is more than 5 feet wide, deep, or tall, it is subject to the height limit;

b. Parapets and railings. Parapets and rooftop railings may extend 4 feet above the base height limit;

c. Walls or fences located between individual rooftop decks may extend 6 feet above the base height limit if the wall or fence is set back at least 4 feet from the edges of the roof;

Amended Commentary:

33.510.210.D Required shadow study for sites adjacent to open spaces.

This provision requires a shadow analysis for designated properties south and west of open space programmed for public use, such as parks, playgrounds and plazas. Sites that require this study are shown on Map 510-3. Analysis will need to be submitted for the spring and fall equinoxes and Summer and Winter solstices. These dates are used to conduct this type of analysis because the sun is at different positions at noon on each of these dates, a time of day when these spaces are most likely to be in use and when sunlight is most accessible on a clear day. Although at certain times of the year, especially winter, weather will likely be a greater factor in the ability for sunlight to penetrate into a park, the information this analysis will provide should be helpful in identifying the locations where light and warmth may be most desirable at noon.

33.510.210.E. Bonus height options

E.1 Bonus height in South Waterfront subdistrict

The intent of these height regulations is to ensure that buildings no taller than 125 feet are allowed within 150 feet from the river top of bank (measured east to west from the river setback). However, an unintended consequence of this regulation was identified in the areas around the Zidell slipway. The slipway is a former barge launching ramp that contains a long, sloped ramp for barges to be launched into the Willamette River. Because of the slope, the mapped "top of bank" extends westward into the district, even though the actual waterline extends only a short way into the slipway.

Because the height setback was mapped to follow the contours of the river setback, this has the effect of significantly reducing the height of buildings even though they may not be located directly adjacent to the river's edge.

A height reference line has been established that follows the top of bank except where there is a significant westward slip. In the slip area, the height reference line crosses the water rather than following the top of bank. Also see maps 510-3, 510-4 and 510-16 for heights and the height reference line.

Amended Code:

d. Rooftop mechanical equipment and any required screening for the mechanical equipment, and stairwell enclosures that provide rooftop access may extend above the base height limit as follows. The equipment and enclosures must be set back at least 15 feet from roof edges on street facing facades:

(1) Elevator mechanical equipment may extend up to 16 feet above the base height limit; and

(2) Other mechanical equipment, required screening, and stairwell enclosures may extend up to 10 feet above the base height limit if the equipment or enclosures do not cumulatively cover more than 10 percent of the roof area;

e. Roof mounted solar panels may extend above the height limit as follows:

(1) On flat roofs and on the horizontal portion of mansard roofs, solar panels may extend up to 5 feet above the top of the highest point of the roof; and

(2) On pitched, shed, hipped or gambrel roofs, solar panels must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel; and

f. Antennas, power poles and public safety facilities.

D. **Shadow study**. Sites shown on Map 510-3 as requiring a shadow analysis must provide a shadow study that shows that the shadow cast by the proposed buildings or other structures does not cover more than 50 percent of the adjacent open space at noon on March 21, June 21 and September 21, and not more than 75 percent of the adjacent open space at noon on December 21, and 3:00 pm on March 21, June 21, and September 21. Adjacent includes open space across a right-of-way from the site subject to the shadow study standard.

E. **Bonus height options.** Bonus height can be achieved through the following options:

1. Bonus height in the South Waterfront subdistrict. Within the South Waterfront subdistrict, buildings that include any floor area achieved through bonuses or from transfers onto the site earn a height bonus as follows:

a. In the area located between 125 feet to 150 feet landward of the South Waterfront height reference line shown on Map 510-16, buildings may earn a height bonus of 25 feet if approved as a modification through design review. Projections above 150 feet are prohibited.

b. In the area located between 150 feet landward of the South Waterfront height reference line shown on Map 510-16 and the western boundary of the subdistrict, buildings earn a height bonus of 125', up to a maximum building height of 250 feet.

Fifty amend add "adjustments and modifications to this standard are prohibited."

2. South Waterfront height opportunity area.

a. Purpose. In the core of the South Waterfront subdistrict, additional building heights may be appropriate to support the goals of the South Waterfront Plan. The regulations of this subsection are intended to:

- Support the growth of an Innovation Quadrant in the Central City;
- Provide diverse housing opportunities;
- Support the density goals of the subdistrict while ensuring quality design;
- Create additional opportunities for visual access through the subdistrict;
- Promote the development of slender towers with an east-west orientation;
- Develop an exceptional and varied skyline enhancing the district's setting against the Tualatin Hills to the west and the Cascade Range to the east;
- Establish and maintain a pedestrian environment with access to sunlight;
- Contribute to the district's urban variety, adding visual interest at the pedestrian level and from vantage points outside of the district;
- Create an urban form that is visually permeable; and
- Continue to maintain all protected public views and view corridors, on the east and west side of the Willamette River, as identified in adopted plans.

b. Additional building height may be requested as a modification through design review as follows:

(1) The site must be in the South Waterfront height opportunity area shown on Map 510-16;

(2) The maximum height that may be approved is 325 feet, including projections, roof top mechanical equipment, and any other structures that project above the roof of the building;

(3) One of the following must be met:

- The average floor-to-floor height in the building must be at least 16 feet and floors of the building above 75 feet must be 25,000 square feet in area or less; or
- Floors of the building above 75 feet must be 10,000 square feet in area or less;
- Adjustments to the standards of this subsubparagraph are prohibited; however, modifications through design review may be requested as follows:
  - A modification to the 25,000 square foot limitation may be requested;
  - A modification to the 10,000 square foot limitation may be requested if the north-south dimension of the building above 75 feet is 112 feet or less. The north-south dimension is measured as specified in 33.510.251.A.3.e. However, modifications to allow floors larger than 12,500 square feet are prohibited;

(4) The portion of the proposed building that is greater than 250 feet in height must be at least 200 feet from the portion of any other existing or approved building that is greater than 250 feet in height, and that used the provisions of this

subsection to achieve additional height. Approved buildings are those with an unexpired design review approval. Adjustments to this standard are prohibited; however, modifications to the 200 foot minimum distance requirement may be requested through design review. In reviewing such a request, the review body will consider the results of the South Waterfront Public Views and Visual Permeability Assessment for the proposal;

(5) Where a block is less than 80,000 square feet in area, only one building on the block may use the provisions of this subsection. Where a block is at least 80,000 square feet in area but less than 120,000, only two buildings on the block may use the provisions of this subsection. Where a block is at least 120,000, only three buildings on the block may use the provisions of this subsection.

Applications for land divisions of sites that include a building that has used the provisions of this subsection must show how the land division will not move the site out of conformance with this subsection;

(6) The applicant must contribute $11.00 to the South Waterfront Public Open Space Fund (SWPOSF) for every square foot of floor area over 250 feet in height. The contribution to the SWPOSF must be made before the building permit is issued for the building. Contributions to the fund used to earn bonus floor area under 33.510.205.C.2.f, Open space fund bonus option, do not count towards meeting this requirement. Adjustments to this standard are prohibited; and

(7) The applicant must request advice from the Design Commission as described in 33.730.050.F. The design advice request must be submitted before the request for a pre-application conference. In providing their advice to the applicant, the Design Commission will consider protection and enhancement of public views from both the east and west, as identified in adopted plans; development of a diverse, varied and visually interesting skyline; and creation of a district that is visually permeable. These factors will be considered at different scales, including the site of the proposal, the site and adjacent blocks, and the subdistrict as a whole.

Amended Commentary:

33.510.210.E.3 Bonus height earned through a bonus or transferred FAR.
The bonus height provision is intended to require a public benefit in exchange for access to additional building height beyond the base heights shown on Map 510-3 (the public benefit priorities include creating affordable housing units, paying into an affordable housing fund and/or historic preservation). This provision is not applicable to development in the South Waterfront height opportunity area as the maximum building heights and floor area bonus and transfer provisions in these areas are crafted to address unique conditions and purposes specific to those areas.

Map 510-4, Bonus Heights, shows the ultimate height a project may earn in exchange for a public benefit. Projections (e.g. mechanical equipment, flag poles, etc.) above the height limits

shown on Map 510-4 are prohibited. The maximum building height pattern has been revised to support CC2035 policy concepts, including:

- increased heights along the south transit mall;
- increases east of SW 4th Avenue, but generally respecting a gradual step down in heights approaching the river;
- increases at the bridgeheads to encourage signature developments at these locations;
- protection of view corridors; and
- reduced heights within historic districts.

To qualify for building heights greater than those shown on Map 510-3, a project must earn at least 1 to 1 of bonus or transferred FAR (see sections 33.510.205.C and 33.510.205.D), regardless of whether the FAR is used on site or not.

33.510.210.E.3.c Sites adjacent to residential zones outside the Central City.
The approval criterion applies to sites in the Central City that are within 500 feet of a residential zone outside of the Central City. The intent is to make sure that these adjacent residential zones are not negatively impacted by reducing access to light and warmth.

Amended Code:

3. **Bonus height earned through an FAR bonus or transfer.** Except for sites in the South Waterfront height opportunity area, the bonus heights shown on Map 510-4 are allowed when the following are met. Projections above the height limits shown on Map 510-4 are prohibited:

   a. The site must be shown on Map 510-3 as eligible for a height increase;

   b. The proposal must earn an additional FAR of 1 to 1 through use of one of the following FAR bonus or transfer options. The site shown on Map 510-4 as requiring residential is only allowed to earn the additional 1 to 1 through the bonus option listed in D.3.b (1):

   (1) The inclusionary housing bonus option of Subparagraph 33.510.205.C.2.a;

   (2) The Affordable Housing Fund bonus option of Subparagraph 33.510.205.C.2.b; or

   (3) The historic resource transfer of Paragraph 33.510.205.D.1.

   c. Limit shadow. The following additional approval criterion is intended to limit the effects of shadow cast by buildings using bonus height.

   (1) Where the approval criterion applies. The shadow approval criterion applies to sites within 500 feet of a residential zone located outside of the Central City when more than 75 feet of bonus height is proposed.

   (2) Approval criterion. A proposal for more than 75 feet of bonus height on a site that is within 500 feet of a residential zone located outside of the Central City plan district will be approved if the review body finds that shadow cast by the proposed building will not have a significant negative impact on dwelling units

located outside the Central City plan district in an R zone within 500 feet of the site.

d. North Pearl Height Opportunity Area. The following additional standards apply when bonus height will be used in the North Pearl Height Opportunity area shown on Map 510-16:

(1) When bonus height will be used on sites located entirely between NW Naito Parkway and the Willamette River, building façades above 100 feet that face NW Naito Parkway or the Willamette River must not exceed 120 feet in length; and

(2) When bonus height will be used on sites that are not located between NW Naito Parkway and the Willamette River the following must be met:

- The building must not be taller than 175 feet; or
- If the building is taller than 175 feet, the floors of the building above 100 feet must not be more than 12,500 square feet each.

Amended Commentary:

Continued 33.510.210.E.3 Bonus height earned through a bonus or transferred FAR.

33.510.210.E.3.d. North Pearl Height Opportunity Area. The North Pearl Height Opportunity Area was originally adopted in 2008 to implement the North Pearl District Plan. These provisions were intended to allow the development of taller buildings that included a mix of land uses and programming objectives. The intent was to encourage the use of family compatible housing FAR bonus and historic resource transfer provisions in the North Pearl sub area; however, these provisions have been eliminated to focus on affordable housing and historic preservation. In order to access bonus height in this area, the design and building massing requirements are being retained for buildings above certain heights to preserve views through the district and pedestrian access to light and air.

33.510.210.F. Open space height transfers.

The height transfer code subsection has been modified to remove reference to the 1988 Central City Plan map and require an applicant to go through the approval process for any open space site.

Amended Code:

F. Open space height transfers.

1. Purpose. These regulations provide an incentive for the creation and development of needed open space in the Central City plan district.

2. Requirements for open space areas eligible for the height transfer.

   a. The proposed open space area must be in the Central City plan district outside of the South Waterfront subdistrict. The site is subject to the review requirements stated in Paragraph E.4.

   b. The area designated for the open space must be dedicated to the City as a public park. The minimum size of the open space must be a full block at least 35,000 square feet in size. However, the open space may be 20,000 square feet in size if located along the alignment of the North Park Blocks.

   c. All park improvements must be made by the applicant prior to dedication to the City. The improvements to the park are subject to a design review using the specific area's design guidelines.

3. Amount of height potential that can be transferred. The allowed height at the proposed open space site may be transferred within the Central City plan district consistent with the limits stated below.

   a. The maximum amount of height that may be transferred is 100 feet. The transfer may only be to a site eligible for additional height as shown on Map 510-3. Increases in height that result in buildings greater than the maximum height shown on Map 510-4 are prohibited. The transferred height may not be used in addition to any bonus heights allowed by Paragraph D.3.

   b. The open space site must be dedicated to the City before the issuance of building permits for the building receiving the increased height.

4. Design Review.

   a. Procedure. The review is processed with a Type III procedure. The Parks Bureau will provide advice to the Design Commission.

   b. Approval criteria. The proposed open space site will be approved for the height transfer if the review body finds that the applicant has shown that all of the following approval criteria are met:

      (1) The proposed site will help to alleviate an area's identified projected future open space deficiency. This determination is based on such things as proximity to parks, proximity to people living or working in the Central City plan district, and how the site relates to the Central City 2035 Plan's park and open space policies;

      (2) The proposed improvements on the open space site are consistent with the design guidelines for the area; and

      (3) The Parks Bureau approves of the site.

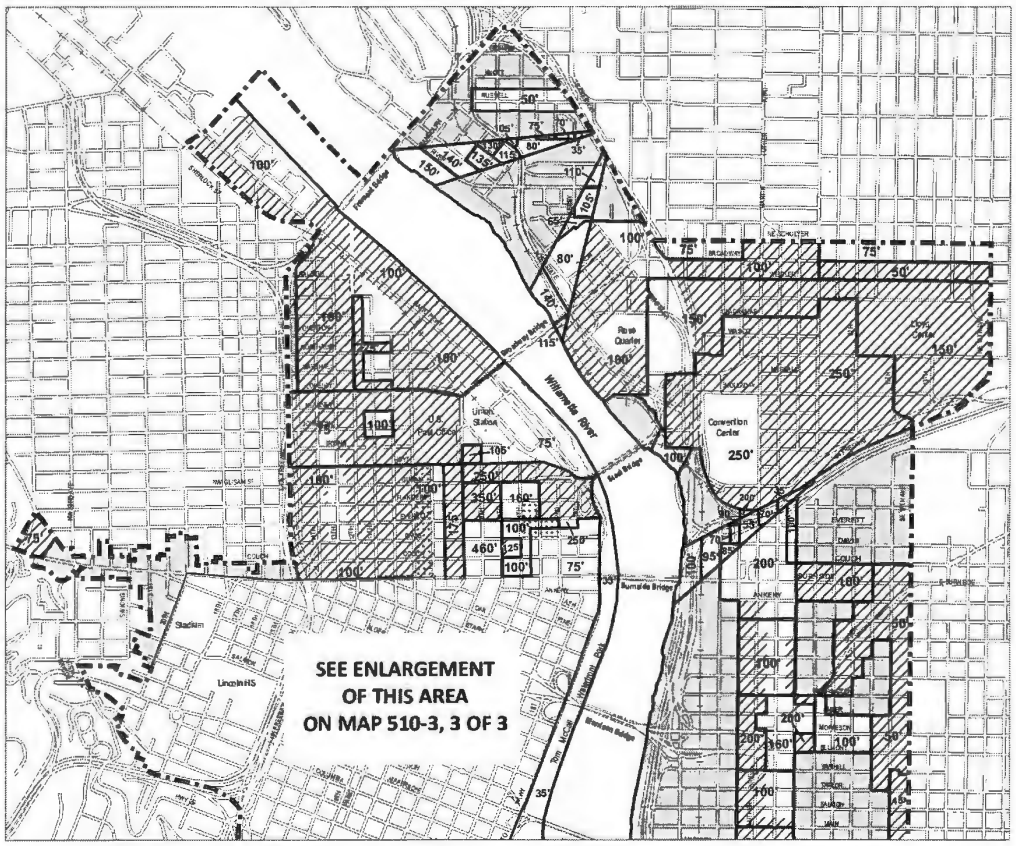
Amended Map 510-3

Base Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Base building height
- Areas where height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Area eligible for height increase
- Base height limit of 75' for first 125 feet from top of bank
- Areas where a shadow analysis is required

NORTH

0 1,400 2,800

Scale in Feet

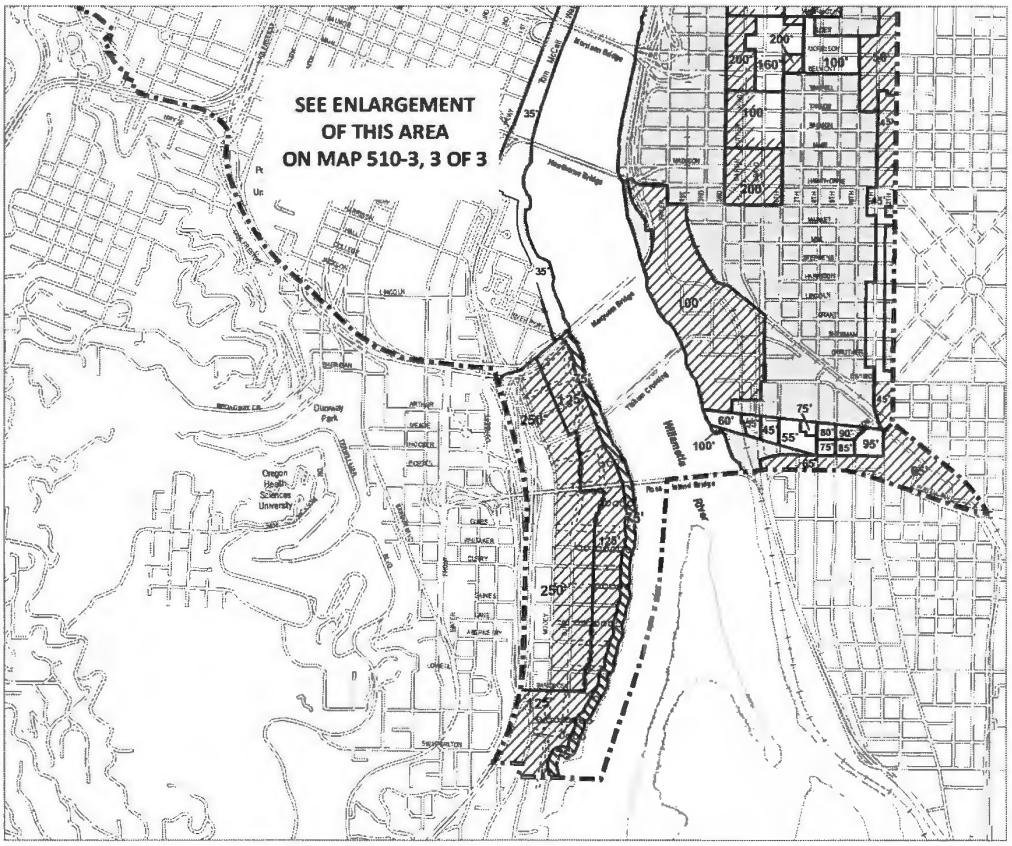
Bureau of Planning and Sustainability
Portland, Oregon

Base Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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NORTH

0 1,400 2,800

Scale in Feet

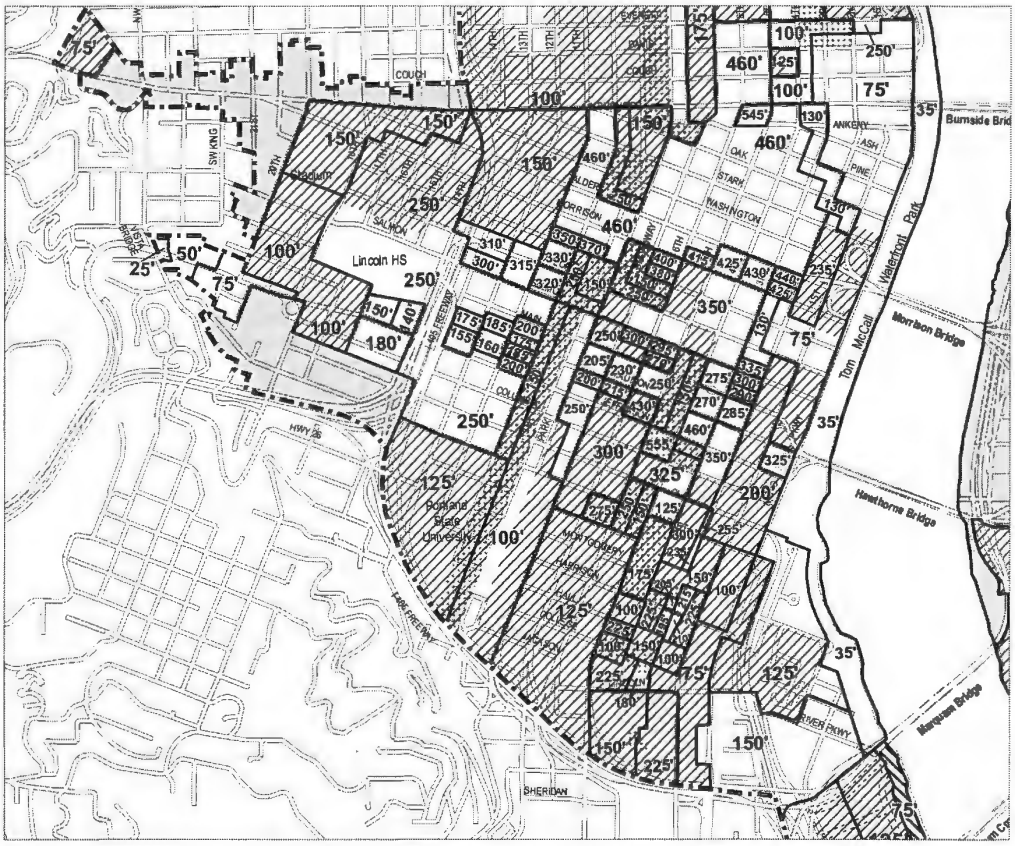
Bureau of Planning and Sustainability
Portland, Oregon

Base Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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- Base height limit of 75' for first 125 feet from top of bank
- Areas where a shadow analysis is required

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

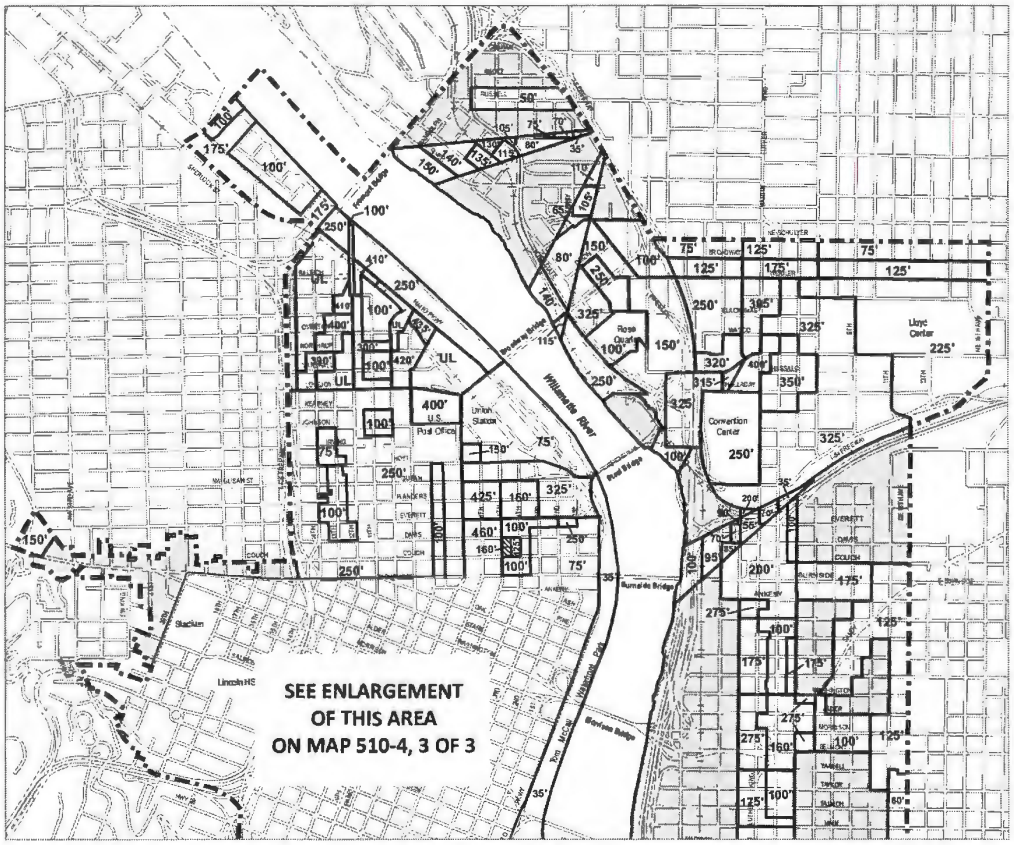
Amended Map 510-4

Bonus Heights

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum bonus height
- Areas where height is determined by base zone
- Area where residential required
- Proposed right-of-way
- Proposed accessways
- UL Unlimited height allowed
- Area eligible for additonal height under 33.510.210.D.2

NORTH

0 1,400 2,800

Scale in Feet

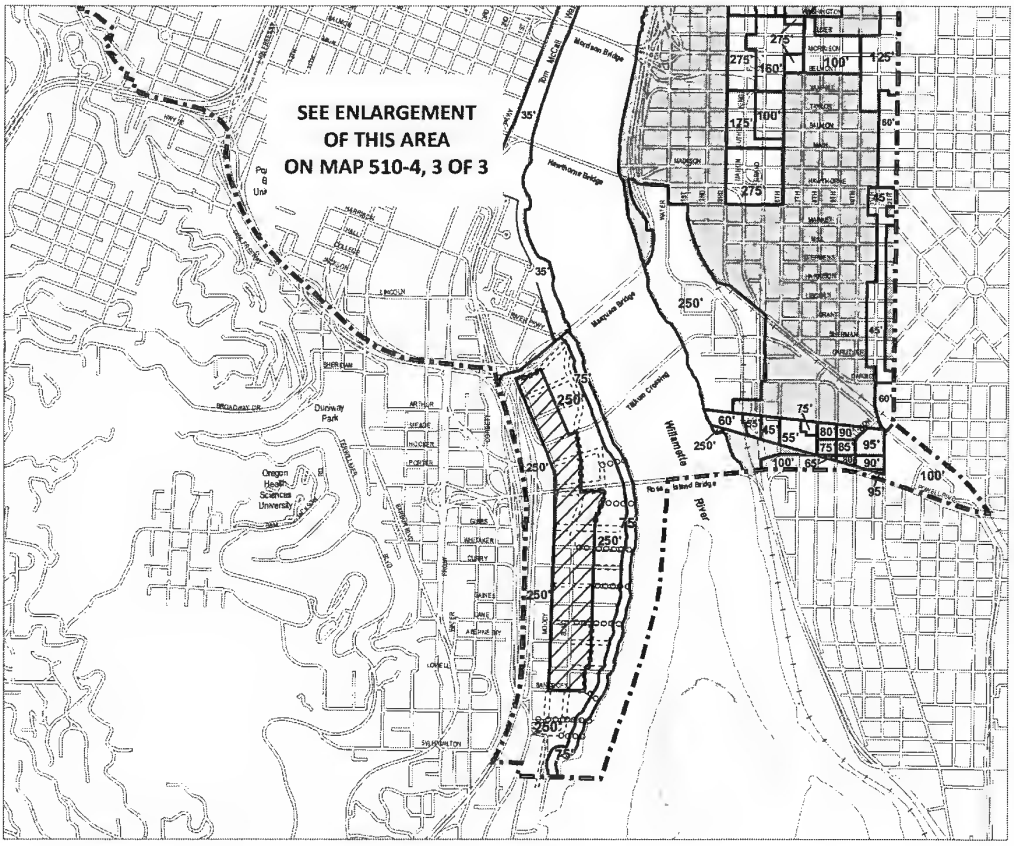
Bureau of Planning and Sustainability
Portland, Oregon

Bonus Heights

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

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- Area where residential required
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- Proposed accessways
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- Area eligible for additonal height under 33.510.210.D.2

NORTH

0 1,400 2,800

Scale in Feet

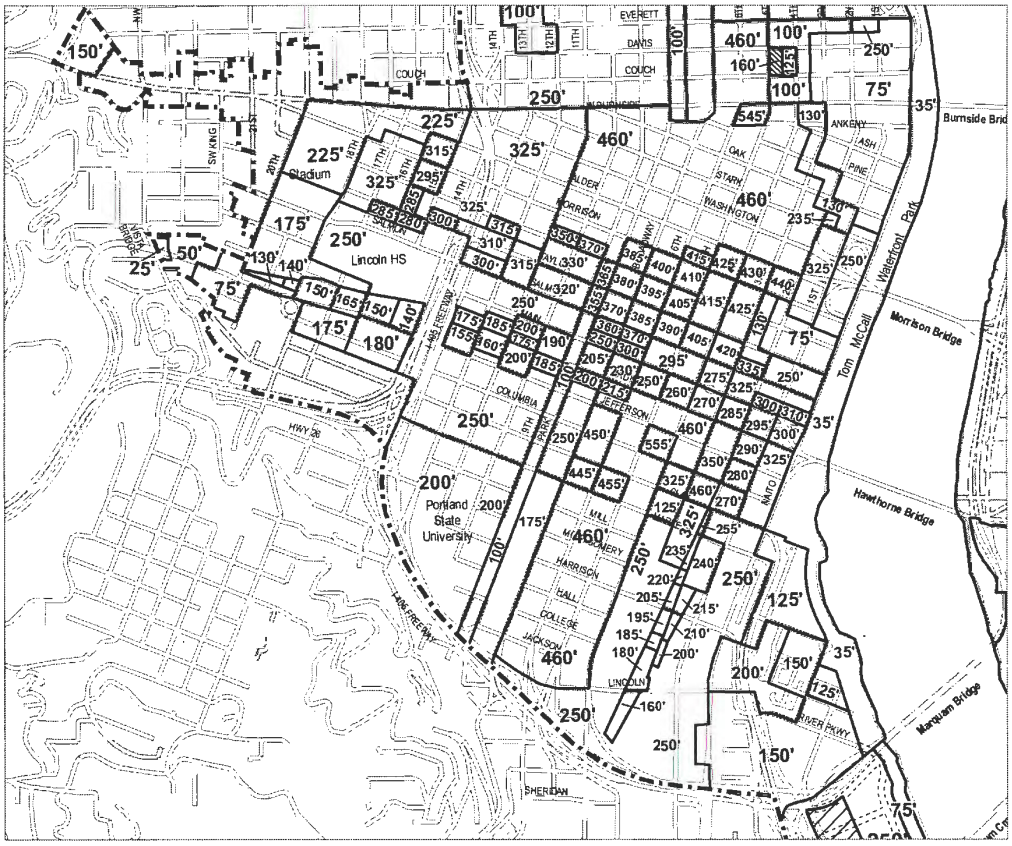
Bureau of Planning and Sustainability
Portland, Oregon

Bonus Heights

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



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- Proposed accessways
- UL Unlimited height allowed
- Area eligible for additonal height under 33.510.210.D.2

Bureau of Planning and Sustainability
Portland, Oregon

Exhibit A: Scenic and Environmental Resources Findings of Fact Report

Findings on Statewide Planning Goals

State planning statutes and Portland City Code require cities to adopt and amend comprehensive plans and land use regulations in consistent with state land use goals. Only the stated goals addressed below apply.

1. **GOAL 1, CITIZEN INVOVLEMENT.** Goal 1 requires development of a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. Goal 1 applies to all legislative land use decisions.

   The amendments to 3.430, Environmental Overlay zones, and 33.480, Scenic Recourses, were proposed through the Central City 2035 Plan (CC0235) and followed the city's citizen involvement process. Each of the three primary phases in the development of CC2035 involved a detailed approach to addressing the requirements of Goal 1. Although the entire public involvement processed of CC2035 is detailed in Volume 6 – Public Involvement (see Exhibit F of this ordinance), it is also summarized in this ordinance as follows:

   The CC2035 involved a number of topic specific based efforts. These efforts used a combination of committees, public open house events, and meetings with community based organizations to provide additional opportunities to influence the final recommendations to CC2035. They included the following:

   - **Discussion Draft.** Released on February 8, 2016, this draft of the plan presented preliminary zoning amendments and policy for CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources. Open house events attended by more than 70 were held, and staff attended over 40 community meetings related to this draft. Public input on this first draft closed on March 31, 2016, and over 200 written comments were submitted.

   - **Proposed Draft.** On June 20, 2016, the Proposed Draft of CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, was released in preparation of the Planning and Sustainability Commission (PSC) review of the plan. Notice of the Proposed Draft was sent to all property owners with proposed scenic (s) overlay zones. This draft of the plan was amended from the earlier Discussion Draft based on much of the public input provided during the review period of that draft. Prior to the first PSC public hearing, held on July 26, 2016, additional open house events were held.

   - **Recommended Draft.** On June 22, 2017, the Recommended Draft of CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, was released in preparation of City Council review of the plan. A public notice of the September 14, 2017 Portland City Council public hearing on Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic and Volume 3A, Scenic Resource Protection Plan, Parts 1 through 3, of the *Central City 2035 Plan,* was sent on August 28, 2017 to all property owners potentially

affected by proposed zoning map and code changes, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties. This draft of the plan was amended from the earlier Proposed Draft and presents the recommendation of the PSC to City Council. Prior to the first Council public hearing additional open house events were held.

2. **GOAL 2, LAND USE PLANNING.** Goal 2, Land Use Planning, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision.

   The amendments support this goal because zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, were developed consistent with State-wide Planning Goals, the Metro Urban Growth Management Functional Plan, and 2035 Comprehensive Plan, as detailed in this ordinance. The plan was development in consultation and partnership with all applicable City of Portland bureaus, such as Portland Parks and Recreation and the Portland Bureau of Transportation, state agencies, such as Department of Land Conservation and Development, and local agencies, such as Metro. The amendments are made based on an adequate factual basis as discussed in these findings and as shown by the record for CC2035. These amendments were developed in coordination with the partners listed above and they received notice of the amendments. One affected government unit, the Port of Portland, testified that the City should not regulate dredging in the North Reach of the Willamette River through the Central City Plan. The City responded by including an amendment to make it clear that the regulations in Code Chapter 33.10.030 only applied to dredging in the Willamette River Central Reach. The City considered the Port's needs and accommodated them as much as possible in conformance with Goal 2.

3. **GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS AND OPEN SPACES.** Goal 5, Natural Resources, Scenic and Historic Areas, Natural Resources and Open Spaces requires the protection of natural resources and the conservation of scenic and historic resources and open spaces. The amendments are consistent with this goal in the following ways:

   A. **Scenic Resources.** Chapter 33.480, Scenic Resources, as show in Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic), includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones. The application of the scenic (s) overlay zone to view corridors that overlap with environmental overlay zones is not a change in legislative intent adopted by the 1991 *Scenic Resources Protection Plan*. Rather, adding the scenic (s) overlay zones to the zoning maps makes the relationship between the scenic (s) overlay zone and the environmental overlay zones clearer and ensures that natural and scenic resources are protected and maintained appropriately.

      The zoning code regulations are updated to state that tree preservation is not required if the tree is located within a view corridor designated in the 1991 *Scenic Resources Protection Plan*. This is not a change in the legislative intent adopted in 1991 *Scenic Resources Protection Plan* because the plan recommended a limit or prohibit decision for significant view corridors and allowing tree removal within view corridors supports protecting the significant views. The updated zoning code regulations allows removal of trees and vegetation within view corridors as

long as the trees are replaced, either outside of the view corridor or within the view corridor if the replacement trees are a species that at maturity will not be tall enough to block the view, and areas of vegetation removal are replanted with lower structure native vegetation.

B. Natural Resources. Chapter 33.430, Environmental Zones, as show in Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic), is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees and the trees must be replaced, either outside of the view corridor or within the view corridor if the replacement trees are a species that at maturity will not be tall enough to block the view.

The addition of a standard does not change legislative intent adopted in the 1991 *Scenic Resources Protection Plan* because the plan recommended a *limit* decision for view corridors without special height restrictions. A standard that allows tree removal with replacement implements the *limit* decision.

In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

The Recommended Draft of CC2035, Volume 2A, Part 3, released on June 22, 2017, included zoning amendments for Code Chapter 33.430, Environmental Overlay zones. One of those amendments was a new exemption for some dredging within waterbodies in the conservation (c) or protection (p) overlay zones. This exemption was included because Volume 2A, Part 2 of the CC2035 Plan proposed to regulate dredging in all waterbodies in the city (Proposed PCC 33.10.030). Testimony was received from the Port of Portland stating that the City should not regulate dredging in the North Reach of the Willamette River through the Central City Plan. The City responded by including an amendment to make it clear that the regulations in Code Chapter 33.10.030 only applied to dredging in the Willamette River Central Reach, not all waterbodies in the city. Because of this amendment clarifying that dredging is not regulated in the c- or p-zone, the exemption in Chapter 33.430 became unnecessary. Therefore, Council amended Chapter 33.430 to remove the exemption for dredging.

C. Open Space. The amendments are consistent with protection of open spaces because the new standard in Chapter 33.430, Environmental Overlay zones, simplifies the process for removing trees within significant view corridors while also requiring trees to be replaced. Views are a primary feature of many open spaces.

4. **GOAL 6, AIR, WATER AND LAND RESOURCE QUALITY.** Goal 6, Air, Water and Land Resource Quality, requires the maintenance and improvement of the quality of air, water, and land resources.

   The amendments are consistent with this goal because trees that are removed using the new standards in Chapter 33.430, Environmental Overlay zones, must be replaced. This maintains the functions that trees provide for air, water and land resource quality.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

5. **GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS.** Goal 7, Areas Subject to Natural Hazards, requires the protection of life and property from natural hazards.

   The amendments are consistent with this goal because the existing regulations of Title 10, Erosion Control, and Title 24, balanced cut and fill in the floodplains, are unchanged. In addition, the amendment requires that trees removed using the new standards in Chapter 33.430, Environmental Overlay zones, must be replaced. This maintains the functions that trees provide for slope stability and stormwater management.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

6. **GOAL 8, RECREATIONAL NEEDS.** Goal 8, Recreational Needs, requires satisfaction of the recreational needs of both citizens and visitors to the State.

   The amendments are consistent with this goal because the new standard in Chapter 33.430, Environmental Overlay zones, simplifies the process for removing trees within significant view corridors while also requiring trees to be replaced.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces.

7. **GOAL 15, WILLAMETTE RIVER GREENWAY.** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

   The amendments are consistent with Goal 15 because the scenic (s), conservation (c) and protection (p) overlay zones are all located outside of the Willamette Greenway Boundary and therefore these amendments do not affect Goal 15 resources.

Findings on Metro Urban Growth Management Functional Plan

The following Urban Growth Management Functional Plan Titles are applicable to the Environmental and Scenic Zoning Code and Map amendments.

8. **Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation,** calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. In 2002 Metro deemed the City of Portland in full substantial compliance with the requirements of Title 3 based on adoption of Title 10 Erosion Control, balanced

cut-and-fill provisions in Title 24 Building Regulations, and the Willamette Greenway Water Quality Zone, or "q" overlay zone.

The amendments for zoning code Chapter 33.430, Environmental Overlay zones, and Chapter 33.480, Scenic Resources, maintain and support compliance with Title 3 because the City programs deemed in compliance with Title 3 requirements for flood management, and erosion and sediment control (i.e., Title 10 Erosion Control, and the balanced cut and fill requirements of Title 24), are unchanged.

See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

9. **Title 13, Nature in Neighborhoods**, is intended to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

   The amendments to zoning code Chapter 33.430, Environmental Overlay Zones and Chapter 33.480, Scenic Resources, maintain and support compliance with Title 13. The amendments maintain habitat and the functions they provided within the urban landscape by requiring that trees that are removed within a view corridor be replaced. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

Findings on Portland's 2035 Comprehensive Plan, Goals and Policies

The following principles, goals, policies, and objectives of the Portland Comprehensive Plan are relevant and applicable to the Environmental and Scenic Zoning Code and Map amendments.

10. **Goal 1.C: A well-functioning plan.** Portland's Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

    In general, the amendments are consistent with this goal because they do not change the policy or intent of existing regulations related Comprehensive Plan elements for natural and scenic resources.

11. **Goal 1.D: Implementation tools.** Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

The amendments are consistent with this goal because they protect natural and scenic resources in a coordinated and efficient manner by clearly identifying where protected scenic resources are located in relationship with protected natural resources.

12. **Goal 1.E: Administration.** Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan as a whole. It is administered in accordance with regional plans and state goals and federal law.

    The amendments are consistent with the relevant state and regional plans as described in the previous sections including Statewide Planning Goals 1, 2, and 5-8 and Metro Urban Growth Management Functional Plan Titles 3 and 13.

13. **Policy 1.3, Implementation tools subject to the Comprehensive Plan.** Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan.

    The amendments maintain Portland zoning maps and codes in compliance with the Comprehensive Plan.

14. **Policy 1.4, Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

    The amendments update the official zoning maps to apply the scenic (s) overlay zones to view corridors designed in the adopted Scenic Resources Protection Plan (SRPP) where the view corridors overlap with conservation (c) or protection (p) overlay zones. This will clarify where standards and environmental review for scenic resources are applicable.

15. **Policy 1.5, Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

    The amendments update the official zoning maps to apply the scenic (s) overlay zones to view corridors designated in the adopted Scenic Resources Protection Plan (SRPP) where the view corridors overlap with conservation (c) or protection (p) overlay zones. This will clarify where standards and environmental review for scenic resources are applicable.

16. **Policy 1.10, Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation. The findings establish that the amendments are consistent with the applicable Comprehensive Plan goals and policies.

    On-balance the amendments are equally or more supportive than the existing zoning code and zoning map because the amendments clarify where view corridors need to be considered as part of a land use review and make management of vegetation to protect views more efficient. By more effectively implementing the intent of the City Adopted Scenic Resources Protection Plan, while ensuring natural resource protection through replacement and Title 11 regulations, the amendments are more supportive of the Comprehensive Plan as a whole than existing language and designations.

17. **Policy 1.11, Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area.

    The amendments are consistent with the Metro Urban Growth Management Functional Plan. See findings under Metro Urban Growth Management Functional Plan.

18. **Policy 1.12, Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

    The amendments are consistent with Statewide Planning Goals. See findings under Statewide Planning Goals.

19. **Policy 1.16, Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

    Consistent with this policy, the amendments for zoning code 33.430, Environmental Overlay Zones, 33.480, Scenic Resources, and the official zoning maps were reviewed by the Planning and Sustainability Commission over a year period between 2016 and 2017, which included a briefing, two public hearings, and nine work sessions. On May 23, 2017, the PSC adopted a Recommended Draft of the Plan that was then forwarded to the Portland City Council for their review.

23. **Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

    Consistent with this goal, the amendments for zoning code 33.430, Environmental Overlay Zones, 33.480, Scenic Resources, and the official zoning maps were part of the Central City 2035 Plan and benefited from the public involvement process for that plan. See Exhibit C of this ordinance for the description of the public involvement process.

24. **Policy 3.66, Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

    There are no amendments to the following natural resources inventories or protection plans that were adopted through previous planning efforts:

- Natural Resources Inventory
- Balch Creek Watershed Protection Plan
- Columbia Corridor Industrial and Environmental Mapping Project
- East Buttes, Terraces and Wetlands Conservation Plan
- Fanno Creek and Tributaries Conservation Plan
- Johnson Creek Basin Protection Plan
- Northwest Hills Natural Areas Protection Plan
- Skyline West Conservation Plan
- Southwest Hills Resource Protection Plan
- ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
- Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis
- Scenic Resources Protection Plan

The amendments are consistent with this policy 3.66 in the following ways:

A. Code Chapter 33.480, Scenic Resources, includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones.

B. Code Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees and replace the trees either outside of the view corridor, but within environmental overlay zones, or within the view corridor with tree species that upon maturity will not be tall enough to block the view. Areas of vegetation removal must also be replanted with lower structure native vegetation. By requiring tree replacement and replanting, habitat corridors protected by the environmental overlay zones will be maintained.

C. Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

25. **Policy 4.41, Scenic resources.** Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

The Scenic Resources Protection Plan (SRPP), 1991, designated and protected scenic resources throughout Portland. The SRPP includes mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, landmarks and other scenic resources. The amendments to Code Chapter 33.430, Environmental Overlay Zones, and Chapter 33.480, Scenic Resources, are consistent with this policy because they clarify where the zoning code regulations overlap and that vegetation and tree removal are allowed within scenic (s) overlay zone to maintain the views as long as tree are replaced either outside of the view corridor, but within environmental overlay zones, or within the view corridor with tree species that upon maturity will not be tall enough to block the view; and areas of vegetation removal must also be replanted with lower structure native vegetation.

The 2035 Comprehensive Plan, effective on May 24, 2018, rezoned the Broadmoor Golf Course to industrial use to support the industrial job needs identified in the acknowledged Economic Opportunities Analysis. Typically, viewpoints (the location from which a person can take in the view) are located on public property and accessible to the general public. The Broadmoor Golf Course is a private golf course and a future industrial development will also be a private business; therefore, the viewpoint is not accessible to the general public. When the site is developed with industrial uses, the view will be blocked. To reconcile the 2035 Comprehensive Plan zoning with the SRPP views, the SRPP is amendedt to remove view corridor VP 12-02 at the Broadmoor Golf Course as shown in Exhibit G of this ordinance.

26. **Policy 4.42, Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

    The amendments are consistent with this policy because zoning code Chapter 33.430, Environmental Overlay Zones, is amended to allow tree removal within the scenic (s) resource zone in order to protect and maintain the view. The trees must be replaced outside of the view corridor. The Official Zoning Maps are updated to add the scenic (s) resource zone to view corridors designated in the SRPP (1991).

27. **Policy 4.43, Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

    The amendments are consistent with this policy because chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

28. **Policy 4.73, Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees

and vegetation.

The amendments are consistent with this policy because Code Chapter 33.430, Environmental Zones, is updated to allow tree and vegetation removal within view corridors, if trees are replaced either outside of the view corridor or within the view corridor with tree species that upon maturity will not be tall enough to block the view. The area of vegetation must also be replanted with lower structure native vegetation. These amendments allow better site design that meets multiple goals for scenic and natural resources while maintaining the natural resource functions provided by trees and vegetation. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

29. **Policy 4.78, Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:
    - Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
    - Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
    - Natural areas such as Forest Park and Oaks Bottom.

    The amendments are consistent with this policy because views from designated viewpoints provide access to nature including views of Mt Hood, Mt St Helens, West Hills, Willamette River, Columbia River and other features. Code Chapter 33.430, Environmental Zones, is updated to allow tree and vegetation removal within view corridors, if trees are replaced either outside of the view corridor or within the view corridor with tree species that upon maturity will not be tall enough to block the view. The area of vegetation must also be replanted with lower structure native vegetation. These amendments allow better site design that meets multiple goals for scenic and natural resources while maintain the natural resource functions provided by trees and vegetation. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

30. **Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

    The amendments are consistent with these goals and policies of this chapter in the following ways:

    A. Code Chapter 33.480, Scenic Resources, includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones.

    B. Code Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in

Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. By allow some vegetation management to be done through a standard instead of review, more view corridors can be maintained. View corridors contribute to Portland's economic prosperity by attracting tourists to public areas like the Washington Park International Rose Test Garden, Japanese Garden, Pittock Mansion and other similar destinations.

C. The amendments maintain habitat and the functions they provide (e.g., water quality, stormwater management, hazard mitigation, biodiversity, air quality, habitat connectivity, carbon sequestration, etc.) within the urban landscape by requiring that trees that are removed within a view corridor be replaced. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

D. Title 10 Erosion Control, and the balanced cut and fill requirements of Title 24 apply to dredging activities with streams, rivers and wetlands. No changes are proposed to Title 10 or Title 24. These regulations mitigate risks due to natural hazards including flooding and erosion.

E. The amendments support access to nature for all residents and visitors of Portland by allowing designated view corridors to be maintained. All designated viewpoints are publicly owned or operated and open to the general public. This supports equity and community stewardship.

Findings under State Goal 5, Natural Resources, Scenic and Historic Areas, also demonstrate that the amendments are consistent with these policies and goals.

31. **Policy 7.19, Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:
    - Rivers, streams, sloughs, and drainageways.
    - Floodplains.
    - Riparian corridors.
    - Wetlands.
    - Groundwater.
    - Native and other beneficial vegetation species and communities.
    - Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
    - Other resources identified in natural resource inventories.

    The amendments are consistent with policy 7.19 because there are no amendments to the natural resources protection plans that were adopted through previous planning efforts:
    - Natural Resources Inventory
    - Balch Creek Watershed Protection Plan
    - Columbia Corridor Industrial and Environmental Mapping Project

- East Buttes, Terraces and Wetlands Conservation Plan
- Fanno Creek and Tributaries Conservation Plan
- Johnson Creek Basin Protection Plan
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- ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
- Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis
- Scenic Resources Protection Plan

Findings under State Goal 5, Natural Resources, Scenic and Historic Areas, also demonstrate that the amendments are consistent with these policies and goals.

32. **Policy 7.21, Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs.

    The amendments update the zoning codes and maps to clarify that vegetation and tree removal is allowed with view corridors in the scenic (s) overlay zone. Tree replacement outside of the view corridor is required. This is consistent with the adopted ESEE analysis of the adopted plans.

    Findings under State Goal 5, Natural Resources, Scenic and Historic Areas, also demonstrate that the amendments are consistent with these policies and goals.

189002
Exhibit B

Revised Recommended Draft
May 24, 2018
Based on City Council amendments

CENTRAL CITY 2035

Volume 2A
ZONING CODE & MAP AMENDMENTS

Part 3: Environmental and Scenic

Recommended Draft
June 2017

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

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ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Amanda Fritz, Commissioner

Dan Saltzman, Commissioner

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Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

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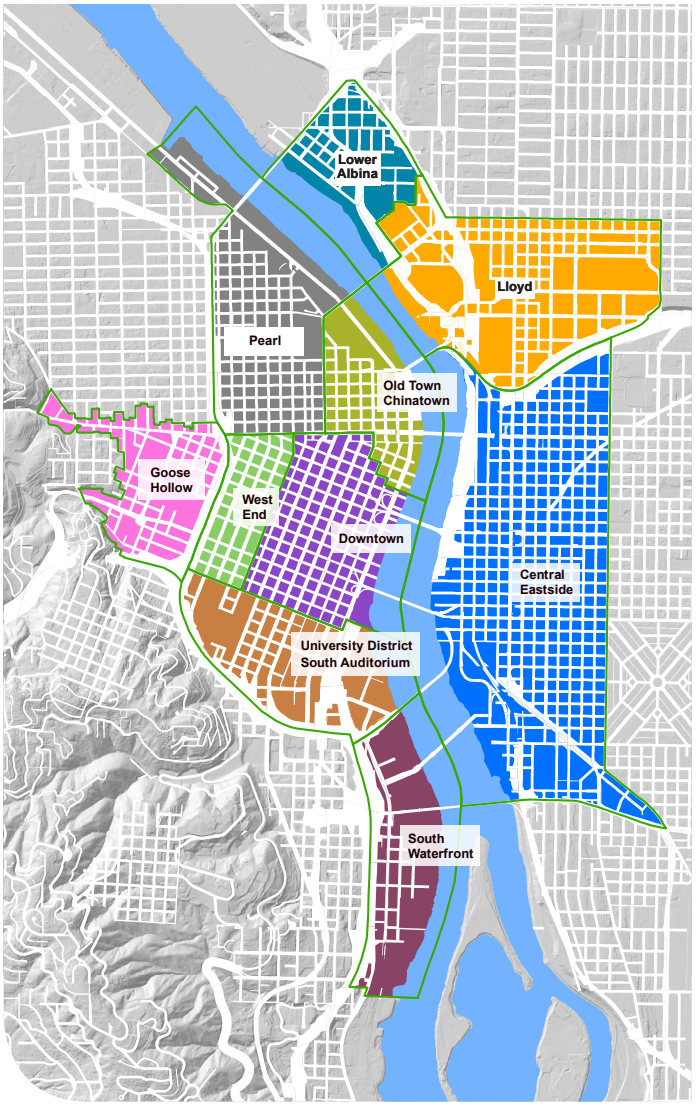
Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.



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33.430.033

The Scenic Resources zone is applied to view corridors and scenic corridors throughout Portland. Scenic resources are addressed by statewide land use planning Goal 5, along with natural, cultural and historic resources. When a scenic (s) overlay is applied in the same location as a conservation (c) or protection (p) overlay, the regulations of both this chapter and chapter 33.480 must be met. The recommendations of the Economic, Social, Environmental and Energy Analysis (ESEE) for the scenic resources, which are contained in various scenic resource protection plans, must be considered as part of environmental review.

33.430 Environmental Overlay Zones

430

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Map 430-13 Middle Columbia Corridor/Airport Natural Resources Inventory Environmental Mapping Project Area
Map 430-14 Bank Reconfiguration and Basking Features Area

33.430.020 Environmental Reports

The application of the environmental zones is based on detailed studies that have been carried out within ~~eight~~ten separate areas of the City. The City's policy objectives for these study areas are described in the reports. Each study report identifies the resources and describes the functional values of the resource sites. Functional values are the benefits provided by resources. The values for each resource site are described in the inventory section of these reports. The City has adopted the following ~~eight~~ten environmental study reports:

- Balch Creek Watershed Protection Plan
- Columbia Corridor Industrial and Environmental Mapping Project
- East Buttes, Terraces and Wetlands Conservation Plan
- Fanno Creek and Tributaries Conservation Plan
- Johnson Creek Basin Protection Plan
- Northwest Hills Natural Areas Protection Plan
- Skyline West Conservation Plan
- Southwest Hills Resource Protection Plan

Commentary

33.430.033

Zoning code Chapter 33.480, Scenic Resource Zone, applies a scenic (s) overlay to view corridors. View corridors were designated in the *Scenic Resources Protection Plan* (1991). 33.480 is clear that if the s overlay overlaps with an environmental overlay zone, then the regulations of 33.430 must be met.

33.430.080.C.7.

Chapter 33.10 states that the city does regulate dredging within the river. This exemption allows dredging and channel maintenance within deep waters of the river and within the federal navigation channels. However, dredging in or near shallow water and beaches could have significant detrimental impacts on the habitat that the shallow water provides and is not exempt. Beaches and shallow water play important roles in the life cycle of aquatic species, including salmon, and impacts to these areas should be avoided and mitigated if the impacts can't be avoided. Shallow water is identified as water between zero and 20 feet deep, however using 35 feet as the trigger for review because the area between 20 and 35 feet deep represents an area of concern where the impacts of dredging could affect the habitat in the shallower areas.

- ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
- Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis

33.430.033 Relationship to Scenic Resource Zone

When a Scenic Resource zone has been applied at the location of an environmental zone environmental review must include consideration of the development standards of Chapter 33.480, and the scenic qualities of the resource as identified in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*.

33.430.080 Items Exempt From These Regulations

The following items, unless prohibited by Section 33.430.090, below, are exempt from the regulations of this chapter. Other City regulations such as Title 10, Erosion Control, must still be met:

A.-B. No change

C. Existing development, operations, and improvements, including the following activities:

1. Maintenance, repair, and replacement of existing structures, exterior improvements, roads, public ~~recreational~~ trails, public rest points, public viewing ~~points~~ areas, public interpretative facilities, and utilities. Replacement is not exempt whenever coverage or utility size is increased;

2.-6. No change

33.430.080.C.8.

The exemption applies to full removal of a tree or other vegetation as well as trimming of trees or vegetation.

Within a view corridor with special height restrictions trees may be removed or trimmed to preserve the view. There are two documents that designated view corridors with special height restrictions:

- The *Scenic Resources Protection Plan* (1991) applies to whole city.
- The *Central City Scenic Resources Protection Plan* (2017) applies to the Central City Plan District and surrounding lands. For the view corridors designated in the *Central City Scenic Resources Protection Plan*, the special height restrictions supersede the special height restrictions in the *Scenic Resources Protection Plan*. If the view corridor is not designated in the *Central City Scenic Resources Protection Plan*, then the special height restrictions of the *Scenic Resources Protection Plan* apply.

7. Removal or trimming of vegetation when no development or other activities subject to the development standards or review requirements of this chapter are proposed, if the following are met:

   a. All vegetation removal or trimming activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil, must be installed.

   b. The vegetation proposed for removal or trimming is one of the following:

      (1) Trees or plants listed on the Nuisance Plant List;

      (2) Dead, dying, or dangerous trees or portions of trees when they pose an immediate danger, as determined by the City Forester or an arborist. Removing these portions is exempt only if all sections of wood more than 12 inches in diameter either:

         - Remain, or are placed, in the resource are of the same ownership on which they are cut; or
         - Are removed, if the City Forester authorizes removal of diseased wood because it will threaten the health of other trees;

      (3) Non-native non-nuisance trees and plants;

      (4) Trees or tree limbs that are within 10 feet of an existing building and structures attached to buildings, such as decks, stairs and carports;

      (5) Trees or plants that exceed the height restriction of a view corridor with special height restrictions designated in the *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan.* ~~Trees that exceed the height restrictions of a City-designated view corridor may be removed or pruned to maintain the view corridor.~~; or

      (6) Within the Scenic Resource zone, tree limbs may be trimmed to maintain a view. Tree removal is not exempt.

8.-11. No change

D.-E. No change

Commentary

33.430.170 Standards for Resource Enhancement Projects

A. Bank reconfiguration. The following standards apply to bank reconfiguration projects that take place in the Bank Reconfiguration and Basking Features Area shown on Map 430-14. Slough and drainageway banks, which are the area between the ordinary high water mark and the top of bank, may be regraded when all of the following are met:

1.-7. No change

8. No structures are proposed except for public viewing areas developed as part of the project. The public viewing areas must meet the following:

   a. The viewing area contains no more than 500 square feet of permanent disturbance area;

   b. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body;

33.430.190 Standards for Major Public ~~Recreational~~ Trails

The following standards apply to major public ~~recreational~~ trails and ~~public~~ viewing areas developed in conjunction with the ~~recreational~~ major public trail. All of the standards must be met.

A.-C. No change

~~**D.** Tree removal and replacement standards are as follows:~~

~~1. Native trees 12 or more inches in diameter may not be removed. Each native tree more than 6 but less than 12 inches in diameter removed must be replaced as shown in Table 430-3;~~

~~2. Non-native non-nuisance trees may be removed if each tree at least 6 inches in diameter is replaced as shown in Table 430-3;~~

~~3. Trees listed on the Nuisance Plants List may be removed if each tree at least 6 inches in diameter is replaced with one tree; and~~

~~4. Replacement trees and shrubs must meet the planting standards of Subsection 33.430.140.K; and~~

~~E~~**D.** If a public viewing area is proposed, the following must be met:

1. The viewing area may create up to 500 square feet of permanent disturbance area;

2. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body; and

3. The viewing area is not in the floodway~~.~~;

Commentary

33.430.190.E.

Tree removal was 33.430.190.D. It was moved to the end of the subsection because tree removal is allowed in both the trail and the viewing area associated with the trail. The tree removal standards were also updated to simplify them and make them the same as the standards for tree removal within a scenic (s) resources overlay zone.

33.430.195

The regulations for the scenic (s) overlay zone are found in 33.480. The regulations are different for scenic corridors and view corridors. In scenic corridors, the intention is to preserve tree canopy. In view corridors, the intention is to allow some tree removal. This regulation in the Environmental overlay zone is to be clear that tree removal in view corridors that correspond with a conservation or protection overlay is allowed per the standard. This standard does not apply to scenic corridors.

The standard is intended to allow trees to be removed that are blocking a view. Natural resources, including trees, and scenic resources, including views, are both State Land Use Planning Goal 5 resources. The standards balance the benefits of both trees and the view by allowing tree removal within the view corridor and requiring those trees to be replaced outside of the view corridor. Native trees that are larger than 12 inches in diameter can be removed through Environmental Review.

E. Tree removal and replacement standards:

1. Native trees up to 12 inches in diameter and non-native trees of any size may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 7.5 psi;

2. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3; and

3. Replacement trees must meet the planting standards in 33.430.140.K.

33.430.195 Standards for Tree Removal in the Scenic Resource Zone

The following standards apply to removal of native trees up to 12 inches in diameter and non-native trees of any size that are located within an Environmental overlay zone and the Scenic Resource zone:

A. Trees may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 7.5 psi;

B. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3, and replacement trees must be planted outside of the Scenic Resource overlay zone;

C. Temporary disturbance areas caused by the tree removal must be replanted to meet one of the following options. Shrubs planted to meet this standard may be counted towards meeting the replacement requirements shown in Table 430-3:

1. Option 1. Three shrubs and four other plants must be planted for every 100 square feet of temporary disturbance area; or

2. Option 2. Three shrubs must be planted for every 100 square feet of temporary disturbance area and the remainder of the temporary disturbance area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; and

D. Replacement plantings must meet the planting standards in 33.430.140.K.

Environmental Review

33.430.250 Approval Criteria

A.–B. No change

C. Public recreational facilities. In resource areas of environmental zones, public ~~recreational~~ trails, rest points, public viewing ~~points~~areas, and interpretative facilities will be approved if the applicant's impact evaluation demonstrates that all of the following are met:

D.–E. No change

Commentary

33.480.010 Purpose

BPS has produced a new scenic resources inventory and protection plan for the Central City and areas with view of or across the Central City. The *Central City Scenic Resources Protection Plan* updates and replaces some of the information and decisions of the *Scenic Resources Protection Plan (1991).*

33.480.020 Map Symbol

Before application of the environmental conservation and protection overlay zones there were scenic overlay zones based on the *Scenic Resources Protection Plan* (1991). The scenic overlays were removed when the environmental conservation and protection overlays were applied. It was assumed at that time that scenic resources would be addressed by Environmental Review. However, without the scenic overlays it is not possible to know when scenic resources must be considered. Therefore, the City reapplied the scenic overlay zones where they overlap with the environmental overlay zones.

33.480 Scenic Resource Zones

480

Sections:

33.480.010 Purpose
33.480.020 Map Symbol
33.480.030 Application of the Scenic Resource Zone
33.480.040 Development Standards
33.480.050 Tree Removal Review
~~33.480.060 Relationship to Environmental Zones~~

~~Map 480-1 Scenic Resources~~

33.480.010 Purpose

The Scenic Resource zone is intended to:

- Protect Portland's significant scenic resources that provide benefits to the public as identified by the City in the *Scenic Resources Protection Plan* (1991) and the *Central City Scenic Resources Protection Plan* (2017);
- Enhance the appearance of Portland to make it a better place to live and work;
- Create attractive entrance ways to Portland and its districts;
- Improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors; and
- Implement the scenic resource policies, goals and objectives of Portland's Comprehensive Plan.

The purposes of the Scenic Resource zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

33.480.020 Map Symbol

The Scenic Resource zone is shown on the Official Zoning Maps with a letter "s" map symbol.

33.480.030 Application

The Scenic Resource zone is to be applied to all significant scenic resources identified in *the Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*. Any changes to land or development, including rights-of-way, within the Scenic Resource zone are subject to the regulations of this chapter.

Commentary

33.480.040.A.2

The base zones include height limits for development and vegetation. When the view corridor, shown in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan* sets a height limit that is more restrictive than the base zone, the view corridor height limit takes precedence. In some situations, the view corridor height limit is **not** more restrictive than the height limits of the base zone; therefore, the base zone takes precedence.

33.480.040 Development Standards

The development standards of the Scenic Resource zone apply based on the mapping designations shown in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*. The standards for each subsection below apply only to areas with that designation in the respective ~~P~~plan. The resource is defined as the width of the right-of-way or top of bank to top of bank for scenic corridors. Setbacks are measured from the outer boundary of the right-of-way unless specified otherwise in the ESEE Analysis and as shown on the Official Zoning Maps. In some cases, more than one development standard applies. For example, within a scenic corridor, a view corridor standard will apply where a specific view has been identified for protection.

A. View Corridors. All development and vegetation with a view corridor designation in the *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan* are subject to the regulations of this Subsection.

1. Purpose. The intent of the view corridor designation is to establish maximum heights within view corridors to protect ~~significant~~ views from ~~specific~~ designated viewpoints.

2. Standard. All development within the designated view corridors are subject to the height limits of the base zone, overlay zone or plan district, except when a more restrictive height limit is established by the view corridor. In those instances, the view corridor height limit applies to both development and vegetation. Removal of trees or limbs necessary to maintain the view corridor is allowed. When no development is proposed, tree removal is subject to the requirements of Title 11, Trees. Public safety facilities are exempt from this standard.

B. **Scenic Corridors.** All development and vegetation within a scenic corridor designation in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan* are subject to the regulations of this Subsection.

1. Purpose. The scenic corridor designation is intended to preserve and enhance the scenic character along corridors, and where possible, scenic vistas from corridors. This is accomplished by limiting the length of buildings, preserving existing trees, providing additional landscaping, preventing development in side setbacks, screening mechanical equipment, and restricting signs. Property owners and others are encouraged to make every effort to locate buildings, easements, parking strips, sidewalks, and vehicle areas to preserve the maximum number of trees.

2. Standards.
   a. Scenic ~~C~~corridor ~~S~~setback. A scenic corridor setback per Table 480-1 applies along street lot lines that abut the Scenic Corridor identified in the Scenic Resources Protection Plan.
   b. Side building setbacks. Buildings, garages, and covered accessory structures are not allowed within the side building setbacks within the first 100 feet from the designated resource.

Commentary

Table 480-1 **Scenic Corridor Setback [1]**	
Zone	**Minimum Setback from Street Lot Line**
IR	1’ per 2’ of building height, not less than 10’
R1	3’
EG1, IH	5’
EG2, IG2	25’
All other base zones	20’

[1] Larger minimum setbacks in overlay zone and plan district supersede this setback

c. ~~Limiting~~ ~~s~~Structure length. No more than 80 percent of the length of any site can be occupied by structures, excluding fences, as measured parallel to the scenic corridor. This standard applies to an entire attached housing project rather than to individual units.

d. Limiting blank facades. Long, blank facades create uninteresting elements along a scenic corridor. This standard applies to all portions of buildings within 100 feet of the designated resource. Residential structures are exempt from this standard. Blank facades must be mitigated for in at least one of the following ways:

(1) The maximum length of any building facade is 100 feet.

(2) Two rows of trees, one deciduous and one evergreen, must be planted on 30-foot centers along the length of the building between the structure and the protected resource.

(3) Facades facing the scenic corridor must have a minimum of 40 percent of surface area in glass. Mirrored glass with a reflectance greater than 20 percent is prohibited.

e. Landscaping. The entire required scenic corridor setback must be landscaped to at least the L1 level unless the more stringent standards below or in other chapters of this Title apply. Up to 25 percent of the entire area of the scenic corridor setback may be used for vehicle and pedestrian areas except that each lot is allowed at least a 9-foot wide driveway or parking area and a 6-foot wide pedestrian area. Additionally, areas within the adjacent right of way must be landscaped to standards approved by the City engineer. The required landscaping in the setback and adjacent right of way must be provided at the time of development, except as allowed in B.2.e(1) below.

Commentary

h.1 Most scenic corridors will have multiple view corridors located along the street or trail. Removal of some trees within the view corridors may be needed to maintain view.

(1) When alterations are made to a site with an existing nonconforming use, allowed use, limited use, or conditional use, and the alterations are over the threshold stated in 33.258.070.D.2.a, the site must be brought into conformance with the landscape standards above. The value of the alterations is based on the entire project, not individual building permits. The cost of the upgrades required by this chapter may be counted toward the cost of upgrades required by Subsection 33.258.070.D. However, the upgrades required by this chapter must be completed first.

(2) Area of required improvements. Except as provided in 33.258.070.D.2.c(2), Exception for Sites With Ground Leases, required improvements must be made to the entire site and adjacent right of way. If the ground lease is adjacent to a right of way within the scenic corridor, the upgrades required by this chapter also apply to the right of way adjacent to the ground lease.

(3) Timing and cost of required improvements. The timing and cost of the required improvements is specified in 33.258.070.D.2.d. However, where 33.258.070.D.2.d refers to the standards listed in 33.258.070.D.2.b, the landscape standards above, are also included.

f. Screening. All exterior garbage cans, garbage and recycling collection areas, and mechanical equipment (including heat pumps, air conditioners, emergency generators, and water pumps) must be screened from view or not visible from the designated scenic corridor. Small rooftop mechanical equipment, including vents, need not be screened if the total area of such equipment does not exceed 10 square feet per structure.

g. Fences and hedges. The total maximum height of fences, hedges, and berms within the scenic corridor setback, and when allowed in the adjacent right of way is 3-1/2 feet. This provision does not apply to any required screening and buffering.

h. Preservation of trees. This provision does not apply if the property is regulated by state statutes for forest management practices. All trees 6 or more inches in diameter that are within the scenic corridor setback and right of way must be retained unless removal conforms to one or more of the following standards.

(1) The tree is located within a view corridor designated in the *Scenic Resources Protection Plan* (1991) or *the Central City Scenic Resources Protection Plan* (2017);

Commentary

Figure 480-1
Measuring from an RF Transmission Facility Antenna

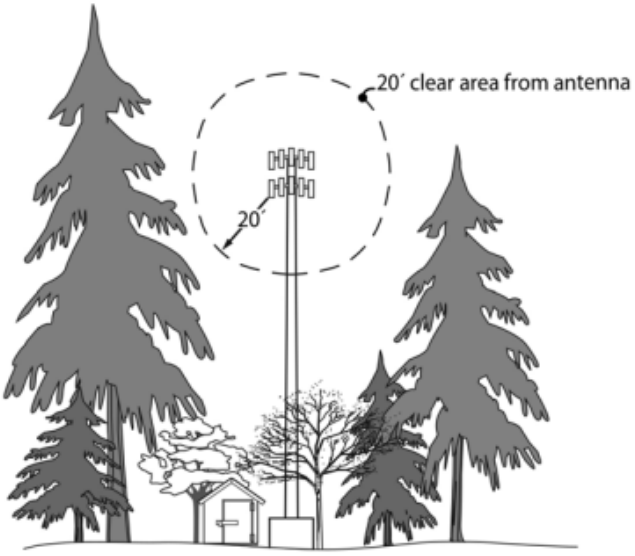


Table 480-2 Tree Replacement Requirements In Scenic Overlay Zone		
Applicants may choose either Option A or Option B [1]		
Size of tree to be removed (inches in diameter)	Option A (no. of trees to be planted)	Option B (combination of trees and shrubs)
Up to 9	1 tree	Not applicable
More than 9 and up to 12	3 trees	2 trees and 2 shrubs
More than 12	Tree Review Required (see 33.480.050 below)	

[1] Trees and Shrubs must be species listed in the Scenic Resources Protection Plan

(~~1~~2) The tree is located within the footprint or within 10 feet of existing or proposed buildings and structures attached to buildings, such as decks, stairs, and carports, or within 10 feet of a proposed driveway;

(~~2~~3) The tree is determined by an arborist to be dead, dying or dangerous;

(~~3~~4) The tree is on the *Nuisance Plants List*;

Commentary

33.480.060

This was removed from 33.480, Scenic Resource Zones, and 33.430, Environmental Zones, was updated to reflect this language.

(~~4~~5) The tree must be removed due to installation, repair, or maintenance of water, sewer, or stormwater services. For new installation of services, tree removal allowed under this provision is limited to a single 10 foot wide utility corridor on each site;

(~~5~~6) The tree is within a proposed roadway or City-required construction easement, including areas devoted to curbs, parking strips or sidewalks, or vehicle areas;

(~~6~~7) The tree is within 20 feet of a Radio Frequency Transmission Facility antenna that is a public safety facility. The distance to the antenna is measured vertically and horizontally from the edge of the antenna. See Figure 480-1.; or (~~7~~8)

(~~7~~8) The tree is at least 6 and up to 12 inches in diameter and does not meet any of the other standards of this subparagraph, but is replaced within the scenic corridor setback or adjacent right of way according to Table 480-2. Replacement plantings must meet Section 33.248.030, Plant Materials.

33.480.050 Tree Removal Review.

A. Tree removal without development. When no development is proposed, tree removal allowed by the standards of Subparagraph 33.480.040.B.2.h is subject to the tree permit requirements of Title 11, Trees.

B. Tree removal in development situations. When tree removal is proposed as part of development, the standards of Subparagraph 33.480.040.B.2.h apply in addition to the tree preservation standards of Title 11, Trees.

C. Trees that do not qualify for removal under Subparagraph 33.480.040.B.2.h may be removed if approved through tree review as provided in Chapter 33.853, Tree Review. However, where the tree removal would require environmental review, only environmental review is required.

~~**33.480.060 Relationship to Environmental Zones**~~

~~When an environmental zone has been applied at the location of a designated scenic resource, the environmental review must include consideration of the scenic qualities of the resource as identified in the ESEE Analysis for Scenic Resources. The development standards of this Chapter must be considered as part of that review.~~

Scenic Resources Overlay Zones

The Scenic Resource (s) overlay zone is being reapplied to view corridors designated in the 1991 *Scenic Resources Protection Plan* (SRPP) where the view corridor overlaps with an Environmental Conservation (c) or Environmental Protection (p) overlay zone. This is necessary to clarify where the new tree and vegetation trimming standard in 33.430 apply.

Recommended Scenic Resource Overlay Zone Maps

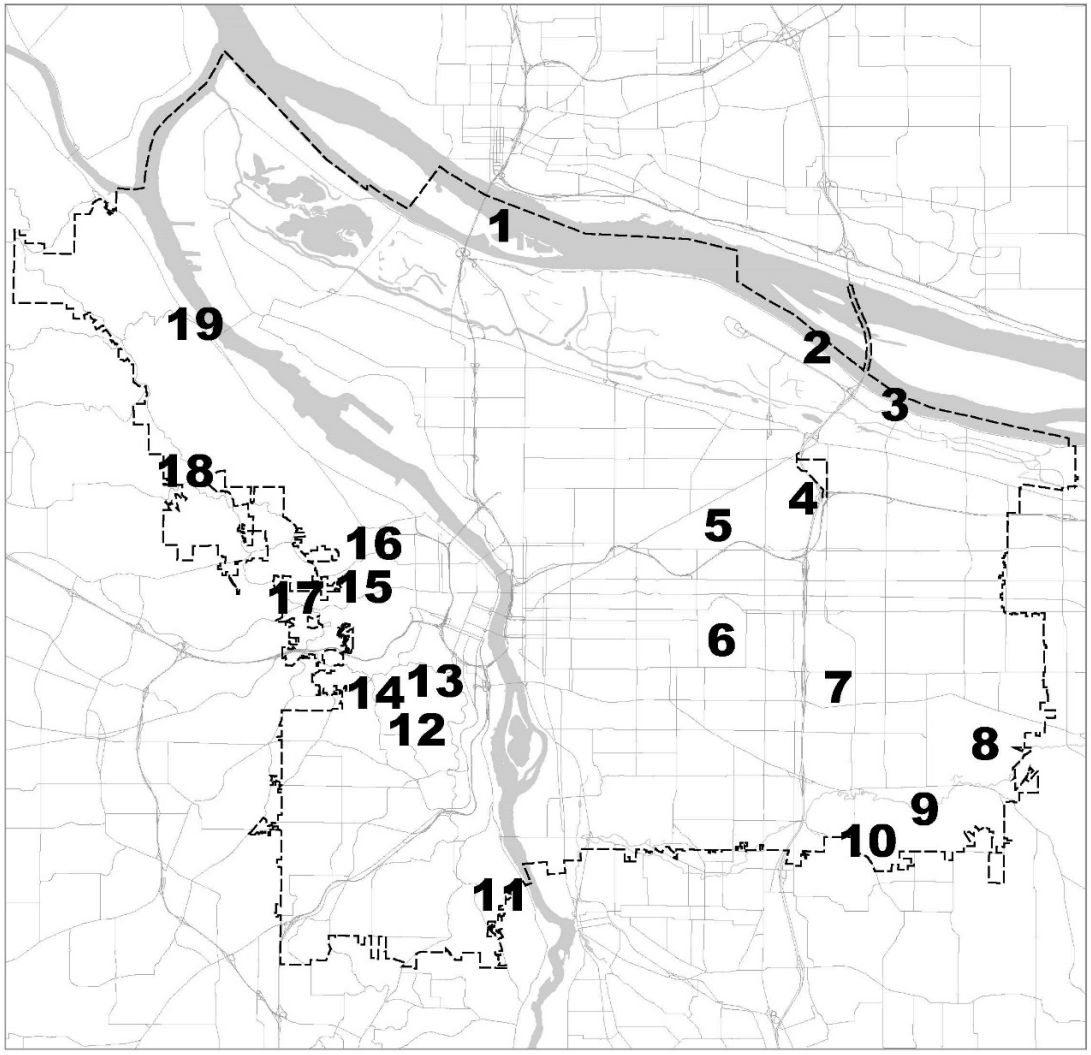
This section includes the recommended scenic (s) overlay zone maps.

Commentary

Recommended Scenic Resource Overlay Zones

Index Map

August 2017



------ City Boundary

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

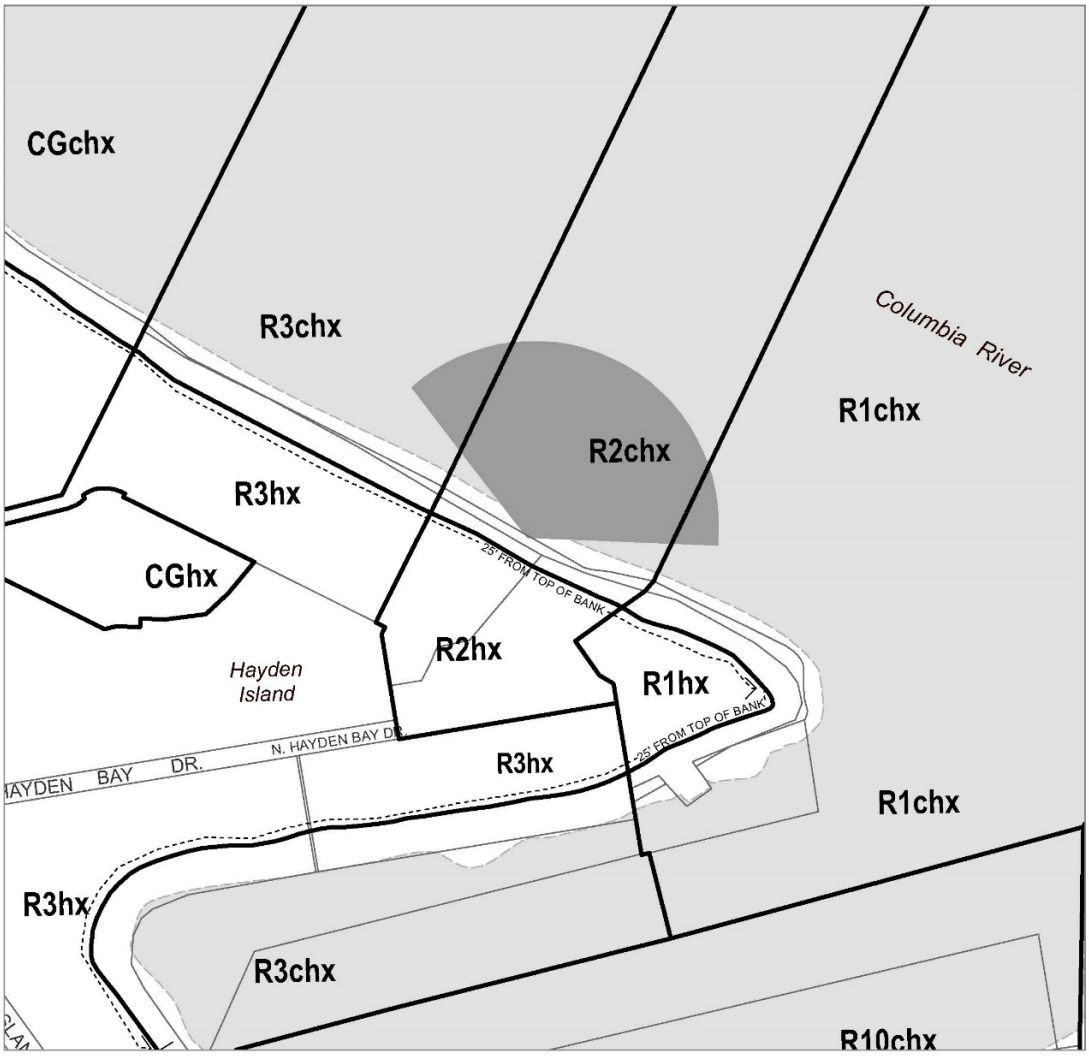
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 1 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 2 of 19

August 2017

Legend

- Recommended Scenic (s) Overlay Zone
- XXx Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

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Recommended Scenic Resource Overlay Zones

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August 2017

Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

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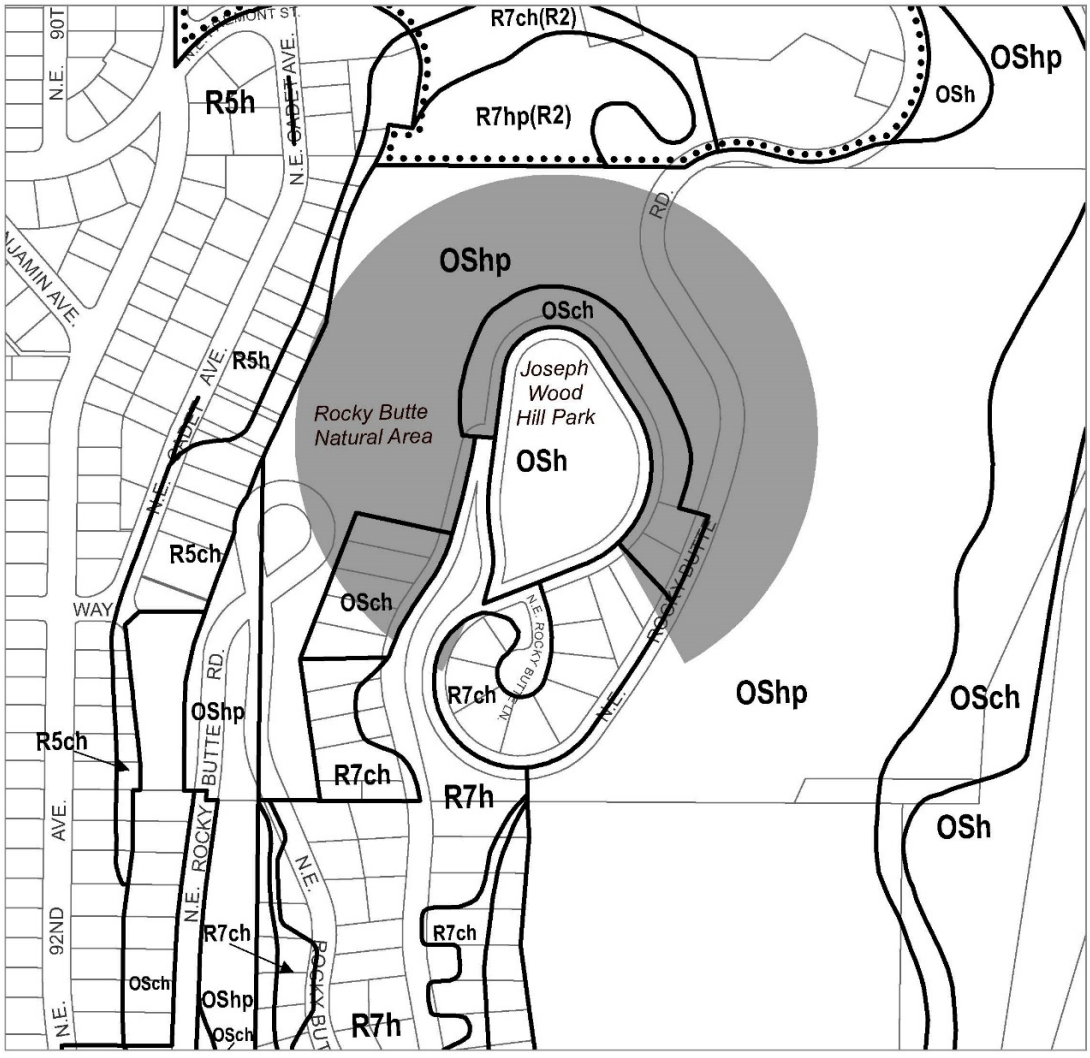
August 2017



Legend

- Recommended Scenic (s) Overlay Zone
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- Lot lines
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NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

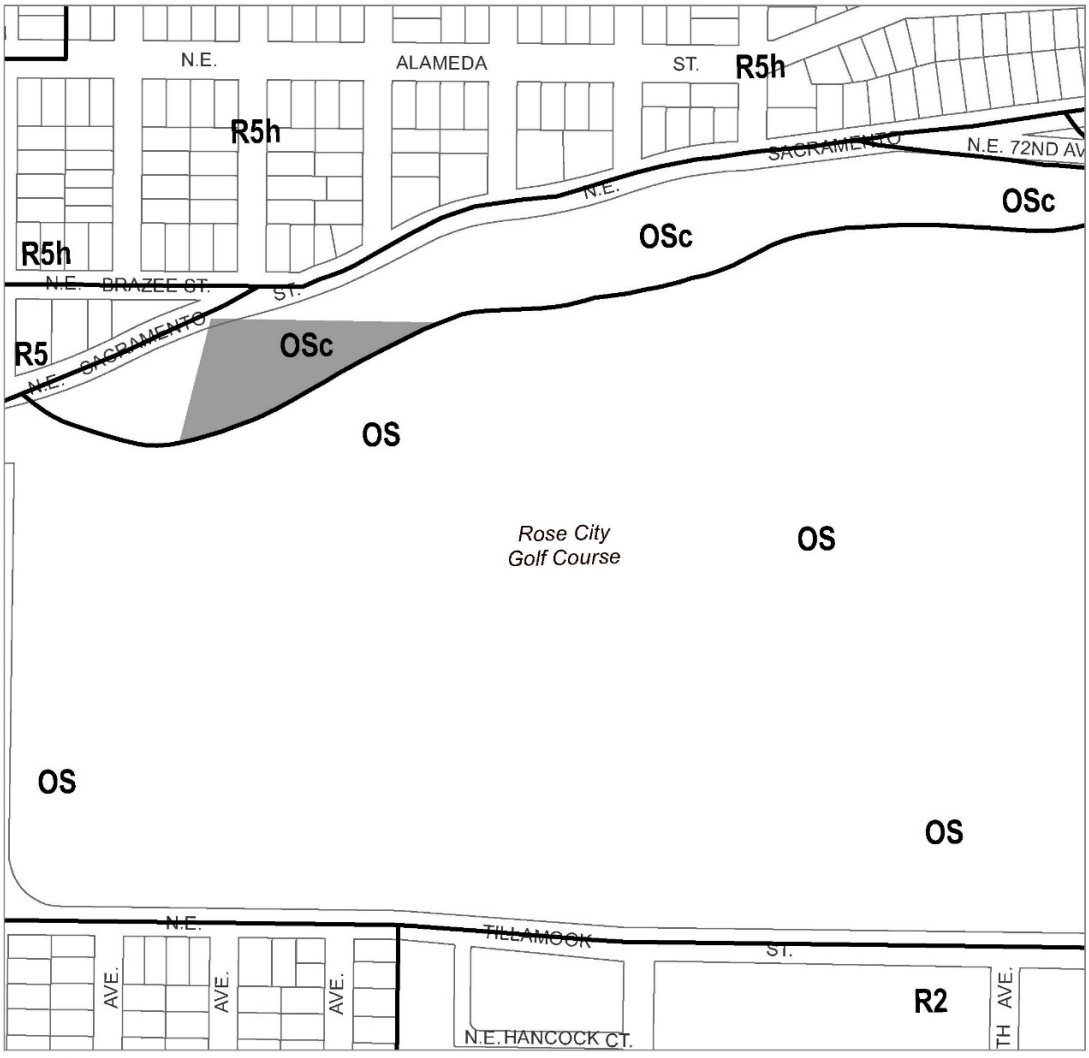
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 5 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 6 of 19

August 2017

Legend

- Recommended Scenic (s) Overlay Zone
- XXx Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

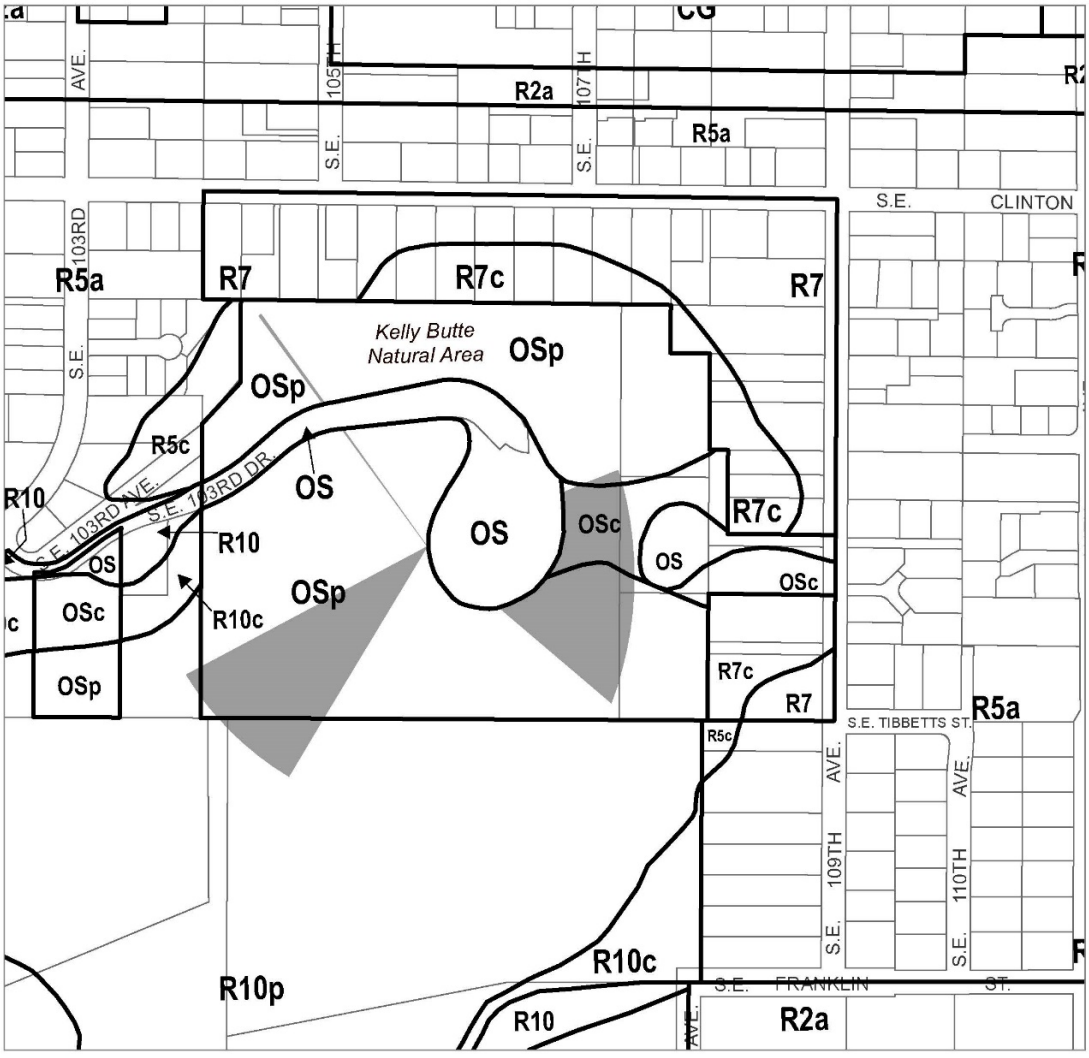
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 7 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 8 of 19

August 2017

Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 450 900

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

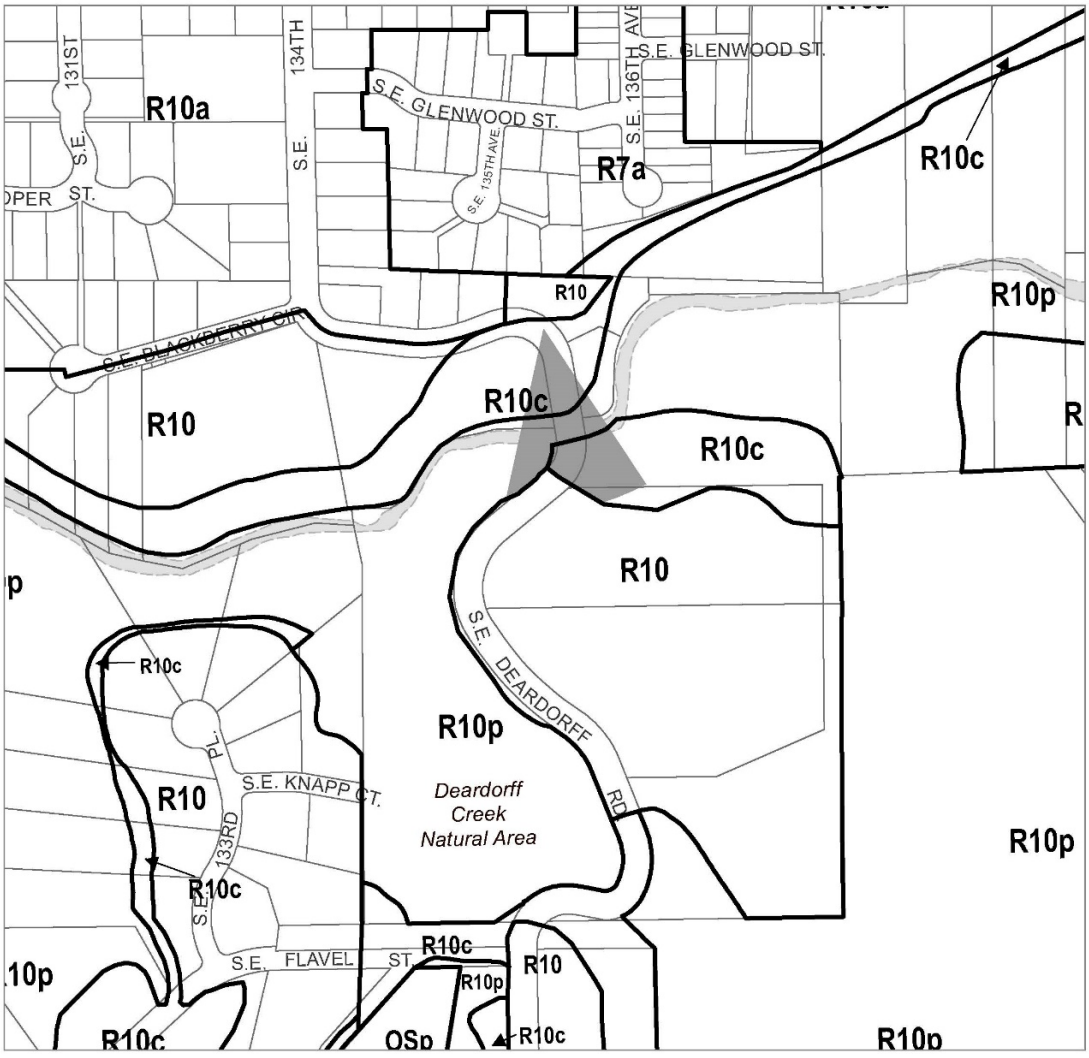
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 9 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

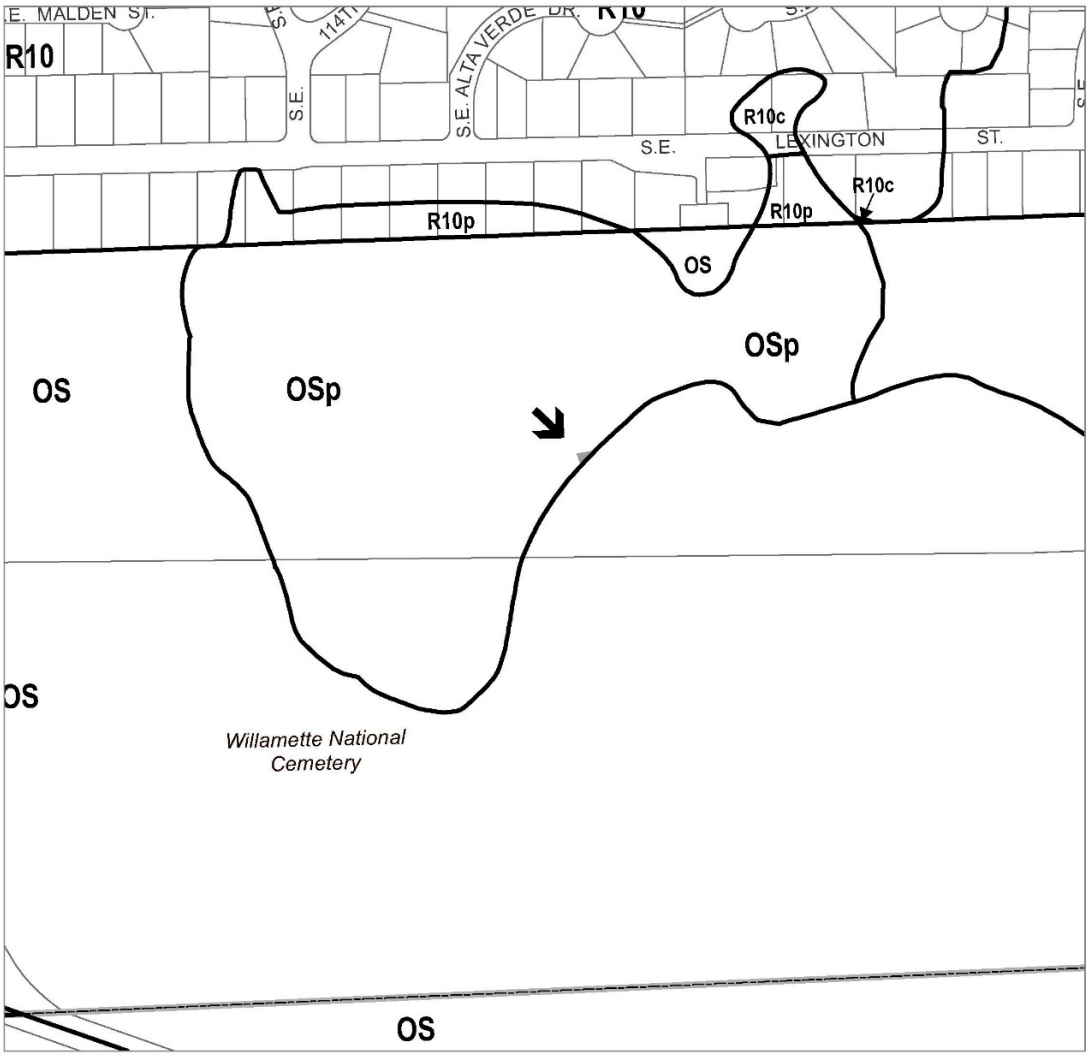
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 10 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

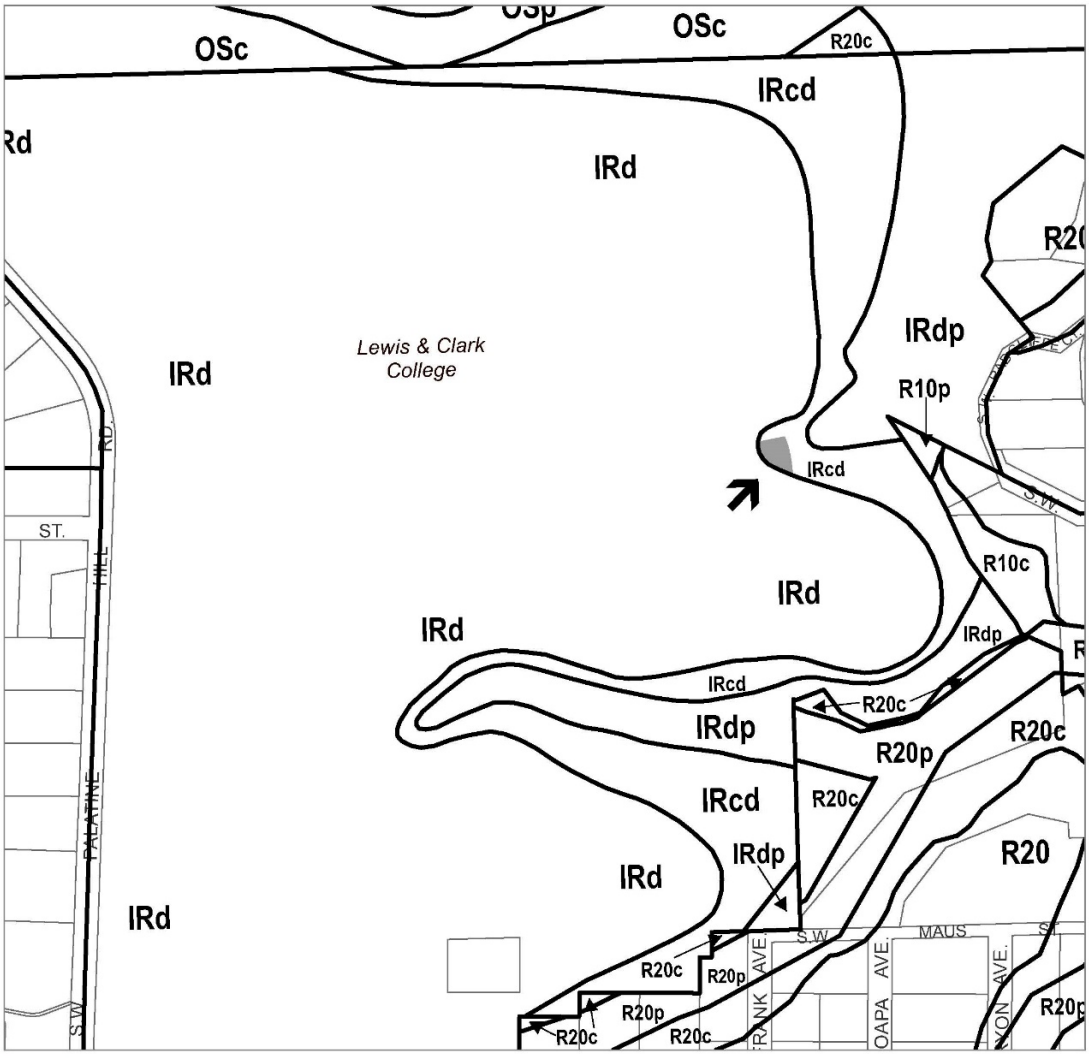
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 11 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

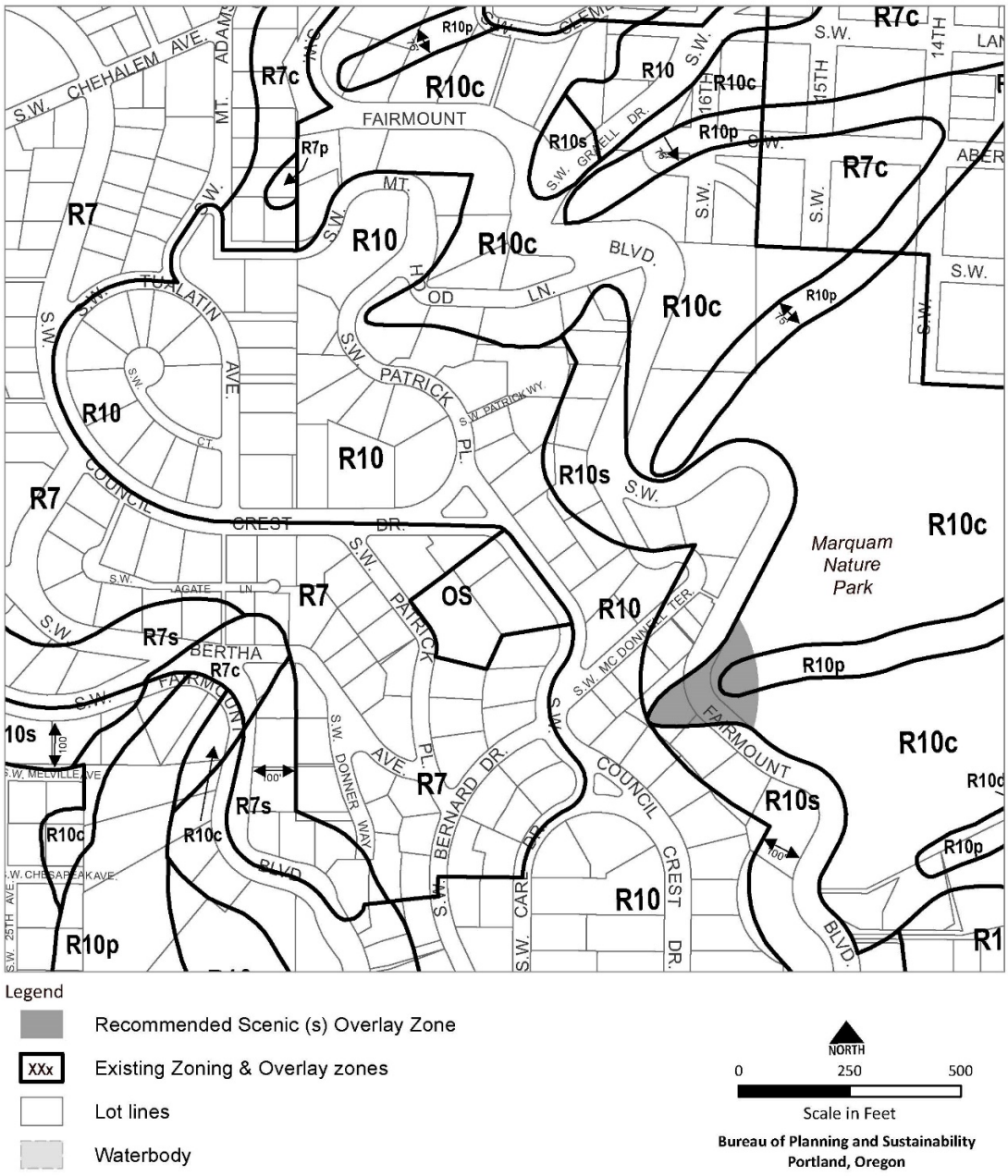
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 12 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

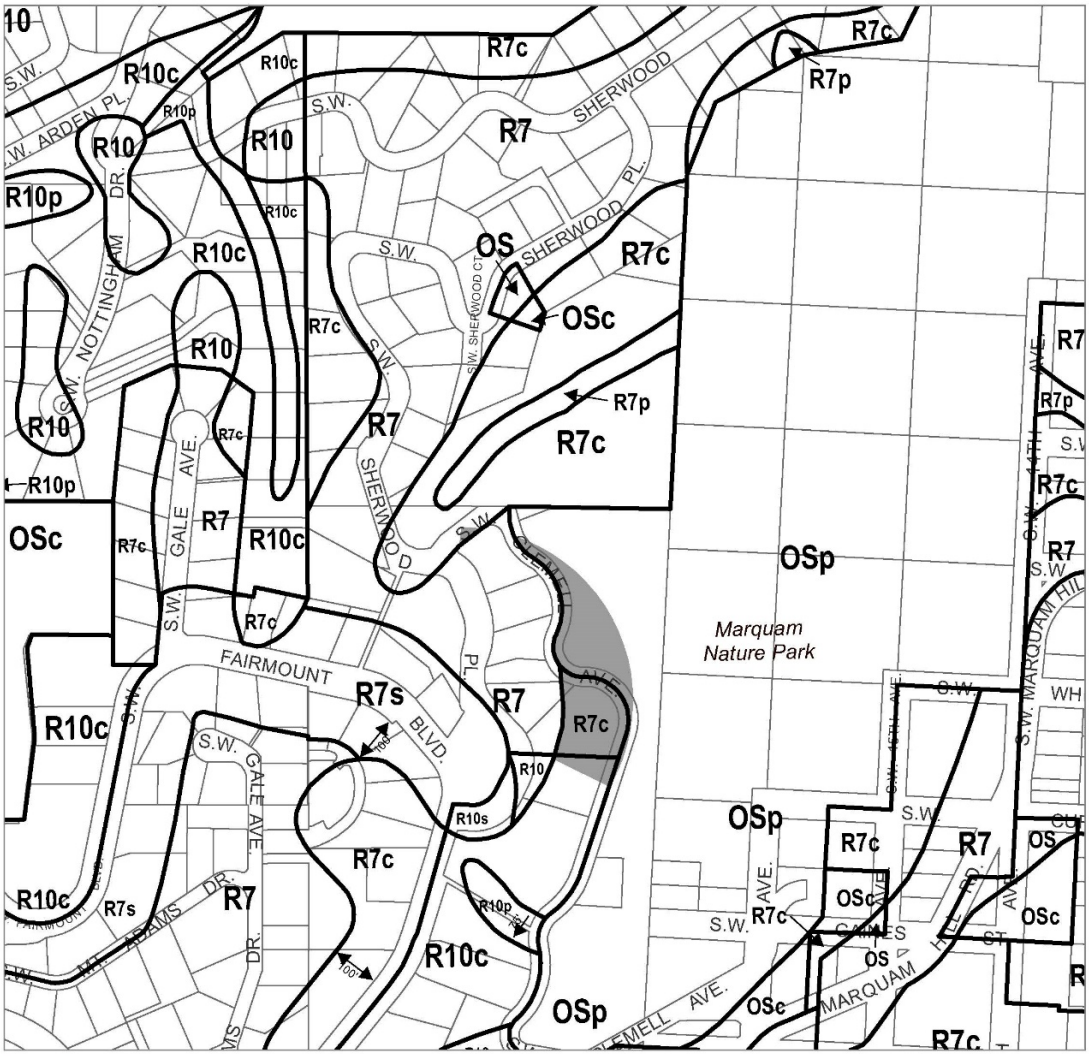
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 13 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

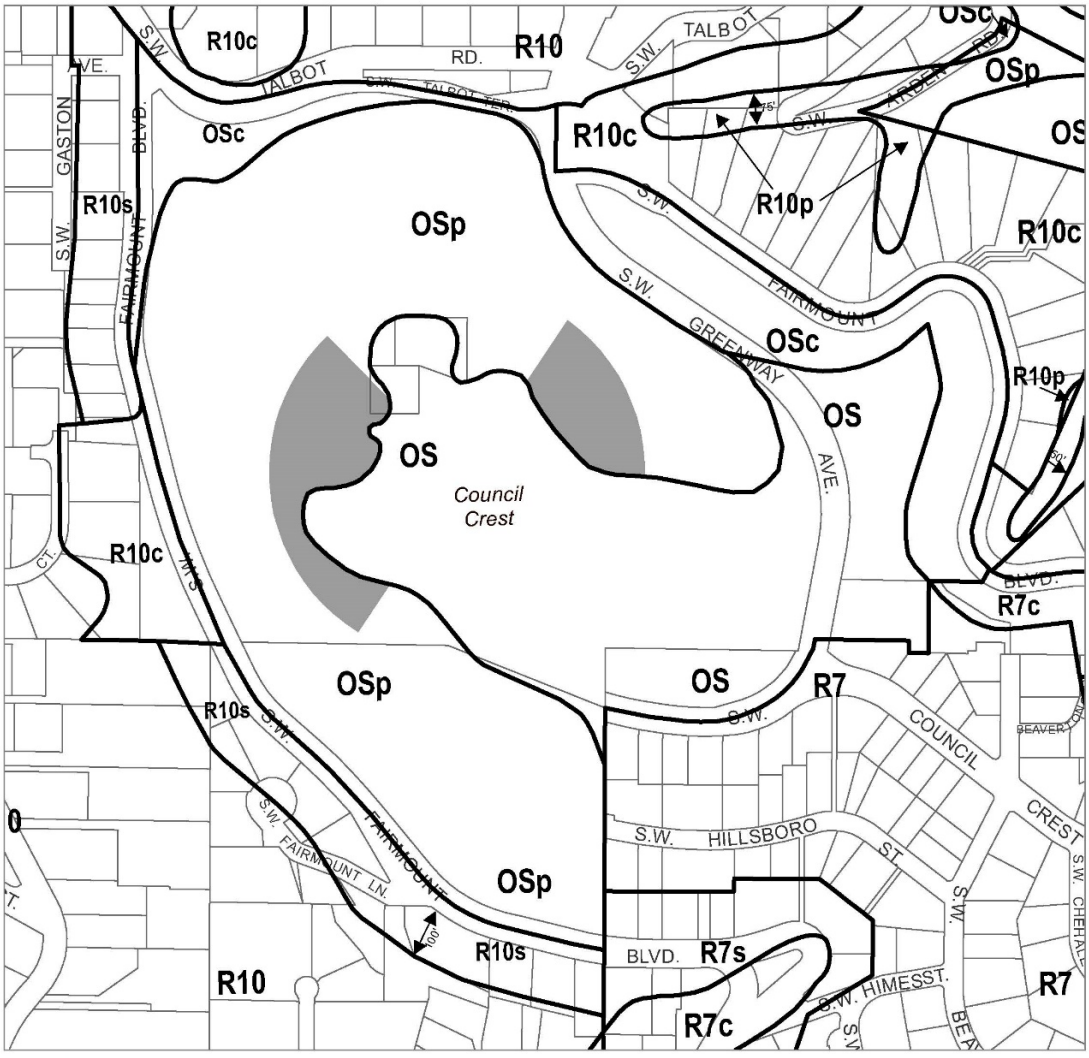
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 14 of 19

August 2017



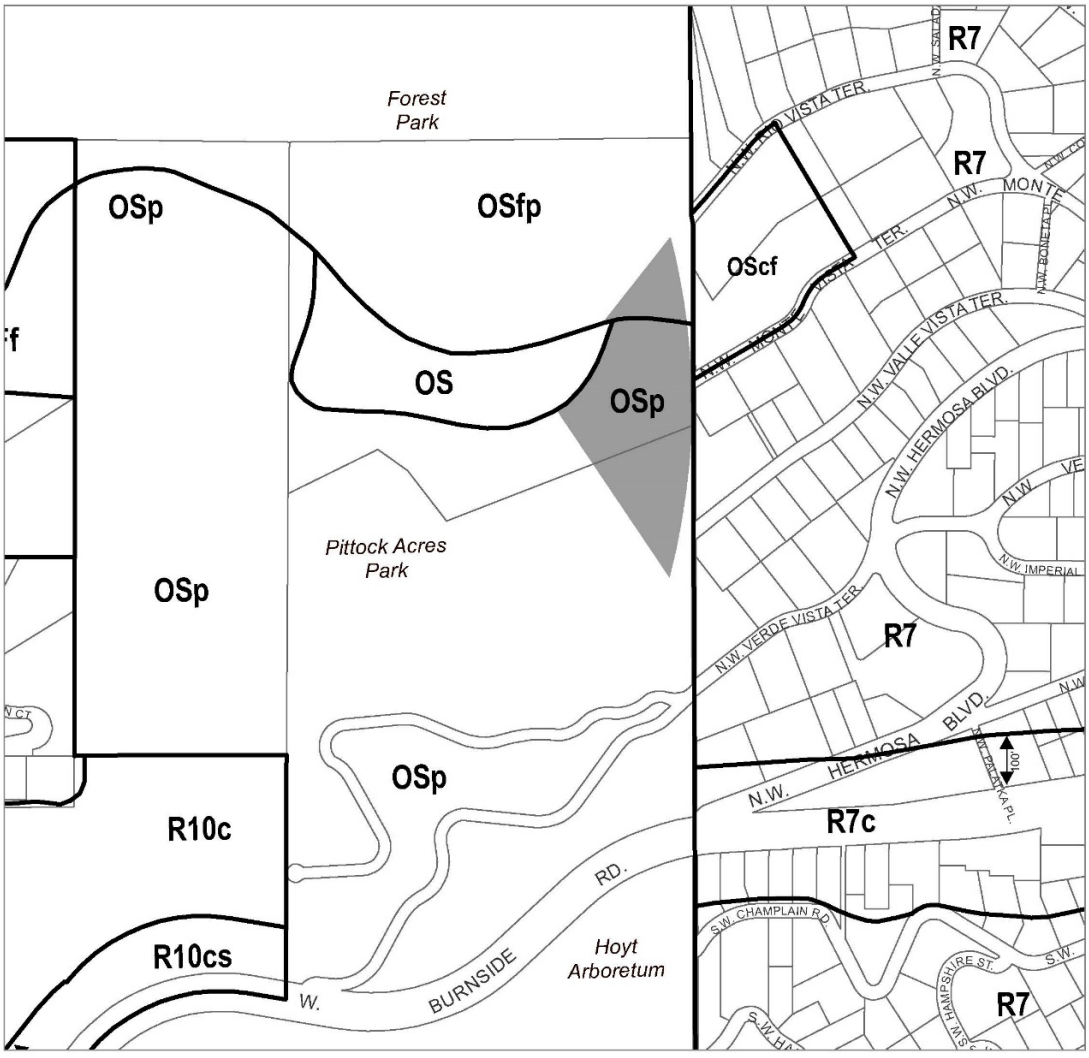
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 15 of 19

August 2017



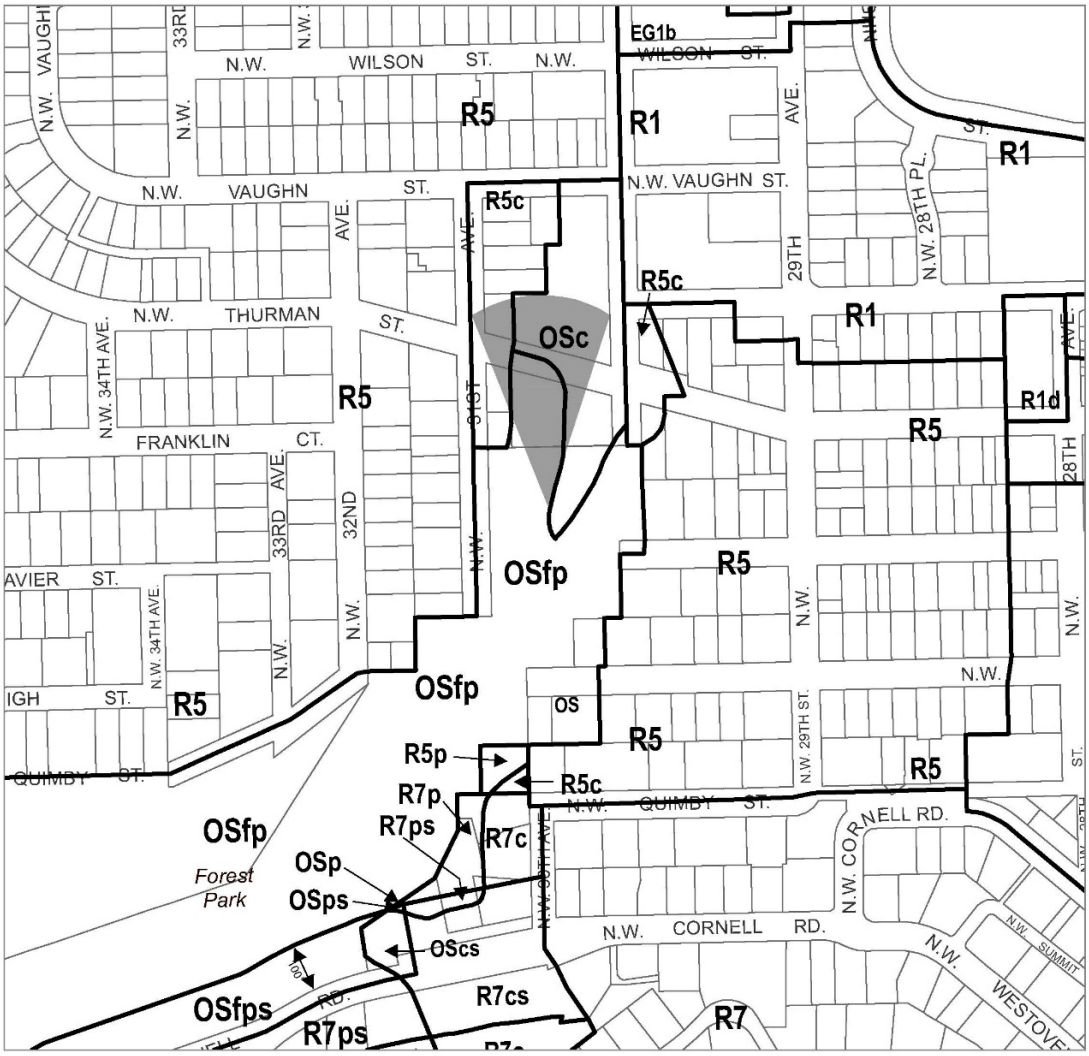
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 16 of 19

August 2017



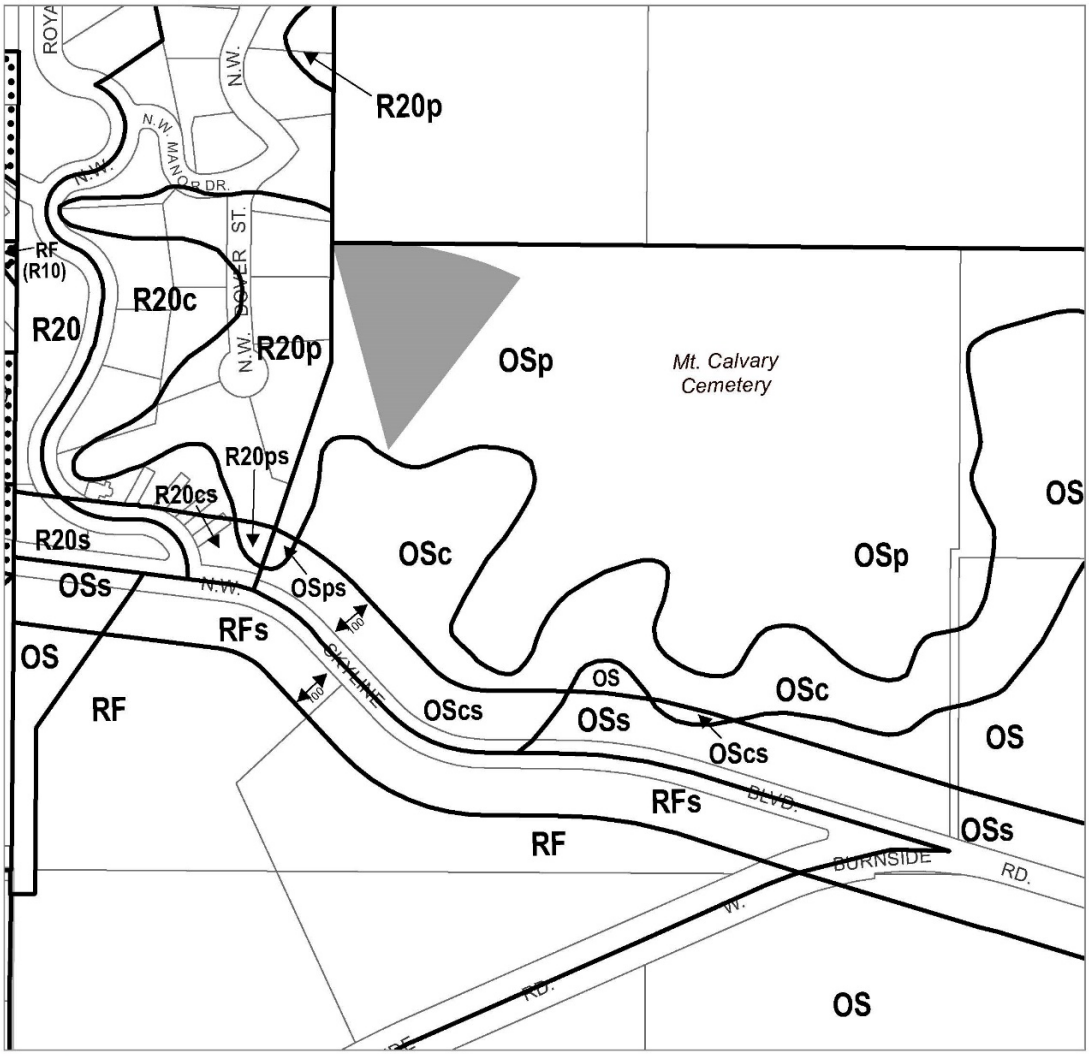
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 17 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

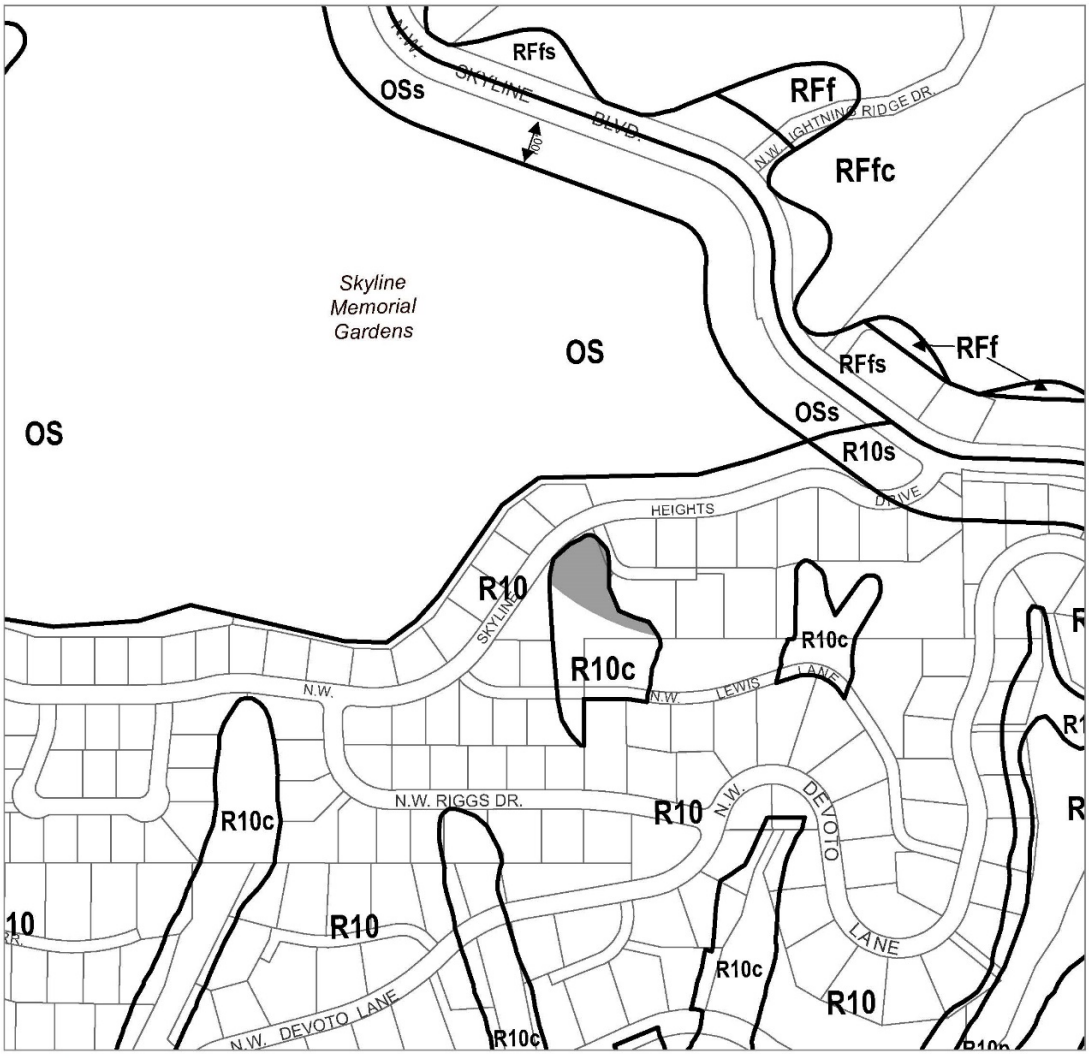
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 18 of 19

August 2017



Legend

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- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

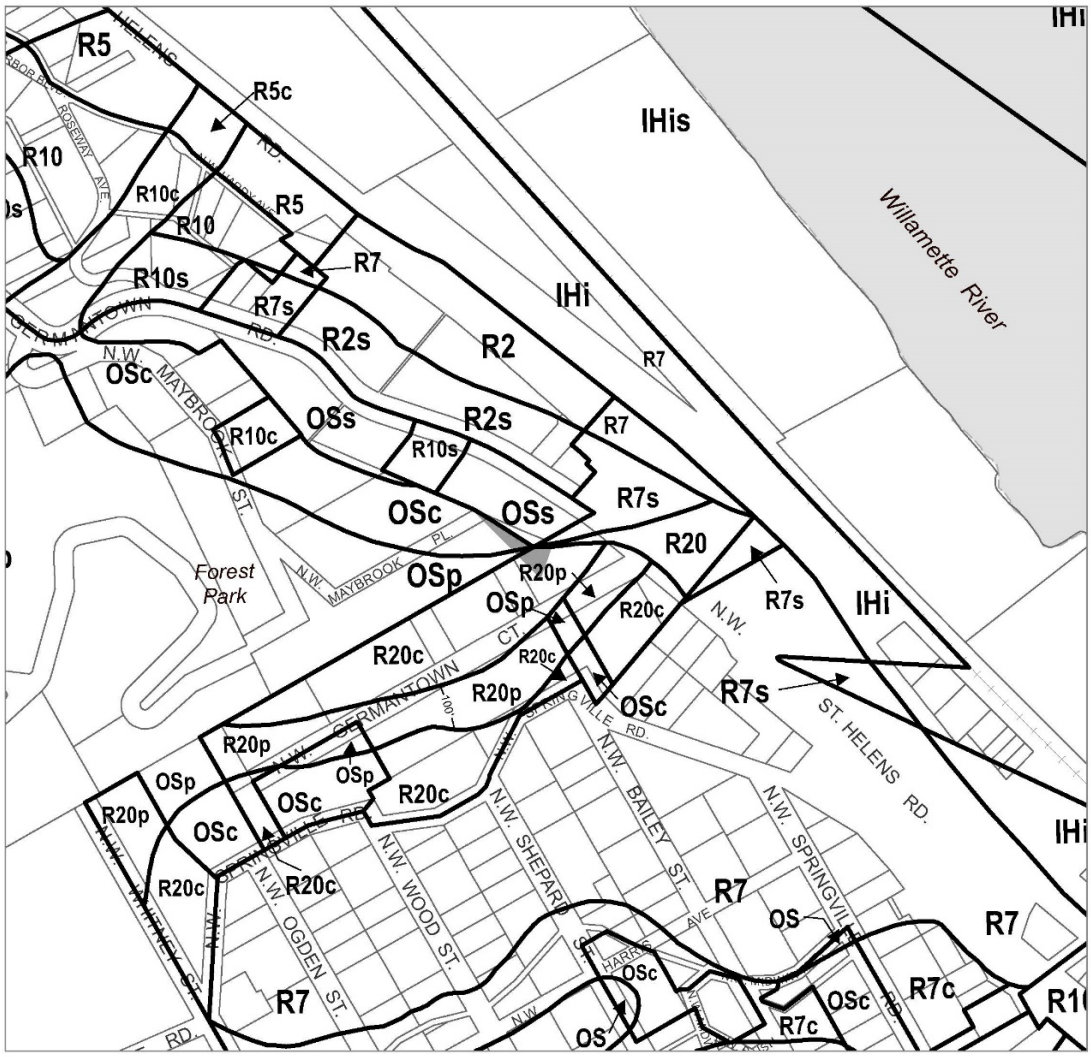
Scenic Resource Overlay Zone Maps

Commentary

Recommended Scenic Resource Overlay Zones

Map 19 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resource Overlay Zone Maps

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement

189002

Revised Recommended Draft
May 24, 2018
Based on City Council amendments

CENTRAL CITY 2035

Exhibit C

Volume 3A
SCENIC RESOURCES PROTECTION PLAN

Part 1: Summary, Results and Implementation

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Central City 2035 Plan

Exhibit C:
Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation

This exhibit C is the same document as Exhibit F, Revised Recommended Draft Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results and Implementation (as amended by City Council and dated May 2018) attached to the following Ordinance:

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000 Exhibit F.

189002

There are no amendments to the Recommended Draft, Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory

CENTRAL CITY 2035

Exhibit D

Volume 3A
SCENIC RESOURCES PROTECTION PLAN

Part 2: Scenic Resources Inventory

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Central City 2035 Plan

Exhibit D:
Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory

There are no amendments to this volume, filed on September 7, 2017.

Note that Exhibit D is the same document as Exhibit G filed with the following Ordinance: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000 Exhibit G.

189002

Revised Recommended Draft
May 24, 2018
Based on City Council amendments

CENTRAL CITY 2035

Exhibit E

Volume 3A
SCENIC RESOURCES PROTECTION PLAN

Part 3: Economic, Social, Environmental & Energy Analysis

Recommended Draft
June 2017

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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

189002

Central City 2035 Plan

Exhibit E:
Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental and Energy Analysis

Exhibit E is the same document as Exhibit H, Revised Recommended Draft Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental and Energy Analysis (as amended by City Council and dated May 2018) attached to the following Ordinance:

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000 Exhibit H.

189002

There are no amendments to the Recommended Draft Volume 6, Public Involvement

CENTRAL CITY 2035

Exhibit F

Volume 6
PUBLIC INVOLVEMENT

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Central City 2035 Plan

Exhibit F:
Volume 6, Public Involvement

There are no amendments to this volume, filed on September 7, 2017.

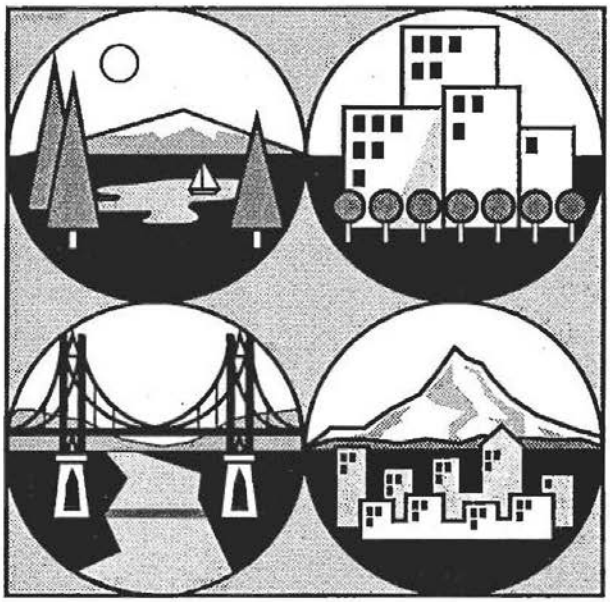
Exhibit F is the same document as Exhibit K filed with the following Ordinance:

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000 Exhibit K.

Exhibit G: Amendments to the 1991 Scenic Resources Protection Plan

SCENIC VIEWS, SITES, AND CORRIDORS



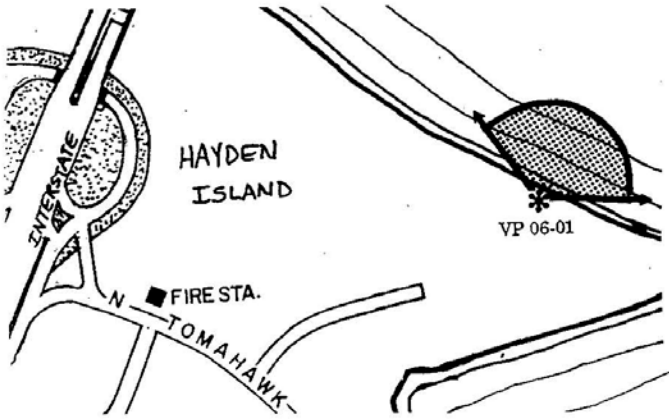
Scenic Resources Protection Plan

Adopted by City Council, March 13, 1991
Effective April 12, 1991

Ordinance No. 163957

Amended by Ordinance No. ######
Effective July 9, 2018

Bureau of Planning
Portland, Oregon
May, 1991



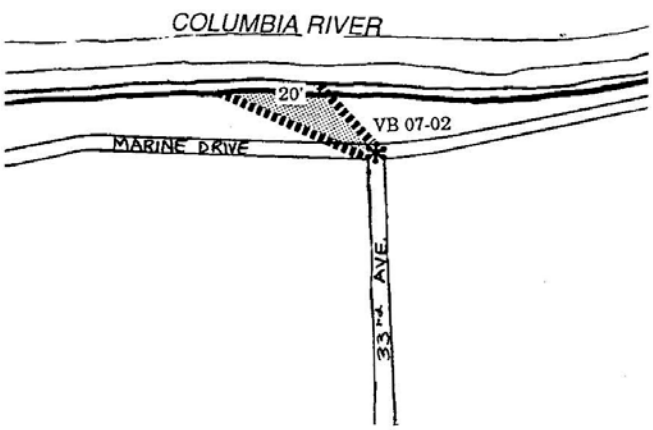
SCENIC RESOURCES PROTECTION PLAN

75' VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

SCENIC SITES

MAP 16a City of Portland Bureau of Planning August 1990



SCENIC RESOURCES PROTECTION PLAN

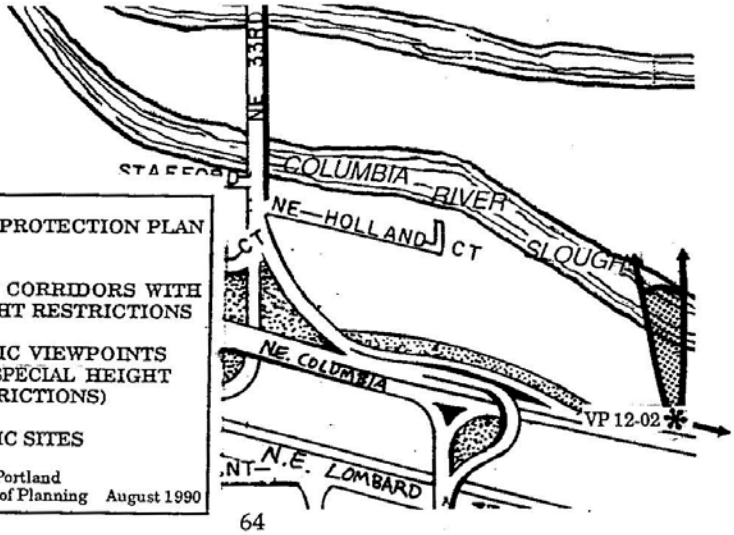
75' VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

SCENIC SITES

MAP 16b City of Portland Bureau of Planning August 1990

Map 16c is DELETED



SCENIC RESOURCES PROTECTION PLAN

75' VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

SCENIC SITES

MAP 16c City of Portland Bureau of Planning August 1990

This document was substituted with a revised version. See final document: 189002

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic, amend the Portland Zoning Map, and Portland Zoning Codes 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources (Ordinance; Amend Title 33.430 ad Title 33.480)

Contact name: Mindy Brooks, Bureau of Planning and Sustainability
Contact phone: 503-823-7831
Presenter name: Mindy Brooks, Bureau of Planning and Sustainability

Purpose of proposed legislation and background information:
This ordinance amends the Title 33, Planning and Zoning, to include a standard for vegetation maintenance within view corridors, and amends the official Zoning Map to clarify where the standard applies. These amendments are necessary to maintain view corridors designated in the adopted 1991 *Scenic Resources Protection Plan* (SRPP). Some of these view corridors are now partially or completely blocked by vegetation. Currently, for vegetation to be maintain in view corridors that are also located in environmental conservation (c) or protection (p) zone, environmental review is required. To better balance the goals of the SRPP with the goals of the environmental overlay zones, and to make maintenance of the view corridors more efficient, a standard is recommended for removal or trimming vegetation and trees.

The zoning map and code amendments support the Comprehensive Plan goals and policies including:

- **Policy 4.41** – Scenic Resources. Enhance and celebrate Portland's scenic resource to reinforce local identity, histories and cultures and contribute towards way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks or other elements valued for their aesthetic appearance or symbolism.
- **Policy 4.42** – Scenic Resource Protection. Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations and other tools.
- **Policy 4.43** – Vegetation Management. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Financial and budgetary impacts:
Amendments to the zoning code and maps do not amend the budget, make any changes to appropriations, or authorize additional spending at this time. Fiscal impacts from implementation of the amended zoning code and maps could include changes to the costs of administering the amended code versus the previous code. However, because the amendments should result in fewer reviews, the cost associated with staff time to review proposal may decrease slightly over time. However, there may be initial costs associated with training to familiarize BDS and other City bureau staff with the new regulations, as well as related costs such as creating new submittal forms, etc.

Community impacts and community involvement:
The Scenic Resources Protection Plan (SRPP) was adopted in 1991. Scenic (s) overlay zones were placed on designated view corridors. As the environmental overlay zones (c and p zones) were applied throughout the city, the s overlay zones were removed where the new environmental zoning codes were anticipated to address scenic resources. Environmental review was required for vegetation and tree removal in view corridors. This meant that property owners with both s and c or p zone were required to go through environmental review to maintain the designated view.

Reapplying the s overlay zone in area with c and p zone has no impact on property owners. Although the s overlay zones were removed, the regulations of the zoning code still applied to the view corridors designated in the SRPP.

Amending the zoning code to allow some vegetation maintenance through a standard instead of an environmental review will reduce the time and money associated with a full review. It also better balances the goals for scenic resources and natural resources in Portland.

Community involvement was conducted largely through the Central City 2035 Plan (CC2035). The issue of trees and vegetation growing and blocking views and the time/money associated with reviews was identified while updating views of the Central City and Mt Hood from the Washington Park International Rose Garden. Notice regarding the proposed amendments was sent to the CC2035 mailing list, the legislative list and all property owners where the s overlay zone will be reapplied. During the Planning and Sustainability Commission hearings there was no objection to the zoning map or code amendments. There was general support from Portland Parks and Recreation and the Japanese Garden because the zoning map and code amendments will make it easier to maintain views from the Rose Garden and Japanese Garden, as well as other views around the city such as those from Rocky Butte, Mt Tabor and Council Crest.

•

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

X NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

City Council Amendments to the *Central City 2035 Plan Vol. 2, Part 3 Environmental and Scenic Outside of the Central City*

Sept 8, 2017 Draft

The following amendments to elements of the *Recommended Draft Central City 2035 Plan* will be considered by the Portland City Council at the September 14, 2017 public hearing regarding Environmental and Scenic outside of the Central City. The public is welcome to testify on any of the proposed amendments at the hearing. Please reference the amendment number in testimony.

Ordinance: Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance; amend Code Chapters 33.430 and 480)

This document will be updated as new amendments are proposed.

City Council Amendments

September 14, 2017 Public Hearing

Ordinance: Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic, amend the Portland Zoning Map, and Portland Zoning Codes 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources (Ordinance; Amend Title 33.430 ad Title 33.480)

These amendments to the *Recommended Draft Central City 2035 Plan* have been offered by commissioners for discussion only. By identifying a possible change, the sponsoring commissioner is expressing an interest in further discussion, and has not yet committed to vote for the change.

This document will be updated as new amendments are proposed.

Changes to existing code are shown using underline for new language and ~~strikeout~~ for deleted language.

Amendments are organized by topic area:

Amendment	Sponsor	Page #
1. View Corridor on Broadmoor Golf Course	Wheeler	2
2. Scenic Resource Overlay Zones	Wheeler	2
3. Dredging in the Willamette River and Other Waterbodies	Wheeler	23

1. View Corridor on Broadmoor Golf Course

Code section(s): Official Zoning Maps

Requested by: Wheeler

Explanation: Remove the view corridor located on the Broadmoor Golf Course. Through the Comprehensive Plan 2035, the lower section of Broadmoor Golf Course is being rezoned to industrial to support meeting the industrial job needs identified in the Economic Opportunity Analysis (EOA). This particular view corridor will be developed with industrial uses. To reconcile the Comprehensive Plan with the views, the view corridor VP 12-02, shown on Map 16c of the Scenic Resources Protection Plan (1991), will be remove.

Related testimony (for or against): None.

Amended maps: Shown on maps for Amendment 2, Scenic Resource Overlay Zones.

---

2. Scenic Resource Overlay Zones

Code section(s): Official Zoning Maps

Requested by: Wheeler

Explanation: Add overlay zone maps to Volume 2A, Part 3. The scenic (s) overlay zone is being reapplied to view corridors designated in the 1991 Scenic Resources Protection Plan (SRPP) where the view corridor overlaps with a conservation (c) or protection (p) overlay zone. This is necessary to clarify where the new standard for tree trimming and removal applies. The maps showing the location of the s overlay were inadvertently left out of CC2035, Volume 2A, Part 3. The location of the view corridors was included in CC2035, Volume 3A, Part 1 and 3. Please note that the Japanese Garden view corridor and s overlay zone are addressed as part of the CC2035 main ordinance, which was heard on Sept 7, 2017.

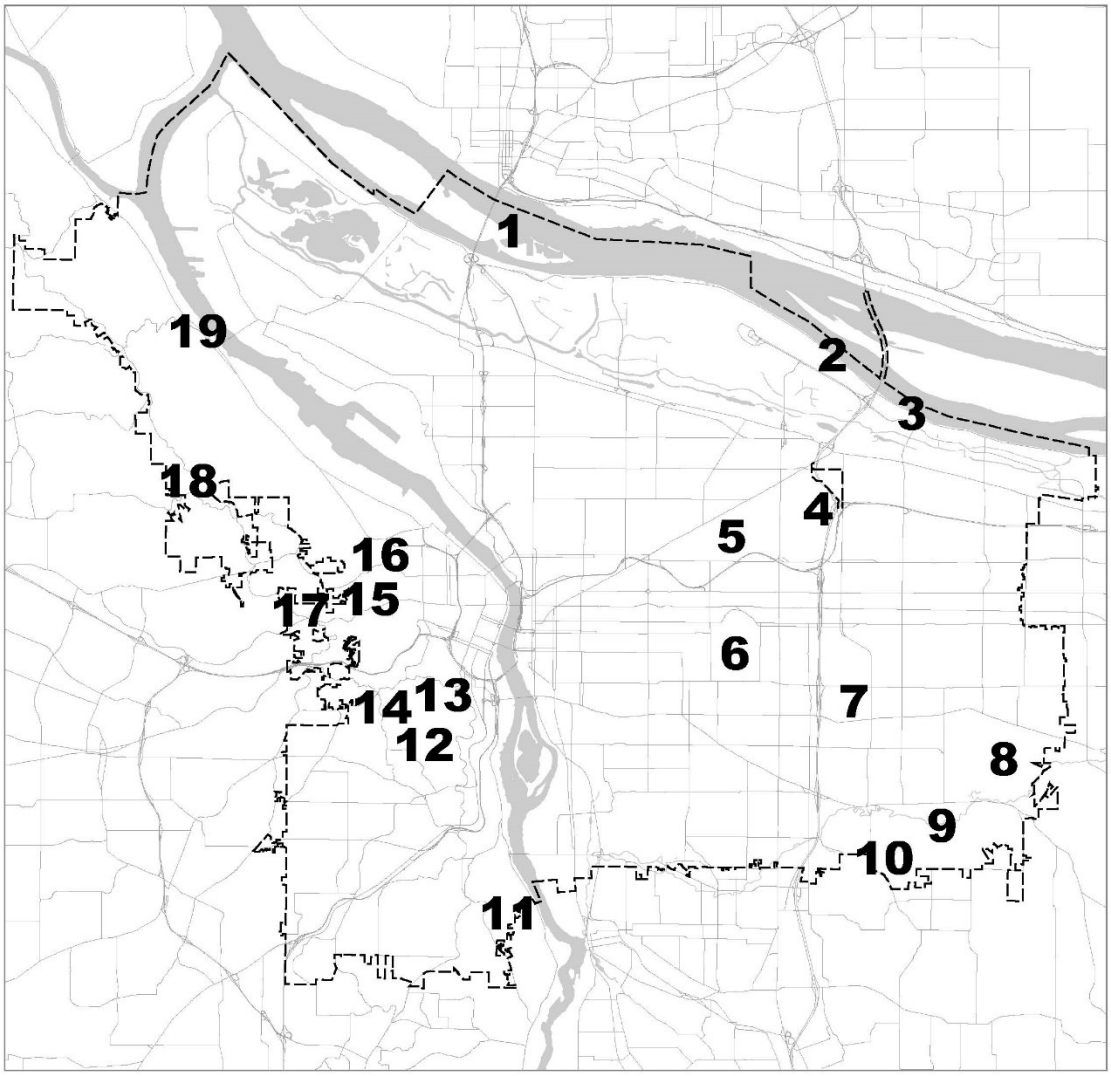
Related testimony (for or against): None.

Amended maps: Shown on following pages.

Recommended Scenic Resource Overlay Zones

Index Map

August 2017



------ City Boundary

NORTH

0 10,000 20,000

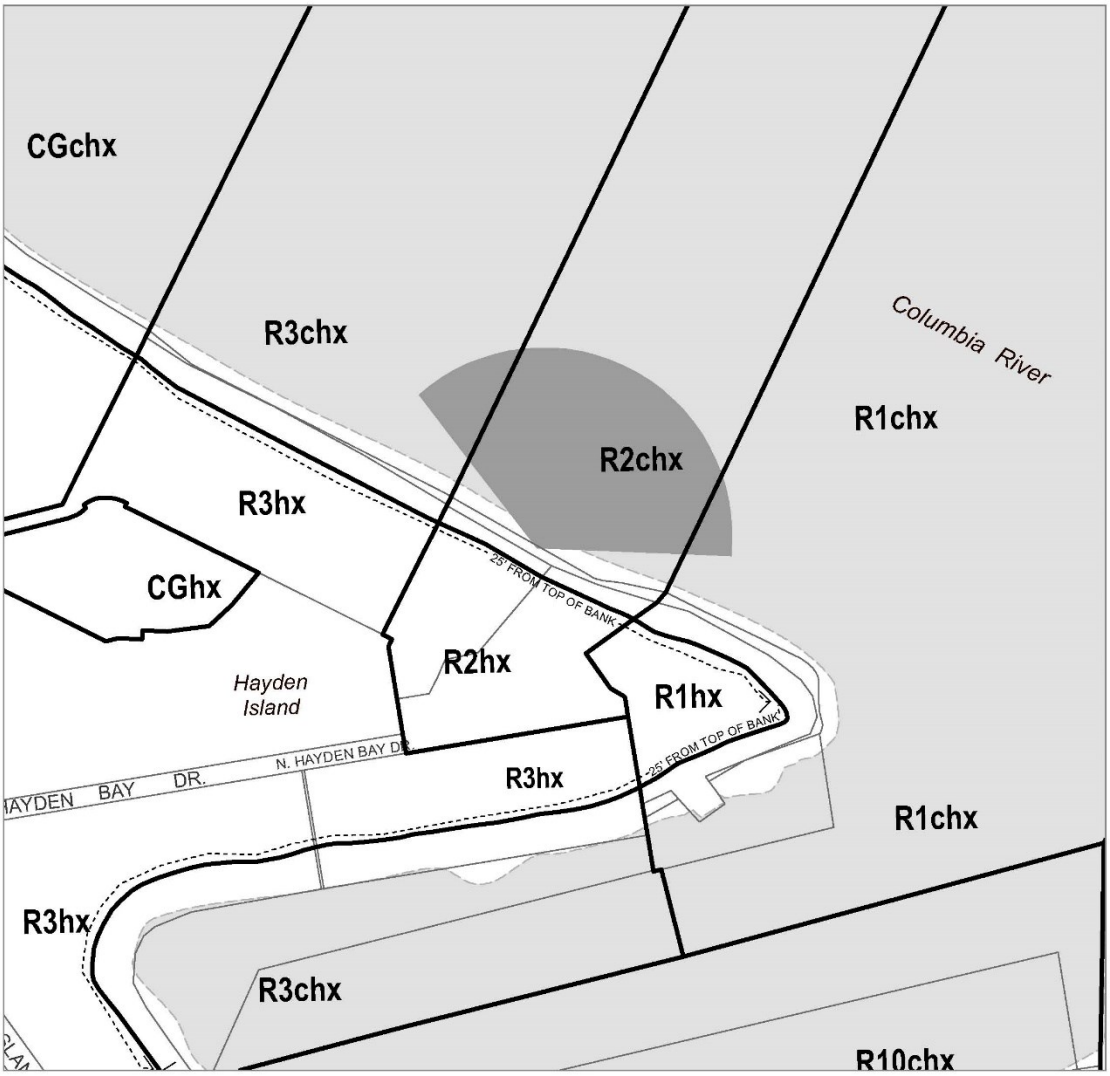
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 1 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 2 of 19

August 2017

Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 3 of 19

August 2017

Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

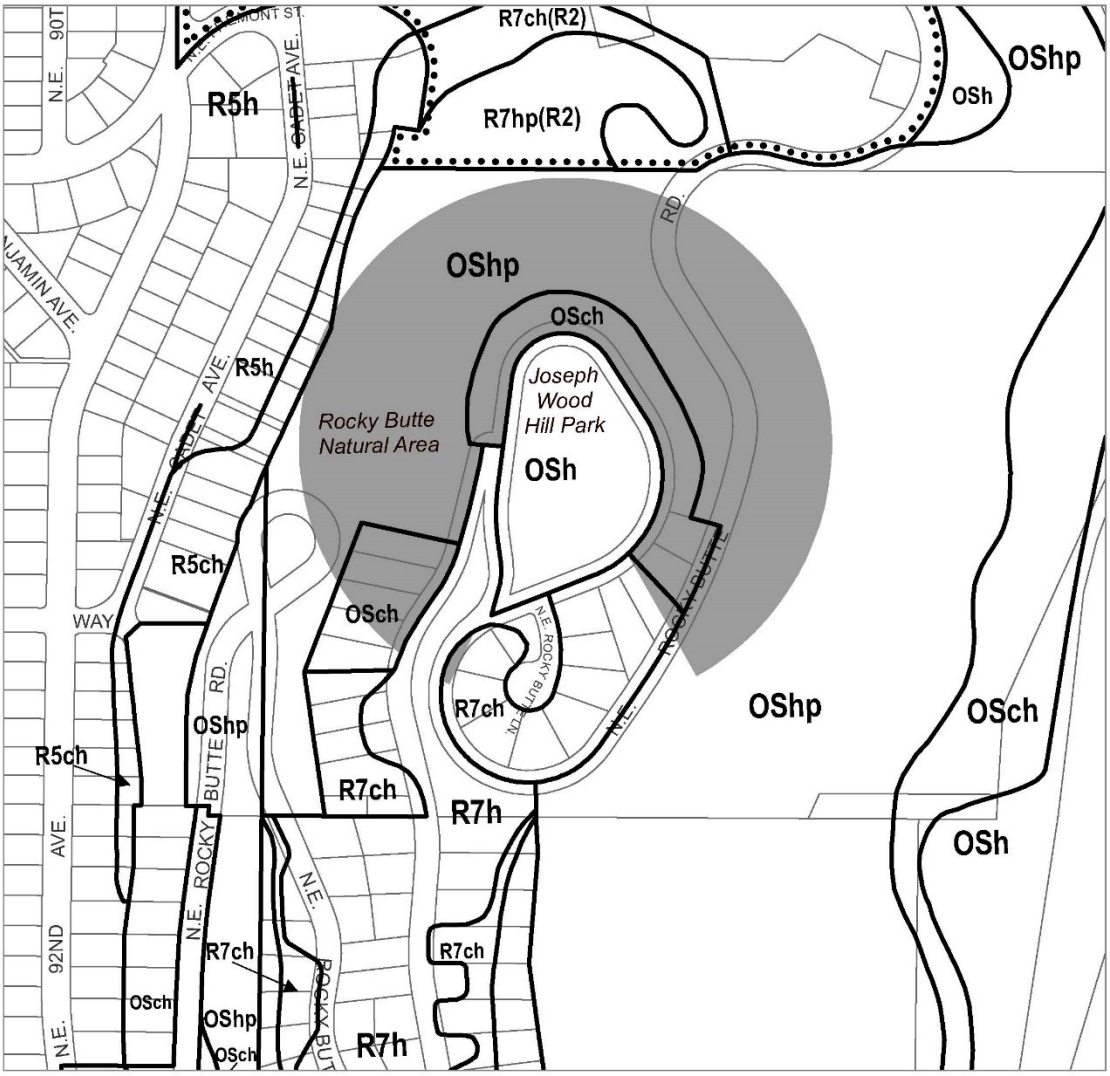
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 4 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

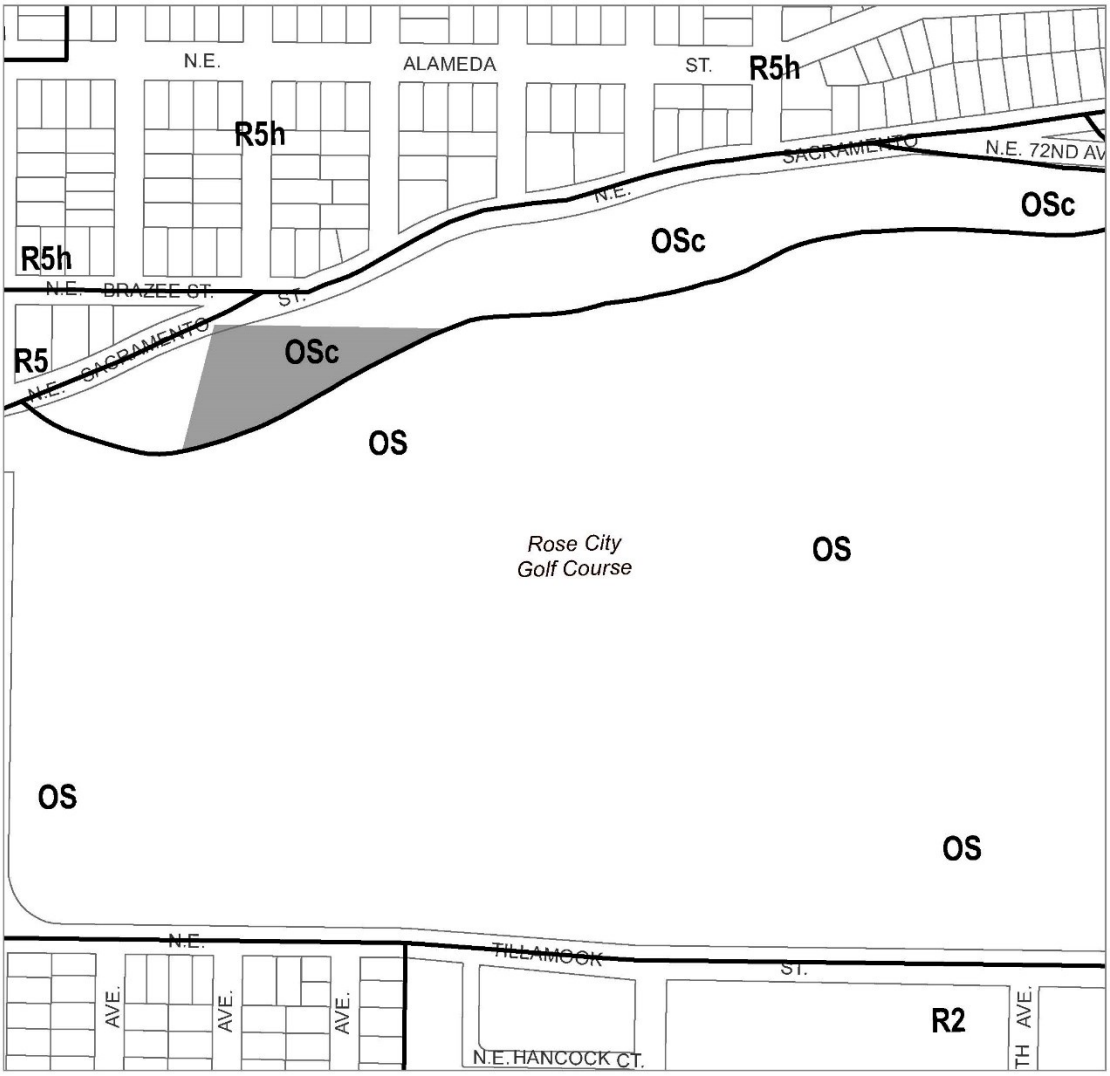
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 5 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

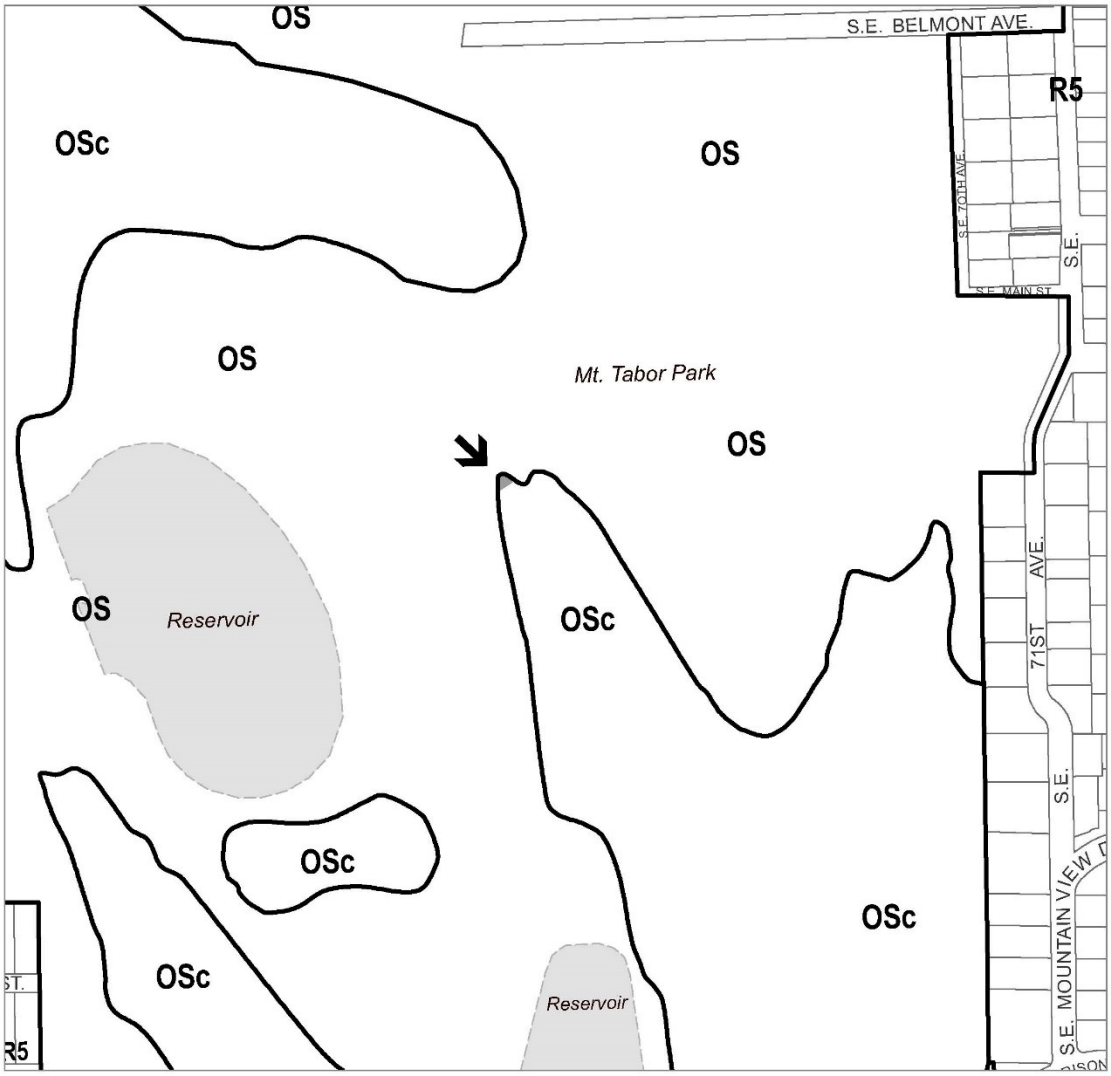
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 6 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

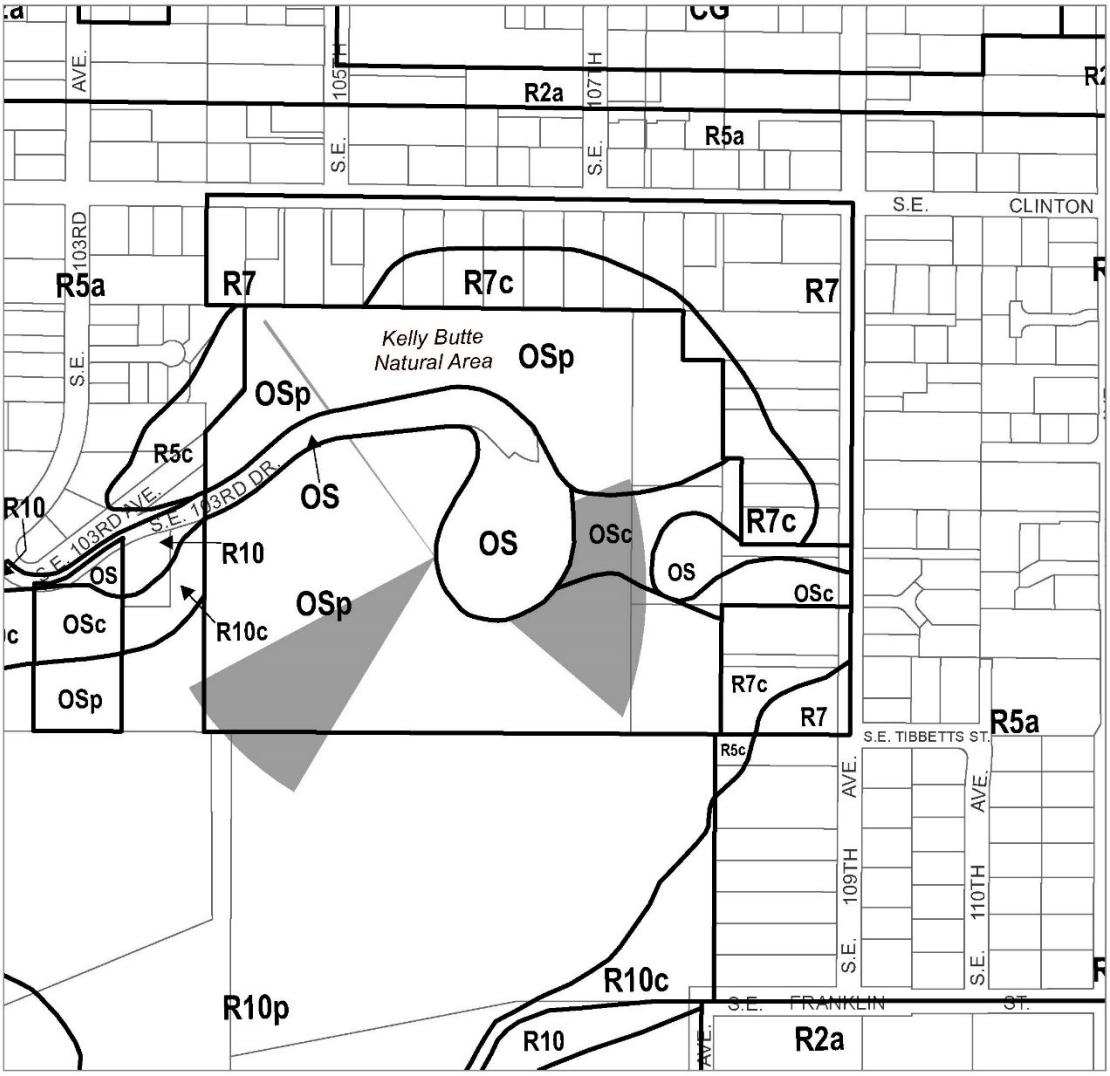
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 7 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

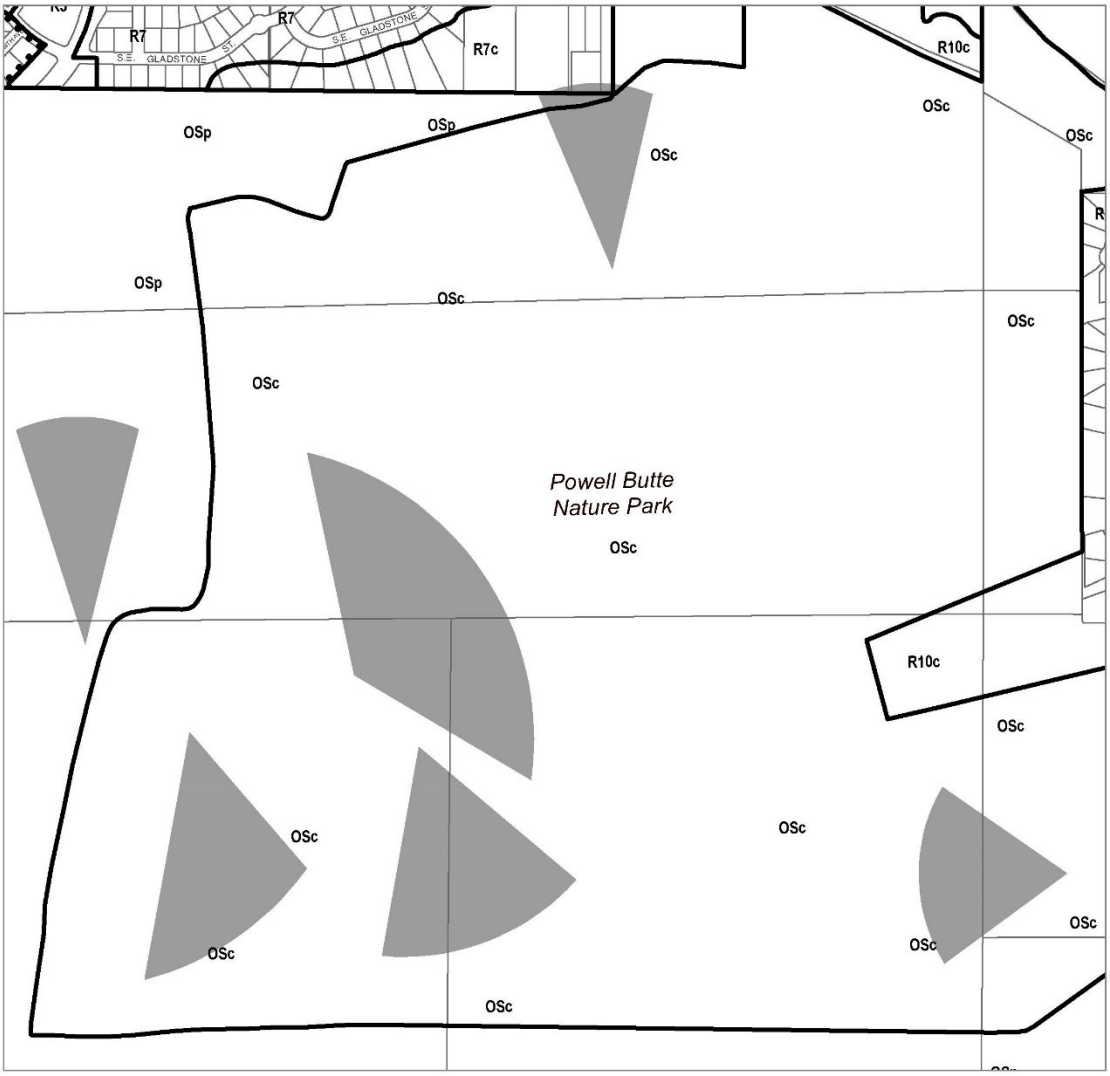
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 8 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 450 900

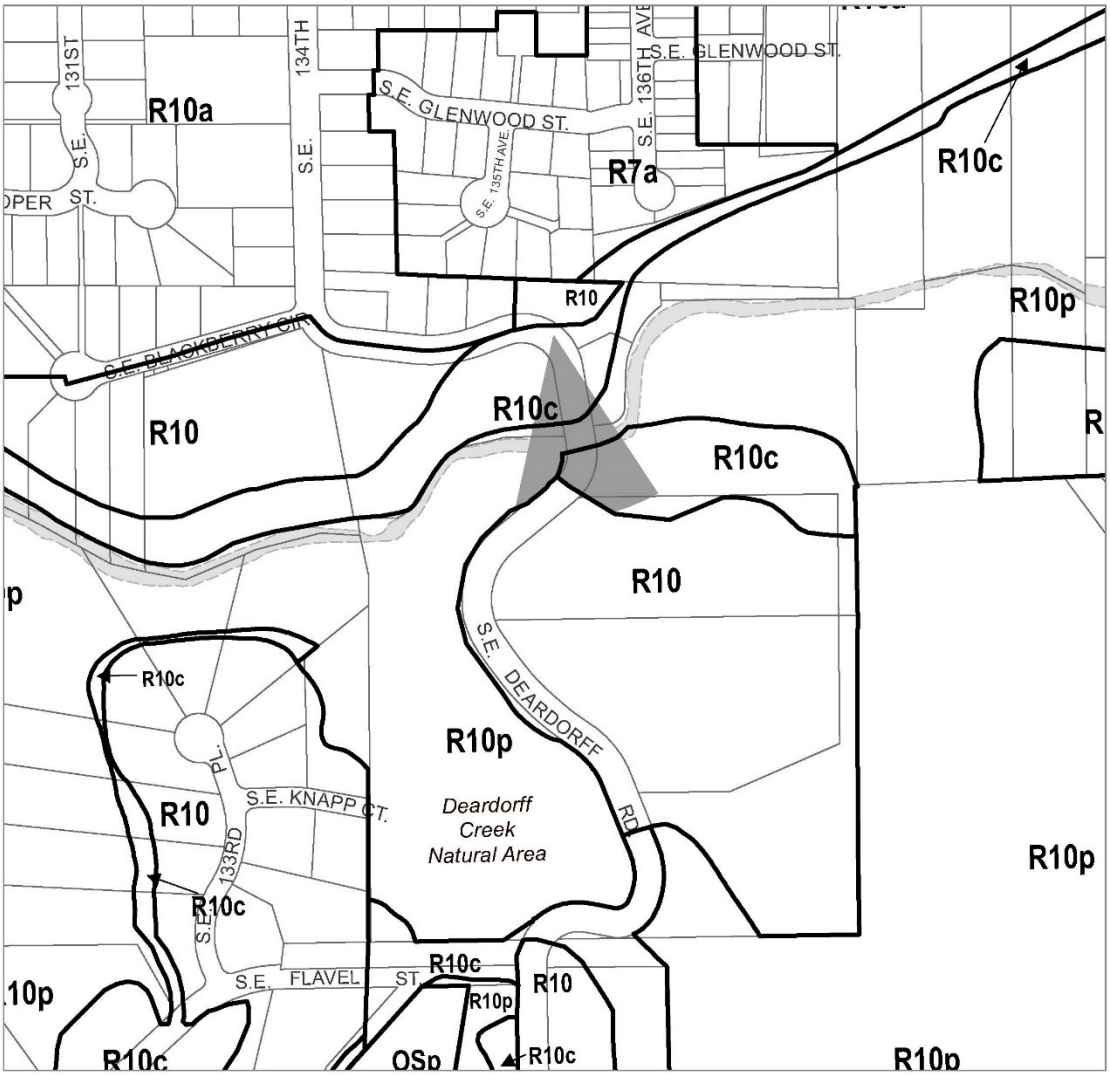
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 9 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

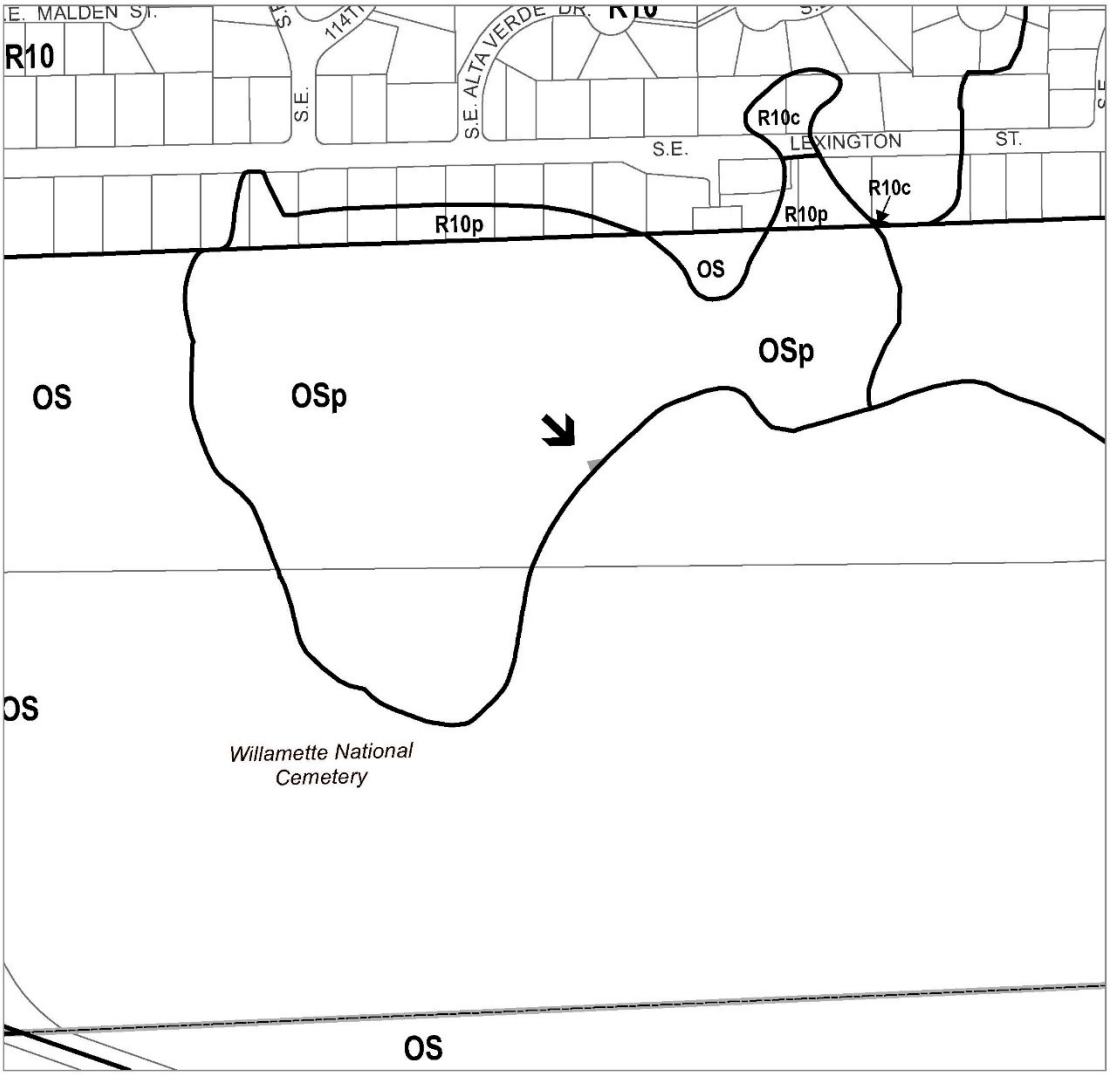
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 10 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

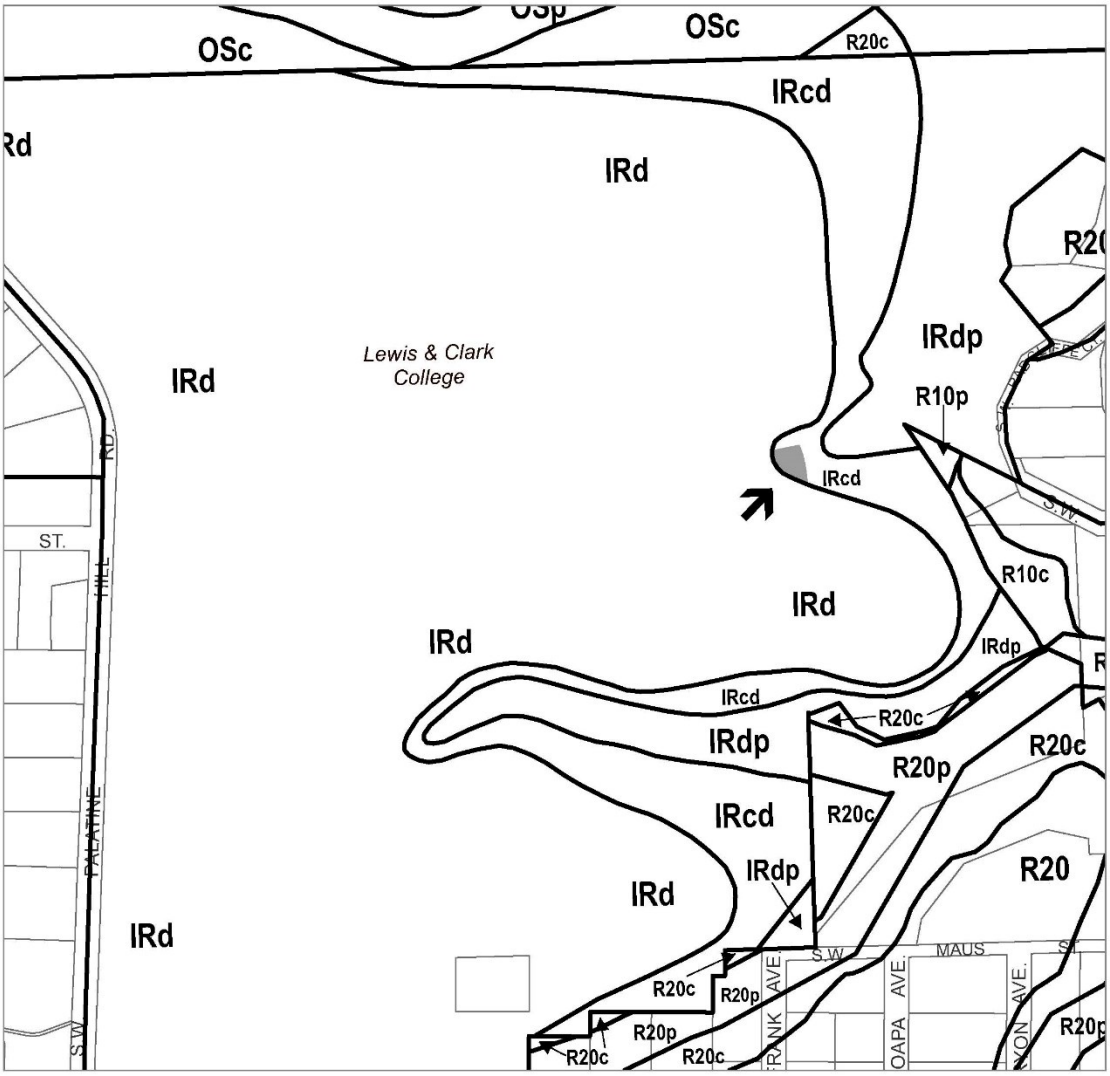
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 11 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

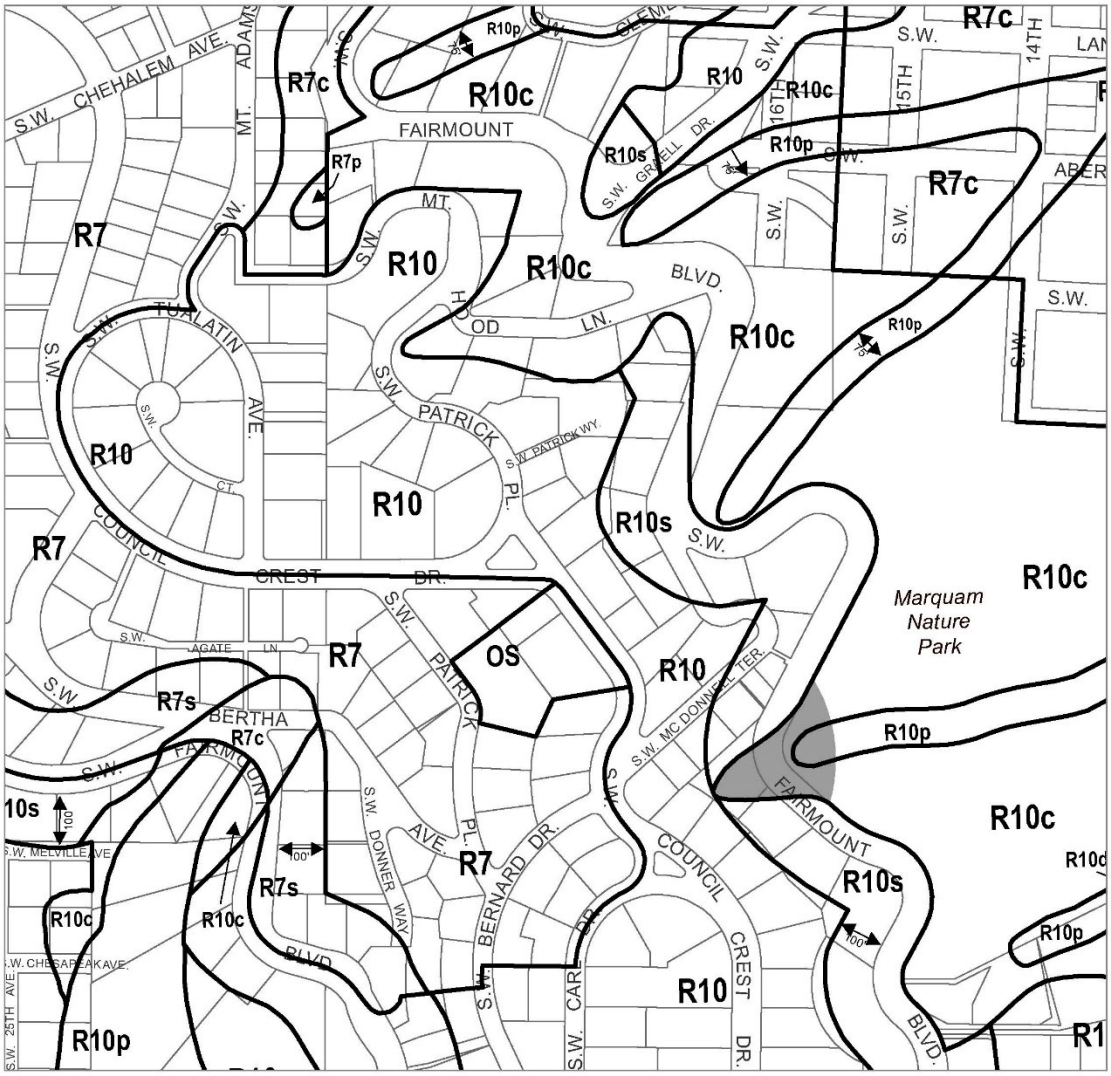
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 12 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

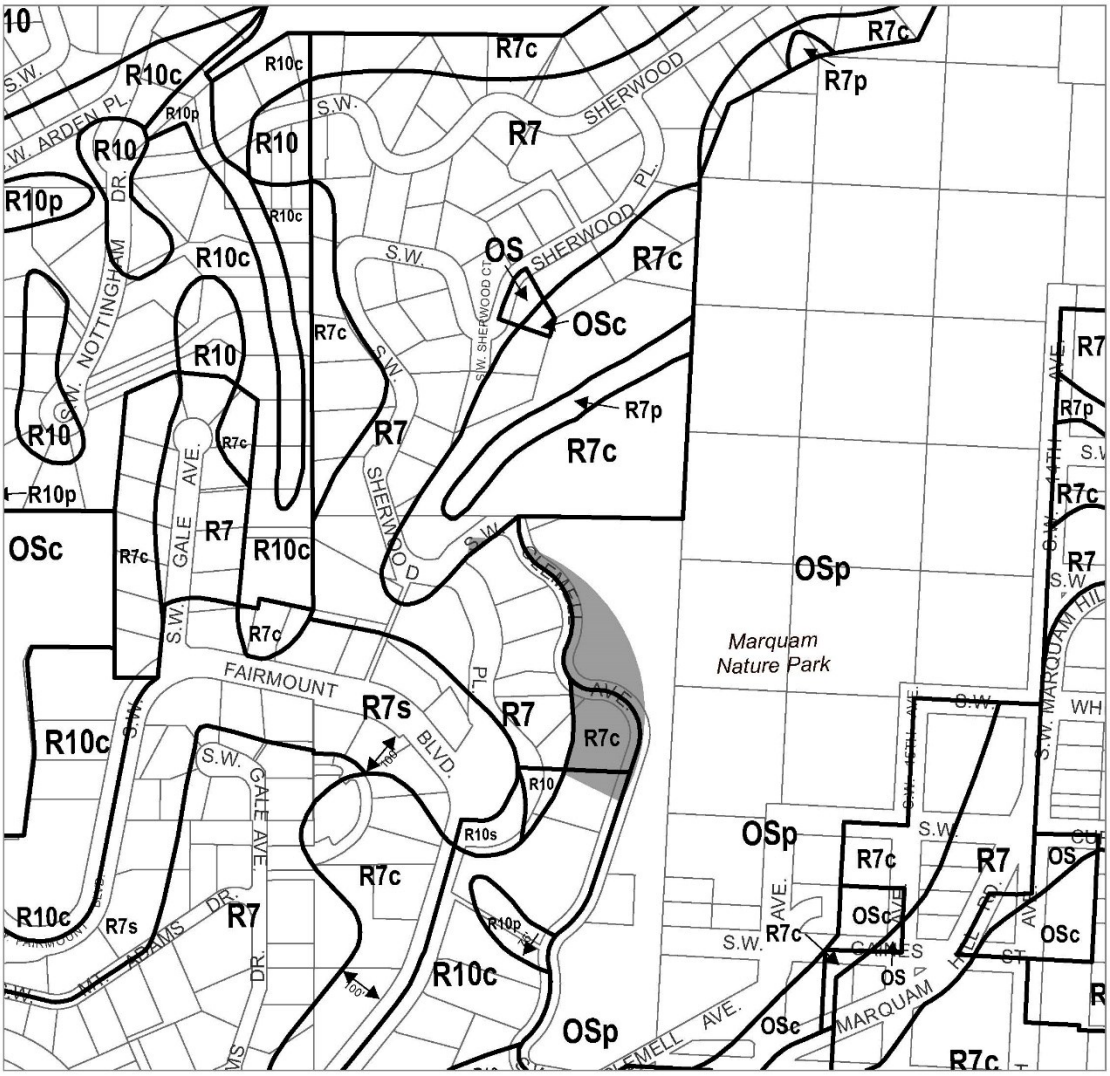
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 13 of 19

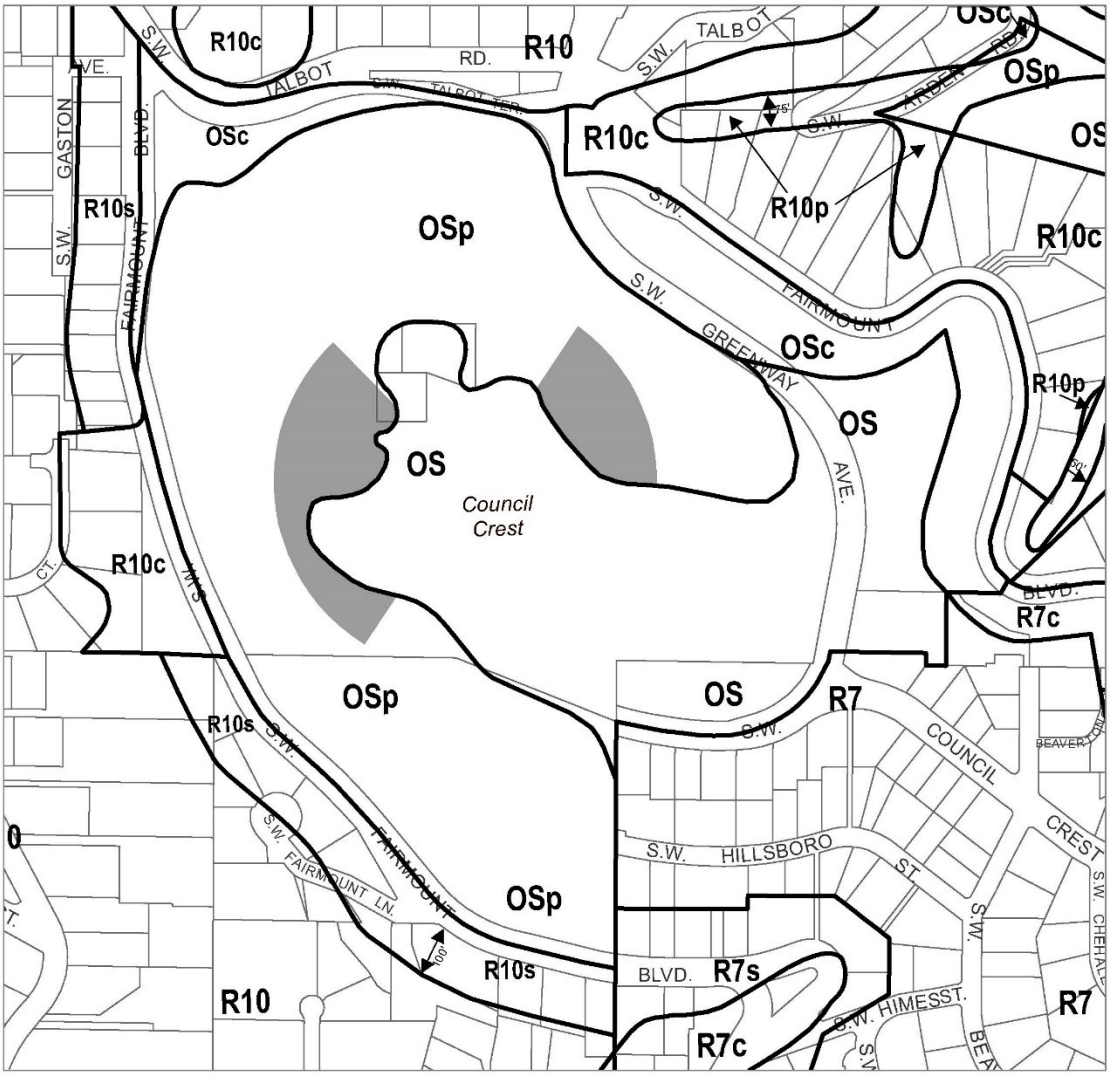
August 2017



Recommended Scenic Resource Overlay Zones

Map 14 of 19

August 2017



Legend

- Recommended Scenic (s) Overlay Zone
- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

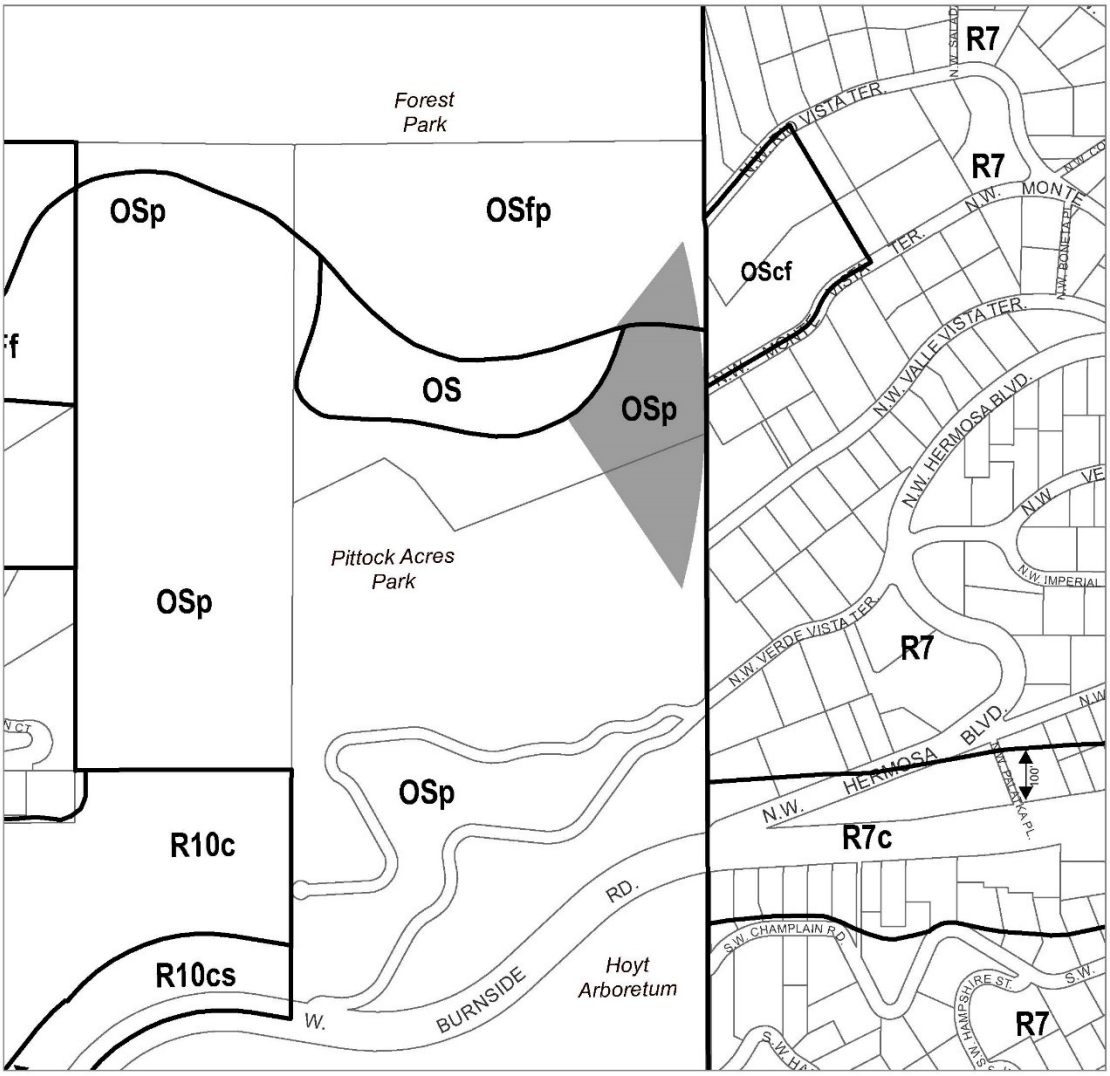
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 15 of 19

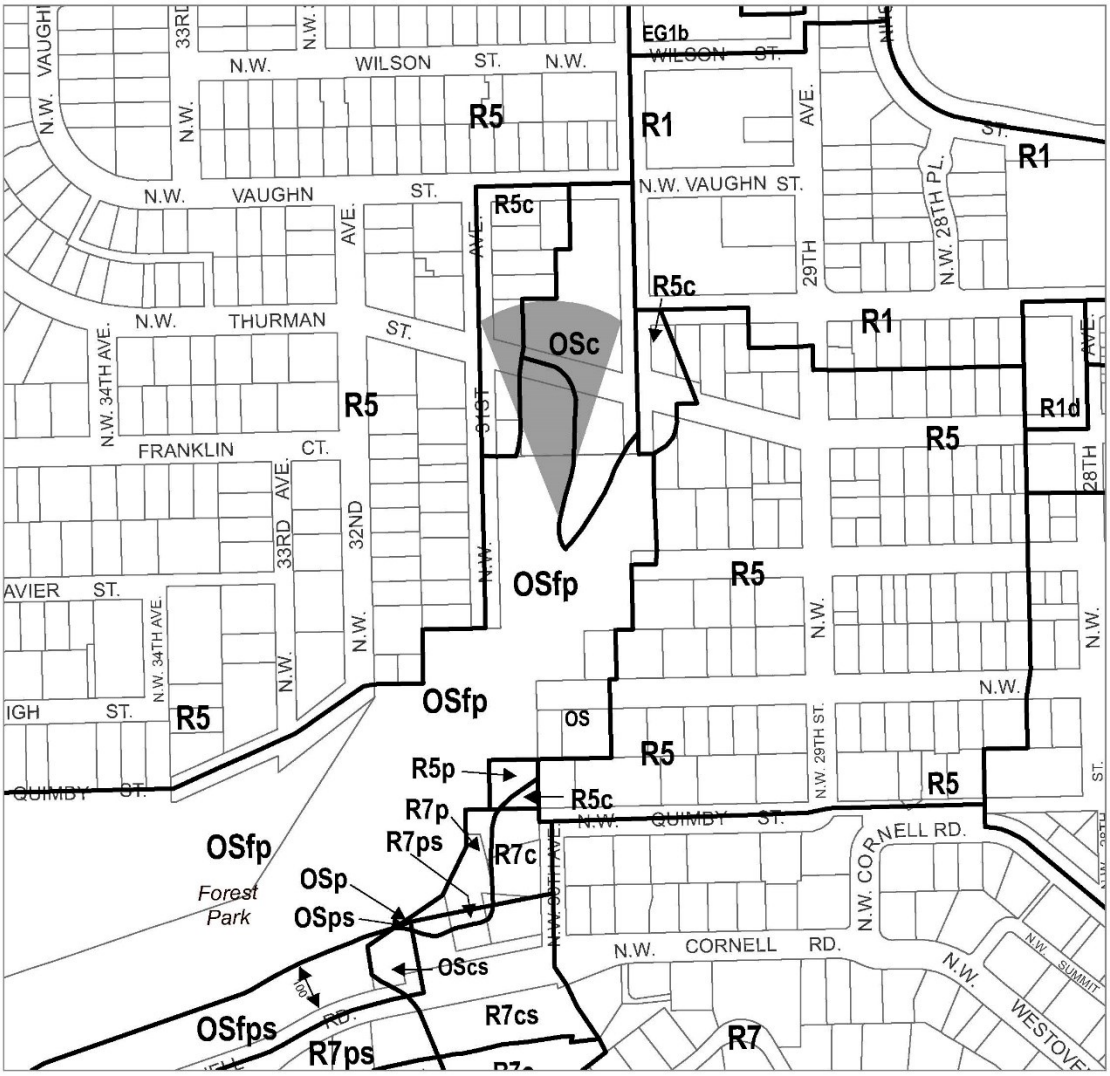
August 2017



Recommended Scenic Resource Overlay Zones

Map 16 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

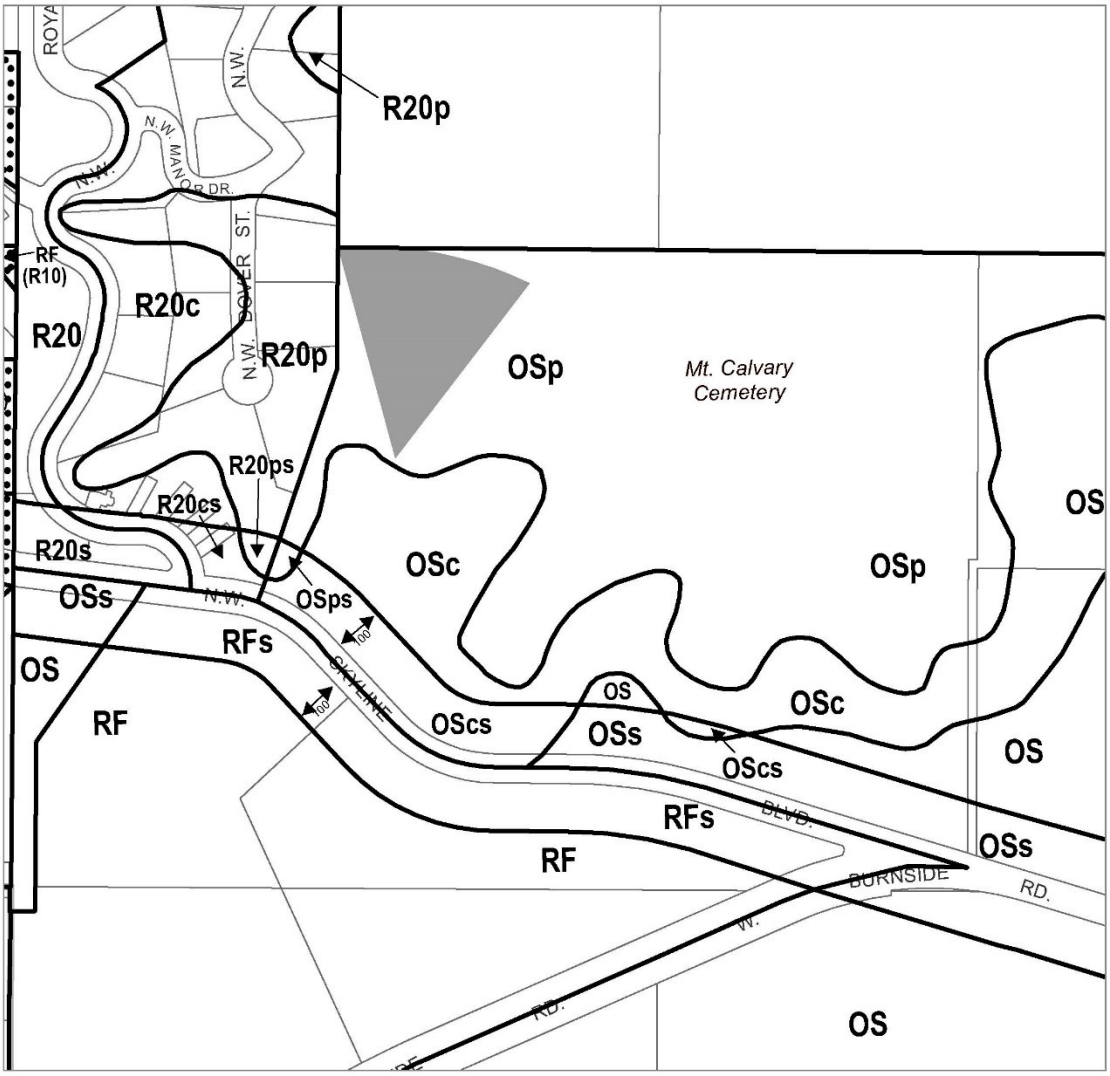
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 17 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

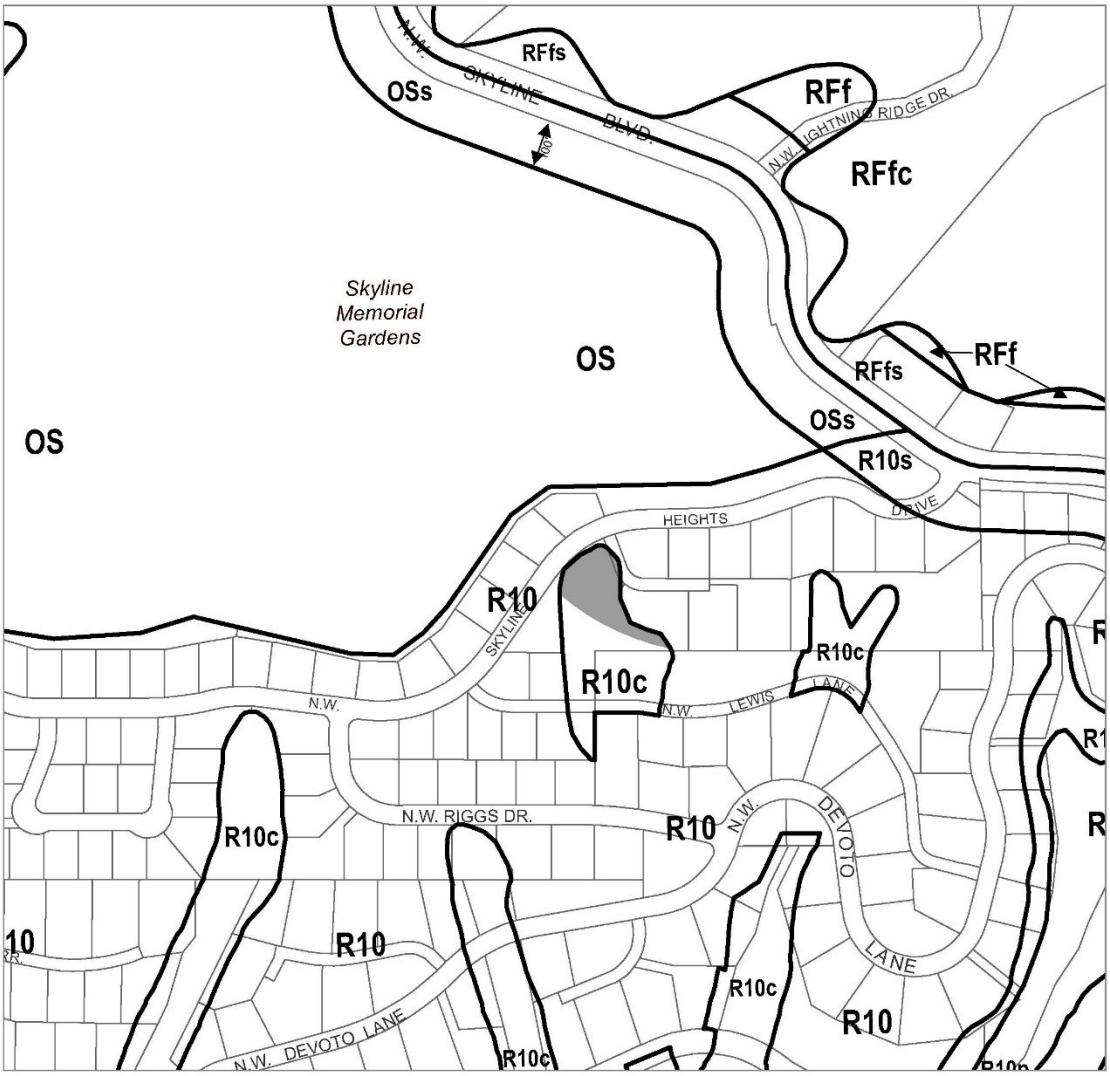
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 18 of 19

August 2017



Legend

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- XXx — Existing Zoning & Overlay zones
- Lot lines
- Waterbody

NORTH

0 250 500

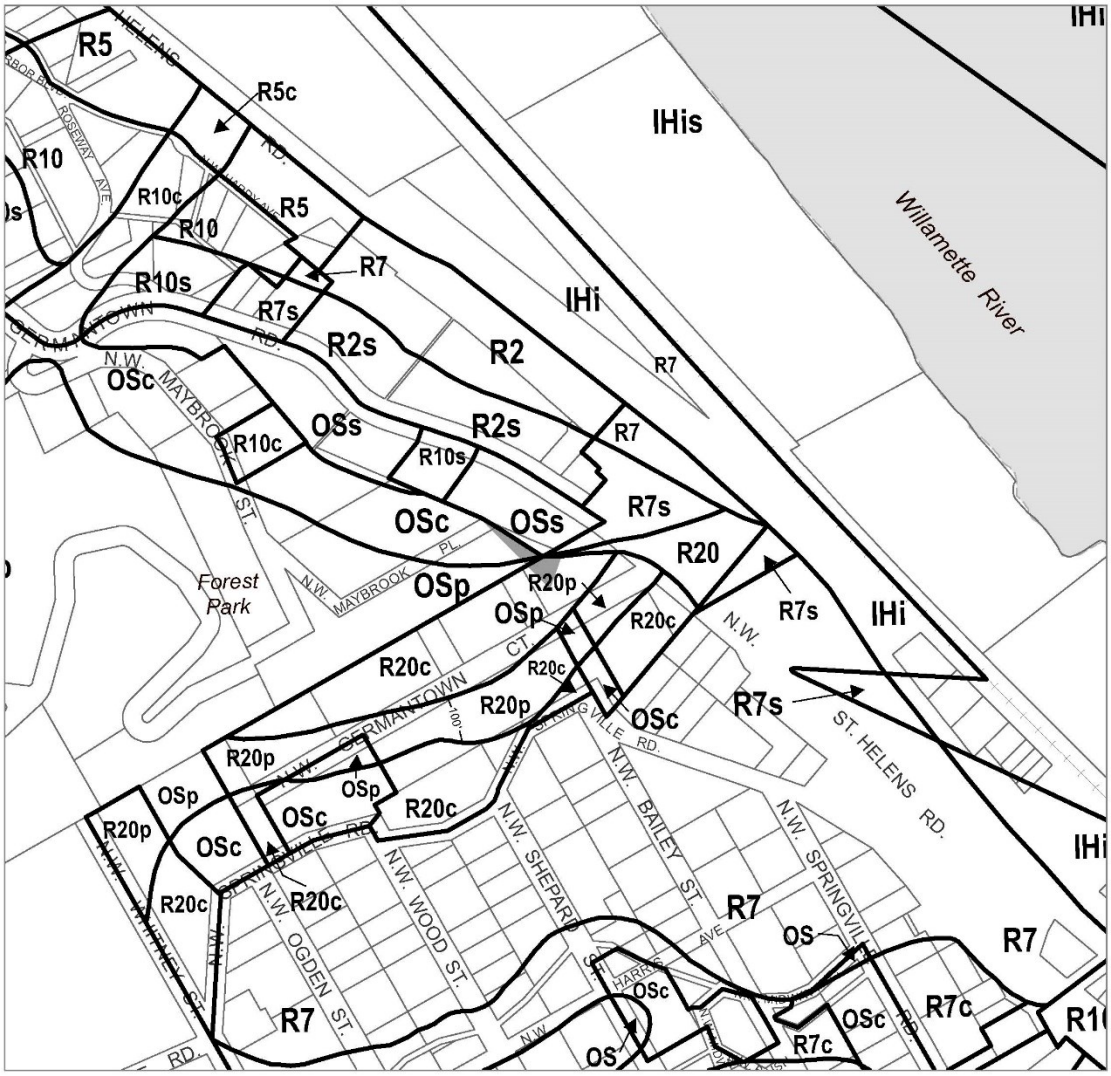
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Recommended Scenic Resource Overlay Zones

Map 19 of 19

August 2017



Legend

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- Waterbody

NORTH

0 250 500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

3. Dredging in the Willamette River and Other Waterbodies

Code section(s): 33.430.080

Requested by: Wheeler

Explanation: Delete the exemption for dredging, channel maintenance or the removal of materials from rivers in environmental overlay zones. The exemption is no longer necessary because a proposed amendment to Zoning Code Chapter 33.10, contained in the Major Amendments to CC2035 Volume 2A, Part 1 reviewed by City Council at the September 7 hearing, clarifies that the zoning code applies to dredging only in the Willamette River Central Reach. In the Willamette River North and South Reach and other rivers, streams and drainageways, the zoning code does not apply to dredging. Because 33.10 is being amended to continue to not regulate dredging in waterbodies other than the Willamette River Central Reach, the exemption 33.430.080 for dredging in the conservation (c) or protection (p) overlay zone is unnecessary.

The other subsections of 33.430.080.C are not proposed to be amended.

Related testimony (for or against): None **Amendment**

text:

33.430.080 Items Exempt From These Regulations

The following items, unless prohibited by Section 33.430.090, below, are exempt from the regulations of this chapter. Other City regulations such as Title 10, Erosion Control, must still be met:

A.-B. [No change]

C. Existing development, operations, and improvements, including the following activities:

1. Maintenance, repair, and replacement of existing structures, exterior improvements, roads, public ~~recreational~~ trails, public rest points, public viewing ~~points~~ areas, public interpretative facilities, and utilities. Replacement is not exempt whenever coverage or utility size is increased;

2.-6. [No change]

7. Removal or trimming of vegetation when no development or other activities subject to the development standards or review requirements of this chapter are proposed, if the following are met:

   a. All vegetation removal or trimming activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil, must be installed.

   b. The vegetation proposed for removal or trimming is one of the following:

      (1) Trees or plants listed on the Nuisance Plant List;

(2) Dead, dying, or dangerous trees or portions of trees when they pose an immediate danger, as determined by the City Forester or an arborist. Removing these portions is exempt only if all sections of wood more than 12 inches in diameter either:

- Remain, or are placed, in the resource are of the same ownership on which they are cut; or
- Are removed, if the City Forester authorizes removal of diseased wood because it will threaten the health of other trees;

(3) Non-native non-nuisance trees and plants;

(4) Trees or tree limbs that are within 10 feet of an existing building and structures attached to buildings, such as decks, stairs and carports;

(5) Trees or plants that exceed the height restriction of a view corridor with special height restrictions designated in the *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan.* ~~Trees that exceed the height restrictions of a City-designated view corridor may be removed or pruned to maintain the view corridor.~~; or

(6) Within the Scenic Resource zone, tree limbs may be trimmed to maintain a view. Tree removal is not exempt.

8. - 11 will not be renumbered]

528-2018 Substituted Exhibits

Attachment B: Guide to Legislative Packet for May 24

#	Ordinances, Resolutions and Exhibits	Changes since first filed
1	**Main CC2035 Ordinance. *Substitute.*** 189000	New and revised directives. Change title & effective date.
	Exhibit **A**: Findings Report	Several revised and new findings.
	Exhibit **B**: Volume 1, Goals & Policies	Added a policy, a few minor edits
	Exhibit **C**: Volume 2A, Zoning Code & Map Amendments, Part 1: Central City Plan District	Extensive map and code changes
	Exhibit **D**: Volume 2A, Zoning Code & Map Amendments, Part 2: Willamette River & Trails	Many map and code changes
	Exhibit **E**: Volume 2B, Transportation System Plan Amendments	Changed maps and project list
	Exhibit **F**: Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Few edits to text, replaced all Map A (8 maps)
	Exhibit **G**: Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	No changes
	Exhibit **H**: Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Changes to 2 ESEE decisions & management recommendations
	Exhibit **I**: Volume 3B, Willamette River Central Reach Natural Resources Protection Plan	No changes
	Exhibit **J**: Volume 4, Background Materials	No changes
	Exhibit **K**: Volume 6, Public Involvement	No changes
	Exhibit **L**: Additional Amendments to the 2035 Comprehensive Plan ***New***	New
	Exhibit **M**: Comprehensive Plan Map CON-05, Significant Scenic Resources ***New***	New (2 maps)
2	**RiverPlace Ordinance. *New***	New Ordinance
	Exhibit **A**: Central City Plan District Code and Map Amendments	New
	Exhibit **B**: PBOT Supplemental Transportation Analysis	New
	Exhibit **C**: Findings Report	Same as Exhibit A: Findings Report from Main Ordinance
3	**Environmental & Scenic: Outside of CC Ordinance. *Substitute.*** 189002	New & revised directives. Change effective date.
	Exhibit **A**: Scenic and Environmental Resources Findings of Fact Report	Few revised and new findings
	Exhibit **B**: Volume 2A, Zoning Code & Map Amendments, Part 3	Few edits to maps and code
	Exhibit **C**: Volume 3A, Scenic Resources Protection Plan, Part 1: Summary, Results & Impl.	Same as amended Exhibit F of main Ordinance
	Exhibit **D**: Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory	Same as Exhibit G of main Ordinance, no changes
	Exhibit **E**: Volume 3A, Scenic Resources Protection Plan, Part 3: Economic, Social, Environmental & Energy Analysis	Same as amended Exhibit H of main Ordinance
	Exhibit **F**: Volume 6, Public Involvement	Same as Exhibit K of main Ordinance, no changes.
	Exhibit **G**: Amendments to the 1991 Scenic Resources Protection Plan ***NEW***	New
4	**Actions/UD/Targets Resolution. *Amended***	Change effective date.
	Exhibit **A**: Volume 5A, Implementation: Performance Targets & Action Plans	Various new and amended action items.
	Exhibit **B**: Volume 1, Goals & Policies	Same as Exhibit B of main ordinance
5	**Green Loop Resolution. *Amended.***	New "resolved" statement. Change effective date.
	Exhibit **A**: Volume 5B, Implementation: Green Loop Concept Report	No change

528-2018

528-2018 EXC (Renamed (EX F))

This document was substituted with a revised version. See final document: 189002 Exhibit A

Exhibit A: Scenic and Environmental Resources Findings of Fact Report

Findings on Statewide Planning Goals

State planning statutes and Portland City Code require cities to adopt and amend comprehensive plans and land use regulations in consistent with state land use goals. Only the stated goals addressed below apply.

1. **GOAL 1, CITIZEN INVOVLEMENT.** Goal 1 requires development of a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. Goal 1 applies to all legislative land use decisions.

   The amendments to 3.430, Environmental Overlay zones, and 33.480, Scenic Recourses, were proposed through the Central City 2035 Plan (CC0235) and followed its citizen involvement process. Each of the three primary phases in the development of CC2035 involved a detailed approach to addressing the requirements of Goal 1. Although the entire public involvement processed of CC2035 is detailed in Volume 6 – Public Involvement (see Exhibit C of this ordinance), it is also summarized in this ordinance as follows:

   The CC2035 involved a number of topic specific based efforts. These efforts used a combination of committees, public open house events, and meetings with community based organizations to provide additional opportunities to influence the final recommendations to CC2035. They included the following:

   - **Discussion Draft.** Release on February 8, 2016, this draft of the plan presented preliminary zoning amendments and policy for CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources. Open house events attended by more than 70 were held, and staff attended over 40 community meetings related to this draft. Public input on this first draft closed on March 31, 2016, and over 200 written comments were submitted.
   - **Proposed Draft.** On June 20, 2016, the Proposed Draft of CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, was released in preparation of the Planning and Sustainability Commission (PSC) review of the plan. Notice of the Proposed Draft was sent to all property owners with proposed scenic (s) overlay zones. This draft of the plan was amended from the earlier Discussion Draft based on much of the public input provided during the review period of that draft. Prior to the first PSC public hearing, held on July 26, 2016, additional open house events were held.
   - **Recommended Draft.** On June 22, 2017, the Recommended Draft of CC2035, including zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, was released in preparation of City Council review of the plan. Notice to people who testified to PSC and all neighborhood associations in Portland. This draft of the plan was amended from the earlier Proposed Draft and presents the recommendation of the PSC to City Council. Prior to the

first Council public hearing, held on September 7, 2017, additional open house events were held.

2. **GOAL 2, LAND USE PLANNING.** Goal 2, Land Use Planning, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision.

   The amendments support this goal because zoning amendments for 33.430, Environmental Overlay zones, and 33.480, Scenic Resources, were developed consistent with State-wide Planning Goals, the Metro Urban Growth Management Functional Plan, and 2035 Comprehensive Plan, as detailed in this ordinance. The plan was development in consultation and partnership with all applicable City of Portland bureaus, such as Portland Parks and Recreation and the Portland Bureau of Transportation, state agencies, such as Department of Land Conservation and Development, and local agencies, such as Metro. The amendments are made based on an adequate factual basis developed in coordination with the partners listed above.

3. **GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS AND OPEN SPACES.** Goal 5, Natural Resources, Scenic and Historic Areas, Natural Resources and Open Spaces requires the protection of natural resources and the conservation of scenic and historic resources and open spaces. The amendments are consistent with this goal in the following ways:

   A. **Scenic Resources.** Chapter 33.480, Scenic Resources, includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones. The application of the scenic (s) overlay zone to view corridors that overlap with environmental overlay zones is not a change in legislative intent adopted by the 1991 *Scenic Resources Protection Plan*. Rather, adding the scenic (s) overlay zones to the zoning maps makes the relationship between the scenic (s) overlay zone and the environmental overlay zones clearer.

      The zoning code regulations are updated to state that tree preservation is not required if the tree is located within a view corridor designated in the 1991 *Scenic Resources Protection Plan*. This is not a change in the legislative intent adopted in 1991 *Scenic Resources Protection Plan* because the plan recommended a limit or prohibit decision for significant view corridors and allowing tree removal within view corridors supports protecting the significant views.

   B. **Natural Resources.** Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the

trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees.

The addition of a standard does not a change in legislative intent adopted in the 1991 *Scenic Resources Protection Plan* because the plan recommended a *limit* decision for view corridors without special height restrictions. A standard that allows tree removal with replacement implements the *limit* decision.

In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

C. Open Space. The amendments are consistent with protection of open spaces because the new standard in Chapter 33.430, Environmental Overlay zones, simplifies the process for removing trees within significant view corridors while also requiring trees to be replaced. Views are a primary feature of many open spaces.

4. GOAL 6, AIR, WATER AND LAND RESOURCE QUALITY. Goal 6, Air, Water and Land Resource Quality, requires the maintenance and improvement of the quality of air, water, and land resources. The amendments are consistent with this goal because trees that are removed using the new standards in Chapter 33.430, Environmental Overlay zones, must be replaced. This maintains the functions that trees provide for air, water and land resource quality.

See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

5. GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS. Goal 7, Areas Subject to Natural Hazards, requires the protection of life and property from natural hazards. The amendments are consistent with this goal because the existing regulations of Title 10, Erosion Control, and Title 24, balanced cut and fill in the floodplains, are unchanged. In addition, the amendment requires that trees removed using the new standards in Chapter 33.430, Environmental Overlay zones, must be replaced. This maintains the functions that trees provide for slope stability and stormwater management.

See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

6. GOAL 8, RECREATIONAL NEEDS. Goal 8, Recreational Needs, requires satisfaction of the recreational needs of both citizens and visitors to the State. The amendments are consistent with this goal because the new standard in Chapter 33.430, Environmental Overlay zones, simplifies the process for removing trees within significant view corridors while also requiring trees to be replaced.

See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces.

7. GOAL 15, WILLAMETTE RIVER GREENWAY. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway. The amendments are consistent with Goal 15 because the view corridors are all located outside of the Willamette Greenway Boundary.

Findings on Metro Urban Growth Management Functional Plan

The following Urban Growth Management Functional Plan Titles are applicable to the Environmental and Scenic Zoning Code and Map amendments.

8. **Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation,** calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. In 2002 Metro deemed the City of Portland in full substantial compliance with the requirements of Title 3 based on adoption of Title 10 Erosion Control, balanced cut-and-fill provisions in Title 24 Building Regulations, and the Willamette Greenway Water Quality Zone, or "q" overlay zone.

   The amendments for zoning code Chapter 33.430, Environmental Overlay zones, and Chapter 33.480, Scenic Resources, maintain and support compliance with Title 3 because the City programs deemed in compliance with Title 3 requirements for flood management, and erosion and sediment control (i.e., Title 10 Erosion Control, and the balanced cut and fill requirements of Title 24), are unchanged.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

9. **Title 13, Nature in Neighborhoods**, is intended to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

   The amendments to zoning code Chapter 33.430, Environmental Overlay Zones and Chapter 33.480, Scenic Resources, maintain and support compliance with Title 13. The amendments maintain habitat and the functions they provided within the urban landscape by requiring that trees that are removed within a view corridor be replaced. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met. The amendments require that dredging within shallow water habitat undergo an Environmental Review, which requires the applicant to avoid and minimize impacts on habitat and then mitigation for unavoidable negative impacts.

   See also finding under State Goal 5, Natural Resources, Scenic and Historic Areas and Open Spaces

Findings on Portland's 2035 Comprehensive Plan, Goals and Policies

The following principles, goals, policies, and objectives of the Portland Comprehensive Plan are relevant and applicable to the Environmental and Scenic Zoning Code and Map amendments.

10. **Goal 1.C: A well-functioning plan.** Portland's Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs,

and identified problems. In general, the amendments are consistent with this goal because they do not change the policy or intent of existing regulations related Comprehensive Plan elements for natural and scenic resources.

11. **Goal 1.D: Implementation tools.** Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation. The amendments are consistent with this goal because they protect natural and scenic resources in a coordinate and efficient manner by clearly identifying where protected scenic resources are located in relationship with protected natural resources.

12. **Goal 1.E: Administration.** Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan as a whole. It is administered in accordance with regional plans and state and federal law. The amendments are consistent with the relevant state and regional plans as described in the previous sections including Statewide Planning Goals 1, 2, and 5-8 and Metro Urban Growth Management Functional Plan Titles 3 and 13.

13. **Policy 1.3, Implementation tools subject to the Comprehensive Plan.** Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. The amendments maintain Portland zoning maps and codes in compliance with the Comprehensive Plan.

14. **Policy 1.4, Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types. The amendments update the official zoning maps to apply the scenic (s) overlay zones to view corridors designed in the adopted Scenic Resources Protection Plan (SRPP) where the view corridors overlap with conservation (c) or protection (p) overlay zones. This will clarify where standards and environmental review for scenic resources are applicable.

15. **Policy 1.5, Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features. The amendments update the official zoning maps to apply the scenic (s) overlay zones to view corridors designed in the adopted Scenic Resources Protection Plan (SRPP) where the view corridors overlap with conservation (c) or protection (p) overlay zones. This will clarify where standards and environmental review for scenic resources are applicable.

16. **Policy 1.10, Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation. The findings establish that the amendments are consistent with the applicable Comprehensive Plan goals and policies. On-balance the amendments are equally or more supportive than the existing zoning code and zoning map because the amendments clarify where view corridors need to be considered as part of land use review and make management of vegetation to protect views more efficient.

17. **Policy 1.11, Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area. The amendments are consistent with the Metro Urban Growth Management Functional Plan. See findings under Metro Urban Growth Management Functional Plan.

18. **Policy 1.12, Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals. The amendments are consistent with Statewide Planning Goals. See findings under Statewide Planning Goals.

19. **Policy 1.16, Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

    Consist with this policy, the amendments for zoning code 33.430, Environmental Overlay Zones, 33.480, Scenic Resources, and the official zoning maps were reviewed by the Planning and Sustainability Commission over a year period between 2016 and 2017, which included a briefing, two public hearings, and nine work sessions. On May 23, 2017, the PSC adopted a Recommended Draft of the Plan that was then forwarded to the Portland City Council for their review.

23. **Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.
    Consistent with this goal, the amendments for zoning code 33.430, Environmental Overlay Zones, 33.480, Scenic Resources, and the official zoning maps were part of the Central City 2035 Plan and benefited from the public involvement process for that plan. See Exhibit C of this ordinance for the description of the public involvement process.

24. **Policy 3.66, Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

    There are no amendments to the following natural resources inventories or protection plans that were adopted through previous planning efforts:

    - Natural Resources Inventory
    - Balch Creek Watershed Protection Plan
    - Columbia Corridor Industrial and Environmental Mapping Project
    - East Buttes, Terraces and Wetlands Conservation Plan
    - Fanno Creek and Tributaries Conservation Plan

- Johnson Creek Basin Protection Plan
- Northwest Hills Natural Areas Protection Plan
- Skyline West Conservation Plan
- Southwest Hills Resource Protection Plan
- ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
- Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis
- Scenic Resources Protection Plan

The amendments are consistent with this policy 3.66 in the following ways:

A. Chapter 33.480, Scenic Resources, includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones.

B. Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. My requiring replacement of trees, habitat corridors will be maintained.

C. Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

25. **Policy 4.41, Scenic resources.** Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

    There are no amendments proposed to the adopted Scenic Resources Protection Plan (SRPP), 1991, which designated and protected scenic resources throughout Portland. The SRPP includes mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, landmarks and other scenic resources. The amendments are consistent with this policy because they clarify where the zoning codes of 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources, coincide and clarify that vegetation and tree removal are allowed within scenic (s) overlay zone.

26. **Policy 4.42, Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools. The amendments are consistent with this policy because zoning code Chapter 33.430, Environmental

Overlay Zones, is amended to allow tree removal within the scenic (s) resource zone in order to protect and maintain the view. The trees must be replaced outside of the view corridor. The Official Zoning Maps are updated to add the scenic (s) resource zone to view corridors designated in the SRPP (1991).

27. **Policy 4.43, Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources. The amendment are consistent with this policy because chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

28. **Policy 4.73, Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation. The amendments are consistent with this policy because Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

29. **Policy 4.78, Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

    - Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
    - Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
    - Natural areas such as Forest Park and Oaks Bottom.

    The amendments are consistent with this policy because views from designated viewpoints provide access to nature including views of Mt Hood, Mt St Helens, West Hills, Willamette River, Columbia

River and other features. The amendments support access to nature by allowing vegetation that is blocking or partially block the view to be removed and replaced outside of the view.

30. **Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

    The amendments are consistent with these goals and policies of this chapter in the following ways:

    A. Chapter 33.480, Scenic Resources, includes zoning regulations for viewpoints, view corridors, scenic sites and scenic corridors. Many of the view corridors coincide with environmental overlay zones. These view corridors, where they overlap with environmental overlay zones, are added to the official zoning map as scenic (s) overlay zones.

    B. Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. The view corridors will have a scenic (s) overlay zone applied as described above. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views that are designated as significant in the 1991 *Scenic Resources Protection Plan*. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint; however, tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow removal of trees, up to 12 inches diameter for a native tree and any size non-native tree, within scenic (s) overlay zones; provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review to remove trees. By allow some vegetation management to be done through a standard instead of review, more view corridors can be maintained. View corridors contribute to Portland's economic prosperity by attracting tourists to public areas like the Washington Park International Rose Test Garden, Japanese Garden, Pittock Mansion and other similar destinations.

    C. The amendments maintain habitat and the functions they provide (e.g., water quality, stormwater management, hazard mitigation, biodiversity, air quality, habitat connectivity, carbon sequestration, etc.) within the urban landscape by requiring that trees that are removed within a view corridor be replaced. In addition, Title 11, Trees, also applies to trees within view corridors. No changes are proposed to Title 11. Trees located in view corridors may be removed provided the regulations of Title 11 are met.

    D. Title 10 Erosion Control, and the balanced cut and fill requirements of Title 24 apply to dredging activities with streams, rivers and wetlands. No changes are proposed to Title 10 or Title 24. These regulations mitigate risks due to natural hazards including flooding and erosion.

    E. The amendments support access to nature for all residents and visitors of Portland by allowing designated view corridors to be maintained. All designated viewpoints are publicly owned or operated and open to the general public. This supports equity and community stewardship.

    Findings under State Goal 5, Natural Resources, Scenic and Historic Areas, also demonstrate that the amendments are consistent with these policies and goals.

31. **Policy 7.19, Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

    - Rivers, streams, sloughs, and drainageways.
    - Floodplains.
    - Riparian corridors.
    - Wetlands.
    - Groundwater.
    - Native and other beneficial vegetation species and communities.
    - Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
    - Other resources identified in natural resource inventories.

    The amendments are consistent with policy 7.19 because there are no amendments to the natural resources protection plans that were adopted through previous planning efforts:

    - Natural Resources Inventory
    - Balch Creek Watershed Protection Plan
    - Columbia Corridor Industrial and Environmental Mapping Project
    - East Buttes, Terraces and Wetlands Conservation Plan
    - Fanno Creek and Tributaries Conservation Plan
    - Johnson Creek Basin Protection Plan
    - Northwest Hills Natural Areas Protection Plan
    - Skyline West Conservation Plan
    - Southwest Hills Resource Protection Plan
    - ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
    - Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis
    - Scenic Resources Protection Plan

32. **Policy 7.21, Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. The amendments update the zoning codes and maps to clarify that vegetation and tree removal is allowed with view corridors in the scenic (s) overlay zone. Tree replace outside of the view corridor is required. This is consistent with the adopted ESEE analysis of the adopted plans.

This document was substituted with a revised version. See final document: 189002

CENTRAL CITY 2035

Volume 2A
ZONING CODE & MAP AMENDMENTS

Part 3: Environmental and Scenic

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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City of Portland, Oregon
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Xafiiska Qorshaynta iyo Sugnaanta waxay u-heellan yihiin bixinta helitaan loo-siman yahay ee macluumaad iyo dhagaysiyada. Haddii aad u baahan tahat qabanqaabo gaar ah, afcelin ama turumaad, fadlan wac 503-823-7700, TTY-ga 503-823-6868 ama Xafiiska Gudbinta Oregon ee 711 muddo ah 48 saac gudahood kahor xafladda.

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يلتزم Bureau of Planning and Sustainability (مكتب التخطيط والاستدامة) بتقديم تكافؤ الوصول إلى المعلومات وجلسات الاستماع. إذا كنتم تحتاجون إلى مواءمات خاصة أو لترجمة شفهية أو تحريرية، فيُرجى الاتصال برقم الهاتف 503-823-7700 ، أو خط TTY (الهاتف النصي) على رقم الهاتف 503-823-6868 أو خدمة مرحّل أوريغون على الرقم 711 في غضون 48 ساعة قبل موعد الحدث.

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HOW TO TESTIFY

You may submit testimony to the Portland City Council on the Recommended Draft CC2035 Plan in any of the following ways:

By Email
Send an email to cc2035@portlandoregon.gov
Subject: CC2035 Testimony

By U.S. Mail
Portland City Council
c/o Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, Oregon 97201
Attn: CC2035 Testimony

Through the Map App
To review and testify on property-specific zoning, height and FAR provisions of the Recommended Draft CC2035 Plan: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035

To review and testify on the TSP Project List from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSP

To review and testify on the TSP Street Classifications from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSPClass

In person at the public hearing
September 7, 2017 at 2 p.m.
City Council Chambers
1221 SW 4th Avenue, Portland

(additional hearing dates may be scheduled)

Confirm hearing dates and times
Council may hear testimony on different elements of the CC2035 Plan on different dates and times. Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997.

To testify, please provide your full name and address. Testimony to City Council is considered public record. Testifiers' names, addresses and any other information included in the testimony will be posted on the website.

Review testimony as it comes in
www.portlandmaps.com/bps/testimony

For more information
- Visit project website: www.portlandoregon.gov/bps/cc2035
- Email the project team: cc2035@portlandoregon.gov
- Call the CC2035 helpline: 503-823-4286

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503-823-7700

ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Nick Fish, Commissioner

Amanda Fritz, Commissioner

Dan Saltzman, Commissioner

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Katie Larsell

Gary Oxman

Michelle Rudd

Eli Spevak

Teresa St Martin

Margaret Tallmadge

Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

Bureau of Planning and Sustainability
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Bureau of Planning and Sustainability

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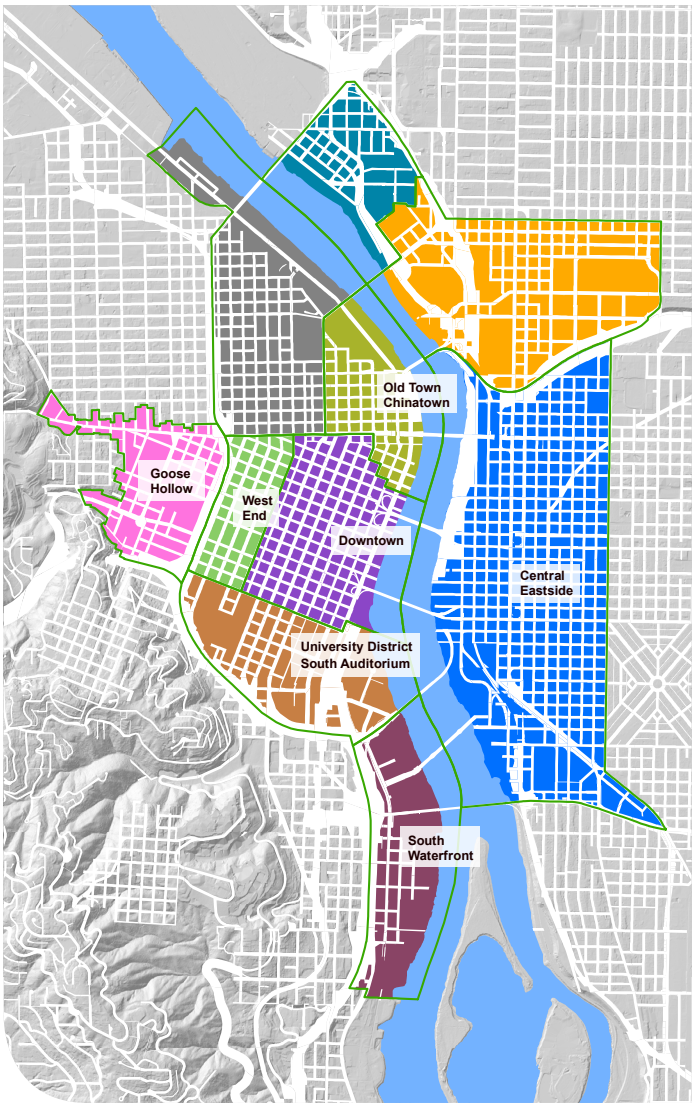
Portland Housing Bureau: Kurt Kreager, Javier Mena, Matthew Tschabold, Kim McCarty, Barbara Shaw, David Sheern

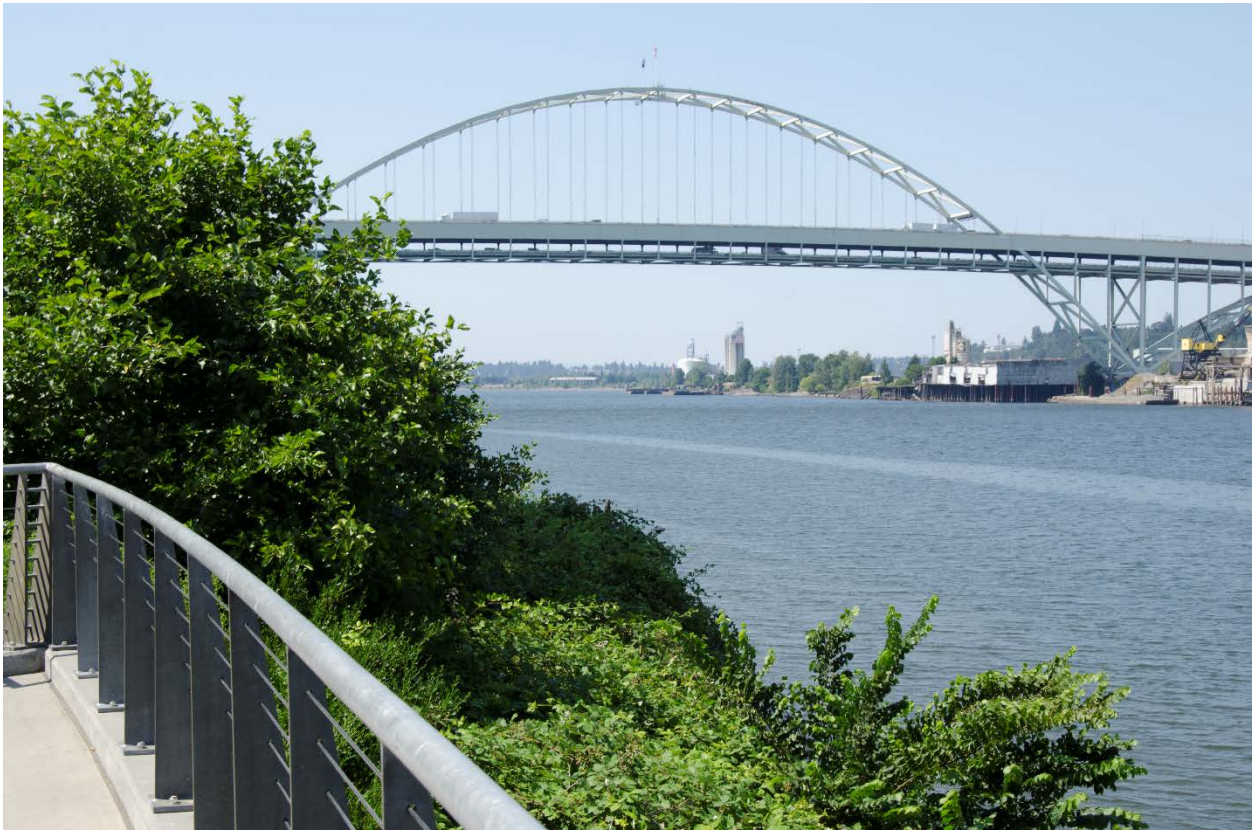
Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.





View of Freemont Bridge and Willamette River, Central City

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Commentary

33.430.033

The Scenic Resources zone is applied to view corridors and scenic corridors throughout Portland. Scenic resources are addressed by statewide land use planning Goal 5, along with natural, cultural and historic resources. When a scenic (s) overlay is applied in the same location as a conservation (c) or protection (p) overlay, the regulations of both this chapter and chapter 33.480 must be met. The recommendations of the Economic, Social, Environmental and Energy Analysis (ESEE) for the scenic resources, which are contained in various scenic resource protection plans, must be considered as part of environmental review.

33.430 Environmental Overlay Zones

430

Sections:

General
- 33.430.010 Purpose
- 33.430.015 Purpose of the Environmental Protection Zone
- 33.430.017 Purpose of the Environmental Conservation Zone
- 33.430.020 Environmental Reports
- 33.430.030 Relationship to Other Environmental Regulations
- 33.430.033 Relationship to Scenic Resources Zone
- 33.430.035 Other City Regulations
- 33.430.040 Overlay Zones and Map Symbols
- 33.430.050 Subareas of Environmental Zones
- 33.430.060 Where These Regulations Apply
- 33.430.070 When These Regulations Apply
- 33.430.080 Items Exempt From These Regulations
- 33.430.090 Prohibitions

Development Standards
- 33.430.110 Purpose
- 33.430.120 Procedure
- 33.430.130 Permit Application Requirements
- 33.430.140 General Development Standards
- 33.430.150 Standards for Utility Lines
- 33.430.160 Standards for Land Divisions and Planned Developments
- 33.430.165 Standards for Property Line Adjustments
- 33.430.170 Standards for Resource Enhancement Projects
- 33.430.175 Standards for Right-of-Way Improvements
- 33.430.180 Standards for Stormwater Outfalls
- 33.430.190 Standards for Public Recreational Trails
- 33.430.195 Standards for Tree Removal in the Scenic Resources Zone

Environmental Review
- 33.430.210 Purpose
- 33.430.220 When Review is Required
- 33.430.230 Procedure
- 33.430.240 Supplemental Application Requirements
- 33.430.250 Approval Criteria
- 33.430.260 Use of Performance Guarantees
- 33.430.270 Special Evaluation by a Trained Professional
- 33.430.280 Modification of Base Zone Development Standards

Natural Resource Management Plans
- 33.430.310 Purpose
- 33.430.320 Scope
- 33.430.330 Procedure
- 33.430.340 Components
- 33.430.350 Approval Criteria for Adoption and Amendment

Commentary

Corrections to Violations of This Chapter
33.430.400 Purpose
33.430.405 Correction Options
33.430.407 Recurring Violations of This Chapter
Notice and Review Procedure
33.430.410 Purpose
33.430.420 When These Regulations Apply
33.430.430 Procedure
Map 430-1 Balch Creek Watershed Protection Plan Area
Map 430-2 Columbia Corridor Industrial and Environmental Mapping Project Area
Map 430-3 East Buttes, Terraces and Wetlands Conservation Plan Area
Map 430-4 Fanno Creek and Tributaries Conservation Plan Area
Map 430-5 Johnson Creek Basin Protection Plan Area
Map 430-6 Northwest Hills Natural Areas Protection Plan Area
Map 430-7 Skyline West Resource Protection Plan Area
Map 430-8 Southwest Hills Resource Protection Plan Area
Map 430-9 East Columbia Neighborhood Natural Resources Management Plan Area
Map 430-10 (Smith and Bybee Lakes Natural Resources Management Plan Area — repealed on 12/31/13)
Map 430-11 Forest Park Natural Resources Management Plan Area
Map 430-12 Peninsula One Natural Resources Management Plan Area
Map 430-13 Middle Columbia Corridor/Airport Natural Resources Inventory Environmental Mapping Project Area
Map 430-14 Bank Reconfiguration and Basking Features Area

33.430.020 Environmental Reports

The application of the environmental zones is based on detailed studies that have been carried out within ~~eight~~ten separate areas of the City. The City's policy objectives for these study areas are described in the reports. Each study report identifies the resources and describes the functional values of the resource sites. Functional values are the benefits provided by resources. The values for each resource site are described in the inventory section of these reports. The City has adopted the following ~~eight~~ten environmental study reports:

- Balch Creek Watershed Protection Plan
- Columbia Corridor Industrial and Environmental Mapping Project
- East Buttes, Terraces and Wetlands Conservation Plan
- Fanno Creek and Tributaries Conservation Plan
- Johnson Creek Basin Protection Plan
- Northwest Hills Natural Areas Protection Plan
- Skyline West Conservation Plan
- Southwest Hills Resource Protection Plan

Commentary

33.430.033

Zoning code Chapter 33.480, Scenic Resource Zone, applies a scenic (s) overlay to view corridors. View corridors were designated in the *Scenic Resources Protection Plan* (1991). 33.480 is clear that if the s overlay overlaps with an environmental overlay zone, then the regulations of 33.430 must be met.

33.430.080.C.7.

Chapter 33.10 states that the city does regulate dredging within the river. This exemption allows dredging and channel maintenance within deep waters of the river and within the federal navigation channels. However, dredging in or near shallow water and beaches could have significant detrimental impacts on the habitat that the shallow water provides and is not exempt. Beaches and shallow water play important roles in the life cycle of aquatic species, including salmon, and impacts to these areas should be avoided and mitigated if the impacts can't be avoided. Shallow water is identified as water between zero and 20 feet deep, however using 35 feet as the trigger for review because the area between 20 and 35 feet deep represents an area of concern where the impacts of dredging could affect the habitat in the shallower areas.

- ESEE Analysis and Recommendation for Natural, Scenic and Open Space Resources within Multnomah County Unincorporated Areas
- Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy (ESEE) Analysis

33.430.033 Relationship to Scenic Resource Zone
When a Scenic Resource zone has been applied at the location of an environmental zone environmental review must include consideration of the development standards of Chapter 33.480, and the scenic qualities of the resource as identified in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*.

33.430.080 Items Exempt From These Regulations
The following items, unless prohibited by Section 33.430.090, below, are exempt from the regulations of this chapter. Other City regulations such as Title 10, Erosion Control, must still be met:

A.-B. No change

C. Existing development, operations, and improvements, including the following activities:

1. Maintenance, repair, and replacement of existing structures, exterior improvements, roads, public ~~recreational~~ trails, public rest points, public viewing ~~points~~ areas, public interpretative facilities, and utilities. Replacement is not exempt whenever coverage or utility size is increased;

2.-6. No change

7. Dredging, channel maintenance, and the removal of materials from rivers as follows:

   a. Dredging, channel maintenance, and the removal of material within the federal navigation channel;

   b. Dredging, channel maintenance, and the removal of materials outside the federal navigation channel as follows:

      (1) Dredging and the removal of materials in waters that area 35 feet deep or deeper; or

      (2) Channel, slip and berth maintenance that has been approved by the U.S. Army Corps of Engineers; and

   c. The placement of dredged materials within the environmental overlay zones is not exempt.

Commentary

33.430.080.C.8.

The exemption applies to full removal of a tree or other vegetation as well as trimming of trees or vegetation.

Within a view corridor with special height restrictions trees may be removed or trimmed to preserve the view. There are two documents that designated view corridors with special height restrictions:

- The *Scenic Resources Protection Plan* (1991) applies to whole city.
- The *Central City Scenic Resources Protection Plan* (2017) applies to the Central City Plan District and surrounding lands. For the view corridors designated in the *Central City Scenic Resources Protection Plan*, the special height restrictions supersede the special height restrictions in the *Scenic Resources Protection Plan*. If the view corridor is not designated in the *Central City Scenic Resources Protection Plan*, then the special height restrictions of the *Scenic Resources Protection Plan* apply.

~~7~~8. Removal or trimming of vegetation when no development or other activities subject to the development standards or review requirements of this chapter are proposed, if the following are met:

a. All vegetation removal or trimming activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil, must be installed.

b. The vegetation proposed for removal or trimming is one of the following:

(1) Trees or plants listed on the Nuisance Plant List;

(2) Dead, dying, or dangerous trees or portions of trees when they pose an immediate danger, as determined by the City Forester or an arborist. Removing these portions is exempt only if all sections of wood more than 12 inches in diameter either:

- Remain, or are placed, in the resource are of the same ownership on which they are cut; or
- Are removed, if the City Forester authorizes removal of diseased wood because it will threaten the health of other trees;

(3) Non-native non-nuisance trees and plants;

(4) Trees or tree limbs that are within 10 feet of an existing building and structures attached to buildings, such as decks, stairs and carports;

(5) Trees or plants that exceed the height restriction of a view corridor with special height restrictions designated in the *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan.* ~~Trees that exceed the height restrictions of a City-designated view corridor may be removed or pruned to maintain the view corridor.~~; or

(6) Within the Scenic Resource zone, tree limbs may be trimmed to maintain a view. Tree removal is not exempt.

Renumber 8 - 11 to be 9 - 12

D.-E. No change

Commentary

33.430.170 Standards for Resource Enhancement Projects

A. Bank reconfiguration. The following standards apply to bank reconfiguration projects that take place in the Bank Reconfiguration and Basking Features Area shown on Map 430-14. Slough and drainageway banks, which are the area between the ordinary high water mark and the top of bank, may be regraded when all of the following are met:

1.-7. No change

8. No structures are proposed except for public viewing areas developed as part of the project. The public viewing areas must meet the following:

   a. The viewing area contains no more than 500 square feet of permanent disturbance area;

   b. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body;

33.430.190 Standards for Major Public ~~Recreational~~ Trails

The following standards apply to major public ~~recreational~~ trails and ~~public~~ viewing areas developed in conjunction with the ~~recreational~~ major public trail. All of the standards must be met.

A.-C. No change

~~**D.** Tree removal and replacement standards are as follows:~~

~~1. Native trees 12 or more inches in diameter may not be removed. Each native tree more than 6 but less than 12 inches in diameter removed must be replaced as shown in Table 430-3;~~

~~2. Non-native non-nuisance trees may be removed if each tree at least 6 inches in diameter is replaced as shown in Table 430-3;~~

~~3. Trees listed on the Nuisance Plants List may be removed if each tree at least 6 inches in diameter is replaced with one tree; and~~

~~4. Replacement trees and shrubs must meet the planting standards of Subsection 33.430.140.K; and~~

~~E~~**D.** If a public viewing area is proposed, the following must be met:

1. The viewing area may create up to 500 square feet of permanent disturbance area;

2. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body; and

3. The viewing area is not in the floodway~~.~~;

Commentary

33.430.190.E.

Tree removal was 33.430.190.D. It was moved to the end of the subsection because tree removal is allowed in both the trail and the viewing area associated with the trail. The tree removal standards were also updated to simplify them and make them the same as the standards for tree removal within a scenic (s) resources overlay zone.

33.430.195

The regulations for the scenic (s) overlay zone are found in 33.480. The regulations are different for scenic corridors and view corridors. In scenic corridors, the intention is to preserve tree canopy. In view corridors, the intention is to allow some tree removal. This regulation in the Environmental overlay zone is to be clear that tree removal in view corridors that correspond with a conservation or protection overlay is allowed per the standard. This standard does not apply to scenic corridors.

The standard is intended to allow trees to be removed that are blocking a view. Natural resources, including trees, and scenic resources, including views, are both State Land Use Planning Goal 5 resources. The standards balance the benefits of both trees and the view by allowing tree removal within the view corridor and requiring those trees to be replaced outside of the view corridor. Native trees that are larger than 12 inches in diameter can be removed through Environmental Review.

E. Tree removal and replacement standards:

1. Native trees up to 12 inches in diameter and non-native trees of any size may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 7.5 psi;

2. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3; and

3. Replacement trees must meet the planting standards in 33.430.140.K.

33.430.195 Standards for Tree Removal in the Scenic Resource Zone

The following standards apply to removal of native trees up to 12 inches in diameter and non-native trees of any size that are located within an Environmental overlay zone and the Scenic Resource zone:

A. Trees may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 7.5 psi;

B. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3, and replacement trees must be planted outside of the Scenic Resource overlay zone;

C. Temporary disturbance areas caused by the tree removal must be replanted to meet one of the following options. Shrubs planted to meet this standard may be counted towards meeting the replacement requirements shown in Table 430-3:

1. Option 1. Three shrubs and four other plants must be planted for every 100 square feet of temporary disturbance area; or

2. Option 2. Three shrubs must be planted for every 100 square feet of temporary disturbance area and the remainder of the temporary disturbance area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; and

D. Replacement plantings must meet the planting standards in 33.430.140.K.

Environmental Review

33.430.250 Approval Criteria

A.–B. No change

C. Public recreational facilities. In resource areas of environmental zones, public ~~recreational~~ trails, rest points, public viewing ~~points~~areas, and interpretative facilities will be approved if the applicant's impact evaluation demonstrates that all of the following are met:

D.–E. No change

Commentary

33.480.010 Purpose

BPS has produced a new scenic resources inventory and protection plan for the Central City and areas with view of or across the Central City. The *Central City Scenic Resources Protection Plan* updates and replaces some of the information and decisions of the *Scenic Resources Protection Plan (1991).*

33.480.020 Map Symbol

Before application of the environmental conservation and protection overlay zones there were scenic overlay zones based on the *Scenic Resources Protection Plan* (1991). The scenic overlays were removed when the environmental conservation and protection overlays were applied. It was assumed at that time that scenic resources would be addressed by Environmental Review. However, without the scenic overlays it is not possible to know when scenic resources must be considered. Therefore, the City reapplied the scenic overlay zones where they overlap with the environmental overlay zones.

33.480 Scenic Resource Zones

480

Sections:

33.480.010 Purpose
33.480.020 Map Symbol
33.480.030 Application of the Scenic Resource Zone
33.480.040 Development Standards
33.480.050 Tree Removal Review
~~33.480.060 Relationship to Environmental Zones~~

~~Map 480-1 Scenic Resources~~

33.480.010 Purpose

The Scenic Resource zone is intended to:

- Protect Portland's significant scenic resources that provide benefits to the public as identified by the City in the *Scenic Resources Protection Plan* (1991) and the *Central City Scenic Resources Protection Plan* (2017);
- Enhance the appearance of Portland to make it a better place to live and work;
- Create attractive entrance ways to Portland and its districts;
- Improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors; and
- Implement the scenic resource policies, goals and objectives of Portland's Comprehensive Plan.

The purposes of the Scenic Resource zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

33.480.020 Map Symbol

The Scenic Resource zone is shown on the Official Zoning Maps with a letter "s" map symbol.

33.480.030 Application

The Scenic Resource zone is to be applied to all significant scenic resources identified in *the Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*. Any changes to land or development, including rights-of-way, within the Scenic Resource zone are subject to the regulations of this chapter.

Commentary

33.480.040.A.2

The base zones include height limits for development and vegetation. When the view corridor, shown in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan* sets a height limit that is more restrictive than the base zone, the view corridor height limit takes precedence. In some situations, the view corridor height limit is **not** more restrictive than the height limits of the base zone; therefore, the base zone takes precedence.

33.480.040 Development Standards

The development standards of the Scenic Resource zone apply based on the mapping designations shown in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan*. The standards for each subsection below apply only to areas with that designation in the respective ~~P~~plan. The resource is defined as the width of the right-of-way or top of bank to top of bank for scenic corridors. Setbacks are measured from the outer boundary of the right-of-way unless specified otherwise in the ESEE Analysis and as shown on the Official Zoning Maps. In some cases, more than one development standard applies. For example, within a scenic corridor, a view corridor standard will apply where a specific view has been identified for protection.

A. View Corridors. All development and vegetation with a view corridor designation in the *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan* are subject to the regulations of this Subsection.

1. Purpose. The intent of the view corridor designation is to establish maximum heights within view corridors to protect ~~significant~~ views from ~~specific~~ designated viewpoints.

2. Standard. All development within the designated view corridors are subject to the height limits of the base zone, overlay zone or plan district, except when a more restrictive height limit is established by the view corridor. In those instances, the view corridor height limit applies to both development and vegetation. Removal of trees or limbs necessary to maintain the view corridor is allowed. When no development is proposed, tree removal is subject to the requirements of Title 11, Trees. Public safety facilities are exempt from this standard.

B. **Scenic Corridors.** All development and vegetation within a scenic corridor designation in the *Scenic Resources Protection Plan* or the *Central City Scenic Resources Protection Plan* are subject to the regulations of this Subsection.

1. Purpose. The scenic corridor designation is intended to preserve and enhance the scenic character along corridors, and where possible, scenic vistas from corridors. This is accomplished by limiting the length of buildings, preserving existing trees, providing additional landscaping, preventing development in side setbacks, screening mechanical equipment, and restricting signs. Property owners and others are encouraged to make every effort to locate buildings, easements, parking strips, sidewalks, and vehicle areas to preserve the maximum number of trees.

2. Standards.
   a. Scenic ~~C~~corridor ~~S~~setback. A scenic corridor setback per Table 480-1 applies along street lot lines that abut the Scenic Corridor identified in the Scenic Resources Protection Plan.

   b. Side building setbacks. Buildings, garages, and covered accessory structures are not allowed within the side building setbacks within the first 100 feet from the designated resource.

Commentary

Table 480-1 **Scenic Corridor Setback [1]**	
Zone	**Minimum Setback from Street Lot Line**
IR	1’ per 2’ of building height, not less than 10’
R1	3’
EG1, IH	5’
EG2, IG2	25’
All other base zones	20’

[1] Larger minimum setbacks in overlay zone and plan district supersede this setback

c. ~~Limiting s~~Structure length. No more than 80 percent of the length of any site can be occupied by structures, excluding fences, as measured parallel to the scenic corridor. This standard applies to an entire attached housing project rather than to individual units.

d. Limiting blank facades. Long, blank facades create uninteresting elements along a scenic corridor. This standard applies to all portions of buildings within 100 feet of the designated resource. Residential structures are exempt from this standard. Blank facades must be mitigated for in at least one of the following ways:

(1) The maximum length of any building facade is 100 feet.

(2) Two rows of trees, one deciduous and one evergreen, must be planted on 30-foot centers along the length of the building between the structure and the protected resource.

(3) Facades facing the scenic corridor must have a minimum of 40 percent of surface area in glass. Mirrored glass with a reflectance greater than 20 percent is prohibited.

e. Landscaping. The entire required scenic corridor setback must be landscaped to at least the L1 level unless the more stringent standards below or in other chapters of this Title apply. Up to 25 percent of the entire area of the scenic corridor setback may be used for vehicle and pedestrian areas except that each lot is allowed at least a 9-foot wide driveway or parking area and a 6-foot wide pedestrian area. Additionally, areas within the adjacent right of way must be landscaped to standards approved by the City engineer. The required landscaping in the setback and adjacent right of way must be provided at the time of development, except as allowed in B.2.e(1) below.

h.1 Most scenic corridors will have multiple view corridors located along the street or trail. Removal of some trees within the view corridors may be needed to maintain view.

(1) When alterations are made to a site with an existing nonconforming use, allowed use, limited use, or conditional use, and the alterations are over the threshold stated in 33.258.070.D.2.a, the site must be brought into conformance with the landscape standards above. The value of the alterations is based on the entire project, not individual building permits. The cost of the upgrades required by this chapter may be counted toward the cost of upgrades required by Subsection 33.258.070.D. However, the upgrades required by this chapter must be completed first.

(2) Area of required improvements. Except as provided in 33.258.070.D.2.c(2), Exception for Sites With Ground Leases, required improvements must be made to the entire site and adjacent right of way. If the ground lease is adjacent to a right of way within the scenic corridor, the upgrades required by this chapter also apply to the right of way adjacent to the ground lease.

(3) Timing and cost of required improvements. The timing and cost of the required improvements is specified in 33.258.070.D.2.d. However, where 33.258.070.D.2.d refers to the standards listed in 33.258.070.D.2.b, the landscape standards above, are also included.

f. Screening. All exterior garbage cans, garbage and recycling collection areas, and mechanical equipment (including heat pumps, air conditioners, emergency generators, and water pumps) must be screened from view or not visible from the designated scenic corridor. Small rooftop mechanical equipment, including vents, need not be screened if the total area of such equipment does not exceed 10 square feet per structure.

g. Fences and hedges. The total maximum height of fences, hedges, and berms within the scenic corridor setback, and when allowed in the adjacent right of way is 3-1/2 feet. This provision does not apply to any required screening and buffering.

h. Preservation of trees. This provision does not apply if the property is regulated by state statutes for forest management practices. All trees 6 or more inches in diameter that are within the scenic corridor setback and right of way must be retained unless removal conforms to one or more of the following standards.

(1) The tree is located within a view corridor designated in the *Scenic Resources Protection Plan* (1991) or *the Central City Scenic Resources Protection Plan* (2017);

Commentary

Figure 480-1
Measuring from an RF Transmission Facility Antenna

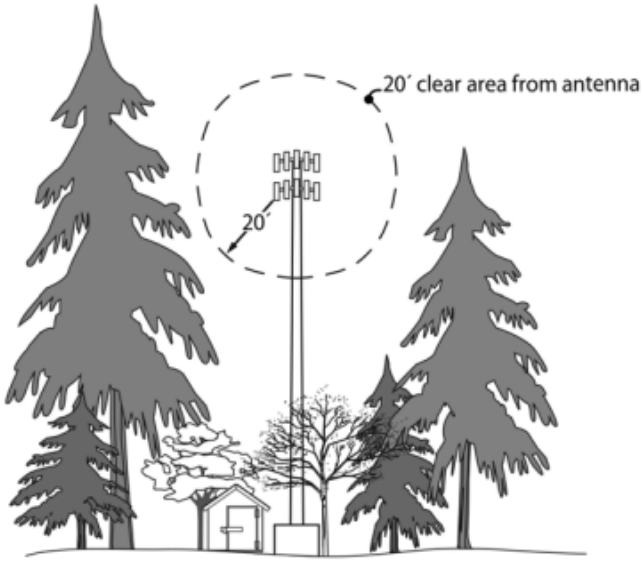


Table 480-2 **Tree Replacement Requirements** **In Scenic Overlay Zone**		
Applicants may choose either Option A or Option B [1]		
Size of tree to be removed (inches in diameter)	Option A (no. of trees to be planted)	Option B (combination of trees and shrubs)
Up to 9	1 tree	Not applicable
More than 9 and up to 12	3 trees	2 trees and 2 shrubs
More than 12	Tree Review Required (see 33.480.050 below)	

[1] Trees and Shrubs must be species listed in the Scenic Resources Protection Plan

(~~1~~2) The tree is located within the footprint or within 10 feet of existing or proposed buildings and structures attached to buildings, such as decks, stairs, and carports, or within 10 feet of a proposed driveway;

(~~2~~3) The tree is determined by an arborist to be dead, dying or dangerous;

(~~3~~4) The tree is on the *Nuisance Plants List*;

Commentary

33.480.060

This was removed from 33.480, Scenic Resource Zones, and 33.430, Environmental Zones, was updated to reflect this language.

(~~4~~5) The tree must be removed due to installation, repair, or maintenance of water, sewer, or stormwater services. For new installation of services, tree removal allowed under this provision is limited to a single 10 foot wide utility corridor on each site;

(~~5~~6) The tree is within a proposed roadway or City-required construction easement, including areas devoted to curbs, parking strips or sidewalks, or vehicle areas;

(~~6~~7) The tree is within 20 feet of a Radio Frequency Transmission Facility antenna that is a public safety facility. The distance to the antenna is measured vertically and horizontally from the edge of the antenna. See Figure 480-1.; or (~~7~~8)

(~~7~~8) The tree is at least 6 and up to 12 inches in diameter and does not meet any of the other standards of this subparagraph, but is replaced within the scenic corridor setback or adjacent right of way according to Table 480-2. Replacement plantings must meet Section 33.248.030, Plant Materials.

33.480.050 Tree Removal Review.

A. Tree removal without development. When no development is proposed, tree removal allowed by the standards of Subparagraph 33.480.040.B.2.h is subject to the tree permit requirements of Title 11, Trees.

B. Tree removal in development situations. When tree removal is proposed as part of development, the standards of Subparagraph 33.480.040.B.2.h apply in addition to the tree preservation standards of Title 11, Trees.

C. Trees that do not qualify for removal under Subparagraph 33.480.040.B.2.h may be removed if approved through tree review as provided in Chapter 33.853, Tree Review. However, where the tree removal would require environmental review, only environmental review is required.

~~**33.480.060 Relationship to Environmental Zones**~~

~~When an environmental zone has been applied at the location of a designated scenic resource, the environmental review must include consideration of the scenic qualities of the resource as identified in the ESEE Analysis for Scenic Resources. The development standards of this Chapter must be considered as part of that review.~~

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement

ORDINANCE No.

Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance; amend Code Chapters 33.430 and 480)

The City of Portland Ordains:

Section 1. The Council finds:

1. In 1974, the State of Oregon adopted two statewide planning goals that require the protection of scenic resources; State Goal 7, Recreational Needs and State Goal 5, Open Spaces, Scenic and History Areas, and Natural Resources. State Goal 7 requires jurisdictions to satisfy the recreational needs of citizen of the state and visitors. Recreational opportunities include scenic landscapes and scenic roads and travelways. State Goal 5 requires jurisdictions to conserve open space and protection natural and scenic resources.
2. In 1979, scenic resources were first designated and protected in the *Downtown Plan.* (The *Downtown Plan* was adopted as a policy statement to guide public and private decision-making in the Downtown area; adopted Motion on agenda item 3958, December 28, 1972). Additional scenic resources were identified and protected through the adoption of area plans between 1979 and 1988.
3. In 1991, Portland City Council adopted the Scenic Resources Protection Plan (SRPP), which consolidated scenic resource designations and protection from previous plans, and updated the citywide inventory of scenic resources (Ordinance No. 163957, 1991). The SRPP implemented new zoning codes (33.480) to protect designated scenic resources. The SRPP also amended the environmental zoning codes (33.430) to allow for scenic resource management when the scenic and environmental resources overlap.
4. The SRPP Economic, Social, Environmental and Energy Analysis (ESEE) recommendations are to prohibit and limit conflicting uses. Vegetation, when it grows and blocks a view, is a conflicting use. The SRPP ESEE recommendations intended that within designated viewpoints and views, vegetation should be limited or prohibited to protect the view. Zoning code 33.430, Environmental Overlay Zones, has an exemption for tree and vegetation removal within a viewpoint and requires review for removal of trees and vegetation within a view corridor.
5. The SRPP includes an inventory of scenic resources and an Economic, Social, Environmental and Energy Analysis (ESEE) as required by OAR 660-16-000 through 660-16-025. The Department of Land Conservation and Development found the SRPP to be in compliance with Oregon State Land Use Goal 5, Open Spaces, Scenic and History Areas, and Natural Resources.
6. The scenic (s) overlay zones were removed from the official zoning maps where the scenic (s) overlay zones overlapped as the environmental conservation (c) or protection (p) overlay zones through area-specific natural resources protection plans. This was done because language in zoning code 33.430, Environmental Overlay Zones, requires that

scenic resources be considered as part of an environmental review. The zoning code relied on the SRPP to show were scenic resources are relevant.

7. Since 1991, vegetation and trees have grown and partially or fully block view corridors that are designated in the SRPP and are within conservation or protection overlay zones. Removal of the vegetation or trees within a view corridor requires an environmental review. Adding the scenic (s) overlay zones back to the maps where the view corridors overlap with conservation (c) or protection (p) overlay zones and creating a new standard that allows for removal of vegetation and trees, along with required mitigation, within the scenic (s) overlay zone will meet the legislative intent of the SRPP and ESEE.

8. The City has prepared the Scenic and Environmental Resources Findings of Fact Report, attached as Exhibit A, which addresses findings for Statewide Planning Goals and Oregon Administrative Rules, Metro Urban Growth Management Functional Plan, and the City of Portland's 2035 Comprehensive Plan policies and goals.

9. Reapplication of the scenic (s) overlay zones and creation of a vegetation and tree removal standard was proposed as part of the Central City 2035 Plan. The problem of trees blocking view corridors was first identified during development of the Central City Scenic Resources Inventory, which is an update to the SRPP for the Central City. Public involvement has been an integral part of the Central City 2035 planning process. The public involvement process is summarized in CC2035 Plan, Volume 6, Public Involvement, attached as Exhibit C.

10. On June 20, 2016, BPS staff released the *Central City 2035 Proposed Draft* report, which included the proposed scenic (s) overlay zone map and the proposed zoning code amendments to 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources.

11. On June 24, 2016, notice of the *Central City 2035 Plan Proposed Draft* and Planning and Sustainability Commission hearing were sent to all property owners potentially affected by proposed zoning map and code changes, as required by ORS 227.186.

12. On July 26, 2016 and August 9, 2016, the Planning and Sustainability Commission (PSC) held a hearing on the Proposed Draft. Staff from the Bureau of Planning and Sustainability presented the proposal and public testimony was received.

13. The PSC held work sessions between September 2016 and May 2017. Scenic resources were discussed at the work session held on September 27, 2016 and February 14, 2017.

14. On May 5, 2017, BPS staff released the *Central City 2035: Revised Staff-Proposed Draft*. This draft updated the previous draft to address issues brought up during the PSC work sessions.

15. On May 23, 2017, the PSC held a final work session and voted to recommended the Central City 2035 Plan to City Council.

16. On June 22, 2017, the PSC released the *Central City 2035 Plan Recommended Draft* to the Portland City Council. Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic, contains the zoning map and code amendments for 33.480, Scenic Resources, and 33.430, Environmental Overlay Zones and the amendments to the official zoning map (Exhibit B).

17. A public notice of the September 14, 2017 Portland City Council public hearing on Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic of the *Central City 2035 Plan* was sent on August 28, 2017 to all property owners potentially affected by proposed zoning map and code changes, those who testified to the Planning and Sustainability Commission, individuals and organizations who requested such notice and other interested parties.

NOW, THEREFORE, the Council directs:

a. Amend the official Zoning Map to apply overlay zones as shown on pages 26 to 68 of Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic);

b. Amend Title 33, Planning and Zoning, of the Municipal Code of the City of Portland, as shown in Exhibit B (Volume 2A, Zoning Code & Map Amendments, Part 3: Environmental and Scenic); and

c. Adopt Exhibit A (Scenic and Environmental Resources Findings of Fact Report) as further findings of fact.

Section 2. The directives of this ordinance will take effect on March 1, 2018.

Section 3. If any section, subsection, sentence, clause, phrase, diagram, designation, or drawing contained in this Ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram, designation, and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams, designations, or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council:

Mayor Ted Wheeler
Prepared by: Mindy Brooks
Date Prepared: August 17, 2017

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

This document was substituted with a revised version. See final document: 189002

~~1020~~ ~~1194~~ ~~1972~~ ~~288325~~ ~~1307~~ ~~59~~ ~~288~~ ~~250~~ ~~352~~ 528

Agenda No.

ORDINANCE NO.

Title

Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance; amend Code Chapters 33.430 and 480)

INTRODUCED BY Commissioner/Auditor: **Ted Wheeler**	CLERK USE: DATE FILED SEP 05 2017
COMMISSIONER APPROVAL	Mary Hull Caballero Auditor of the City of Portland
Mayor—Finance and Administration - Wheeler	By: _____ Deputy
Position 1/Utilities - Fritz	**ACTION TAKEN:**
Position 2/Works - Fish	SEP 14 2017 **CONTINUED TO** NOV 02 2017 **2 P.M** Time Certain
Position 3/Affairs - Saltzman	NOV 02 2017 Rescheduled to NOV 29 2017 4PM Time Certain
Position 4/Safety - Eudaly	NOV 29 2017 **CONTINUED TO** DEC 06 2017 **2 P.M** "
BUREAU APPROVAL	DEC 06 2017 **CONTINUED TO** JAN 18 2018 **2 P.M** "
Bureau: Planning and Sustainabiltiy Bureau Head: Susan Anderson	JAN 18 2018 **CONTINUED TO** MAR 07 2018 **2 P.M** Time Certain
Prepared by: Mindy Brooks Date Prepared: August 17, 2017	MAR 07 2018 **CONTINUED TO** MAR 15 2018 4PM Time Certain
Impact Statement Completed ☒ Amends Budget ☐	MAR 15 2018 **CONTINUED TO** MAR 22 2018 **2 P.M** "
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes ☐ No ☒	MAR 22 2018 **CONTINUED TO** APR 04 2018 **2 P.M** Time Certain
City Auditor Office Approval: required for Code Ordinances	APR 04 2018 **CONTINUED TO** APR 11 2018 4:30 P.M. Time Certain
City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter	APR 11 2018 **CONTINUED TO** MAY 24 2018 1:30PM Time Certain
Council Meeting Date September 14, 2017	MAY 24 2018 Substituted

AGENDA
TIME CERTAIN ☒ **Start time: 2:45 2 of 2** **Total amount of time needed:** _____ (for presentation, testimony and discussion)
CONSENT ☐
REGULAR ☐ **Total amount of time needed:** _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz		
2. Fish	2. Fish		
3. Saltzman	3. Saltzman		
4. Eudaly	4. Eudaly		
Wheeler	Wheeler		

RESOLUTION No. 37360 As Amended

Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Resolution)

WHEREAS, in 1988, the Portland City Council adopted the *Central City Plan* as a long-range policy framework for managing growth in the Central City while enhancing its economic vitality and livability; and

WHEREAS, the *Central City Plan*'s Action Charts, Functional Maps and Urban Design Plans were adopted by City Council Resolution No. 34417, passed on March 24, 1988; and

WHEREAS, the Portland City Council, recognizing a need to create a new long-range plan for the Central City, passed Resolution No. 36970 on October 24, 2012 adopting the *Central City 2035 Concept Plan*, which contained a new vision statement, policy framework and urban design concepts for the Central City as a whole, as well as guidance for the development of more specific plans for the three quadrants of the Central City; and

WHEREAS, on October 25, 2012, Council passed Resolution No. 36972 adopting the *N/NE Quadrant Plan*, which provided a more detailed policy framework, urban design diagrams and implementing actions for the Lloyd and Lower Albina districts; and

WHEREAS, on March 5, 2015, Council passed Resolution No. 37115 adopting the *West Quadrant Plan*, which provided a more detailed policy framework, urban design diagrams and implementing actions for the Downtown; West End; Goose Hollow; Pearl; Old Town/Chinatown; South Waterfront; and, University/South Downtown districts; and

WHEREAS, on July 29, 2015, Council passed Resolution No. 37147 adopting the *Southeast Quadrant Plan*, which provided a more detailed policy framework, urban design diagrams and implementing actions for the Central Eastside district; and

WHEREAS, guided by the policies, urban design diagrams, code concepts and other elements of the *Concept Plan* and three quadrant plans, as well as other related studies, the Bureau of Planning and Sustainability, in collaboration with other City bureaus, developed the *Discussion Draft Central City 2035 Plan*, released for public review on February 8, 2016; and

WHEREAS, the *Proposed Draft Central City 2035 Plan* was released on June 20, 2016 for review by the public and the Portland Planning and Sustainability Commission (PSC); and

WHEREAS, The PSC conducted an extensive plan review and revision process, including two public hearings and nine work sessions, and voted on May 23, 2017 to forward their *Recommended Draft Central City 2035 Plan* to the City Council; and

WHEREAS, the *Central City 2035 Plan* provides a comprehensive land use, urban design and transportation policy and regulatory framework to guide future decision-making and public and private investment and development in the Central City; and

WHEREAS, the action charts contained in Volume 5A of the *Central City 2035 Plan*, as amended by City Council and dated May 2018, attached as Exhibit A, describe future projects and programs that will help implement the goals and policies of the Central City 2035 Plan; and

WHEREAS, the performance targets contained in Volume 5A of the *Central City 2035 Plan* provide aspirational objectives by which to measure progress towards achieving the goals and policies of the plan; and

WHEREAS, the Urban Design Concept, Urban Design Framework, Street and Development Character Concept and District Urban Design Concept Diagrams contained in Volume 1 of the *Central City 2035 Plan*, as amended by City Council and dated May 2018, attached as Exhibit B, provide guidance to help shape the urban form and design of the Central City; and

NOW THEREFORE, BE IT RESOLVED, that the Portland City Council adopts the Action Charts contained in Exhibit A, Volume 5A of the *Central City 2035 Plan,* as Non-Binding City Policy, and that:

a. The actions associated with the *Central City 2035 Plan* action charts are adopted by City Council as a starting place from which to develop projects and programs that will help implement the goals and policies of the plan;

b. All actions are adopted with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of lead and partner implementers for an action is an expression of interest and support with the understanding that circumstances may change over time and may affect implementers' ability to take action;

c. The City Council authorizes the City bureaus identified in the *Central City 2035 Plan* action charts as implementers to engage in activities aimed at implementing the projects and programs called for in the action charts;

d. The *Central City 2035 Plan* action charts replace all of the action charts of the *Central City Plan*, as amended, and all of the action charts of the N/NE, West and Southeast quadrant plans; and

BE IT FURTHER RESOLVED, that the City Council adopts the Performance Targets contained in Exhibit A, Volume 5A of the *Central City 2035 Plan,* as Non-Binding City Policy, and that:

a. The *Central City 2035 Plan* performance targets are adopted by City Council as aspirational objectives by which to measure progress towards achieving the goals and policies of the plan; and

b. The City Council directs the Bureau of Planning and Sustainability to evaluate the City's progress towards achieving the performance targets at intervals of five, ten and 15 years following adoption of the *Central City 2035 Plan*, to work with appropriate public agencies and community partners to adjust programs and projects to further progress

towards achieving the targets and to revise the targets and their methodologies, as appropriate;

c. The *Central City 2035 Plan* performance targets replace all of the performance targets of the N/NE, West and Southeast quadrant plans; and

BE IT FURTHER RESOLVED, that the City Council adopts the Urban Design Concept, Urban Design Framework, Street and Development Character Concept and District Urban Design Concept Diagrams contained in Exhibit B, Volume 1 of the *Central City 2035 Plan,* as Non-Binding City Policy; and that:

a. The *Central City 2035 Plan* urban design concepts and diagrams are adopted by City Council as guidance to help City bureaus and public and private partners prioritize investments to support the Central City's growth and shape its urban form, connectivity, development character and public spaces; and

b. The *Central City 2035 Plan* urban design concepts and diagrams replace all of the functional maps and urban design plans of the *Central City Plan*, as amended, and all of the urban design concepts and diagrams of the *Central City 2035 Concept Plan* and the N/NE, West and Southeast quadrant plans; and

BE IT FURTHER RESOLVED, that this resolution will take effect on July 9, 2018.

Adopted by the Council: JUN 06 2018

Mayor Ted Wheeler
Prepared by: Nicholas Starin
Date Prepared: August 14, 2017

Mary Hull Caballero
Auditor of the City of Portland
By
Deputy

37360 As Amended Agenda No. RESOLUTION NO.

Title

Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Resolution)

INTRODUCED BY Commissioner/Auditor: **Mayor Ted Wheeler**	CLERK USE: DATE FILED AUG 29 2017
COMMISSIONER APPROVAL	Mary Hull Caballero Auditor of the City of Portland
Mayor—Finance & Administration – Wheeler	By: Susan Parsons Deputy
Position 1/Utilities - Fritz	**Action Taken:**
Position 2/Works - Fish	Sep 07 2017 Continued to Sep 14 2017 2PM Time Certain
Position 3/Affairs - Saltzman	Sep 14 2017 Continued to Sep 20 2017 3PM Time Certain
Position 4/Safety - Eudaly	Sept 20 2017 Continued to Oct 18 2017 2PM Time Certain
BUREAU APPROVAL	Oct 18 2017 Continued to Nov 2 2017 2PM Time Certain
Bureau: Planning and Sustainability	Nov 2 2017 Rescheduled to Nov 29 2017 4PM Time Certain
Bureau Head: Susan Anderson Susan Anderson	Nov 29 2017 Continued to Dec 6 2017 2PM Time Certain
Prepared by: Nicholas Starin	Dec 6 2017 Continued to Jan 18 2018 2PM Time Certain
Date Prepared: 8/14/17	Jan 18 2018 Continued to Mar 7 2018 2PM Time Certain
Impact Statement	Mar 7 2018 Continued to Mar 15 2018 4PM Time Certain
Completed ☒ Amends Budget ☐	Mar 15 2018 Continued to Mar 22 2018 2PM Time Certain
Portland Policy Document	Mar 22 2018 Continued to Apr 4 2018 2PM Time Certain
If "Yes" requires City Policy paragraph stated in document.	APR 04 2018 CONTINUED TO APR 11 2018 4:30 pm Time Certain
Yes ☐ No ☒	APR 11 2018 CONTINUED TO MAY 24 2018 2:30 pm Time Certain
City Auditor Office Approval: required for Code Ordinances	MAY 24 2018 CONTINUED TO JUN 06 2018 2:00 TC
City Attorney Approval: required for contract, code. easement, franchise, charter, Comp Plan Kees	As Amended
Council Meeting Date 9/7/17	

AGENDA
TIME CERTAIN ☒ **Start time: 2:00 2 of 3** **Total amount of time needed: 3 hours** (for presentation, testimony and discussion)
CONSENT ☐
REGULAR ☐ **Total amount of time needed: _____** (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	—	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Resolution)

Contact name: Rachael Hoy, BPS
Contact phone: 503-823-6042
Presenter name: Rachael Hoy, BPS

Purpose of proposed legislation and background information:

The *Central City 2035 Plan* (CC2035) is the culmination of a multi-year effort to comprehensively update the *Central City Plan*, adopted in 1988. This resolution, a part of the larger CC2035 legislative package, adopts as non-binding policy the plan's action charts, performance targets and urban design diagrams. The goals, policies and implementing Zoning Code amendments are being adopted by a separate ordinance. The action charts adopted by this resolution provide a starting place from which the City and community partners may develop projects and programs to help implement the goals and policies of the plan. The performance targets provide aspirational objectives by which to measure progress towards achieving the goals and policies of the plan. Finally, the urban design diagrams provide guidance to help City bureaus and partners prioritize investments to support the Central City's growth and shape its urban form, connectivity, development character and public spaces.

Financial and budgetary impacts:

The action charts, contained in plan Volume 5A, outline a large number of ongoing programs and potential future programs and projects, with several City bureaus identified as implementers. The actions are assigned approximate timelines: ongoing; next five years; or 6 to 20 years. Most of these actions have potential budgetary implications for the City. However, this resolution does not amend the budget or appropriate funding for any of the actions. Whether and how to implement the actions is subject to future bureau work plan decisions and City Council budgetary processes.

The performance targets in plan Volume 5A are aspirational in nature. The Central City 2035 goals, policies and Zoning Code amendments, adopted by a separate ordinance, are intended to help achieve the targets. Other actions needed to help achieve the targets, some of which are listed in the action charts while others are as-yet undefined, have potential financial implications. Their budgetary impacts will be addressed at the time those actions are initiated.

The urban design diagrams in plan Volume 1 describe the desired urban form and character of the Central City. The Central City 2035 goals, policies and Zoning Code amendments, adopted by a separate ordinance, implement, in part, the urban design diagrams. In turn, the urban design diagrams are intended to help inform future actions that help implement the broader objectives of the plan. The budgetary impacts of those actions will be addressed at the time they are initiated.

Community impacts and community involvement:

The action charts, performance targets and urban design diagrams are elements of the larger *Central City 2035 Plan*. In the broadest sense, the new policy framework created by the CC2035 Plan will impact all Portlanders over time, especially those who live, work and visit the Central City. As part of the coordinated growth strategy embodied in the new *2035 Comprehensive Plan*, the *Central City 2035 Plan* will have an impact on the type, location and scale of residential and commercial development, as well as the ways that people will get around in the future. Direct impacts of the plan's proposed future actions will occur when they are implemented, for instance when new public facilities are built or new City programs are developed.

The Central City 2035 planning process has included extensive public outreach. Volume 6 of the plan summarizes public involvement for the project prior to the release of the proposed draft. It includes a public engagement summary and an outreach log of activities. The planning process brought together thousands of people at outreach events and activities. Hundreds of Portlanders provided formal testimony to the Planning and Sustainability Commission and the City Council on the various projects that guided development of the plan. See Volume 6 for a description of the public outreach and engagement completed as part of the project.

The Outreach Activities Log provides an extensive list of events held or attended, with the organizations, dates and number of people in attendance. The log shows that CC2035 public outreach included engagement with:

- Community and interest-based organizations, e.g. Latino Network, Upstream Public Health, Urban League of Portland, Portland Commission on Disability Accessibility and Built Environment Committee, and Diversity and Civic Leadership Group;
- Neighborhood and business groups, e.g. Old Town/Chinatown Neighborhood Association, Lloyd District Community Association, Central Eastside Industrial Council and the Portland Business Alliance;
- Property owners, institutions, businesses, nonprofits representing diverse interests such as environment, urban design and transportation modes, etc.; and
- Governments, including the Confederated Tribes of the Grande Ronde, and public agencies such as the Oregon Department of Transportation, Portland Public Schools and TriMet.

Budgetary Impact Worksheet

Does this action change appropriations?

☐ **YES**: Please complete the information below.
X **NO**: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: May 15, 2018

TO: City Council

FROM: Sallie Edmunds, Bureau of Planning and Sustainability

SUBJECT: Amendment Request for Council Agenda Item 529

Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Resolution)

Due to a change in the effective date of the *Central City 2035 Plan* legislative package and Council amendments to Exhibits A and B, the following changes are needed to two whereas statements and one resolved statement. The amendments, as well as substitute Exhibits A and B, will be presented at the City Council meeting on May 24, 2018.

WHEREAS, the action charts contained in Volume 5A of the *Central City 2035 Plan*, as amended by City Council and dated May 2018, attached as Exhibit A, describe future projects and programs that will help implement the goals and policies of the Central City 2035 Plan; and

…

WHEREAS, the Urban Design Concept, Urban Design Framework, Street and Development Character Concept and District Urban Design Concept Diagrams contained in Volume 1 of the *Central City 2035 Plan*, as amended by City Council and dated May 2018, attached as Exhibit B, provide guidance to help shape the urban form and design of the Central City; and

…

BE IT FURTHER RESOLVED, that this resolution will take effect on ~~March 1~~July 9, 2018.

37360

Testimony Note.

See Ordinance No. 189000 for Testimony on all Central City 2035 items, 610-614.

S-610	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Second Reading Agenda 538; introduced by Mayor Wheeler) 30 minutes requested for items 610 - 614 (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189000** **AS AMENDED**
611	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Second Reading Agenda 539; introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**189001** **AS AMENDED**
S-612	Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Second Reading 528; introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189002**
613	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 529; Resolution introduced by Mayor Wheeler) (Y-4)	**37360** **AS AMENDED**
614	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 530; Resolution introduced by Mayor Wheeler) (Y-4)	**37361** **AS AMENDED**

11/29/2017

Motions for Items 1273 & 1274

1. 1273 & 1274 Accept Minor or Technical Amendments: Moved by Fritz and seconded by Eudaly.

2. 1273 A – West Quadrant SAC Map, Part 2: Moved by Fritz and seconded by Eudaly.

3. 1273 C3 – View of Vista Bridge: Moved by Fritz and seconded by Eudaly.

4. 1273 F1 – Ecoroofs: Moved by Eudaly and seconded by Fish.

5. 1274 F2 – Light Pollution: Moved by Fish and seconded by Fritz.

6. 1273 F3 – Bird Safe – technical amendments: Moved by Wheeler and seconded by Eudaly.

7. 1274 H2 – Redevelopment in the floodplain: Moved by Fish and seconded by Fritz.

8. 1273 G1 – Expand the transfer within a subdistrict: Moved by Wheeler and seconded by Eudaly.

9. 1273 G2a – Increase bonus FAR, allow more than 3:1 FAR to be earned through bonus: Moved by Wheeler and seconded by Fritz.

10. 1274 G2b – Increase bonus FAR, analyze options: Moved by Wheeler and seconded by Fritz.

No Council votes taken on the motions.

1272	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1194; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 1.5 hours requested for items 1272-1275	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
1273	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1195; Ordinance introduced by Mayor Wheeler)	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
1274	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1196; Resolution introduced by Mayor Wheeler)	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
1275	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1197; Resolution introduced by Mayor Wheeler) Clerk note: 11-29 amendment motions to come.	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**

1273 & 1274 37360

CC2035 City Council Agenda for November 29, 2017

November 21, 2017

	#	AMENDMENTS & DISCUSSION ITEMS	Mayor	Fritz	Fish	Eudaly	Saltzman (absent)
1273	A	**West Quadrant SAC Map, Part 2**					
		Revised Map		Y			
	C	**SCENIC VIEWS, Part 2**					
1273	3	View of Vista Bridge		A			
	F	**GREEN BUILDINGS, Part 2**					
1273	1	Ecoroofs		Y		A	
1274	2	Light Pollution		Y	A		
1273	3	Bird Safe-technical amendments	A				
	H	**RIVER/ENVIRONMENTAL**					
1274	2	Redevelopment in the floodplain		Y	A		
	4	River Setback Width		Y	Y		
	G	**BONUSES AND TRANSFERS**					
1273	1	Expand the transfer within a subdistrict	A		Y		
1273	2 a	Increase bonus FAR	A				

1274 G26 ANALYZE OPTIONS

	DISCUSS ?	#	MINOR OR TECHNICAL AMENDMENTS	Mayor	Fritz	Fish	Eudaly	Saltzman (absent)
1274		D2	I-5 Rose Quarter Action		A			
1273		C6	View of St Helens from Terwilliger	A				
1273		H1	Historic buildings in river setback	A				Y
1274		H3	NW hardy plants to Portland Plant List		A			
1274		I1	Dog park actions: lead and timeframe		A			
1274		I2	New Pearl District park @ Centennial Mill	A				
1273		K1	Active Use requirement in the Pearl	A				
↓		K2	Ground floor windows into parking garages	A				
		K3	Shadow study technical correction	A				
		K4	Pearl special building height corridor	A				

A: Amendment (code, map or action)

Y: Request for Council Discussion only. No amendment under consideration at this time.

November 21, 2017

MEMORANDUM

To: Mayor Wheeler and members of the Portland City Council
From: Sallie Edmunds, Central City, River and Environmental Planning Manager
Copy: Susan Anderson, Director; Joe Zehnder, Chief Planner
Subject: Continued Deliberations on CC2035 on November 29, 2017

City Council will continue its discussion of issues and potential amendments to the CC2035 Plan at 4 pm on November 29, 2017. The agenda for the meeting is on page two of this memo.

The materials for the meeting include the following tables:

Table C: Scenic Views, Part 2	Page 1
Table D: TSP and Related items	Page 4
Table F: Green Buildings, Part 2	Page 5
Table G: Bonuses and Transfers	Page 8
Table H: Willamette River and Environmental	Page 12
Table I: Trails Parks and Open Spaces	Page 15
Table K: Misc. Code and Map	Page 16

Each of the tables includes the following information about the proposed amendments:

***Discuss**: Y = a City Commissioner has indicated a desire to discuss this topic.*
***Comment**: This indicates the unique number for the testimony in the Testimony Database and Reader*
***Commenter(s):** The name of the person requesting the amendment.*
***Topic**: A brief description of the requested topic.*
***Commenter's Proposed Amendment**: The specific change to the plan being requested.*
***BPS Recommends**: Recommendation by Bureau of Planning and Sustainability staff on the request.*
***Staff Comments**: BPS staff commentary on the request and rationale for recommendation.*

As noted on the agenda, the first set of items are either discussion items or amendments that staff will present. The second set of items are listed as minor or technical amendments that staff think can be moved and seconded as a group. If any council member wants to pull one of these items out of the package for discussion, let me know.

Amendments moved and seconded on November 29 will be part of the full package of amendments heard on January 18, 2018 at 2 pm.

We look forward to the discussion!

CC2035 City Council Agenda for November 29, 2017

November 21, 2017

#	AMENDMENTS & DISCUSSION ITEMS	Mayor	Fritz	Fish	Eudaly	Saltzman (absent)
A	**West Quadrant SAC Map, Part 2**					
	Revised Map		Y			
C	**SCENIC VIEWS, Part 2**					
3	View of Vista Bridge		A			
F	**GREEN BUILDINGS, Part 2**					
1	Ecoroofs		Y		A	
2	Light Pollution		Y	A		
3	Bird Safe-technical amendments	A				
H	**RIVER/ENVIRONMENTAL**					
2	Redevelopment in the floodplain		Y	A		
4	River Setback Width		Y	Y		
G	**BONUSES AND TRANSFERS**					
1	Expand the transfer within a subdistrict	A		Y		
2	Increase bonus FAR	A				

DISCUSS ?	#	MINOR OR TECHNICAL AMENDMENTS	Mayor	Fritz	Fish	Eudaly	Saltzman (absent)
	D2	I-5 Rose Quarter Action		A			
	C6	View of St Helens from Terwilliger	A				
	H1	Historic buildings in river setback	A				Y
	H3	NW hardy plants to Portland Plant List		A			
	I1	Dog park actions: lead and timeframe		A			
	I2	New Pearl District park @ Centennial Mill	A				
	K1	Active Use requirement in the Pearl	A				
	K2	Ground floor windows into parking garages	A				
	K3	Shadow study technical correction	A				
	K4	Pearl special building height corridor	A				

A: Amendment (code, map or action)

Y: Request for Council Discussion only. No amendment under consideration at this time.

Central City 2035
Updated 11-29-17

City Council – Ecoroof Draft Amendment REVISED

Gray highlighted text are draft amendments that were included in the November 21, 2017 packet for City Council. Yellow highlighted text are NEW draft amendments.

33.510.243 Ecoroofs

A. Purpose. Ecoroofs provide multiple complementary benefits in urban areas, including stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. The standards are intended to:

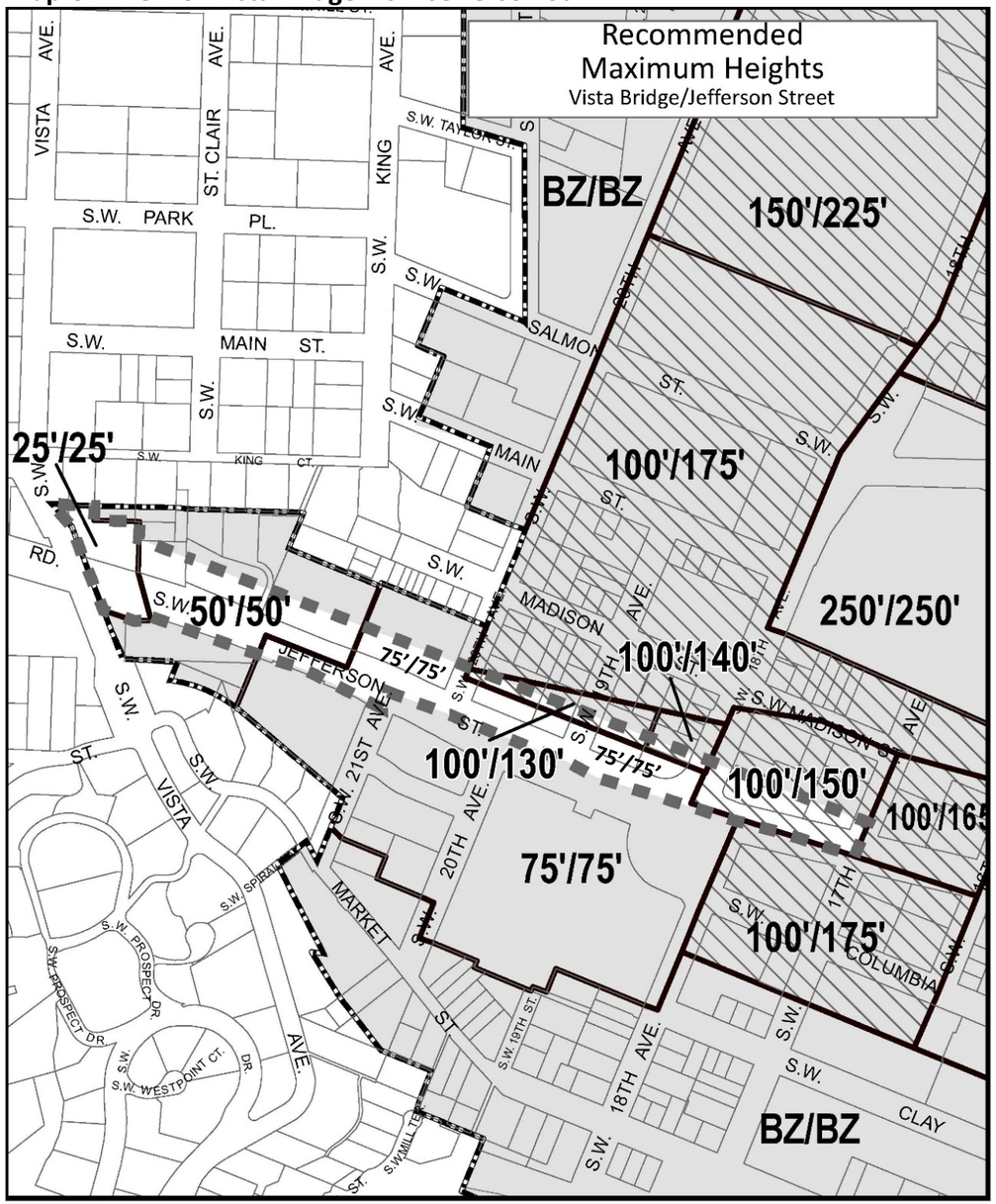
- Maximize the coverage of ecoroofs;
- Allow for the placement of structures and other items that need to be located on roofs; and
- Support the architectural variability of rooftops in the Central City.

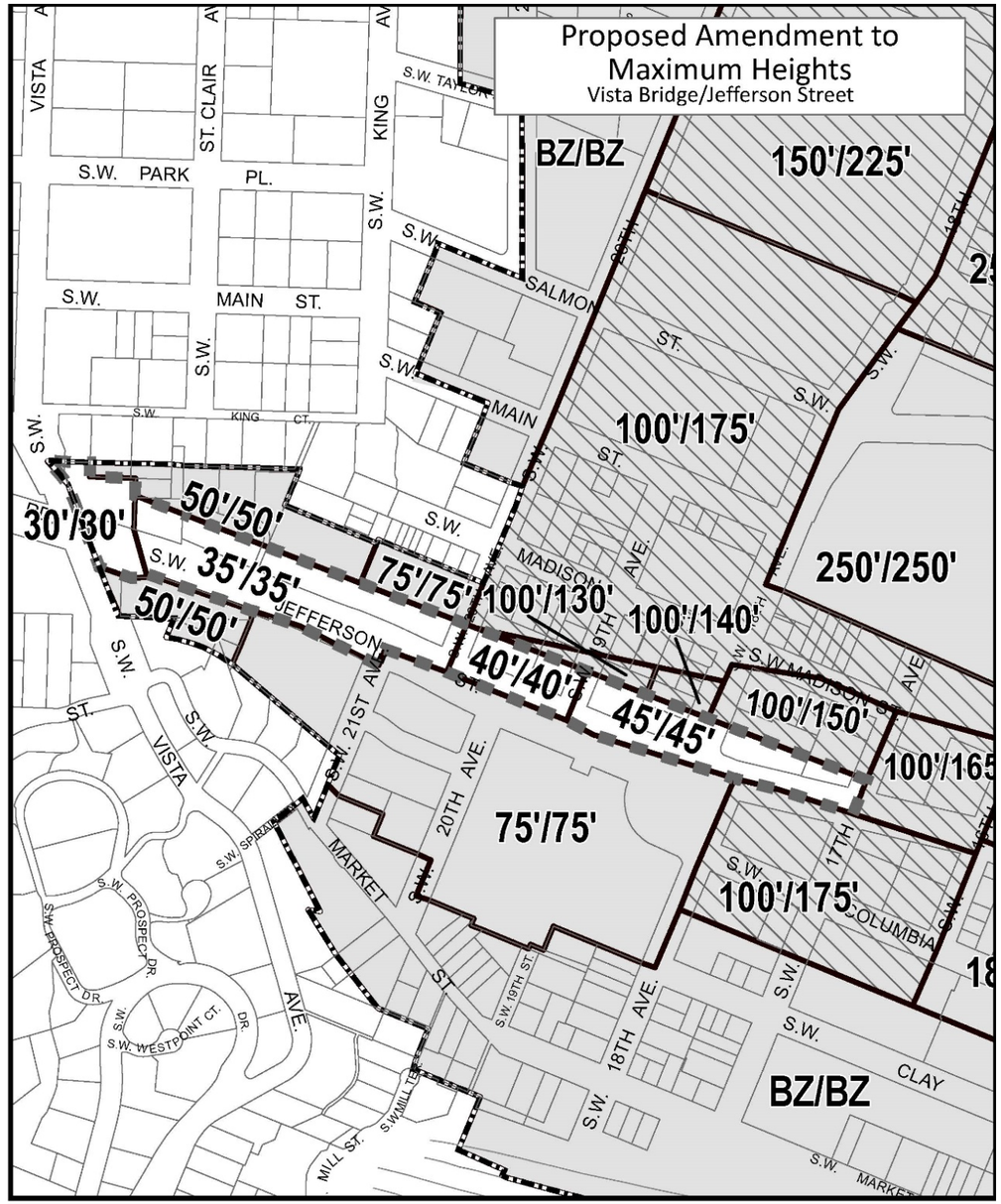
B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of 20,000 square feet or more must have an ecoroof that meets the following standards:

1. The ecoroof, including required firebreaks between ecoroof areas, must cover 100 percent of the building roof area, except that up to 40 percent of the building roof area can be covered with a combination of the following. Roof top parking does not count as roof area. Roof area that has a slope greater than 25% does not count as roof area:
   a. Mechanical equipment, housing for mechanical equipment and required access to, or clearance from, mechanical equipment;
   b. Areas used for fire evacuation routes;
   c. Stairwell and elevator enclosures;
   d. Skylights;
   e. Solar panels;
   f. Wind turbines; or
   g. Common outdoor areas that are accessible through a shared entrance.
2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual's ecoroof facility design criteria.

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
3	**Y**	22981 23081 22594	Micahel Mehaffy; Trancy Prince; Wendy Rahm; Numerous others	**View of Vista Bridge from Jefferson St**	Return the height limits to the existing heights along the north side of SW Jefferson St to protect the view of Vista Bridge from SW 14th Avenue.	**Maintain Recommended Heights**	The height increase from the existing 35' – 45' to the recommended 75' along the north side of SW Jefferson St is intended to support the goals for SW Jefferson as a commercial corridor located at a light rail stop. Allowing 75' will provide flexibility for site to redevelop. Allowing up to 75' of height would intrude into the existing view of Vista Bridge from SW 14th Avenue; however, the bridge is still visible. In addition, while Vista Bridge is visible at SW 14th Avenue, it is only visible from the middle of the street. The bridge is not visible from either sidewalk and there is no opportunity for a developed viewpoint at SW 14th for pedestrian use. The view of the bridge disappears from SW 14th Avenue to SW 18th Avenue/Collins Circle. **See attached Map C1.**
6			Wheeler	**View of Mt St Helens from Terwilliger Blvd**	Correct height limits on two block in the Lloyd District to protect the view of Mt St Helens from Terwilliger Blvd.	**Amend the Heights**	On three blocks in the Lloyd District, bonus heights were increased to 400'. (The base remained at 250'.) Upon further analysis, these blocks intrude into the view of Mt St Helens from a protected viewpoint on Terwilliger Blvd. Reducing the *bonus* height from 400' to 350' will protect the view. **See attached Map C2.**

Map C1: View of Vista Bridge from Jefferson St





November 1, 2017

Central City Plan District Boundary

Base/Maximum Heights Boundary

Area eligible for height increase

Proposed Amendment Area*

BZ = Base zone heights apply

*This map shows proposed amendments only within this area. Any proposed amendments outside this area are shown on separate maps.

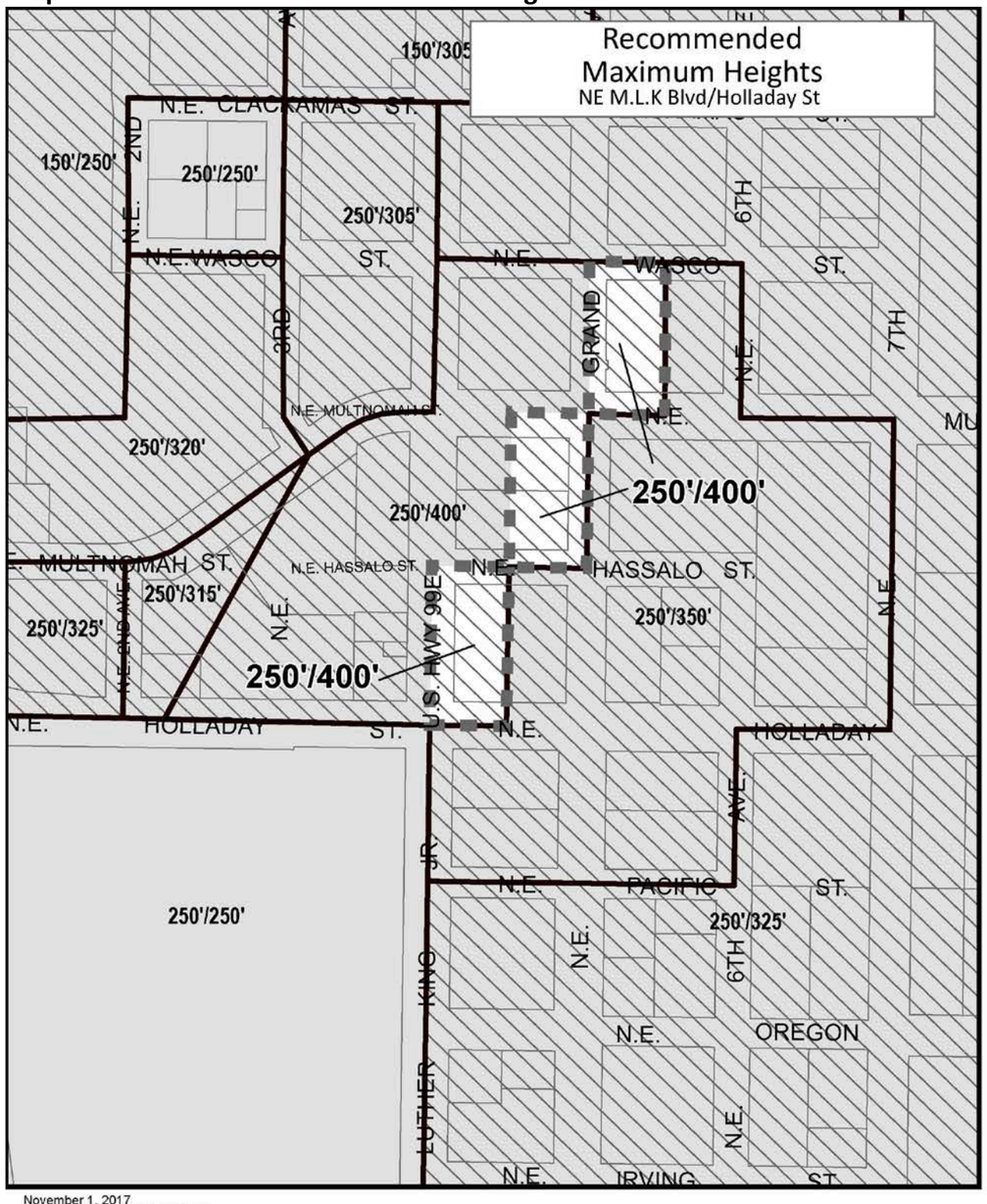
NORTH

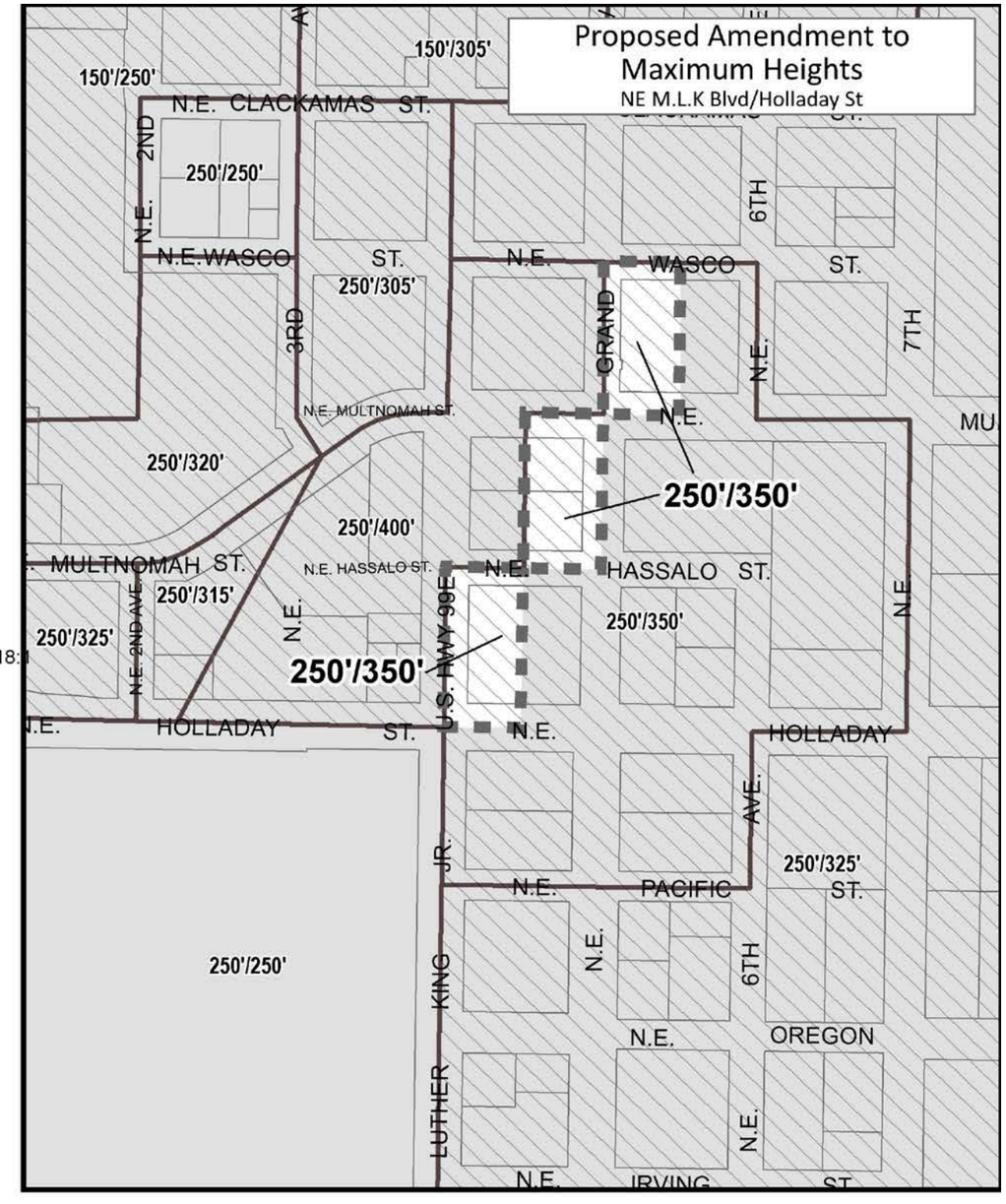
0 200 400

Scale in Feet

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Map C2: View of Mt St Helens from Terwilliger Blvd





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No.	Discuss	Comment	Commenter(s)	Topic	Proposed Amendment	PBOT Recommends	Staff Comments
2			Saltzman; Fritz	**TSP Project List, I-5 Rose Quarter Action Item**	Broadway/Weidler Rose Quarter Interchange Project Additional revisions requested by Commissioner Fritz on October 18, 2017 are highlighted.	**Amend Action**	Amend Rose Quarter Action item TR120 in Vol 5A., p114 4. ODOT, ~~and~~ in partnership with PBOT, will implement ~~are encouraged to evaluate~~ congestion pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of this project. 5. Relevant City bureaus will work cooperatively to make sure all elements of the project identified in the I-5 Broadway-Weidler Facility Plan are implemented and to integrate the project with other City-led and community efforts that advance City goals in the Rose Quarter, Lloyd District, Lower Albina and immediate NE Portland. Special attention will be given to opportunities to include more affordable housing, promote economic development and redevelopment, implement multimodal transportation improvements including the Green Loop, and provide additional open space opportunities under an overall equity strategy for City led investments in the area. Emphasis will be placed on addressing the needs of communities originally disadvantaged by construction of the freeway. Lead: PBOT, ODOT

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
1	**Y**	22638 22957 22930 22967 22989 23020	Mary Vogel; Tim Labbe; Bob Sallinger; Elisabeth Morris; Andrea Saven; Amy Chomowicz; Numerous others	**Ecoroof Requirement**	1. Increase the remaining coverage from 60 percent to 80% or 100% 2. Require 30% roof top vegetation coverage 3. Remove the solar exemption; remove all exemptions 4. Define amenity space (definition offered in letter) 5. Include buildings smaller than 20,000 sq ft; require on buildings 5,000 sq ft or larger 6. Restore green roof incentive program 7. Consider the alternative of white roofs to the strict eco-roof requirement; remove ecoroof requirement	**Amend Standard**	Below is the amended ecoroof standard. Note this is a new standard in the code, but for ease of readability it is not underlined. The substantive changes are highlighted in gray, which will be removed prior to adoption. **33.510.243 Ecoroofs** **A. Purpose.** Ecoroofs provide multiple complementary benefits in urban areas, including stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. **B. Ecoroof standard.** In the CX, EX, RX, and IG1 zones, new buildings with a net building area of 20,000 square feet or more must have an ecoroof that meets the following standards: 1. The ecoroof, including required firebreaks between ecoroof areas, must cover 100 percent of the building roof area, except that up to 40 percent of the building roof area can be covered with a combination of the following. Roof top parking does not count as roof area**:** a. Mechanical equipment, housing for mechanical equipment and required access to or clearance from, mechanical equipment; b. Areas used for fire evacuation routes; c. Stairwell and elevator enclosures; d. Skylights; e. Solar panels; f. Wind turbines; or g. Uncovered common outdoor areas. Common outdoor areas must be accessible through a shared entrance. 2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual's *Ecoroof Facility Design Criteria*. Staff do not recommend lowering the threshold to 5,000 sq. ft. of net (total) building size. In the Central City today, over 70% of the rooftop areas are located on buildings larger than 20,000 sq. ft. Staff have not studied the economic impact of requiring ecoroofs on smaller structures. Staff do not recommend allowing white roofs instead of an ecoroof because white roofs address only one issue – heat island.

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
2	**Y**	22930	Bob Sallinger Numerous others	**Light Pollution**	Expand the lighting standard to cover the entire the Central City.	**Amend Action**	Amend action EN13 as follows "Initiate ~~Consider~~ a "Dark Skies" project ~~initiative~~ and implement ~~identify~~ best practices to reduce the impacts of nighttime lighting and sky glare on human health and well-being, wildlife and energy consumption." Lead is Bureau of Planning and Sustainability; partners are Bureau of Environmental Services, Office of Management and Finance and Bureau of Development Services. Timeline is Next 5 years.

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
3	**Y**	22930	Bob Sallinger	**Bird-safe Requirement**	Audubon provide a number of technical amendments to improve the bird-safe standards. (Please refer to letter for details.)	**Amend Standard** **and** **Create Administrative Rule**	The details for the pattern measurements and application techniques will be moved into an administrative rule and updated to reflect Audubon's technical amendments. Moving the window treatment details to an administrative rule provides more flexibly in the future to adjust the measurements or techniques to reflect changes in technology. The administrative rule will be completed by the effective date of CC2035. The amendment to the standard is below. Note this is a new standard in the code, but for ease of readability it is not underlined. The change is shown in gray highlighting, which will be removed before adoption. **33.510.223 Bird-Safe Exterior Glazing** **A. Purpose.** The bird-safe glazing standards are intended to reduce the risk of bird-to-building collisions. The standards reduce the transparency, or reflectivity, of exterior windows and other glazed surfaces, thereby improving the visibility of exterior glazed surfaces to birds. The reduction in transparency applies to the portions of buildings that studies show are associated with the greatest occurrence of bird strikes. **B. Development subject to the bird-safe exterior glazing standards.** The bird-safe glazing standards apply to new buildings and major remodels. For new buildings, the standards apply per façade when the façade has 30 percent or more glazing within the first 60 feet measured from the sidewalk. For major remodels, the standards apply per facade when at least 75 percent of the façade is altered and the altered façade has 30 percent or more glazing within the first 60 feet measured from the sidewalk. The standards do not apply to houses, attached houses, manufactured homes, accessory dwelling units, duplexes, attached duplexes, triplexes, historic landmarks, and contributing resources in historic or conservation districts. **C. Bird-safe exterior glazing standards.** At least 90 percent of the windows and glazing on the following portions of each façade must choose treatment patterns and application techniques from the Portland Bird-Safe Windows List: 1. Windows and glazing, including glazed balcony railings, located within the first 60 feet of the building measured from the sidewalk; 2. Windows and glazing located directly adjacent to an ecoroof, roof garden, or other vegetated or landscaped roof area; and 3. The glazed portions of sky bridges and glass walls.

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
1	**Y**	22920	Downtown Development Group	**Expand Transfers within a subdistrict**	Allow transfer of FAR between some subdistricts including West End and Downtown	**Amend zoning code and add new map**	Staff proposes to combine several subdistricts into a single larger "Floor area transfer sector" within which floor area can be transferred between properties. This new area covers the Pearl, Downtown, Old Town/Chinatown, West End and South Downtown subdistricts. Goose Hollow, South Waterfront, Central Eastside and Lloyd subdistricts remain separate "Floor area transfer sectors," as shown on **attached Map G1** (Map 510-23). The new sector increases the pool of unused FAR that is available to a significant amount of the Central City. This simplifies the system and addresses concerns that the supply of transfer floor area could be overly constrained. Staff supports this change even though it is not clear that the supply of transfer floor area is overly constrained. For instance, it is estimated that, today, there is over 200,000,000 sq. ft. of unused base floor area in the Central City. For context, Big Pink is 740,000 square feet. This amount of unused FAR equals 270 Big Pink buildings. In historic districts alone, there is 24,000,000 unused sq. ft. The amendment is intended to make each transfer sector as large as possible, while keeping areas that correspond to CC2035 transportation impact modeling, especially regarding the regional transportation system. **Amend 33.510.205.D.2** **2. Transfer of floor area within a floor area transfer sector.** In the RX, CX, and EX zones, floor area, including bonus floor area and bonus floor area earned through a bonus that no longer exists in the zoning code, may be transferred between sites. The sites are not required to be abutting, however both the sending site and the receiving site must be located within the same floor area transfer sector shown on Map 510-23. In addition, floor area transfers are subject to the following requirements: a. The sending site must not be a Historic or Conservation landmark or a contributing resource in a historic or a conservation district; b. If bonus floor area is included in the transfer, the public benefit to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit on the receiving site taking advantage of the bonus floor area; and c. The property owner(s) must execute a covenant for both sites. The covenants must comply with the regulations of 33.700.060, must be recorded with the deeds for each site, and must reflect the existing floor area on each site and the respective increase and decrease of potential floor area. **3. Transfer of floor area between subdistricts** [remove this paragraph]

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
2	**Y**	23106	Gwenn Baldwin /LOCUS	**Allow more than 3:1 FAR to be earned through bonus.**	1. Allow more than 3:1 FAR to be earned as part of the Inclusionary Housing bonus program for commercial development. LOCUS argues this is needed to better ensure that commercial development use of bonus FAR is financially feasible. They contend that it is not financially feasible under the current IH fee-in-lieu. They argue that without this commercial development in the Central City will be underbuilt.	**1.Amend code**	Staff agrees that modifying the amount of FAR available to commercial projects may help boost development. The cost per square foot of bonus floor area is set in Title 30 by the Portland Housing Bureau at $24/square foot. This fee was determined based on a study by Economic Planning Systems (EPS), commissioned by PHB in 2014. The fee structure is scheduled to be reevaluated three years after adoption. Since adoption of the IH program, there have been sizable increases in the cost of materials and construction. While mixed-use and residential buildings qualify for cost offsets under the IH program, these do not apply to commercial development. This amendment would change the IH bonus for commercial development from $24/1 sq. ft. of bonus floor area to $24/1.5 sq. ft. of bonus floor area for a period of 18 months. This approach effectively changes the in-lieu fee rate from $24/sf to $14/sf. This is an interim solution until the fee is reevaluated and updated. **Amend 33.510.205.C.2** **2. Bonus floor area options.** a. Inclusionary housing bonus option. Projects that include buildings that trigger 33.245, Inclusionary Housing, receive bonus floor area. The amount of bonus floor area earned is an amount equal to the net building area of the building that triggers 33.245, up to a maximum increase of 3 to 1 FAR on the site. b. Affordable Housing Fund bonus option. Proposals that contribute to the Affordable Housing Fund (AHF) receive bonus floor area. Up to 3 to 1 FAR can be earned by paying into the fund. For each square foot purchased a fee must be paid to the Portland Housing Bureau (PHB). Until [insert date that is exactly 18 months after effective date] the applicant will receive 1.5 square feet of bonus floor area for each square foot purchased from PHB. After [insert date from above] the applicant will receive 1 square foot of bonus floor area for each square foot purchased. The Portland Housing Bureau collects and administers the Affordable Housing Fund, and PHB determines the fee per square foot and updates the fee at least every three years. The fee schedule is available from the Bureau of Development Services. To qualify for this bonus option, the applicant must provide a letter from the PHB documenting the amount that has been contributed to the AHF. The letter is required to be submitted before a building permit can be issued for the development, but it is not required in order to apply for a land use review.

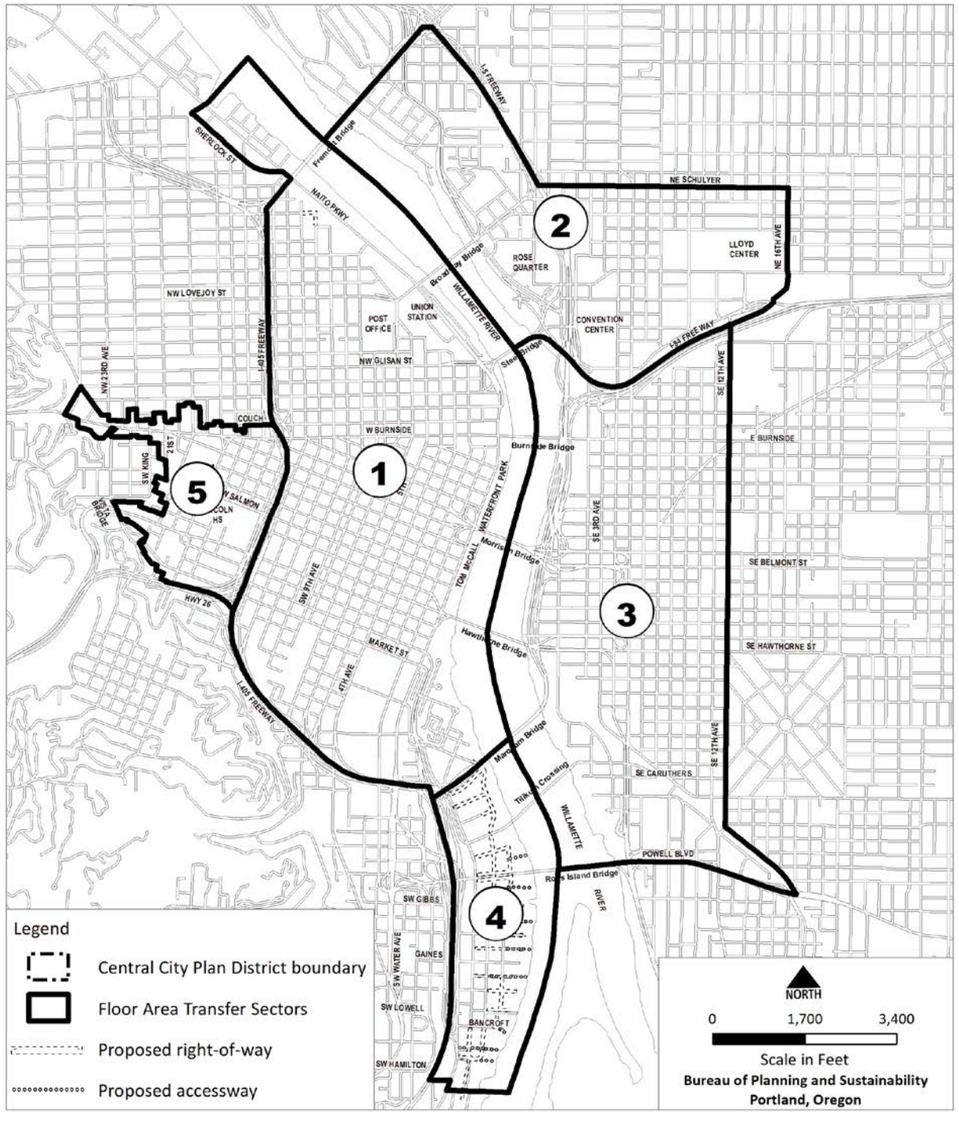
No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
2					2. Do not limit the amount of bonus that can be earned on a site in the Central City to 3:1. The additional floor area should be at no additional cost to the project or reduce the cost per square foot for floor area.	**2. Add Action**	Staff agrees that the cap on bonus FAR in the Central City should be reviewed. CC2035 leaves the 3:1 cap in place. However, the transportation hierarchy in the new Comprehensive Plan and the new MMA designation from ODOT would allow consideration of adding density to the Central City. Doing this through allowing greater bonus FAR would be consistent with CC2035. Designing and evaluating such a change is best done as an amendment to CC2035 after its adoption and through its own legislative project. Staff can start this analysis early in 2018. Add the following action item to Volume 5 with BPS as the lead implementer with PHB as a partner: Analyze options for increasing bonus FAR in the Central City. a) Develop scenarios for increasing the amount of bonus FAR that can be earned and used on sites in the Central City. This should consider options for how much more floor area, in which parts of the Central City, for what type of development, and in return for what type of public benefits, if any beyond Inclusionary Housing. b) Conduct the economic analysis needed to set the cost structure for earning this additional bonus. c) Evaluate the impacts of additional floor area on the transportation system. Identify whether and how these mitigate the impacts, such as parking limits or TDM plan. d) Model and evaluate the urban design impacts of the preferred scenario.

Map G1

Floor Area Transfer Sectors

Map 510-23

Map Revised Xxxxx, 201X



No.	Discuss	Comment	Commenter(s)	Topic	Proposed Amendment	BPS Recommends	Staff Comments
4	**Y**	22930 22602 24284 22873	Sallinger Galick Jordan Sorensen	**River Setback Width**	1. Consider if there are locations where a wider setback could be included. 2. Recommend increasing the greenway setback to at least 75 feet; 50 feet closest to river for revegetation and habitat only and next 25 feet for the recreational trail. 3. Recommend expanding the river setback from 50 feet to 100 feet from top of bank. Sorensen, recommends 100- foot setback north of Steel Bridge in the Pearl District.	**Maintain Recommended Setback**	The Willamette River Central Reach is largely built out based on the existing 25-ft setback which has been in place since 1987. There are very few riverfront properties that will redevelop between now and 2035. A 50-ft setback is the largest reasonable setback given the amount of existing development. A larger setback would result in many more nonconforming developments. However, a 50-ft setback does not afford enough space for adequate natural resource protection given that the public trail will also go in the setback. In other reaches of the Willamette River, it is appropriate to explore if wider setbacks can be achieved. In the Central Reach, there is a recommended riverfront open space bonus. At the time of redevelopment, if a building is setback more than 50 feet from top of bank, the development earns a 3:1 FAR bonus.
2	**Y**	22930 22602 22957	Sallinger Galick Labbe	**Redevelopment in the Floodplain or Setback**	Recommend a new mechanism(s) to require existing properties to come into compliance within 5 years, starting from 2016. Or include incentives for people to move out of the setback when redeveloping the site.	**Add a New Action** **Amend Actions**	Add a new action: “Explore options to incent property owners to voluntarily move structures or parts of structures out of the floodplain or River setback, in all reaches of the Willamette River, prior to any full site redevelopment.” Lead is Bureau of Planning and Sustainability; partners are Bureau of Environmental Services, Office of Management and Finance, Bureau of Emergency Management and Bureau of Development Services. Timeline is Next 5 years. Add Office of Management and Finance as a partner to actions related to the floodplain: EN8, EN9, EN22 and EN51.

No.	Discuss	Comment	Commenter(s)	Topic	Proposed Amendment	BPS Recommends	Staff Comments
1			Wheeler	**Historic Buildings in the River setback**	Exempt buildings designate as a Conservation or Historic Landmark from the river setback requirement.	**Revise Amendment**	The river setback requires that development that is not river-dependent or river-related be setback from the top of bank. However, some historic buildings were constructed before setback requirements. These buildings may no longer be used for river-dependent or river-related uses even though they were historically. The setback requirement would mean that uses inside the first 50 feet of the building, for all stories, would have to river-dependent and river-related. That would be very difficult to achieve and likely not economically viable. Exempting Conservation or Historic Landmarks from the river setback requirement will help maintain historic structures consistent with Statewide Planning Goal 15, Willamette River Greenway, goals for preserving historic resources associated with the river. And additional refinement to the amended zoning code is proposed below. Note this is a new standard in the code, but for ease of readability it is not underlined. The substantive changes are highlighted in gray, which will be removed prior to adoption. **3.475.210 River Setback** **D. River setback standards.** 1. Development landward of the river setback. Development, exterior alterations, excavations, and fills landward of the river setback are not required to be river-dependent or river-related. 2. Development within or riverward of the river setback. Except as follows, development, exterior alterations, excavations, and fills within or riverward of the river setback must be river-dependent or river-related: a. Development, exterior alterations, excavations, and fills that are not river-dependent or river-related are allowed to encroach into the river setback as described in Subsection E. Development, exterior alterations, excavations, and fills located riverward of the setback must be river-dependent or river-related; b. Development within a Historic or Conservation landmark located within or riverward of the river setback is not required to be river-dependent or river-related, and the floor area of the landmark and the exterior improvement area associated with the landmark can be increased up to a total of 10 percent within the river setback when the alteration does not bring the building or exterior improvement area closer to the river. c. Development, exterior alterations, excavations, and fills that are not river-dependent or river-related are allowed if approved through a Greenway Goal Exception.

No.	Discuss	Comment	Commenter(s)	Topic	Proposed Amendment	BPS Recommends	Staff Comments
3		22988	PP&R	**Northwest Hardy Plants**	Create a plant list of “northwest hardy plants” that can be used in mitigation and enhancement plantings.	**Add a New Action**	Add a new action: “Consider updating the Portland Plant list to add a Northwest Hardy Plant List.” Lead is Portland Parks and Recreation; partners are Bureau of Planning and Sustainability and Bureau of Environmental Services. Timeline is 6-20 years.

No.	Discuss	Comment	Commenter(s)	Topic	Proposed Amendment	BPS Recommends	Staff Comments
1		22988	PP&R	**Dog Park**	Revise Action item HN6 timeframe for an off-leash dog area to serve West End residents from 6-20 years to ongoing.	**Revise Action Items**	Portland Parks and Recreation (PP&R) wants private entities to lead on development of dog parks in the Central City and recognizes the need to have this be an ongoing activity to achieve. Also, there is a need to make changes for similar Action HN2. The revised actions are: HN2 Encourage the development of a dog park to serve Downtown residents. Timeline: ~~6-20 years~~ Ongoing Lead: ~~PPR~~ Private Partner: ~~Private~~ PPR HN6 Encourage the development of a dog park to serve West End residents. Timeline: ~~6-20 years~~ Ongoing Lead: ~~PPR~~ Private Partner: ~~Private~~ PPR
2		23169	Mazer	**Pearl District Park**	Request a new Pearl District Park at the Centennial Mills site since the neighborhood is parks and open spaces deficient.	**Revise Action Item**	After staff consultation with PP&R and Prosper Portland, staff recommends amending Action RC63 to ensure that the Centennial Mills site is developed with public access and open spaces and good connectivity to the Fields Park. The amendment reads: RC 63: Redevelop the Centennial Mills site to meet public goals including commercial uses, greenway trail continuity, ~~and~~ public access to the river, public open space, and pedestrian connectivity to the River District's series of parks as outlined in the Centennial Mills Framework Plan (adopted by City Council, Fall 2005).

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
1		22979	Patty Gardner, PDNA	**Expand Active Use Requirement in Pearl**	Revise Map 510-9 to recognize future changes in the northern most part of the Pearl. NW 13th avenue is the spine of the district and projects will be developed along the Fields Park.	**Amend Map**	Staff supports updating the map to extend the areas requiring ground floor active uses to align with future development in the Pearl and the desire to encourage active uses along Fields Park. Added to Map 510-9: NW 13th from Pettygrove to Savier, NW 11th from Overton to Quimby and NW Lovejoy from 9th to Broadway. **See attached Map K1.**
2		23056 23085	Kristin Minor, PHLC; Julie Livingston, Design Commission	**Remove Parking Garage Exemption from Ground Floor Window Requirements**	Strike the clause related to 5 feet of landscaping at parking structures in the Ground Floor Windows standard and in the parking code.	**Amend Code**	The Recommended Draft ground floor windows and active use requirement would already apply to parking garages on many Central City streets to maintain a pedestrian friendly environment. However, staff agrees that the option to provide landscaping in lieu of meeting ground floor window standards on parking garages should apply throughout the entire Central City. Code section 33.510.220 is updated to remove a sentence that allows for a 5-foot setback and landscaping instead of providing windows on the ground floor. Amend 33.510.220.B.2 2. All other ground level, street-facing facades that are closer than 20 feet to a street lot line must have windows that cover at least 40 percent of the ground level wall area. For street facing facades of dwelling units the regulations of 33.130.230.D apply. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade. Code section 33.510.261, Parking Built After [CC2035 effective date], is updated to eliminate the option to provide a landscaped area. Under today's code there is a landscape option for all parking sectors except Downtown. The change requires all new structured parking to be designed to accommodate ground floor active uses and meet ground floor windows requirements. Amend 33.510.261.4.e (1) and (2) (1) Street-facing facades in Parking Sector 6. Within Parking Sector 6, 50 percent of facades that face and are within 50 feet of streets, accessways, or the South Waterfront Greenway Area must be designed to accommodate Retail Sales And Service or Office uses at the time of construction. The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33.510.225, Ground Floor Active Uses. (2) Street facing facades in all other Parking Sectors. In all other parking sectors, 50 percent of the street-facing facade must be designed to accommodate Retail Sales And Service or Office uses. Areas designed to accommodate these uses must be developed at the time of construction. The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33.510.225, Ground Floor Active Uses. See Map 510-10 for parking sectors.

No.	Discuss	Comment	Commenter(s)	Topic	Commenter's Proposed Amendment	BPS Recommends	Staff Comments
3		NA	BDS Staff	**Shadow Study: Technical Correction to Code Structure**	It is not clear to BDS staff with the new structure to this section that there is an approval criterion that supports reducing shadows on adjacent neighborhoods outside of the Central City. It could be clearer if the section is restructured and the approval criterion is called out.	**Amend Code**	Staff supports restructuring this section to ease implementation at BDS. The intent and effect of the section would not change. A new subparagraph, "Limit shadow," will contain (1) the shadow study standard and (2) the approval criterion to limit shadows cast on residential zones adjacent to the Central City. Amend 33.510.210.D.3.c and d: c. Limit shadow. The following additional shadow standard and approval criterion are intended to limit the effects of shadow cast by buildings using bonus height. The shadow study standard applies to sites shown on Map 510-4 as requiring a shadow study. The shadow approval criterion applies to sites within 500 feet of a residential zone located outside of the Central City when more than 75 feet of bonus height is proposed: (1) Shadow study standard. When bonus height will be used on a site shown on Map 510-4 as requiring a shadow study, the shadow study must show that the shadow cast by the proposed buildings or other structures does not cover more than 50 percent of the adjacent open space at noon on March 21, June 21 and September 21, and not more than 75 percent of the adjacent open space at noon on the December 21, and 3:00 pm on March 21, June 21, and September 21. Adjacent includes open space across a right-of-way from the site subject to the shadow study standard. (2) Shadow approval criterion. A proposal for more than 75 feet of bonus height on a site that is within 500 feet of a residential zone located outside of the Central City plan district will be approved if the review body finds that shadow cast by the proposed building will not have a significant negative impact on dwelling units located outside the Central City plan district in an R zone within 500 feet of the site.
4		22979	Patty Gardner, PDNA	**Extend Pearl Special Building Height Corridor**	Map 510-18 should be revised to include the blocks between NW Johnson and NW Lovejoy – there is a 2-block gap between the 75' height limit North of Lovejoy and the Historic District south of Johnson	**Amend Map**	Staff supports extending step-back-requirements on these two blocks along NW 13th. It will help provide continuity of scale with the historic district to the south and maintain a pedestrian-friendly environment. During the development of the North Pearl District Plan (NPDP), the project's advisory group sought to ensure that the character of the pedestrian environment within the NE 13th Avenue Historic District be maintained when new development along 13th Avenue occurred in the North Pearl. In the historic district buildings range between 75' - 100' in height. The NPDP, only focused on the area north of NW Lovejoy Street, which left a two-block gap between Lovejoy and SW Johnson to the South. **See attached Map K4.**

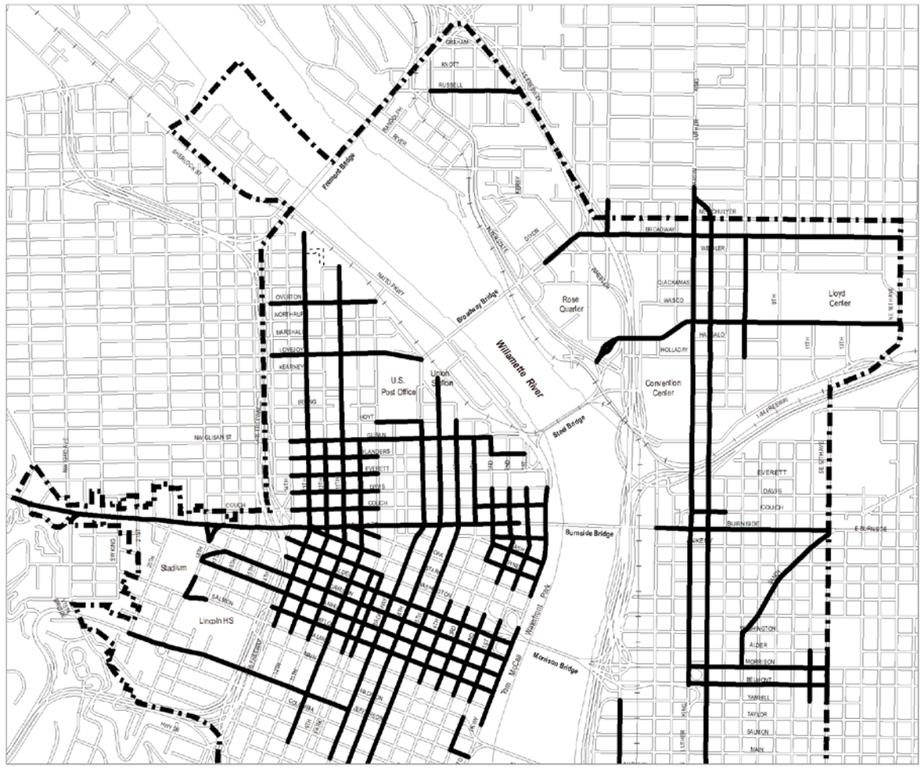
Map K1

Ground Floor Active Use Areas

Map 510-9

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Required ground floor active uses
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

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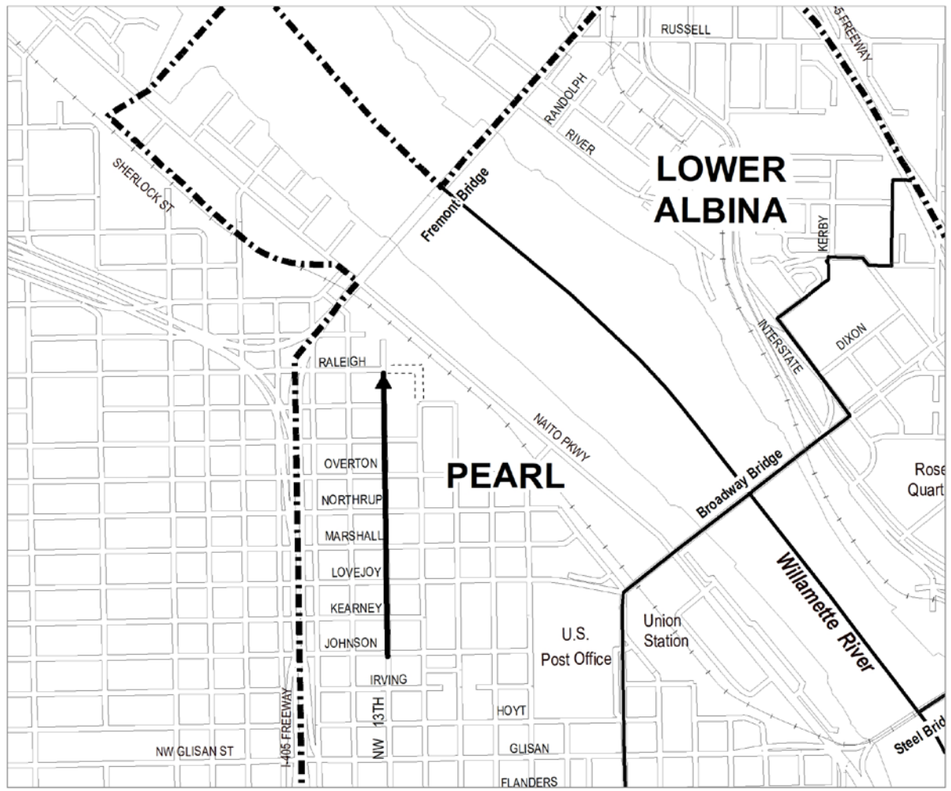
Map K4

Pearl District
Special Building Height Corridor

Map 510-18

Map Revised Xxxxx X, 201x



Legend

- Central City Plan District boundary
- Subdistrict Boundary
- Subarea boundary
- Special building height corridor
- Proposed right-of-way

NORTH

0 700 1,400

Scale in Feet

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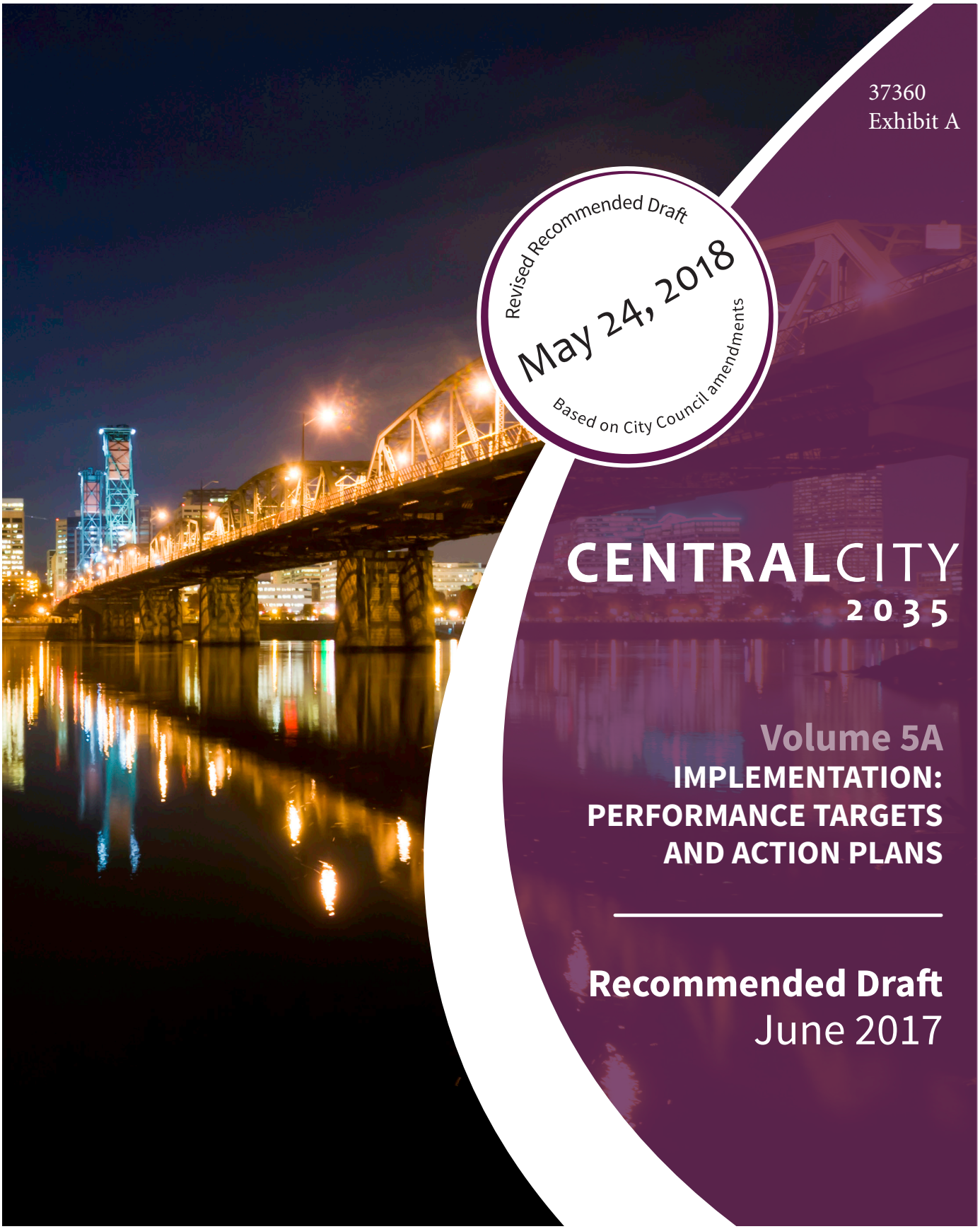
37360
Exhibit A



Revised Recommended Draft
May 24, 2018
Based on City Council amendments

CENTRALCITY 2035

Volume 5A
IMPLEMENTATION: PERFORMANCE TARGETS AND ACTION PLANS

Recommended Draft
June 2017

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

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ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

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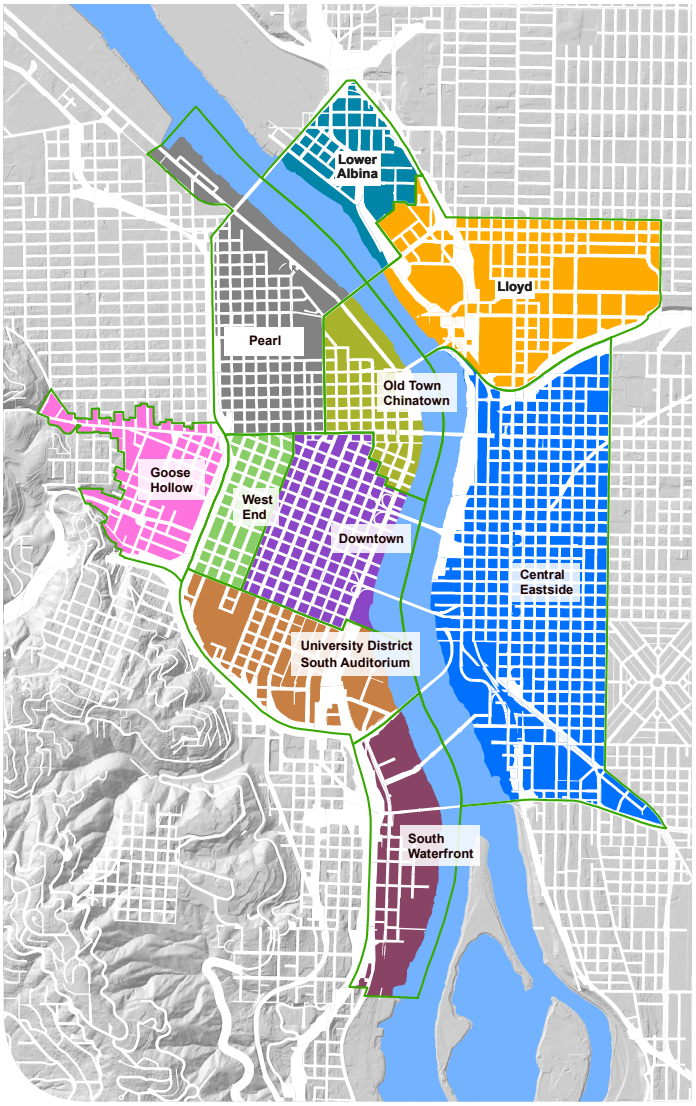
Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.



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South Auditorium Urban Renewal Area and I-405 Construction, 1964

A. Central City 2035 Performance Targets

1. Introduction

The power of a plan lies in its implementation. At a basic level, implementation can be seen as the translation of an action item (which itself implements policies) into a project and the eventual completion of that project. As a long-term plan ages, it's reasonable to assume that ideas, needs and technologies will also change. As such, it's important understand the overarching aims of the plan, and evaluate what happens on-the-ground against those aims.

Several performance targets have been developed to help measure the City's progress toward achieving the aims of the CC2035 Plan. The targets are adopted through a non-binding City Council resolution. They will allow the City to adjust its course after 5, 10 or 15 years of plan implementation. For example, if we realize we're not meeting the tree canopy target, the City could choose to fund additional street tree plantings. Targets are proposed for:

- Transportation
- Jobs and Housing
- Riverbank Enhancement
- Ecoroofs
- Tree Canopy
- Public Space

While some targets are straightforward to set and measure, others such as the tree canopy and public space targets, required extensive research and represent a new standard for Portland. For the latter, this document includes the methodologies or other supporting documentation as attachments. As new technology and information develops, these methodologies should be reassessed and improved upon.

Attachments

The following attachments are provided in support of the targets in this section:

1. Riverbank Enhancement: Detailed memo from BPS staff
2. Ecoroof: Detailed memo from BES staff
3. Tree Canopy: Detailed memo from BPS staff
4. Public Space: Brief memo outlining ongoing work by staff from multiple bureaus

2. Targets

Transportation

By 2035, at least 80 percent of commute trips to and from the Central City will be by non-single occupancy vehicle (SOV).

The targets for trips by non-SOVs by subdistrict are shown below:

Subdistrict	Target
Downtown	85%
West End	85%
Goose Hollow	75%
The Pearl	80%
Old Town/Chinatown	85%
Lower Albina	55%
Lloyd	75%
Central Eastside	65%
South Waterfront	75%
University District / S. Downtown	80%

Jobs and Housing

The Central City is expected to have 174,000 jobs and 60,400 housing units by 2035. These projections and the region's urban form are guided by plans developed by the regional government, Metro. Each jurisdiction within the region, including the City of Portland, is responsible for implementing the regional growth concept in their local Comprehensive Plan. For more information, visit Metro's website: www.oregonmetro.gov.

Allocating Jobs and Housing to Areas

To help us understand what these forecasts might mean for Portland and Portland's Central City, the City uses a tool called the Buildable Lands Inventory (BLI). This tool helps the City identify the amount of development capacity that exists within a given area. Development capacity is defined as the likely number of new dwelling units or jobs that can be accommodated in the city under existing regulations, considering existing and planned infrastructure.

The recently adopted *2035 Comprehensive Plan* guides approximately 30 percent of new growth to the Central City. The BLI then identifies lands within the Central City that could potentially be developed or redeveloped should a market demand exist. Finally, the forecast numbers are allocated to different Central City districts based on how much development capacity exists in each, as determined by the BLI. More information on the BLI can be found on the project web site: https://www.portlandoregon.gov/bps/59296.

Subdistrict	Jobs		Households	
	2010	2035	2010	2035
Downtown	47,700	55,200	1,900	4,600
West End	6,900	9,900	3,400	6,800
Goose Hollow	4,800	7,300	3,500	4,900
The Pearl	10,600	14,700	5,300	11,600
Old Town/ Chinatown	5,700	8,200	2,200	3,900
Lower Albina	2,100	2,300	100	300
Lloyd	16,800	25,800	1,000	9,000
Central Eastside	16,700	25,000	1,000	7,900
South Waterfront	1,600	11,200	1,300	5,100
University District / S. Downtown	10,500	14,400	3,100	6,200
Central City Total	123,400	174,000	22,800	60,400

Riverbank Enhancement

By 2035, 12,600 linear feet of new riverbank enhancement (32% of the Central City riverfront) and the restoration of at least five riverbank restoration sites will be completed in the Central City.

The targets by ownership are shown below:

Riverbank / Ownership Type	Existing Unenhanced* (linear feet)	Enhancement Target* (linear feet)	Change
City of Portland			
Vegetated or Beach w/ slope < 30%"	3,550	2,490	+ 70%
Tom McCall Waterfront Park Seawall	5,200	200	+ 3%
Centennial Mills	690	200	+ 29%
Other Public Ownership			
Vegetated or Beach w/ slope < 30%"	5,340	3,740	+ 70%
Private Redevelopment			
Vegetated or Beach w/ slope < 30%"	4,630	4,170	+ 90%
City-Private Partnerships			
Vegetated or Beach w/ slope < 30%"	11,460	1,800	+ 16%

* These figures are only for land deemed feasible for enhancement. See Riverbank Enhancement chapter.

More information can be found in the supporting documents at the end of this section.

Ecoroofs

By 2035, there will be a total of 408 acres of ecoroofs in the Central City. Targets have not been set by subdistrict.

Priority Targets	Existing Building Acres	Redevelopment Acres	Total Acres
Highest 1% priority	23.8	4.1	27.9
Highest 5%	119.1	20.4	139.5
Highest 10%	238.3	40.8	279.1
Highest 15%	357.4	61.2	418.6
Highest 25%	595.7	102.0	697.7

More information can be found in the supporting documents at the end of this section.

Tree Canopy

Rather than develop a target, BPS developed two scenarios that could result in different tree canopy ranges. These scenarios will be discussed through the public hearings and work session process and then a final option will be selected. This approach is being used because the options result in significantly different ranges.

				Baseline Future Tree Canopy Scenario2		CC2035 Plan Scenario Results & Draft Tree Canopy Targets3	
CC Subdistrict		Subdistrict Area1 (acres)	Existing tree canopy	LOW	HIGH	LOW	HIGH
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		7.5%	7.6%	8.7%	8.7%	10.3%
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.7
	%		15.9%	14.2%	16.6%	15.6%	18.4%
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		6.1%	6.6%	6.7%	7.1%	7.3%
Downtown	acres	222	45.3	46.1	49.6	48.5	52.1
	%		20.4%	20.7%	22.3%	21.8%	23.4%
Goose Hollow	acres	175	36.9	32.6	36.8	34.4	38.6
	%		21.2%	18.7%	21.1%	19.7%	22.1%
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		16.7%	16.5%	17.8%	17.4%	18.8%
Pearl District	acres	277	28.7	52.7	58.8	57.2	65.5
	%		10.4%	19.0%	21.3%	20.7%	23.7%
South Downtown/ University	acres	218	53.1	46.7	53.7	48.1	55.6
	%		24.3%	21.4%	24.6%	22.1%	25.5%
South Waterfront	acres	177	16.2	19.1	36.9	25.2	47.3
	%		9.1%	10.8%	20.8%	14.2%	26.7%
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		15.5%	18.2%	19.2%	19.1%	20.2%
Central City Total	**acres**	**2,523**	**339.4**	**353.6**	**411.8**	**385.9**	**456.3**
	%		**13.5%**	**14.0%**	**16.3%**	**15.3%**	**18.1%**

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

More information can be found in the supporting documents at the end of this section.

Public Space

One measure of the success of the Central City is the amount of time people spend in its urban spaces. More people spending more time in the Central City reflects a certain level of comfort, interest and variety offered by the character of the public realm and the desire of Portlanders to experience it. There are a range of different types of public urban spaces in the Central City, including parks or open areas, streets or rights-of-way, reconfigured segments of streets, building setbacks and others. Inspired by efforts in the city of Copenhagen, Denmark, staff are in the process of developing a similar performance measure for the Central City – a first for Portland and a unique measure among US cities.

The methodology for this target is under development by an interagency team that includes the Bureaus of Transportation (PBOT) Planning and Sustainability (BPS) and Environmental Services (BES) as well as the Portland Parks and Recreation (PPR), among other partners.

At this point, an aspirational target has been set to increase the amount of time people spend in the Central City's public spaces by 20% by 2035.

More information can be found in the supporting documents at the end of this section.

3. Supporting Documents

Riverbank Enhancement Methodology

As part of the Central City 2035 (CC2035) plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution and the targets will serve to help the city evaluate if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course. For example, the city could choose to fund additional street tree plantings in areas not meeting the tree canopy target.

A technical team with staff from Bureau of Planning and Sustainability (BPS), Bureau of Environmental Services (BES), and Portland Parks (Parks) developed an updated methodology for setting riverbank enhancement and restoration targets in the Willamette River Central Reach. The methodology was adopted by resolution in June 2015.

Definitions

Riverbank or river enhancement is a process to improve/enhance/heighten functions of *existing habitat*. Enhancement does not increase the size of a habitat area.

> For example, a site includes shallow water with no in-water structure and a river bank that has a 30% slope and vegetated with invasive plants. Enhancement actions would include installing root wads, large wood and other beneficial structure in the shallow water and revegetating the bank with a mix of native riparian plants.

Riverbank or river restoration is when habitat is re-established on a site or a portion of a site. Restoration increases the size of the habitat area or reintroduces habitat functions that are currently absent.

> For example, taking the same site as above, restoration actions would include laying back the river bank to make it less steep, moving non-habitat uses (e.g., a trial) further from the river and vegetating the bank with native plants. The size of the habitat area would be increased.

In both enhancement and restoration areas, long-term maintenance is a vital component to ensure the actions are successful.

Riverbank Enhancement Goals and Actions

The following Central City wide goals, policies and actions pertain to in-water and riverbank enhancement. There are specific district actions in some case; however, the overall intention is that riverbank enhancement occur everywhere there is an opportunity. Below are examples of CC2035 goals, policies and actions:

CC2035 Goal 4B: The Willamette River is healthy and supports fish, wildlife and people.

CC2035 Policy 4.6.b: Restore in-water, riparian and floodplain habitat that supports fish and wildlife populations at risk of becoming or are currently threatened or endangered.

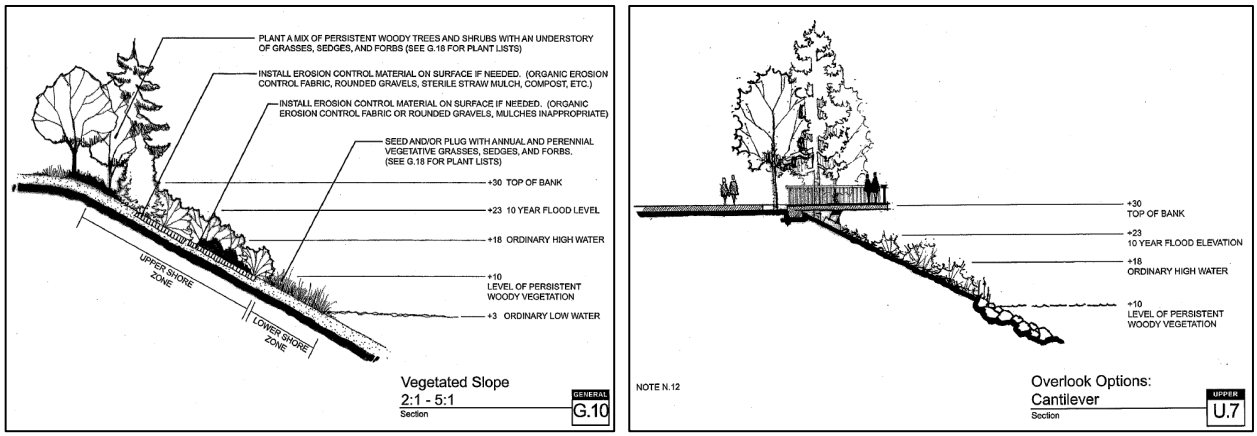
CC2035 Action WR2: Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.

Examples of riverbank enhancement actions include:

- Removing invasive, non-native plants and installing native or appropriate climate-adaptive vegetation. A mix of trees, shrubs and ground cover is appropriate; however, an enhancement action does not have to include large structure vegetation. For example, along the Greenway Trail there are developed viewpoints at which people can stop and enjoy views of the river, bridges and the city skyline. An enhancement action in front of a developed viewpoint could include removing Himalayan blackberries and planting native spirea, nootka rose and snow berry shrubs that will not grow tall and block the view. That said, enhancement actions that include large structure vegetation will result in additional functional improvements to the habitat. Therefore, trees should be included in enhancement areas to the maximum extent practicable.

- In some sections of riverbank, the soil type, amount of moisture and steepness of slope may make it difficult to establish vegetation. There are bioengineering techniques that could be used in these situations. Installing small terraces or planting wells creates less steep locations where soil can be brought in and then planted. These types of enhancement actions do not constitute restoration unless the overall habitat footprint is increased.

- Removing rip rap or other materials that are no long necessary to stabilize the riverbank and planting native, or appropriate climate-adaptive vegetation. Some locations along the Central Reach riverbank are less steep and include a mix of rip rap and other unconsolidated fill (e.g., broken concrete or asphalt). For a variety of reasons, that material may no longer be necessary to stabilize the riverbank and could be removed and the bank planted. Removal of the rip rap may require re-engineering or grading the riverbank. Re-engineering the riverbank does not constitute restoration unless either the overall footprint of the habitat is increased and/or a function that is not currently present at the site is re-established (e.g., flood storage).



Examples of Riverbank Enhancement Actions

Riverbank restoration includes the same actions as enhancement; however, there would be additional actions that either increase the footprint or width of the habitat area or re-establish a functions not currently present at the site. Examples of riverbank restoration actions include:

- Laying back the riverbank to reduce its steepness while simultaneously moving non-habitat uses and development further away from the river. The riverbank would also be revegetated with native or appropriate climate-adaptive vegetation. This action would increase the width of the functioning riparian area.

- Removing or breeching a levee or other flood control structure and/or removing fill to re-establish flooding within the historic floodplain of the river. Flooding contributes to a number of important riparian functions including nutrient cycling, sediment transfer, habitat creation and maintenance and water storage.

Existing Conditions

The existing riverbank conditions are presented below. The riverbank data was produced by the Bureau of Environment Services and is maintained by Bureau of Planning and Sustainability. The riverbank data is divided into these six categories:

1) Vegetated with any mix of native or non-native/invasive plants
2) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope less than 30% steep
3) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope 30% or greater (steeper)
4) Stabilized with pilings,
5) Stabilized with seawall
6) Beach

The following table presents the linear feet of existing riverbank by ownership of the land.

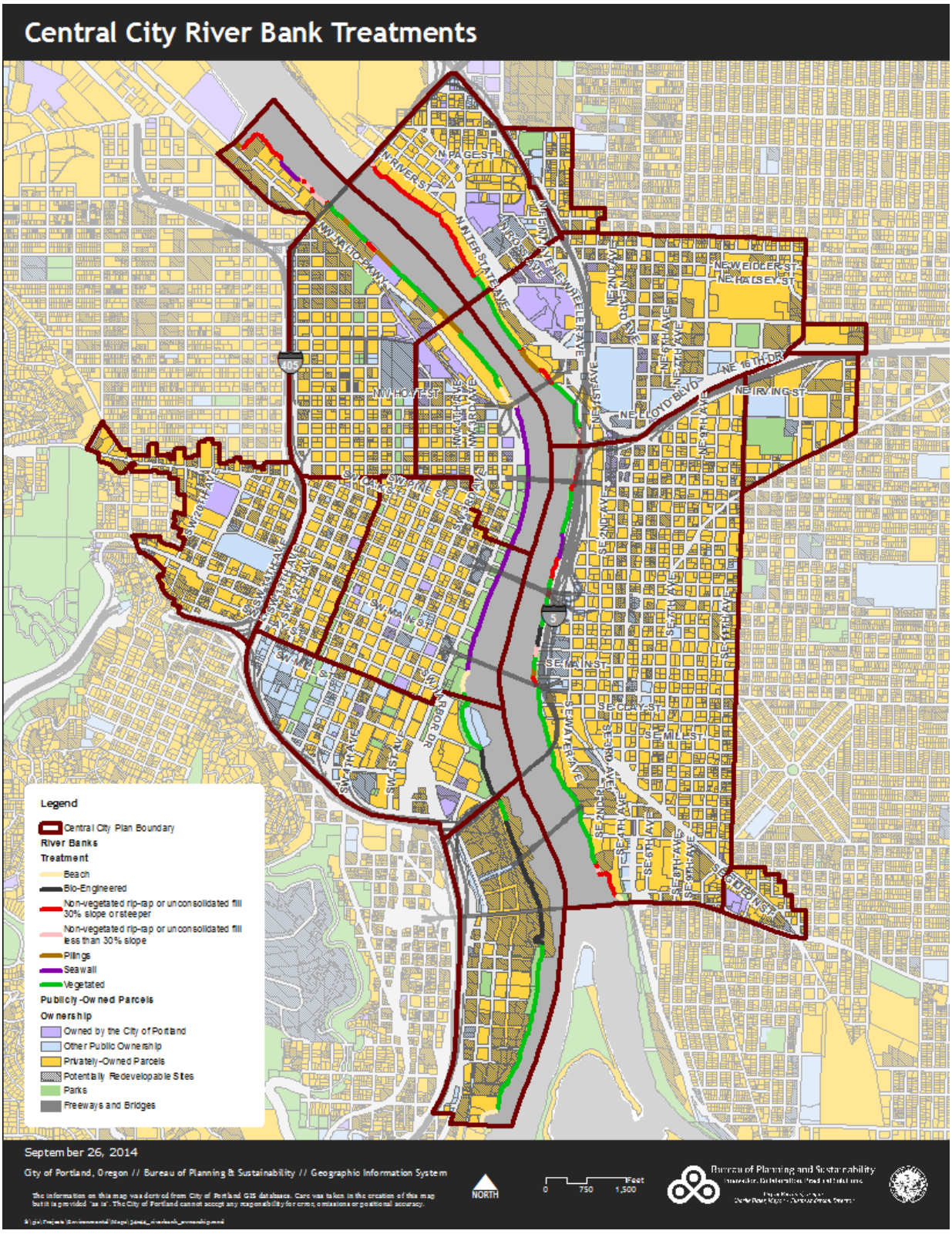
Central City Existing Riverbank Conditions (in linear feet)					
Riverbank	**Ownership**	**North/Northeast Quadrant**	**West Quadrant**	**Southeast Quadrant**	**Total**
Vegetated	Public	1,019	3,959	3,344	8,321
	Private	1,607	8,141	2,349	12,098
Beaches	Public	0	455	186	642
	Private	0	899	0	899
Non-vegetated; rip rap; unconsolidated fill less than 30% slope	Public	337	24	524	886
	Private	184	970	259	1,414
Non-vegetated; rip rap; unconsolidated fill 30% or greater slope	Public	135	0	1,527	1,663
	Private	3,224	1,186	572	4,982
Pilings	Public	0	960	159	1,119
	Private	552	545	0	1,097
Seawall	Public	0	5,193	451	5,644
	Private	0	451	0	451
Sub-Total	**Public**	1,492	10,592	6,191	18,275
	Private	5,567	12,192	3,180	20,940
Total		**7,058**	**22,785**	**9,372**	**39,215**

Of the total riverbank in the Central City, 39,270 linear feet, 53% is privately owned and 47% is owned by the City of Portland or other public entities such as Oregon Department of Transportation (ODOT). The Eastbank Esplanade, which represents nearly 6,000 linear feet of riverbank, is located almost entirely on ODOT right-of-way but is managed by Portland Parks and Recreation.

Based on the *Central City Development Capacity Study* (2011), approximately 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035.[1] The remaining 15,980 linear feet is not expected to redevelop by 2035. This is important because the Greenway requirements, such as landscaping the riverbank, apply during redevelopment; outside of redevelopment there is no requirement to enhance the riverbank.

The map on the following page shows existing riverbank conditions, the public and private ownership of land, and parcels that are likely to redevelop by 2035.

[1] Portions of South Waterfront are subject to a development agreement. As part of that agreement riverbank enhancement has already been completed and redevelopment of the parcels is underway. In addition, clean-up activities have been completed at the Zidell property. These areas are not included in the linear feet of parcels likely to redevelop by 2035.


Central City River Bank Treatments
Legend
Central City Plan Boundary
River Banks
Treatment
Beach
Bio-Engineered
Non-vegetated rip-rap or unconsolidated fill 30% slope or steeper
Non-vegetated rip-rap or unconsolidated fill less than 30% slope
Pilings
Seawall
Vegetated
Publicly-Owned Parcels
Ownership
Owned by the City of Portland
Other Public Ownership
Privately-Owned Parcels
Potentially Redevelopable Sites
Parks
Freeways and Bridges
September 26, 2014
City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System
NORTH
Feet
0
750
1,500
Bureau of Planning and Sustainability

Methodology

Riverbank Enhancement

In order to set a target, reasonable assumptions must be made about how much of the riverbank can be enhanced to support a mix of native vegetation by 2035. Below are assumptions regarding the types of riverbank that could be enhanced using a mix of native and appropriate climate-adaptive vegetation:

Vegetated Riverbanks

It is assumed that any riverbank with existing vegetation can be enhanced because these areas, through on-going maintenance, can support a mix of native vegetation. The underlining riverbank treatment may be riprap or other fill material.

Riverbank with an existing condition of "bioengineered" are vegetated but are assumed to have already been enhanced.

Beaches

Areas that are beach also tend to have less steep slopes, allowing for accumulation of sand and silt to maintain the beach. It is assumed that the riverbank above the beach can be enhanced to support a mix of native vegetation. Beaches also represent opportunity areas for in-water enhancement; however, in-water enhancement is not included in the target for riverbank enhancement.

Non-vegetated, Rip Rap, or Unconsolidated Fill Less than 30% Slope

It is assumed that riverbanks that are not currently vegetated, with an underlying treatment of rip rap or unconsolidated fill, and having a slope less than 30% can be enhanced. Through bioengineering and ongoing maintenance, these banks should support a mix of native vegetation.

Non-vegetated, Rip Rap, or Unconsolidated Fill 30% or Greater Slope

It is assumed that riverbanks that are not vegetated, with an underlying treatment of rip rap or unconsolidated fill, and having a slope of 30% or greater cannot support a mix of native vegetation because the soil will not retain the necessary moisture to support native species.

Pilings and Seawall

Riverbanks stabilized with pilings or seawall cannot be planted with native vegetation. However, there are innovative approaches to installing habitat along seawalls that are being tested in other locations. Such approaches include floating habitat mats and underwater planted habitat walls.

In summary, the riverbanks that are assumed to have the potential for successful enhancement actions are those that are:

1) **vegetated**
2) **beaches**
3) **non-vegetated, rip rap or unconsolidated fill with less than 30% slope, and**
4) **a few, small innovative approaches along a seawall.**

All other riverbanks types are assumed to not support enhancement actions, though restoration actions may be appropriate.

Below are assumptions about the amount of enhancement likely to occur based on property ownership. The assumptions are applied to only the riverbank types that have the potential to support enhancement actions.

Publicly Owned

Publicly owned riverbank can be enhanced. The City of Portland owns or manages parks and recreational facilities, such as the Eastbank Esplanade and Hawthorne Bowl. Other riverbank that is publically owned includes Oregon Department of Transportation, Multnomah County, Metro and public rights-of-way.

Considering the existing uses of these properties and how much land is available for habitat enhancement actions, staff assumes that:

- 70% of riverbanks owned by the City of Portland will be enhanced, and
- 70% of the riverbanks owned by other public entities will be enhanced.

There are many current and desired uses on public property including events (e.g., Blues Festival), boating (both non-motorized and motorized), swimming, sun bathing, walking and biking. Those activities can have negative impacts on habitat. There are ways to design or program a site to reduce the impacts; however, staff were conservative regarding how much area could be dedicated to habitat.

It is assumed that some habitat enhancement will occur along the Tom McCall Waterfront Park seawall. Being conservative, staff assume that 200 linear feet of enhancement will occur along some portions of the seawall.

Centennial Mills is owned by the City of Portland. Although most of the riverbank at the site is pilings or two steep for enhancement, it is assumed that if the pilings are removed, the riverbank behind the pilings would be enhanced. Staff assume that 200 linear feet of enhancement will occur at the Centennial Mills site. Additional restoration actions may also be appropriate for this site.

Privately Owned Parcels that are Likely to Redevelop

Based on the *Central City Development Capacity Study* (2011), 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035, excluding portions of South Waterfront that have already been enhanced. Of that 4,630 linear feet is currently vegetated, beach or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. Staff evaluated those properties to consider the desired uses, such as connecting the Greenway Trail, and how much land may be available for habitat enhancement or restoration actions. It is assumed that 90% of the 4,630 linear feet will be enhanced by 2035.

Staff assumed that, through compliance with the Willamette Greenway Plan, the riverbanks on private property will be enhanced during redevelopment. Sites with river-dependent uses, such as a dock that is required for loading/unloading goods and services, would retain some riverbank for that purpose;

however, through redevelopment much of the riverbank would be enhanced. Sites without river-dependent uses could be fully enhanced.

Partnerships with Private Property

There are 15,980 linear feet of privately owned riverbank that are not likely to redevelop by 2035; 11,460 of which is vegetated, beach, or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. The City and property owners could proactively partner to enhance the riverbanks. There are some grants available riparian enhancement. Staff assume that 1,800 linear feet of enhancement could be accomplished through partnerships with private property.

Riverbank Enhancement Targets

Based on the methodology above, including which riverbanks can support enhancement actions and assumptions about property ownership, the targets for riverbank enhancement in the Central City are:

City or Portland Ownership		
Vegetated/Beach/<30%	Total = 3,550 ln. ft.	Target = 2,490 ln. ft.
Tom McCall Waterfront Park Seawall	Total = 5,200 ln. ft.	Target = 200 ln. ft.
Centennial Mills	Total = 690 ln. ft.	Target = 200 ln. ft.
Other Public Ownership		
Vegetated/Beach/<30%	Total = 5,340 ln. ft.	Target = 3,740 ln. ft.*

*Note – This includes the Eastbank Esplanade, which is on ODOT right-of-way but managed by City of Portland.

Private Redevelopment		
Vegetated/Beach/<30%	Total = 4,630 ln. ft.	Target = 4,170 ln. ft.
City/Private Partnerships	Total = 11,460 ln. ft.	Target = 1,800 ln. ft.

Riverbank Enhancement Target = 12,600 linear feet (41% of riverbanks that meet the criteria for enhancement; 32% of all Central City riverbanks, regardless of bank type or likeliness to redevelop)

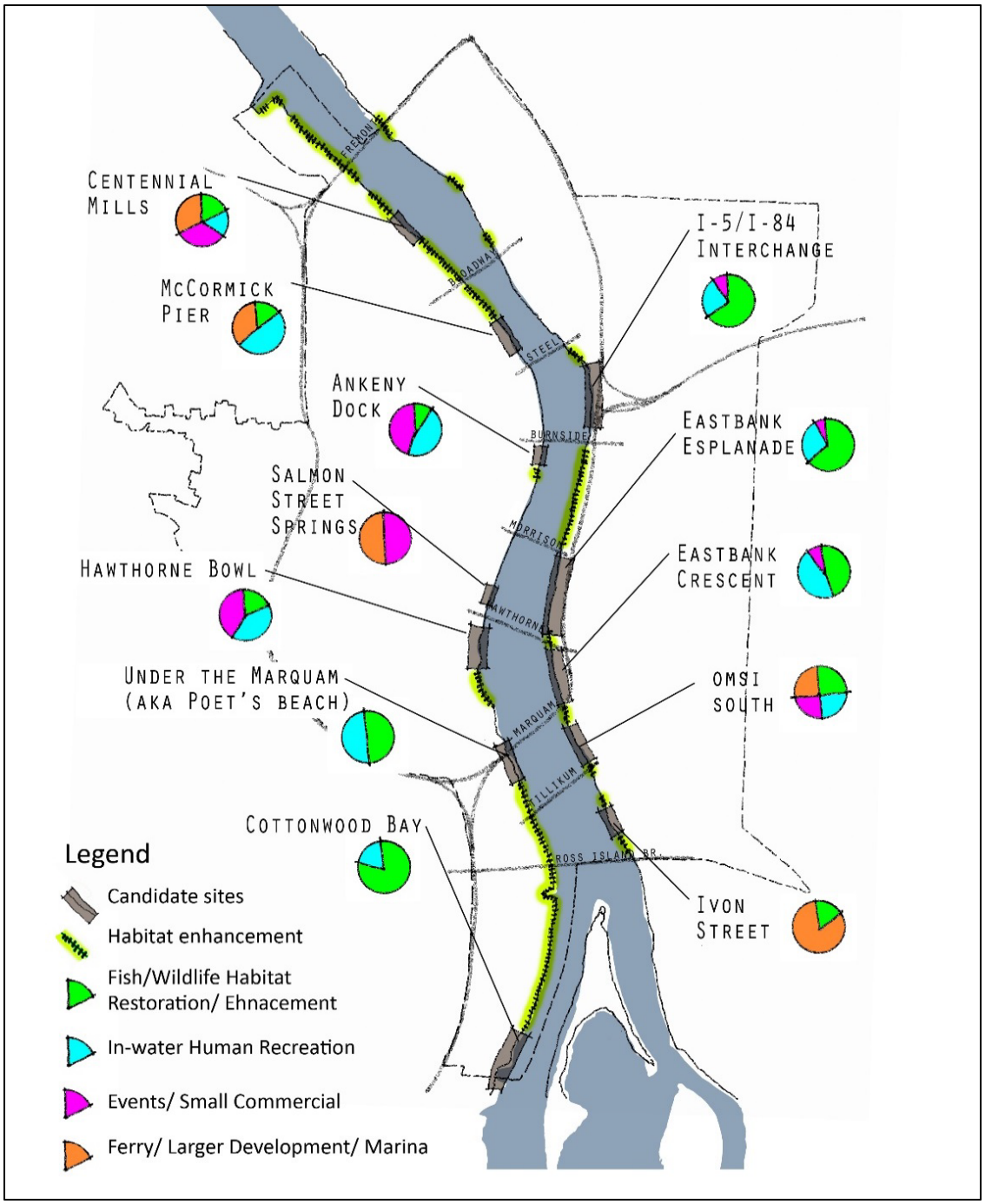
Riverbank Restoration Target

Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water area without the river washing it away. Within the Central Reach there are eight (8) locations with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I-5/I-84 Interchange
- Eastbank Esplanade
- Hawthorne Bowl
- Eastbank Crescent
- Under the Marquam Bridge
- Cottonwood Bay

There are other goals and priorities for each of these sites including boating, commerce, swimming, events, etc. For restoration to be successful, public access to the restoration area must be limited, thus uses within a single site will be need to be split. In addition, a feasibility study would need to be completed to determine what restoration actions can occur or the cost to restore (note – some areas may require contamination clean-up prior to restoration). The following figure represents the overall approach of different uses at different sites across the Central Reach. The eight river and riverbank restoration opportunity areas are included, as well as other locations where riverbank enhancement or restoration could occur. (Note – Candidate sites shown in the figure are locations where multiple CC2035 goals could be met, including fish and wildlife habitat, recreation and riverfront activation.)

Portions of these restoration opportunity areas overlap with areas counted in this memo towards riverbank enhancement. If restored, the linear feet of restoration should be counted towards meeting the riverbank enhancement target.



Potential Mix of Uses along the Willamette River Central Reach

It is assumed that by 2035, at least five (5) of the eight (8) opportunity areas could be restored. The other opportunity areas could be enhanced and contribute towards meeting the enhancement target.

Riverbank Restoration Target = at least five sites

Implementation Cost Estimates

Estimating enhancement and restoration costs is difficult because each site will require different actions. Without specific project sites and knowing details about underlying soil, amount of overbuild and armoring, structures and other information, many assumptions must be made. What is presented below is intended to give a ball-park estimate regarding riverbank *enhancement* costs in the Central City. Restoration costs are not estimated here because the engineering and construction costs are too site-specific.

Some general assumptions have been made about enhancement sites in the Central City:

1. Enhancement sites would be clean or no contamination clean up would be necessary.
2. No real estate acquisition is necessary. The owner of the property would perform the enhancement work on-site.
3. No utility movement or relocation would necessary.
4. All actions will require long term managements and maintenance.

Much research has been done over the years to estimate the cost of riverbank enhancement actions. The primary source of information use here is the *River Plan/North Reach Willamette River Mitigation In-Lieu Fees Technical Report* produced by Tetra Tech, Inc. (October 2010). The in-lieu fees report evaluated three sites in the Portland Harbor and broke out costs by the actions taken to restore the site. The costs are based primarily on prior US Army Corps of Engineer or City of Portland Environmental Services and Portland Transportation projects.

Riverbank enhancement in other documents is knows as riparian enhancement. The riparian area is the land adjacent to a river, stream, drainageway or wetland. Riparian areas in the Central City include a mix of habitat types: floodplain, sparsely vegetated, grassland, shrubland (includes blackberries) and woodland. The estimated costs in the Tetra Tech memo considered all habitat within the riparian area together, which results in a wide range of costs. For example, in some cases bioengineering or grading to create terraces or planting wells would be necessary and some case not.

The total costs for enhancement actions within the riparian area for the three Portland Harbor sites researched in the Tetra Tech memo was $10 to $97 per square foot; an average of $45 per square foot.

Riparian Enhancement Cost Estimates (Tetra Tech, 2010)	
Line Item	**Average Unit Costs**
Site Preparation	$380,000 - $2.1M
Erosion Control	$3.50 / square foot
Structure Removal	$200 / ton
Grading	$35 / ton
Revegetation	$22,000 / acre
Markups	$4.6M - $16M

Long-term maintenance is also a requirement for any enhancement action to be successful. As part of the West Hayden Island project, the City of Portland Bureau of Environmental Services estimated the long-term maintenance costs for a riparian forest. The cost was based on their experience with multiple enhancement and restoration actions throughout Portland. Again, there is a mix of habitat types in the Central City, not just forest; however, this estimate provides a conservative ball-park estimate. The estimate is $230/acre;

however, the first 5 years will cost more and the out years will cost less. Maintenance is calculated for 100 years, discounted every year, and then reported in 2012 dollars.

Note, all of these estimates are per unit, such a square footage or ton. It is not possible to do a direct calculation without knowing how large each enhancement site is. Therefore, the purposes of coming up with an estimate, it is assumed that the width of any given enhancement area in the Central City is 50 feet. There are wider enhancement areas, such as the Hawthorne Bowl, and narrow enhancement areas, such as portions of the East bank Esplanade.

Using these numbers and assumptions, the range of costs to achieve the riverbank enhancement targets are:

City or Portland Ownership	Total = 144,500 sq. ft.	Initial Cost = $1.4M – $14M	Maintenance = $1M
Other Public Ownership	Total = 187,000 sq. ft.	Initial Cost = $1.9M - $18M	Maintenance = $1.1M
Private Redevelopment	Total = 207,500 sq. ft.	Initial Cost = $2.1M - $20M	Maintenance = $1.4M
City/Private Partnerships	Total = 90,000 sq. ft.	Initial Cost = $1M - $8.7M	Maintenance = $0.5M

CITY OF PORTLAND
ENVIRONMENTAL SERVICES
1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ▪ Nick Fish, Commissioner ▪ Michael Jordan, Director

MEMORANDUM

Date: June 17, 2015

To: BPS Central City 2035 Planning Team

From: Matt Burlin

CC: Jane Bacchieri, Paul Ketcham, Kaitlin Lovell, Dawn Uchiyama

Subject: Setting Ecoroof Targets for the Central City 2035 Plan

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As part of the Central City 2035 plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution, and the targets will serve to help the city know if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course.

1. Background

Ecoroofs replace conventional roofing with a vegetated roof system that slows and retains stormwater runoff. An ecoroof consists of a layer of vegetation and growing medium on top of a synthetic, waterproof membrane. In addition to decreasing stormwater runoff, ecoroofs can insulate buildings and save energy, reduce air pollution, absorb carbon dioxide, cool urban temperatures. Ecoroofs also increase habitat for birds and pollinators and can provide much needed greenspace for people in highly urbanized areas of Portland.

In 2008, as part of the Grey to Green Initiative, Environmental Services (BES) administered a direct financial incentive to increase ecoroof implementation on non-City property. In five years, the program supported the construction of 135 ecoroofs totaling 8.37 acres. The $1.9M of incentive funding leveraged an addition $6M in private investment[1]. These construction projects created jobs and helped build capacity in the green roof industry despite slowing development trends due to the economic recession.

The ecoroof incentive is now closed; however, ecoroofs remain a tool in the stormwater management toolbox. With 12,500 acres of roof area in Portland, ecoroofs are an important tool to address stormwater system capacity issues as well as other common urban challenges associated with expansive impervious area, dense development and watershed health such as energy use, carbon dioxide, and urban heat island mitigation.

[1] Cost Analysis for the Portland Ecoroof Incentive. December 2014. http://www.portlandoregon.gov/bes/article/522382

2. Planning Context for Ecoroof Targets

Ecoroofs are a key component of green infrastructure and are referenced in several city planning documents (listed in Appendix A). As part of the CC2035, many watershed and green infrastructure elements have been converted to actions with short term and long term targets. Examples include tree canopy expansion and linear feet of riverbank enhancement.

The Stormwater Management Manual and that ecoroofs are one mechanism that can be used to meet the requirements of the manual. Within the Central City, where lot-line to lot-line development is allowed, there is often not room on a site for stormwater management and ecoroofs become the only viable options. While the focus and establishment of an ecoroof target has been driven by stormwater system needs, the outcome will help other city bureaus focused on those additional benefits of green infrastructure including the Climate Action Plan.

3. Baseline Conditions for Targets

An analysis of ecoroof potential in the Central City 2035 Plan will be limited to the opportunity for retrofits (existing building inventory) and new construction (potential for development or redevelopment).

Existing roof coverage was calculated using building data[2] via the City of Portland GIS HUB. Using these data, the total roof area for the Central City is 2,383 acres, which is % of the whole area (minus the Willamette River). Ecoroofs on existing buildings will likely have more structural and cost limitations, though a complete structural analysis is necessary to indicate potential on the site scale. This analysis assumes that all existing buildings have the potential for an ecoroof, and that site conditions will be assessed in a later exercise.

As of May 2015, there are 93 ecoroofs in the Central City totaling 13.9 acres, or roughly 0.6% of the Central City roof area.

4. Methodology

The Ecoroof Prioritization Strategy (EPS) is an existing tool, developed by BES staff, that provides a framework for selecting optimal ecoroof locations across the City of Portland. The EPS can be used to guide program outreach, policy and code development, and inform watershed and citywide planning efforts. The purpose of EPS is to develop a strategic approach to identify areas where ecoroof applications would provide the greatest benefit to Portland's storm and sewer infrastructure, watershed health, and community livability.

4.1 Process

The EPS process develops and assigns a composite value of total potential ecoroof benefit for every building and underutilized lot in the city, allowing a comparative analysis across the city, watershed, or neighborhood. For the purpose of this analysis, the process was modified to prescribe an ecoroof target in the Central City:

a. **Collect data layers that convey storm, sewer, watershed, and community livability needs.** Collect all the GIS data sets available that quantify each of the multiple benefits

[2] Metadata: http://www.portlandmaps.com/metadata/index.cfm?action=DisplayLayer&header=no&DatasetName=building_footprints_pdx

provided by ecoroofs. It's unlikely all relevant data sets exist, so this step will be continuous as more or better data is made available.

b. **Document relevance of ecoroof benefits addressing those needs.** Data sets vary in their relevance and applicability to ecoroof benefits, so the EPS documents the data source and all assumptions made for each driver.
c. **Apply value to benefits provided through ecoroof application for each driver.** The EPS applies a qualitative numeric value for each benefit provided.
d. **Calculate total potential for ecoroof application meeting all drivers for all parts of the city.** With each data set given a numeric value, they are compiled to show total benefit from all data sets for all parts of the city.
e. **Identify areas where ecoroof application would have the greatest value.** Once the data sets are compiled into a composite score, identify hot spots across the city and flag buildings and underutilized lots in those areas. The result is a comprehensive inventory of buildings city-wide that provide the greatest ecoroof potential.

4.2 Supporting Data

Ecoroof value was assessed by combining qualitative values from available data sets including combined sewer capacity risk, water quality, habitat connectivity, environmental protection zones, and urban heat island. For the purpose of this analysis, sewer and storm system needs were given a higher weight than other drivers to ensure that ecoroof targets meet stormwater and sewer system capacity goals, with value added for additional the benefits identified through the analysis. More information on supporting data can be found in Appendix B.

4.3 Identifying Target Inventory

a. **Identify existing buildings that are high targets.** The next step was to apply composite scores to all Central City buildings. The analysis identified 2,763 buildings totaling 2,383 acres (mean building size 37,509 ft²).

b. **Identify lots that are high targets and likely to be redeveloped**. The Development Capacity GIS Model[3] is a tool developed by the Bureau of Planning and Sustainability to inform the development of the Portland Plan. Using the model, it is possible to identify underutilized lots across the city that are likely to be developed or redeveloped and may be opportunities for ecoroofs. For all underutilized lots (excluding single-family residential), a composite score was calculated using the same analysis in the previous section. Within the Central City the analysis identified 1,359 lots likely to be developed totaling 408 acres (mean lot size 13,079 ft²).

c. **Preform sensitivity Analysis.** The EPS assigns priority to high value buildings and redevelopment opportunities. Using a sensitivity analysis of the highest priorities allows us to set the target at a realistic level.

[3] City of Portland Development Capacity Analysis. City of Portland Bureau of Planning and Sustainability. May 2010.

Priority Targets	Ex.Building Acres	Redevelopment Acres	Total Acres
Highest 1% priority	23.8	4.1	27.9
Highest 5%	119.1	20.4	139.5
Highest 10%	238.3	40.8	279.1
Highest 15%	357.4	61.2	418.6
Highest 25%	595.7	102.0	697.7

4.4 Additional Considerations

Developing a 2035 target should consider several factors:

- Annual ecoroof implementation to date: Since, 2004, the City of Portland has seen 19 acres of ecoroofs installed, or 1.9 acres per year. Annual implementation has increased. In the last five years, average annual ecoroof implementation was over 2.3 acres. In that same timeframe the ecoroof incentive supported an average of 1.7 acres per year.
- The recession had a huge impact on development, which affected the available opportunities for ecoroof construction. As development trends improve, we can expect opportunities to increase.
- While it's unclear if other American cities have comparable targets, a survey of green roof programs in cities like Portland may allow comparison. Green Roofs for Healthy Cities, an international trade association, summarizes annual ecoroof implementation for their North American constituents. In 2013, GRHC reported 10% growth in the green roof industry, and have reported double-digit growth every year for the last decade.[4]
- Technological advancements that expand the applicability of ecoroofs is expected. The industry is already responding to structural and economic limits to implementation. Thinner, lighter-weight, lower-cost, minimal-irrigation designs are making ecoroofs more possible on more types of buildings, and this trend is likely to continue.
- The uncertainties of climate change will mean that resources to combat warmer and wetter seasons will be more limited. Roof space may become a more important asset in managing our storm and sewer systems.
- Ecoroofs may be more applicable in areas of the Central City that expect redevelopment or present constraints for ground-level stormwater management. Further analysis of Central City quads will permit the assignment of ecoroof targets on that scale.

5. Recommended Ecoroof Targets

Evaluating existing conditions, the above considerations, and analysis through the Ecoroof Prioritization Model, the recommended overall ecoroof target for the Central City is 15% of total area or approximately 18% of existing or redeveloped roof area by 2035. This target equates to 408 acres of green roofs by 2035. Variations in district character may result in the concentration of green roof areas in certain districts. Next steps will include a finer analysis and an assessment of opportunity for and limits to implementation.

[4] 2013 Annual Green Roof Industry Survey. Green Roofs for Healthy Cities. April 2014
http://www.greenroofs.org/resources/GreenRoofIndustrySurveyReport2013.pdf

Ecoroof costs vary considerably depending on design, a building's structural capacity (for retrofits), and site conditions. As part of the Ecoroof Incentive Program (2008-2013)[5] BES conducted a cost analysis of 109 incentive projects to identify relationships to installation type, land use, size of roof, and other characteristics. The analysis found that the average cost for ecoroof construction was $10.34 per square foot. Incentive funding contributed $1.9 million and leveraged an additional $6 million for total construction costs of around $8 million from 2008 to 2015.

Total construction costs to meet 15% coverage target by 2035 would be approximately $178 million, or $8.9 million per year. This cost would be bore by private development during the construction of new buildings or reroofing of existing buildings in the Central City. However, research shows that through energy savings, improved roof durability, reduced stormwater fees, and several other benefits, the costs would be paid off in just over 6 years[6]. A more robust economic analysis is recommended to determine the true potential for ecoroofs in the Central City and the appropriate tools needed to reach 2035 targets.

[5] http://www.portlandoregon.gov/bes/article/522380

[6] The Benefits and Challenges of Green Roofs on Public and Commercial Buildings: A Report of the United States General Services Administration. May 2011
http://www.gsa.gov/portal/mediaId/158783/fileName/The_Benefits_and_Challenges_of_Green_Roofs_on_Public_and_Commercial_Buildings.action

Ecoroof Target
APPENDIX A: Supporting City Planning Documents

Portland Watershed Management Plan

The Portland Watershed Management Plan (PWMP) uses comprehensive approach to meet state and federal regulations for water quality and endangered species protection. Ecoroofs help to implement the stormwater management strategy of the PWMP.

Portland Plan

The Portland Plan, adopted in 2012, includes…

H-3 Continue to manage and invest in quality basic public services. These services include public safety, emergency services, transportation and transit, drinking water, sewer, stormwater and green infrastructure, parks and natural areas and civic buildings.

H-24 Develop the network of habitat connections, neighborhood greenways and plan for civic corridors as a spine of Portland's civic, transportation and green infrastructure systems. Enhance safety, livability and watershed health and catalyze private investment and support livability.

P-10 Continue to promote innovation in public projects related to transportation and environmental services, including the following: (1) green infrastructure approaches as part of cleaning up the Willamette River, (2) an innovative active transportation system transit, walking, use of mobility devices, biking, car and bike sharing, etc., and (3) urban parks and natural areas. These will enhance the livability of the city and give Portland a competitive advantage in retaining and attracting an educated, productive workforce.

Climate Action Plan

Central City 2035

The following Central City goals, policies and actions pertain to ecoroofs. There are specific district actions in some cases; however, the overall intention is that increasing ecoroof coverage occurs throughout the Central City.

Willamette River

Policy 45. Water Quality. Improve the quality of stormwater runoff from the street using stormwater management tools such as bioswales and street trees. Increase the use of ecoroofs, green walls and rain gardens with redevelopment.

Action WR3: Improve water quality in the Willamette River by integrating green infrastructure and urban design.

Urban Design

Policy 48. Signature open spaces. Advance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative and respite functions to serve an increasingly diverse population of residents, workers and visitors.

Action UD1: Develop incentives to encourage publicly accessible, private plazas, ecoroofs and pocket parks as new development occurs.

Health and the Environment

Goal R: Advance the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can provide equitable benefits to human health, the natural environment and the local economy.

Policy 56. Green infrastructure. Expand the use of green infrastructure, such as trees, vegetation, swales and ecoroofs, as a component of the Central City's overall infrastructure system.

Policy 59. Green Infrastructure. Increase the use of ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce the heat island effect, improve air and water quality and create habitat for birds and pollinators on new buildings.

Policy 61. Upland Habitat Connections. Create an upland wildlife habitat corridor using street trees, native vegetation in landscaping, public open spaces and ecoroofs that provides a connection for avian and pollinator species between the West Hills and Willamette River.

Ecoroof Target
APPENDIX B: Supporting Data

A. Storm and Sewer Infrastructure

Ecoroofs help to retain and slow stormwater runoff from roofs and thus can assist in reducing the timing and volume of stormwater managed by the storm and sewer pipe system.

1. Present Worth of Capacity Deficiency Risk - These data, shown in Figure 4-10 of the March 2012 City of Portland System Plan[7], show the geographic distribution of capacity deficiency risk within the BES service area (combined and sanitary sewer basins) in terms of 100 year present worth value. This capacity deficiency risk includes basement sewer back up risk and the risk of future CSOs.
2. Municipal Separate Storm Sewer System (MS4) Drainage sub-basins - MS4 sub-basins will generate runoff that drains into waterways. Ecoroofs on these buildings will reduce the volume of stormwater runoff from roofs, and the remaining volume will be cooler and potentially cleaner when it leaves the roof.

B. Watershed Health

Ecoroofs are part of the Stormwater Management Strategy in the Portland Watershed Management Plan to improve hydrologic function and watershed health[8]. The impervious area reduction from ecoroof installations can reduce stormwater runoff volume and reduce impacts to ecologically sensitive areas and those prone to landslide risk.

1. Habitat Connectivity - The 2011 Terrestrial Ecology Enhancement Strategy[9] (TEES) identifies ecoroofs as a tool to address barriers to or gaps in habitat connectivity. Ecoroofs provide habitat for insects and birds, and help connect habitat corridors and fill gaps. For the purpose of this analysis, all buildings within 50 feet of habitat corridors, gaps, or anchors will be valued as providing habitat benefit.
2. Environmental Zones[10] - Environmental zones protect resources and functional values that have been identified by the City as providing benefits to the public. For properties developing in an e-zone, minimal site enhancements include the removal of impervious surface and installation of native plants. For the purpose of this analysis, all surveyed buildings within 100 feet of designated environmental zones will be valued positively based on the reduction and removal of roof runoff.

C. Community Livability

Ecoroofs provide an additional suite of benefits to community livability and health, including air quality, cooling, and aesthetics. Data are limited for these drivers.

1. Urban Heat Island - Through evapotranspiration and shading of the roof membrane, ecoroofs reduce heat transfer between buildings and the atmosphere, which helps to

[7] City of Portland System Plan: Combined and Sanitary Sewer Elements: Executive Report. March 2012
[8] Actions for Watershed Health: 2005 Portland Watershed Management Plan. City of Portland Environmental Services, 2005
[9] Terrestrial Ecology Enhancement Strategy. City of Portland, Oregon. June, 2011. http://www.portlandoregon.gov/bes/article/354986
[10] Overlay Zones, BPS website. http://www.portlandoregon.gov/bps/article/64465

reduce the temperature in urban centers, particularly in dense urban areas with high impervious area and low vegetation. GIS data modeled and provided by Portland State University show that the warmest areas of Portland's heat islands are in the Central City, industrial areas, and along major arterials, and are more than 2°C warmer. For the purpose of this analysis, all surveyed buildings within these areas will be valued positively for reducing roof contribution to temperature increases.

Central City 2035 Recommended Draft – Tree Canopy Scenarios and Targets

Executive Summary

Introduction

The Recommended Draft Central City 2035 Plan presents draft tree canopy targets for the Central City as a whole and each of its subdistrict.

The draft tree canopy targets were informed through the development of two future tree canopy scenarios for the Central City. The scenarios were developed by the Bureau of Planning and Sustainability, in collaboration with staff from the Bureau of Environmental Services, Portland Parks and Recreation/Urban Forestry, and the Portland Bureau of Transportation.

- The ***Baseline Future Tree Canopy Scenario (Baseline Scenario)*** calculated the tree canopy impact of anticipated future development and investments based on current policies, regulations, and programs.

- The ***Central City 2035 Future Tree Canopy Scenario (Central City 2035 Scenario)*** estimates the impact of new policies, regulations, and investments proposed in the draft plan, or expected through implementation of the plan. Assumptions were developed to estimate the tree canopy impacts associated with:
    - Increasing tree canopy in the Green Loop and on "Flexible" streets.
    - Investment in an expanded street tree planting program.
    - Optional front building setbacks on certain streets (aka, "required building lines")
    - Incorporation of trees on buildings, including podiums, roofs, and other locations.
    - New Central City Master Plan path.
    - Several planned new parks.
    - Expanded river setback and required plantings.
    - Investments in riverbank enhancement.

The scenarios are intended to:

a. Estimate how tree canopy will change given proposed policies, regulations, investments, and anticipated future development. Separate estimates were produced for trees in public rights-of-way, tax lots and parks.
b. "Reality check" the preliminary tree canopy targets in the quadrant plans using GIS models.
c. Compare the Central City 2035 with existing policies and practices, in terms of tree canopy.
d. Respond to anticipated stakeholder questions and concerns.
e. Inform other future projects and program decisions.

Meeting the tree canopy targets

The tree canopy targets proposed in the Recommended Draft Central City 2035 Plan are based on the results of the *Central City 2035 Plan Scenario.* Staff believes that these targets are both aspirational and achievable. Meeting these targets will require significant changes in current regulations and substantial public investment above and

beyond current levels. Investments by the City in terms of regulatory implementation and enforcement, tree planting and other green infrastructure improvements will be needed to achieve the targets. It should be noted that the draft tree canopy targets are based on estimates of canopy associated with mature trees. In reality, even if all of the policies, regulations, and investments assumed for the Central City 2035 Scenario are implemented, many existing trees and trees that are planted between now and 2035 will not reach maturity until after 2035. Therefore, the tree canopy targets may not be fully met until after 2035. The sooner the policies, regulations, and investments are implemented, the more tree canopy will accrue by 2035.

Scenario Results and Recommendations

The analysis indicates that many more acres of tree canopy in the Central City will be generated between now and 2035. Still, given the size of the Central City, projected canopy increases generally translate to a modest increase in the percentage of tree canopy percentage over the area.

The analysis highlights key challenges associated with increasing Central City tree canopy, including:

- Extensive existing development in the Central City.
- Proposed zoning that continues to allow 100 percent lot coverage in much of the Central City to support housing, employment, public transit, and a quality pedestrian environment.
- Existing exemptions from Title 11 Tree Preservation and Tree Density standards in certain zones.
- Constraints on planting street trees, including physical barriers, narrow planting strips, funding limitations, and property owner resistance to planting street trees.

The Baseline Scenario estimates that Central City tree canopy will increase by 14.2 to 72.4 acres, or from roughly 13.5 percent to between 14.0 and 16.3 percent under current policies, regulations and investment levels. Projected increases are associated primarily with assumed tree canopy growth in the Pearl and South Waterfront districts where existing trees have been planted relatively recently. Other canopy gains are associated with investments in street tree planting and new parks. Tree canopy is projected to increase incrementally in most subdistricts, though the increases vary by subdistrict. In a few subdistricts, tree canopy is projected to decrease in the "Low" estimate. Only one subdistrict (Goose Hollow) is projected to decrease in the "High" canopy estimate. Variability in canopy among the Central City districts is expected to continue under the Baseline Scenario, in large part due to existing variability.

The *Central City 2035 Plan Scenario* projects an increase of 46.0 to 117.1 acres in total across the Central City, relative to existing canopy. This would increase total Central City tree canopy from the existing 13.5 percent, to between 15.3 and 18.1 percent. The scenario also demonstrates that:

- Variability in tree canopy between districts is expected to continue. Tree canopy in the Central Eastside, a district characterized by some of the lowest existing canopy levels, is expected to add an additional 8.8 to 19.9 acres over the life of the plan, representing an increase of between 1.2 and 2.8 percent. In the Pearl and South Waterfront Districts, tree canopy is projected to increase dramatically – roughly doubling or more in canopy percentage – largely as a result of the growth of existing trees. Tree canopy in subdistricts with high percentages of tree canopy, including Goose Hollow, the West End and South Downtown/University, is projected to remain generally consistent with the Baseline Scenario.

- The Central City 2035 Scenario estimates that future tree canopy will be at or above the 10 – 15 percent Central City canopy target contained in the Portland Plan. Similarly, the Central City 2035 targets would be generally consistent with those proposed in the quadrant plans. However, the canopy targets for three subdistricts – Lower Albina, South Downtown/Waterfront, and Downtown – have been lowered slightly to better account for constraints on increasing tree canopy in these areas.

- Overall, the strategies included in this analysis represent a diverse mix of proactive City investments and public-private partnerships, regulatory mechanisms, and market-based (non-regulatory) conditions. Attention and effort will be needed to ensure: 1) strategic preservation and planting of trees throughout the Central City, and 2) expanded space and subsurface soil volume to plant and establish trees, including a diversity of small, medium, and large trees. Investment in additional proactive street tree planting, streetscape improvements (e.g., Green Loop), proposed riverbank enhancements, and new parks will be critical in achieving this goals.

The future tree canopy results and proposed Central City 2035 tree canopy targets are presented on the following page.

				Baseline Future Tree Canopy Scenario[2]		CC2035 Plan Scenario Results & Draft Tree Canopy Targets[3]	
CC Subdistrict		**Subdistrict Area[1] (acres)**	**Existing tree canopy**	**LOW**	**HIGH**	**LOW**	**HIGH**
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		*7.5%*	*7.6%*	*8.7%*	*8.7%*	*10.3%*
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.9
	%		*15.9%*	*14.2%*	*16.6%*	*15.6%*	*18.4%*
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		*6.1%*	*6.6%*	*6.7%*	*7.1%*	*7.3%*
Downtown	acres	222	45.3	46.1	49.6	48.4	52.0
	%		*20.4%*	*20.7%*	*22.3%*	*21.8%*	*23.4%*
Goose Hollow	acres	175	36.9	32.6	36.8	34.3	38.6
	%		*21.2%*	*18.7%*	*21.1%*	*19.7%*	*22.1%*
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		*16.7%*	*16.5%*	*17.8%*	*17.4%*	*18.8%*
Pearl District	acres	277	28.7	52.7	58.8	57.0	65.4
	%		*10.4%*	*19.0%*	*21.3%*	*20.6%*	*23.6%*
South Downtown/ University	acres	218	53.1	46.7	53.7	48.0	55.6
	%		*24.3%*	*21.4%*	*24.6%*	*22.0%*	*25.5%*
South Waterfront	acres	177	16.2	19.1	36.9	25.0	47.2
	%		*9.1%*	*10.8%*	*20.8%*	*14.1%*	*26.7%*
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		*15.5%*	*18.2%*	*19.2%*	*19.1%*	*20.2%*
Central City Total	**acres**	***2,523***	**339.4**	**353.6**	**411.8**	**385.4**	**456.5**
	%		***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

Central City Tree Canopy Scenarios and Targets – Report

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I. Introduction

A. Overview

This report presents the general approach used to generate future tree canopy scenarios and proposed tree canopy targets for this Recommended Draft. The methodology, the tree canopy targets, and the report text have been refined since the Proposed Draft to incorporate a revised analysis to represent changes to the Central City Master Plan code (33.510.255) and stakeholder comments.

Several additional options were evaluated for illustrative purposes, or to inform projects outside of the Central City 2035 plan, including future updates to Title 11, Trees. These options are described in Appendix A.

B. Tree Canopy Benefits, Plans, and Policies

Tree canopy provides numerous environmental, aesthetic, public health, and economic benefits. Trees help clean and cool the air and water, contribute to the quality of neighborhoods, business districts, and pedestrian environments, and provide important habitat in the city. In *Portland's Urban Forest Canopy,* (Portland Parks and Recreation, 2007) the annual benefits of Portland's public trees are estimated, including air cleaning and carbon sequestration ($1 million), stormwater processing ($11 million), increased property resale values ($13 million), and reduced energy costs ($750,000), for an estimated total annual benefit of over $27 million. Per tree values differ based on species, size, and age of the tree, with larger trees providing more benefits. On average, one public tree in Portland will return $3.81 in environmental and aesthetic benefits for every dollar invested. Portland's public trees, including street trees and park trees, are estimated to have a replacement value of over $2.3 billion, with the replacement value of private trees estimated to be $2.6 billion.

Tree canopy targets for Portland were first established in the 2004 Urban Forestry Management Plan (UFMP). The UFMP set a 15 percent tree canopy coverage target for commercial/industrial/institutional areas. The UFMP states, "There are some areas — such as downtown commercial areas — where it may not be possible to attain this level of coverage. Other areas may be able to achieve a much higher canopy cover." The UFMP establishes a 35 percent canopy target for rights-of-way, a 35-40 percent canopy target for residential areas, and a 30 percent canopy target for parks. The UFMP does not include a citywide canopy target; however, when the targets for different development types are aggregated and applied across the entire area of the city, the average is 33 percent.

The Portland Plan, adopted in 2012, calls for tree canopy to cover at least one-third of the city, on average, by 2035. The Portland Plan also identifies measures of success, including a Central City tree canopy target of 10 – 15 percent and a minimum of 20 – 25 percent tree canopy in all residential neighborhoods. The Central City canopy target reflects the fact that the Central City is highly urbanized, with development that is commonly lot-line to lot-line. This is in contrast with residential or less intensive non-residential areas where there is often more room for trees in yards and landscaped areas.

The City's Climate Change Preparation Strategy, adopted by the City Council in 2015, also features tree preservation and planting as a tool to help meet key objectives and strategies such as decreasing the urban heat island effect and increasing the resilience of the built environment to increased winter rainfall. Actions defined in the strategy include implementing the UFMP, using trees and other green infrastructure to reduce impervious area, and maintaining tree canopy in parks.

Left: SE 2nd Avenue in the Central Eastside Industrial Subdistrict. Right: Tree canopy along SW Oak Street on the border of the Downtown and Old Town/Chinatown districts.

The following draft Central City 2035 policies establish the explicit intention to increase and improve the quality of tree canopy, or call for places and amenities that are anticipated to include tree canopy. Most of these policies were included in the Central City Concept Plan, N/NE Quadrant Plan, West Quadrant Plan, and/or SE Quadrant Plan. Some have been revised since. Note: This is not an exhaustive list of all relevant policies in the Recommended Draft.

1. Central City-wide policies

Policy2.1 Complete neighborhoods.

Policy 3.6 Street diversity.

Policy 3.7 Streetscape.

Policy 4.2 Willamette River recreation.

Policy 4.6 Watershed health and native species recovery.

a. Watershed Health.

d. Stormwater Management.

e. Riverbank enhancement targets.

Policy4.11 Low impact development.

Policy 5.2 Central, connected Willamette River.

Policy 5.5 Large site development.

Policy 5.10 Street hierarchy and development character.

Policy 5.12 “Green Loop” concept.

Policy 5.17 Open space network.

Policy 6.2 Climate change resilience.

b. Heat island.

c. Fish and wildlife habitat.

Policy 6.3 Multiple functions.

Policy 6.4 Green infrastructure.

Policy 6.8 Upland habitat connections.

Policy 6.9 Strategic tree canopy enhancement.

a. Tree priorities.

b. Tree Diversity.

c. Heritage trees.

d. Tree Canopy.

Policy 6.10 Effective tree planting.

a. Tree size.

b. Soil volume.

c. Tree accommodation.

d. Innovative design.

Policy 6.12 City investment in street trees.

a. Multiple benefits.

b. Maintenance.

2. Central City district-specific policies

Policy 3.CE-3 Green Streets.

Policy 5.UD-3 Montgomery Green Street.

Policy 4.DT-1b Governor Tom McCall Waterfront Park – Watershed health and native species recovery.

Policy 5.GH-2 Natural features.

Policy 5.GH-4 Open space network.

Policy 5.PL-4 Open space network.

Policy 5.LD-5 Open space network.

Policy 6.LD-2 Sullivan's Gulch.

Policy 6.CE-1 Freight-compatible green infrastructure.

Policy 6.CE-2 Strategic tree canopy enhancement.

C. Stakeholder Input and Preliminary Tree Canopy Targets

Community stakeholders expressed a range of viewpoints relating to trees in the Central City during the quadrant planning efforts. Some stakeholders supported ambitious targets that call for significant increases in Central City tree canopy and the benefits it provides, including air cooling, stormwater management, aesthetic beauty, improved pedestrian environment, and habitat for birds and pollinators. Others expressed concern about potential constraints and conflicts between land uses and trees, such as impacts on freight movement and visibility and obscuring storefronts and signs.

The Portland City Council endorsed preliminary "potential tree canopy" targets developed in conjunction with the North/Northeast, West, and Southeast quadrant plans. Those preliminary tree canopy targets reflected 2007 Metro vegetation data for existing tree canopy. However, the tree canopy targets in the quadrant plans were developed using a largely qualitative assessment of potential future tree canopy. A key assumption during quadrant planning was that future tree canopy would come primarily from additional trees in Central City rights-of-way (ROW). Those analyses relied on the 2004 UFMP targets, particularly the 35 percent ROW tree canopy target, to derive the preliminary tree canopy targets. The quadrant plans also included a draft methodology to guide additional refinements to the canopy targets prior to adoption of the Central City 2035 Plan.

In response to those preliminary targets some stakeholders requested a more rigorous, in-depth analysis to confirm that the targets are appropriate and feasible, and to be clearer about how and where Central City tree canopy would change in the future.

Since adoption of the quadrant plans, the Bureau of Planning and Sustainability (BPS) has worked with Portland Parks and Recreation (PP&R), the Bureau of Environmental Services (BES), and the Portland Bureau of Transportation (PBOT) to develop a more rigorous methodology for producing Central City future tree canopy scenarios and targets. The scenarios estimated how different policy, regulatory, and investment choices may affect tree canopy, including those in the draft Central City 2035 Plan.

The future tree canopy scenarios informed the development of the draft canopy targets in this plan. The methodology used aims to understand existing conditions and establish aspirational but attainable targets. The scenarios are meant to reflect both constraints and conflicts that may limit tree canopy as well as opportunities to expand canopy, including several ambitious strategies that would require significant investment.

During public review of the Proposed Draft, several stakeholders commented on the tree canopy target report, including staff from City bureaus and several community members. Comments ranged from specific suggested edits to broad policy issues and concerns. Examples include concern regarding the canopy impact of recent City restrictions on planting street trees in narrow planting strips, required landscaped setbacks, interest in innovative street and development design to preserve large healthy trees and incorporate new trees – especially in Central City Master Plan areas, and ensuring adequate monitoring of progress toward canopy targets over time. Questions were also raised about proposed policies to ensure adequate sub-surface soil volume for newly planted trees. There is increasing concern about the impact of underground vaults and voids that encroach into the sidewalk corridor on capacity for new street trees.

One overarching question has been whether the Central City 2035 Tree Canopy Targets are aspirational, or whether they rely on current conditions or the status quo. Some felt the canopy targets should be based on the amount of canopy needed to attain specific benefits or ecosystem services. In response, it is important to emphasize that the Central City 2035 Tree Canopy Targets represent substantial changes from current conditions. Meeting these targets will require significant changes in current regulations and substantial public investment above and beyond current levels. The first step toward meeting the targets will be adoption of the Central City 2035 Plan. However, it will also take continued long-term investment in regulatory implementation and enforcement, tree planting and other green infrastructure improvements to achieve the projected tree canopy “lift.”

Further, the canopy targets are intended to be aspirational, practical, and achievable, within the context of the Central City 2035 Plan. The canopy targets were not developed to provide tree-related benefits “in a vacuum.” Rather, the targets are intended to support, integrate and balance multiple citywide and Central City-specific goals and policies by employing a suite of creative, forward-thinking land use and infrastructure planning based approaches.

The City should continue to explore creative ways to add canopy so that optimal canopy levels can be met, potentially exceeding what is targeted in this plan. The existing Urban Forestry Management Plan will be updated by Parks and Recreation in the next several years and will explore ways to achieve appropriate canopy in the Central City and throughout the rest of the city. Tree canopy will continue to serve an important function in addressing pressing issues like climate change, heat island effect, and air pollution.

In the future, if new goals are established for tree canopy to achieve specific benefits in the city, these targets could be revisited. However, tools that go beyond the Central City 2035 Plan purview will likely be needed to further enhance tree canopy.

The plan has been updated to address a number of comments received. Some comments may also be addressed in the future when the Central City Design Guidelines are updated. The approach taken to develop the scenarios and targets is described in the next section of this report.

II. Analysis

A. General Approach, Key Assumptions, and Scenario Concepts

As noted above, the Recommended Draft presents future tree canopy scenarios that have been developed to estimate how different policy, regulatory and investment options would affect tree canopy in the Central City. The analysis produced a "Baseline" scenario and a "Central City 2035 Plan" scenario, and associated canopy targets for each. The scenarios are intended to:

- Estimate how tree canopy will change given different policies, regulations, and investments, as well as anticipated future development.
- Use GIS and a rigorous modeling approach to provide a clear and reasonable rationale for tree canopy targets and "reality check" preliminary tree canopy targets produced during quadrant planning.
- Allow a comparison between current policies and practices and the Central City 2035 Plan, in terms of tree canopy.
- Provide information in response to anticipated stakeholder questions and concerns.
- Inform other future projects and program decisions.

Several additional options outside the Central City 2035 Plan were evaluated that are not included in the proposed tree canopy target package. These strategies, including in Appendix A, are intended to be illustrative and/or to inform future projects, such as updates to Title 11, Trees.

Given the diverse landscape and land uses in the Central City, future tree canopy was estimated for each subdistrict within the Central City. Estimates were produced for trees in public rights-of-way, tax lots and parks. Scenarios reflect the following key data and analysis tools:

- Existing tree canopy data. The 2007 vegetation data used to develop the preliminary tree canopy targets in the Discussion Draft have been replaced with 2014 LiDAR vegetation data in this draft. This greatly improves the accuracy of information on existing tree canopy.
- Field survey data relating to tree planting spaces along Central City rights-of-way.
- GIS modeling to estimate changes in tree canopy associated with assumed future:
    - Proactive tree planting projects on Central City rights-of-way.
    - Development and redevelopment. This includes changes in tree canopy on tax lots and along rights-of-way.
    - Proactive riverbank enhancements.
- Tree canopy assumptions for existing and planned parks and public spaces in the Central City.

Although some key assumptions vary between the scenarios, several fundamental tenets apply across the scenarios, including:

- Tree canopy estimates developed for the scenarios represent anticipated canopy when trees reach full maturity. It is assumed that the policies, regulations, and investments included in the

scenarios are in effect or take place within the 20-year Central City 2035 Plan timeframe. However, not all existing or future trees will reach maturity within that timeframe. Given the variability and uncertainty associated with when new trees have been or will be planted, which species of trees have been or will be planted, and how long it takes for trees to mature, it is not feasible to estimate how much canopy will actually exist in the Central City in 2035. In addition, tree canopy is affected by tree mortality, due to natural attrition, vandalism, impacts from cars and trucks, etc. For example, if an older, larger ROW or landscape tree dies and is replaced promptly, as required by code, with a younger, smaller tree, there will be a lag time until mature canopy is reached again. Therefore, the results of the future tree canopy scenarios reflect a longer timeframe than the Central City 2035 Plan. That said, the sooner enhanced regulations and investments are implemented, the more canopy will be established by 2035, and the sooner the City will reach its long-term mature canopy goals.

- Assumptions underlying the scenarios are applied generally at the Central City subdistrict scale, and do not, except in limited instances, apply to individual sites.

- Although each scenario estimates future tree canopy associated with trees planted in rights-of-way, on tax lots, and in parks and open spaces, it is understood that the canopy associated with these trees may cover a mix of these property types. Therefore, the results of the scenarios are more robust when aggregated across these property types and presented at subdistrict levels

- It is assumed that trees planted along rights-of-way are comprised of the largest tree species allowed given the width of the planting strip.

- It is recognized that existing and future trees will grow and die and be replaced in a "dynamic equilibrium." Therefore, it is assumed that existing tree canopy remains constant except where changes are modeled to reflect impacts on tree canopy as a result of development and redevelopment, proactive investments in street tree planting, or management of public parks. It is also assumed that trees planted in the future on streets or sites will be replaced in a timely manner if they are severely damaged or die. The tree canopy estimates do not reflect potential attrition.

- Per the Portland Parks and Recreation Urban Forestry Street Tree Planting Standards (updated February 2016), planting spaces must be equal to or greater than three feet wide to accommodate a small street tree. Additionally, for those areas along the sidewalk requiring concrete cutouts, the minimum cutout size is four feet. Therefore, planting spaces that do not meet these standards have been removed from the estimates of ROW planting spaces provided below.

- It is assumed that development and redevelopment in the Central City through 2035 will take place on vacant and under-utilized sites identified in the Recommended Buildable Lands Inventory (BLI).

Left: Recently planted street trees; Right: More mature street trees.

"Baseline" Future Tree Canopy Scenario

The Baseline Future Tree Canopy Scenario (Baseline Scenario) is intended to reflect future canopy in the Central City if existing policies, regulations, and investment levels were maintained to the year 2035.

Baseline Scenario components for trees in rights-of-way include:

a. New street trees associated with anticipated new development on Central City vacant and underutilized sites identified in the Buildable Lands Inventory. The analysis also reflects current streetscape and street tree planting policies (e.g., minimum pedestrian through-zone, furnishing zone width, sidewalk dedication requirements, etc.).

b. Street tree growth in recently developed/redeveloped areas, specifically the Pearl District and South Waterfront, which contain a large number of recently planted street trees. In these areas, the GIS existing tree canopy layer does not represent expected future canopy and additional modeling has been done to project future canopy when street trees reach full maturity. It is understood that all subdistricts contain some proportion of recently-planted trees but the Pearl District and South Waterfront are characterized by a comparatively large amount of recently-planted trees that must be specifically accounted for.

c. Continuation of periodic, proactive City street tree planting projects. The City currently offers to plant street trees free of cost based on property owner agreement to accept and maintain the trees.

Baseline Scenario components associated with trees on tax lots include:

d. Changes in tree canopy associated with future development sites in the Central City. Again these sites would include vacant and underutilized sites identified in the BLI. The analysis reflects current zoning code (Title 33) and tree code (Title 11) allowances and requirements (e.g., building coverage, landscaping, and tree planting/density). It should be noted that development may result in net tree canopy increases or decreases.

e. Trees on new buildings. Placing trees on buildings to provide on-site amenities for building users is becoming more common in some urban areas. Trees can be installed on shared areas atop podiums and on rooftops, providing building occupants with additional access to shade and green spaces, and other ecosystem service benefits. A number of projects in Portland have incorporated trees on buildings and the Baseline Scenario recognizes this growing trend by including an estimate of trees placed on buildings as part of future development/redevelopment within the Central City.

f. Optional front building setbacks for new development (aka "Required Building Lines"). The current zoning code (Title 33) includes provisions allowing building setbacks along primary lot frontages when lots are developed or redeveloped. In zones that currently allow lot-line-to-lot-line development, setbacks would provide more space for street trees to grow larger. Setbacks may also provide room for additional trees to be planted within the setback itself. In these cases, encouraging the incorporation of adequate subsurface soil volume will facilitate planting of larger trees and healthy tree growth over time.

The Baseline Scenario also includes estimated future canopy associated with management of existing public parks and public spaces:

g. Baseline tree canopy in existing parks and public spaces. Portland Parks and Recreation (PP&R) has produced preferred canopy ranges for City-managed parks and public spaces in the Central City. The preferred canopy ranges reflect consideration of current and desired park uses, maintenance, and security issues, along with goals for improved tree canopy quantity and quality.

Central City 2035 Plan Future Tree Canopy Scenario

The tree canopy targets proposed in this draft are based on the *Central City 2035 Plan Future Tree Canopy Scenario* (Central City 2035 Scenario).

The Central City 2035 Scenario incorporates the same basic components as the Baseline Scenario. However, assumptions were changed to reflect proposed or otherwise anticipated changes in existing policies, regulations, and investments associated with adoption and implementation of the Central City 2035 Plan.

Central City 2035 Plan Scenario components for trees in rights-of-way include:

a. Streetscape improvements for the Green Loop. The Green Loop is envisioned as a 6-mile signature linear park and active transportation path that will bring new life and energy to the Central City.

The Green Loop concept will promote more walking, biking, rolling, jogging and public transit trips, contributing to a smaller city-wide carbon footprint.

b. Flexible Street Design. An intentional street hierarchy, including "Retail/Commercial," "Boulevard," and "Flexible" street types, is one of six "big ideas" for Central City 2035 that informed development of the plan's goals, policies and implementing actions. The Recommended Draft Policy 5.10 calls to "establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible." The flexible street designation is intended for low volume, low speed quiet streets where visible green features, including larger canopy/spreading trees, are encouraged. The intention of both the Green Loop and flexible streets is to create a safer, greener environment for bicyclists and pedestrians. This may include physical separation of travel modes, unique street furnishings, connected canopy, and other innovative design elements that provide safe and attractive pedestrian, jogging and bicycle connections.

c. Investment in street tree planting. Increased investment, over and above Baseline Scenario levels, is needed to help meet a broad range of Citywide and Central City-specific goals and policies proposed in the Central City 2035 Plan. It is envisioned that the City would invest additional resources to offer trees free of charge to willing property owners on a more frequent basis than assumed for the Baseline Scenario. For this scenario it is assumed that property owners would continue to be responsible for tree maintenance.

Central City 2035 Plan Scenario components associated with trees on tax lots include:

d. Optional landscaped building setback streets. The Recommended Draft includes new landscaped setback streets under the Required Building Lines section. Along these streets, optional setbacks must be landscaped. The intention is to incorporate more trees within the setback itself. Landscaped setbacks may also provide an opportunity to use root channels, structural systems, or other methods to supplement the volume of soil available to street trees by connecting them to the additional soil volume under the setback. Additional soil volume allows for planting of larger trees and improved tree health over time.

e. Additional trees on new buildings. Policies in the Central City 2035 Plan support the inclusion of trees on buildings, in addition to those at grade and in the right-of-way. Therefore, an increase in the amount of trees placed on buildings has been assumed as a result of the plan. The Central City 2035 Plan is assumed to double the tree canopy provided on buildings, when compared to the Baseline Scenario.

f. Central City Master Plan Areas. The Recommended Draft includes a required master plan process on master plan areas identified in Map 510-19. This process will also be an option available for development on sites at least 160,000 square feet in size. The master plan approach is intended to promote innovative site designs, including a dynamic public realm with parks and open spaces, pedestrian walkways, plazas, private streets, and trees, while also providing greater efficiency and flexibility for the property owner during the development process.

The Central City 2035 Scenario also includes estimated future canopy associated with new public parks and public spaces:

g. Planned Central City parks and public spaces. The Central City 2035 planning process has identified a number of parks that are anticipated to be developed during the planning horizon. These parks have not yet been master planned, but are expected in this analysis to provide opportunities for additional tree canopy, per Parks and Recreation estimates.

Other components of the Central City 2035 Plan Scenario include:

h. Expanded Willamette River setback. The Recommended Draft includes an expanded river setback to improve the quality and functionality of river access and natural resource protection. Planting requirements will be updated and will result in additional tree canopy.

i. Riverbank enhancements. Riverbank enhancement targets were approved through the quadrant planning process. Future enhancements are envisioned as a combination of projects on City and other publicly-owned property, as well as public/private partnerships to enhance privately-owned property.

B. Methodology and Results

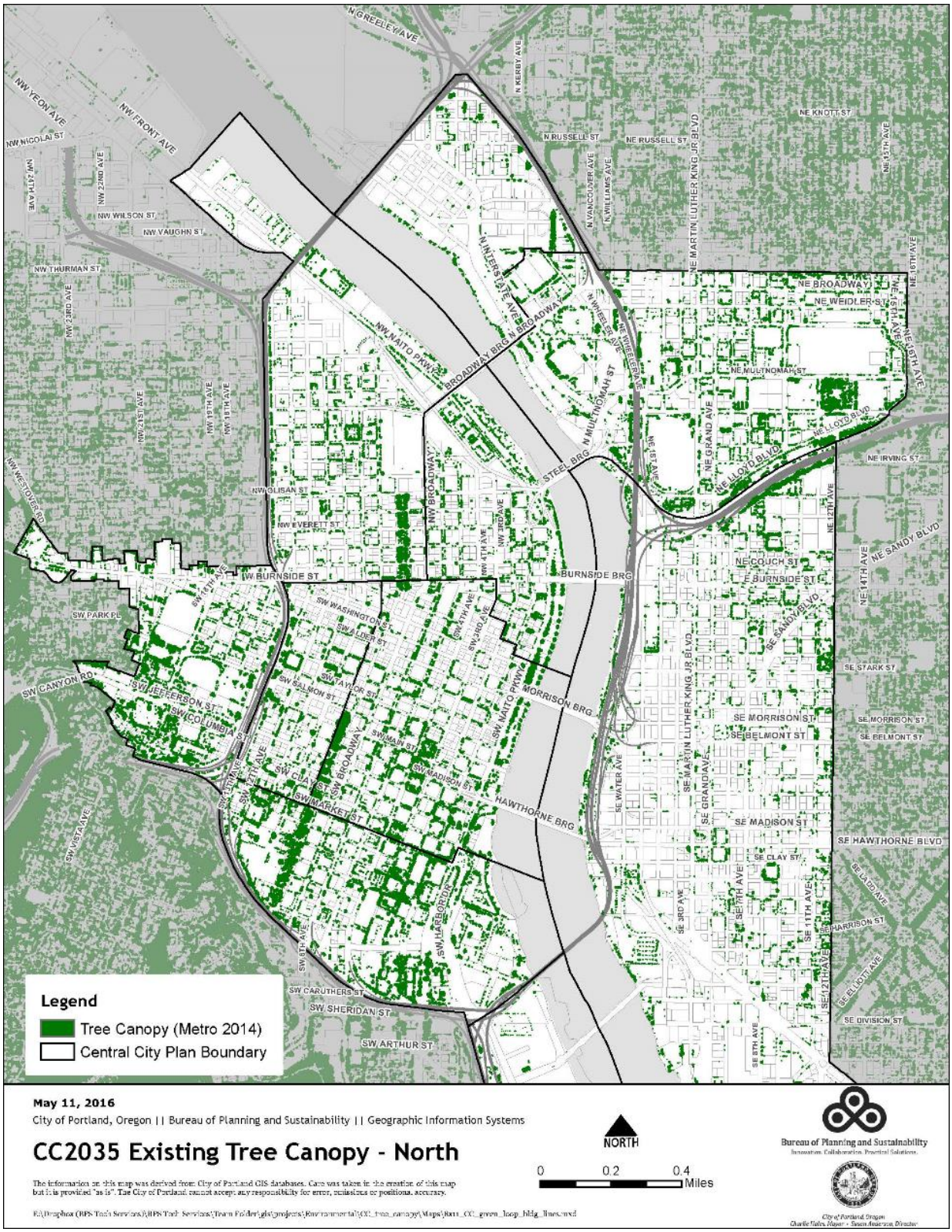
1. Baseline Future Tree Canopy Scenario

The Baseline Scenario provides a snapshot of what canopy might look like across the Central City if existing policies, regulations, and levels of investment were to persist through 2035. The Baseline Scenario reflects existing tree canopy and models anticipated changes in tree canopy in rights-of-way, on tax lots, and in parks/open spaces. It is assumed that anticipated future growth, development, and investment will play out in accordance with current policies and regulations (e.g., land use, zoning, sidewalk widths and street dedications) and programmatic practices (public investment in tree planting).

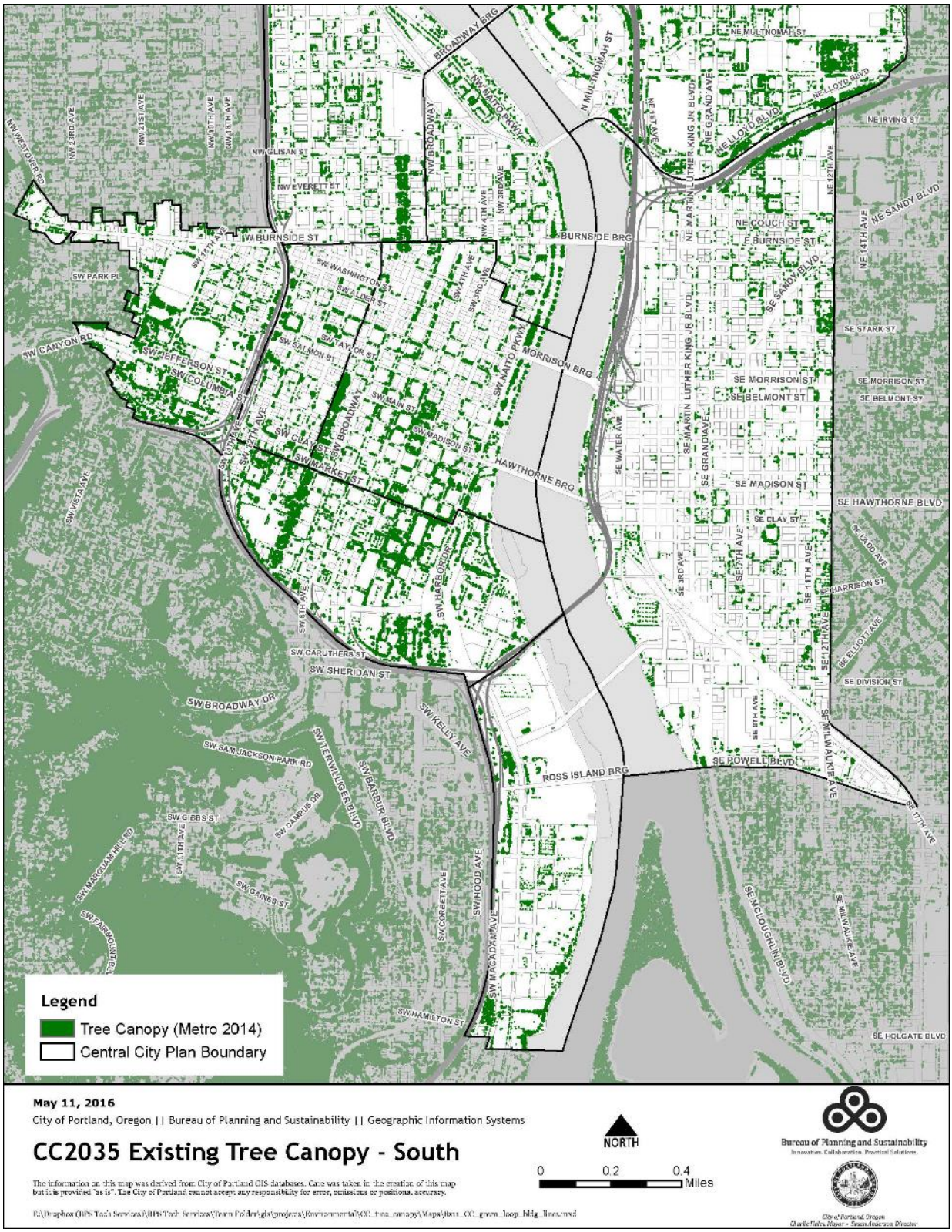
For the Baseline Scenario future tree canopy is estimated by adding or subtracting projected future canopy changes relative to existing tree canopy.

Existing tree canopy coverage was estimated using 2014 LiDAR data. Estimates have been created for: 1) Total existing tree canopy, by zone, by Central City subdistrict (excludes water), and 2) Existing tree canopy on lots designated as vacant or underutilized in the City of Portland's Draft Buildable Lands Inventory (BLI). Total existing tree canopy maps are presented below in TC-Figure 1 and TC-Figure 2.

TC-Figure 1. Central City Existing Tree Canopy – North



TC-Figure 2. Central City Existing Tree Canopy – South



As noted above, vegetation data used to develop the preliminary tree canopy targets in the Discussion Draft have been updated with 2014 LiDAR vegetation data. This update greatly improves the accuracy of information on existing tree canopy as a result of the significantly higher resolution of the 2014 LiDAR data, when compared to the 2007 data used in the Discussion Draft. As a result of this greater resolution, a larger proportion of Central City trees were captured in the analysis. The 2014 data consistently captures smaller and individual trees, whereas 2007 data primarily recognized only medium and large trees, or collections of trees.

The approaches used to estimate Baseline Scenario future tree canopy cover within rights-of-way (ROW), on tax lots, and in parks and public spaces are described below.

a. Baseline right-of-way tree canopy

This portion of the analysis involved estimating the expected increase in street trees as a result of existing policies and regulations. For the purposes of this analysis, it is assumed in most instances that existing street tree canopy will remain constant, recognizing that existing street trees will grow, die, and be replanted in a dynamic equilibrium. However, in the Pearl and South Waterfront subdistricts, which have recently undergone extensive redevelopment, street trees are still small and are expected to grow over time. For these subdistricts the baseline scenario incorporates estimates of future street tree canopy when trees are fully grown. This "tree canopy capacity" estimate is based on the existing planting spaces and planting strip codes referenced in the next section. Modeled ROW canopy capacity replaces existing ROW canopy in these subdistricts.

As noted above, it is understood that many ROW trees will not reach full maturity by 2035 and this mature canopy capacity extends beyond the 20-year plan timeframe.

i) ROW tree data

BES provided data on existing street trees and potential street tree planting spaces in the Central City for use in this analysis. The BES street tree survey, conducted between 2010 and 2014, identifies the number of planting spaces with existing trees and the number of potential planting spaces by street address (see TC-Table 1).

TC-Table 1. Existing and Potential ROW Planting Spaces by Subdistrict

Geography	Area (acres)[1]	Existing (Planted) ROW Planting Spaces	Potential ROW Planting Spaces, Total	Potential ROW Planting Spaces, w/o A & B Strips[2]	Total ROW Planting Spaces	Existing Stocking Level[3]
Central Eastside	706	2,071	2,167	1,354	3,425	60%
Lloyd District	385	1,600	516	474	2,074	77%
Lower Albina	138	141	187	126	267	53%
Downtown	222	1,748	579	510	2,258	77%
Goose Hollow	175	793	375	325	1,118	71%
Old Town/Chinatown	130	939	184	152	1, 091	86%
Pearl District	277	1,795	482	380	2,175	83%
South Downtown/University	218	915	81	76	991	92%
South Waterfront	177	483	155	116	599	81%
West End	95	639	355	319	958	67%
Central City Total	***2,523***	***11,124***	***5,081***	***3,912***	***15,036***	***74%***

[1] Does not include water.

[2] Note: The Urban Forestry Program recently changed the City's planting standards such that planting in spaces less than 3' wide ("A strips") or in spaces less than 4' wide that would require a concrete cutout ("B strips") is no longer allowed. Accordingly, potential planting spaces in A strips and in B strips that need a cutout are not included. In addition, because the data were collected by address rather than at block scale, the identified planting spaces may overestimate actual spaces.

[3] Based on data collected between 2010 and 2014.

The BES survey assigns planting strip codes that reflect planting strip width and the presence or absence of overhead high voltage wires. Planting strip codes are associated with different tree size categories (small, medium, or large) that are appropriate to plant in that space. The canopy areas associated with small, medium, and large trees (shown in TC-Table 2) are based on categories provided by Portland Parks and Recreation, Urban Forestry program.

These three tree size categories are a proxy for the more diverse range of tree shapes and sizes that exist currently and will be planted in the future. The BES survey also denotes planting strips and sidewalk corridors that are too narrow for potential tree plantings. These records were assigned no potential future tree plantings in this analysis.

This information is summarized in TC-Table 2.

TC-Table 2. Planting Strip Codes and Tree Size

Planting Strip Code[1]	Planting Strip Width[1]	High-Voltage Overhead Wires[1]	Potential Tree Size[2]	Potential Tree Canopy Diameter[2]	Potential Tree Canopy Area (sq. ft.)
A	2.3-2.9’	with or without	No Tree	0	0
B	3.0-3.9’ – concrete cutout needed	with or without	No Tree	0	0
B	3.0-3.9’ – concrete cutout not needed	with or without	Small	20’	314
C	4.0-5.9’	without	Medium	40’	1,256
D	4.0-5.9’	with			
F	6’ and greater	with			
E	6.0-8.4’	without	Large	60’	2,826
G	8.5’ and greater	without			
X	<2.3’ OR sidewalk corridor <8.5’	with or without	No Tree	0	0
MS	Based on average planting strip code[3]				
U/UC	Unspecified	Unspecified	Based on average tree size by subdistrict[4]		

[1] BES, Planting Strip Guide for Inspectors 2014.

[2] Urban Forestry, Street Tree Inventory Data Available Site Codes; City of Portland Urban Forestry Street Tree Planting Standards (updated Feb 10, 2016); Urban Forestry, personal communication.

[3] MS code indicated an address with more than two frontages; an A-X planting strip code was assigned to each frontage and listed in a notes column during data collection. This analysis used the average tree size based on the A-G codes across all frontages.

[4] U/UC code indicated an unimproved site without or with a curb. This analysis assumed the average tree size based on the average planting strip width by subdistrict.

BPS conducted additional analyses to fill in data gaps for portions of the Central City 2035 planning area that BES did not canvass during the survey (approx. 9.4 percent of total addresses), or portions where BES did canvas but did not note planting strip width. Where BES did not canvas, BPS applied the average tree sizes and average number of existing and potential tree planting spaces per tax lot for each base zone to estimate the number of planting spaces. This information is presented in Appendix B at the end of this document.

ii) Baseline right-of-way tree canopy associated with development and redevelopment

Estimating how ROW tree canopy might change with anticipated development and redevelopment in the Central City was based on information from the City’s recently updated BLI. The BLI identifies vacant and underutilized lots where development or redevelopment is expected to occur between now and 2035. TC-Table 3 shows the estimated number of existing street trees and potential planting spaces associated with the vacant and underutilized BLI sites. It is interesting to note that the potential ROW planting spaces associated with these BLI sites represents approximately 33 percent of the total potential planting sites in the Central City.

TC-Table 3. Existing and Potential Planting Spaces Associated with BLI Sites, by Subdistrict

Geography	Subdistrict Area (acres)	BLI Sites Area (acres)	Existing (Planted) Planting Spaces Abutting BLI Sites	Potential Planting Spaces Abutting BLI Sites	Total Planting Spaces Abutting BLI Sites	Total Potential ROW Planting Spaces	BLI Potential Planting Spaces as % of Total Potential ROW Planting Spaces
Central Eastside	706	110	434	447	881	1,354	33%
Lloyd District	385	77	505	198	703	474	42%
Lower Albina	138	3	13	25	38	126	20%
Downtown	222	21	207	99	306	510	19%
Goose Hollow	175	24	194	127	321	325	39%
Old Town/ Chinatown	130	19	203	29	232	152	19%
Pearl District	277	67	250	166	416	380	44%
South Downtown/ University	218	37	225	48	273	76	63%
South Waterfront	177	91	152	54	206	116	47%
West End	95	13	110	109	219	319	34%
Central City Total	***2523***	***461***	***2293***	***1302***	***3595***	***3,912***	***33%***

For the Baseline Scenario, it is assumed that the existing street trees associated with BLI-designated vacant and underutilized sites in the Central City will be retained or replaced. It is also assumed that 70 percent of the potential planting spaces associated with Central City BLI-designated vacant and underutilized sites, when they are developed, will be planted with trees according to the adjacent planting strip category. It is further assumed that properties with "A strips" or "B strips" requiring cutouts will be upgraded through development so that they are wide enough to accommodate a tree.

Only 70 percent of the potential planting spaces associated with BLI sites were assumed to be planted due to the variety conflicts and constraints that affect street tree planting. A 30 percent constraint was applied to account for known and potential constraints to street tree planting and root growth. A key constraint is the impact of underground vaults and voids. Other constraints include driveways and curb cuts, conflicts with other sidewalk furnishings, existing water facilities (mains, meters, and hydrants), and conflicts with trees on freight streets. Some of these constraints can be addressed, at least in part, through effective planning and design but, in general, they represent a challenge to street tree planting on development sites. This constraint is also intended to help account for potential over-estimates in the BES ROW tree planting space survey data, as noted in TC-Table 1.

To inform development of the 30 percent constraint BPS evaluated the extent of sub-surface encroachment associated with vaults and voids, using GIS data layers for tax lots and vaults and voids. This analysis involved generating hypothetical average sidewalk corridor widths by subdistrict. Estimated existing encroachments between underground vaults and sidewalk corridors vary by

subdistrict, and range from 0 to 32 percent. This included an assumed 5-foot buffer around existing vaults and voids. It is not possible to determine the extent to which these existing encroachments affect potential tree planting spaces as the data does not include specific locational information for the potential tree planting spaces. It is also not possible to predict future encroachments associated with new vaults and voids. However, based on anecdotal information from PBOT staff, vaults are an increasingly-common barrier to planting street trees, as utility infrastructure is more frequently placed in the right-of-way to serve denser mixed-use development.

In addition to the 30 percent constraint described above, the street tree canopy estimates have been further adjusted to reflect constraints associated with buildings that abut the sidewalk corridor. Existing base zones throughout much of the Central City allow 100 percent building coverage (i.e. lot-line to lot-line). These zones generally do not require landscaping except where a property abuts a residential zone. Buildings constructed up to the sidewalk typically keep the street trees from growing to their full capacity. For purposes of this analysis, ROW tree canopy estimates have been reduced by 20 percent for medium trees and 30 percent for large trees located in specified zones. These adjustments were derived assuming a typical 12-foot-wide sidewalk corridor and calculating the appropriate canopy reduction in the area of a circle/circle segment.

Street trees abutting lot-line-to-lot-line development.

b. Baseline investments in street tree planting

The Baseline Scenario reflects an assumption that the City will continue a proactive level of investment in street tree planting in the Central City between now and 2035. It is assumed that the City will periodically offer trees to be planted free of cost, at the adjacent property owner's discretion. And, per current city policy, the ongoing maintenance for the tree is the responsibility of the adjacent property owner.

The additional increment of tree canopy associated with this proactive investment in street tree planting reflects response rates to recent BES planting efforts in the Central Eastside. For the Baseline Scenario it is assumed that the City will invest in one additional planting initiative or project, per Central City subdistrict, over the Central City 2035 planning horizon. This assumption takes into consideration the number of subdistricts in the Central City and that City-sponsored street tree planting projects will also be taking place outside the Central City during the same time period.

It is further assumed that each planting project will involve reaching out to property owners and offering to provide and plant trees at no cost during two consecutive years. Based on the recent planting effort in the Central Eastside, it is expected that each project would result in planting a total of 20 percent of the potential planting spaces over the two year period, on average, for each subdistrict. This analysis does not include potential planting spaces abutting BLI lots, which were accounted for in section b. ii, above.

Based on recent Urban Forestry Program policy, potential planting spaces less than three feet wide ("A strips") as well as potential cutouts less than four feet wide ("B cutouts") were not included in this analysis.[1] It should be noted that the data indicates front strip/space width, side strip/space width, and whether or not concrete removal is needed; it does not, however, differentiate whether the concrete removal is required on the front, side, or both. For the purposes of this analysis, all potential spaces less than four feet wide (B) with a "yes" in the concrete removal required column were removed. This may be an overestimate of actual B cutout spaces.

Staff conducted a preliminary estimate of planting and establishment costs associated with continuing current street tree planting efforts. Based on recent contractor estimates provided by BES staff, assuming 20 percent of the potential planting spaces associated with non-BLI lots are planted with trees, the cost of procuring, planting and servicing trees during a three-year establishment period would be approximately $648,585, or roughly $1,242 per tree. This includes labor, materials, soil amendment, tree stock, root barrier, and concrete cut costs (including the cut itself, the permit, and concrete disposal costs).

c. Baseline tax lot tree canopy

For the Baseline Scenario, existing canopy on tax lots is assumed to remain constant in "dynamic equilibrium," except for tree canopy on Central City BLI-designated vacant and underutilized sites. These sites are expected to develop or redevelop during the Central City 2035 planning horizon, which will affect tree canopy on tax lots as well as in the ROW.

Low and high estimates of potential future tree canopy on BLI sites after development were produced for each base zone within the different Central City subdistricts. Estimates reflect the area of these sites and existing zoning (Title 33) and Title 11 tree density (planting) standards. Existing tree canopy on BLI sites was subtracted from the modeled low and high range estimates by subdistrict to estimate the incremental future change in tree canopy associated with anticipated future development and redevelopment.

[1] To account for A and B cutout potential planting spaces associated with properties that have more than two sides (given an "MS" code), an equal distribution of potential planting spaces was assumed for each side. For MS coded properties that lacked planting strip codes, the average percent of A and B cutout spaces was applied. These estimated MS A and B cutout potential planting spaces were removed from the analysis.

For BLI vacant and underutilized parcels that are zoned CX, EX, IG1, or IH, the low potential canopy estimate is zero, as these zones have no minimum landscaping requirement and allow a maximum building coverage of 100 percent (see TC-Table 4 below). In addition, Title 11 Tree Preservation and Tree Density (planting) standards do not apply in these zones. The high estimates reflect average existing tree canopy on fully developed (non-BLI) sites in these zones. The high estimate assumes tree canopy could be maintained through a combination of voluntary tree preservation and planting as sites develop or redevelop.

TC-Table 4. Existing Zoning and Tree Standards, by Zone

Zone	Total Area of BLI Sites (acres)	Area as % of Total BLI Sites	Max Building Coverage Limit (Title 33)	Min Landscaped Area (Title 33)	Min Landscaping Abutting R Zoned Lot (Title 33)	Min Building Setback – Street Lot Line (Title 33)	Max Building Setback – Transit Street or Ped District (Title 33)	Tree Density (Planting) Standard (Title 11)
CX	249.7	54.21%	No limit	None	5 ft. at L3	0	10 ft.	Exempt
EX	77.9	16.91%	100% of site area	None	5 ft. at L3	0	10 ft.	Exempt
IG1	76.4	16.58%	100% of site area	None	5 ft. at L3	0	None	Exempt
RX	24.4	5.29%	100% of site area	None		0	10 ft.	20%
IH	9.8	2.13%	100% of site area	None	10 ft. at L3	5 ft.	None	Exempt
EG2	9.3	2.03%	85% of site area	15% of site area	10 ft. at L3	25 ft.	None	10% (industrial) 15% (commercial)
EG1	5.7	1.24%	85% of site area	15% of site area	5 ft. at L3	5 ft.	10 ft.	10% (industrial) 15% (commercial)
RH	4.4	0.96%	85% of site area	15% of site area		0	20 ft.	20%
R1	2.4	0.51%	60% of site area	20% of site area		3 ft.	20 ft.	20%
CG	0.7	0.15%	85% of site area	15% of site area	5 ft. at L3	0	10 ft.	15%

The low and high tax lot canopy estimates for each of these zones were adjusted to account for zoning provisions that require a minimum landscaped area along the tax lot abutment with residential parcels. The landscaping standard abutting residential is L3, which requires one large tree per 30 linear feet, one medium tree per 22 linear feet, or one small tree per 15 linear feet. It is assumed that canopy covers 100 percent of the required landscaped area along the abutting residential tax lot. This increment is incorporated into the low and high estimates for each tax lot.

For BLI-designated vacant and underutilized parcels that are zoned EG1 and EG2, the low baseline future tree canopy estimate is 10 percent of the total tax parcel area and the high estimate is 15 percent. This reflects the existing 85 percent maximum building coverage and 15 percent minimum landscaping requirements in the Zoning Code for EG1 and EG2 zones. The City's L1 landscaping standard applies in these zones and establishes tree planting requirements based on the width of the landscaped area and tree size. Tree canopy coverage will vary depending on the width of landscaped area, with a higher percentage of canopy cover for narrower landscaped areas. These assumptions also reflect Title 11 Tree Density standards which require 10 percent minimum future tree area for industrial sites and 15 percent for commercial/retail/office/mixed use development or a fee in lieu of planting. Revenues from these fees go to the City's Tree Fund which the City uses to plant trees within the same watershed where development took place. It is assumed that trees preserved to meet Title 11 Tree Preservation Standards would contribute to meeting Tree Density standards as well.

For BLI parcels that are zoned RX, R1, and RH, the low baseline future tree canopy estimate is 10 percent of the tax lot area and the high estimate is 20 percent of the tax lot area or the average existing tree canopy on fully developed (non BLI) sites in these zones, whichever is greater. This reflects the existing 20 percent minimum landscaping requirement for R1 and 15 percent minimum landscaping requirement for RH. The City's L1 landscape requirements also apply in the R1 and RH zones. In addition, the Title 11 tree density standard requires a 20 percent minimum future canopy coverage for sites in multi-family residential zones or payment of a fee in lieu of planting to the City's Tree Fund. The low baseline estimate reflects an assumption that many developers may choose to pay a fee in lieu of meeting density standards given relatively small sites and block sizes and relatively high property values.

In addition to the base zone-specific landscaping requirements, the Zoning Code also requires that development projects on sites with river frontage meet specific planting requirements within the existing 25-foot Willamette River setback. An additional 25 feet of river frontage serves as a proxy for the area between ordinary high water and top of bank. This is added to the 25-foot river setback area for a total of 50 feet of river frontage that is assumed for BLI-designated Central City lots abutting the Willamette River.

An additional increment of tree canopy was estimated for the river frontage on BLI-designated vacant and underutilized tax lots along the Willamette River that are not owned by Portland Parks and Recreation (PP&R-owned lots will be addressed below). This tree canopy is included in the low and high baseline future tree canopy estimates. For the low estimate, the tree canopy increment is assumed to be 40 percent of the area within the riverbank and river setback. For the high estimate, the increment is assumed to be 80 percent of the area within the riverbank and setback. This canopy range is based on the current river setback landscaping standard of one tree for every 20 feet of river frontage, acknowledging that, in many cases, trees will be clustered or a view corridor will need to be maintained. Existing tree canopy is subtracted from these amounts to calculate the incremental change associated with development or redevelopment. River setback landscaping requirements are in addition to any landscape requirements of other chapters of Title 33.

d. Trees on buildings

Throughout most of the Central City, it is challenging to incorporate trees on development sites given the density of development, zoning that allows 100 percent building coverage, and relatively small city blocks.

That said, it is becoming more common for new projects to incorporate trees on buildings. Trees can be incorporated into shared areas atop podiums, on rooftops, and on balconies. A number of recent projects in the Central City have incorporated trees on buildings and it is important to recognize this growing trend. Therefore, an estimate of trees placed on buildings in future projects was incorporated into the Baseline Scenario.

In determining this estimate, it was assumed that Central City non-Open Space BLI vacant and underutilized sites of at least 0.45 acres (i.e., half a typical downtown block) would be most likely to provide adequate podium and/or roof area to accommodate trees. All BLI sites at least 0.45 acres in size were identified and aggregated to determine the total area by subdistrict. Given that not all new buildings will incorporate trees it was assumed that a fraction of the area of the eligible sites would be available to incorporate trees on to new buildings (20 percent of area of non-industrial eligible parcels and 10 percent of the area of eligible industrial parcels, due to their unique project needs and design) The percentage was applied to the aggregate land areas, rather than individual parcels, to account for the fact that it is not possible to know which specific parcels will incorporate trees on buildings.

Using the parcel area estimates, the estimate of actual tree canopy was then calculated. As a first step an estimated 85 percent building coverage was applied to the parcel area to represent an expected amount of roof area. Based on the estimated building coverage, a Baseline tree canopy estimate was calculated. The Baseline Scenario assumed 5 percent tree canopy coverage on buildings, once these trees reach maturity.

e. Optional front building setbacks for new development

Current Title 33 Required Building Line standards allow buildings to be set back up to 12 feet from the street lot line for 75 percent of the lot line. In other words, the Required Building Line standards define the parameters for optional building setbacks on development sites. In all of the Central City, the code requires the optional setback to serve as an extension of the sidewalk. Within the South Waterfront Subdistrict, Title 33 allows an applicant to decide if the optional setback will serve as an extension of the sidewalk or be landscaped according to the L2 landscape standard. The Required Building Line standards are silent on the function of an optional setback for some parts of the Central City, such as industrial zones.

It is expected that most property owners and developers would not choose a setback given impacts on developable area and Portland's relatively small city blocks (200 feet x 200 feet). For the purpose of this exercise, it is assumed that 25 percent of new BLI developments would include a front setback. It is also assumed that constraints associated with vaults and voids and other physical impediments to street tree planting will continue to play a role in these areas.

An optional setback, whether an extension of the sidewalk or vegetated, would increase the space available for street tree canopy. Specific assumptions regarding street tree canopy include the following:

- 25 percent of the small potential planting spaces associated with the primary frontage of BLI sites, by subdistrict, would be able to accommodate medium trees. This would likely require the use of modular suspended pavement systems or structural soils to increase soil volume in narrow planting spaces.
- 25 percent of the medium potential planting spaces associated with the primary frontage of BLI sites in zones allowing 100 percent maximum building coverage and that have no landscaping

requirements, by subdistrict, will regain the 20 percent canopy constraint subtracted in the "Baseline right-of-way tree canopy associated with development and redevelopment" analysis discussed in section b, ii above.

- 25 percent of the large potential planting spaces associated with the primary frontage of BLI sites in zones that allow 100 percent maximum building coverage and that have no landscaping requirements, by subdistrict, will regain 20 percent of the 30 percent canopy constraint subtracted in the "Baseline right-of-way tree canopy associated with development and redevelopment" analysis discussed in section b, ii above.
- The 30 percent constraint on planting due to vaults/voids and other constraints still applies.

Given the constraints on planting trees on Central City streets and tax lots, establishing tools and approaches to encourage expanded subsurface soil volumes is recommended. This will also be important for trees planted in setbacks that are required to serve as an extension of the sidewalk. This issue is addressed further in the Central City 2035 Plan future tree canopy scenario.

An optional setback would allow for additional tree canopy within the setback itself. For 25 percent of the BLI lots in each subdistrict, it is assumed that:

- A setback would be incorporated into future development on one frontage of the property, and
- One small tree would be planted within the setback for each of those sites. To account for both the extension of sidewalk and the landscaped setback options in the South Waterfront subdistrict, it was assumed that two small trees would be planted within the setback for each BLI site in the South Waterfront subdistrict.

It should be noted that the number of trees in the setback area may be more or less in certain areas or zones within the Central City. For example, the setback area in industrial zones is often used for storage and loading and may be less likely to have a tree.

f. Baseline tree canopy in existing parks and public spaces

To develop tree canopy estimates for existing City public parks and public spaces, Portland Parks and Recreation (PP&R) analyzed existing tree canopy and developed tree canopy ranges for 2035.

PP&R's Planning, Urban Forestry, Zone, and City Nature East staff conducted a tabletop exercise, using Google Maps (and Street View), Bing, City of Portland GIS data, and current canopy cover data in Central City parks. Staff viewed images of each existing Central City park and property boundaries, examined existing canopy cover at each Central City park, and discussed existing and future tree health/species mix, maintenance issues, programming issues, and unresolved issues from various perspectives.

From this exercise PP&R staff developed low and high estimates of future tree canopy cover for each existing Central City park. The results of this exercise are robust in that they reflect diverse professional opinions and perspectives among the PP&R program staff.

PP&R staff adjusted the future canopy estimates slightly between the Discussion Draft and the Proposed Draft to account for changes in existing canopy identified in the 2014 LiDAR data.

PP&R future canopy estimates are presented in TC-Table 5.

TC-Table 5. Baseline Future Tree Canopy Estimates for Existing PP&R Parks/Open Spaces

Central City Subdistrict	Existing Park Area (acres)	Existing Park Canopy - 2014 (acres)	Baseline Future Canopy – LOW (acres)	Baseline Future Canopy – HIGH (acres)	Difference between LOW and Existing (acres)	Difference between HIGH and Existing (acres)
Central Eastside	9.09	2.1	2.47	3.00	0.37	0. 90
Lloyd District	4.54	3.43	2.72	3.33	-0.71	-0.10
Lower Albina	0.00	0.00	0.00	0.00	0.00	0.00
Downtown	23.12	8.95	8.60	11.18	-0.35	2.23
Goose Hollow	0.00	0.00	0.00	0.00	0.00	0.00
Old Town/Chinatown	11.02	3.87	4.07	4.78	0.19	0.91
Pearl District	8.14	2.57	2.93	3.53	0.36	0.96
South Downtown/University	17.58	7.61	8.44	9.69	0.84	2.08
South Waterfront	6.62	0.77	1.81	2.14	1.05	1.37
West End	0.00	0.00	0.00	0.00	0.00	0.00
Central City Total	***80.11***	***29.31***	***31.05***	***37.65***	***1.74***	***8.34***

For most Central City subdistricts, future canopy estimates would maintain or increase tree canopy. For a couple of subdistricts, the projected future canopy would result in a reduction in existing tree canopy. For these subdistricts PP&R identified parks with existing canopy levels that are higher than optimal to meet park use and management objectives. PP&R projected that future canopy levels in these subdistricts could be lower than existing levels.

It should be noted that potential specific tree-related plans or actions in Central City parks would be part of larger master planning efforts and will need to be considered carefully, with input from different PP&R program staff, other bureaus, and other stakeholders.

g. Baseline Scenario - Results

The Baseline Scenario projects an incremental increase in tree canopy across the Central City of 14 to 72.4 acres (an additional 0.5 to 2.8 percent), compared to existing tree canopy. Future canopy in the Baseline Scenario is projected to reach 14 to 16.3 percent. Tree canopy is also projected to increase incrementally in most subdistricts, though the increases vary by subdistrict. In a few subdistricts, tree canopy is projected to decrease in the "Low" estimate. Only one subdistrict (Goose Hollow) is projected to decrease in the "High" canopy estimate.

The Baseline Scenario illustrates that much of the projected future tree canopy exists today and that substantial variability in the tree canopy across Central City subdistricts is expected to continue. A few subdistricts would continue to have less than ten percent tree canopy into the future, while others are projected to contain over twenty percent canopy coverage by 2035 given anticipated future growth under current regulations and programs.

Lower Albina is currently characterized by the lowest percentage and amount of tree canopy of any subdistrict and would be expected to continue to be so in both the Low and High Baseline estimates. The Central Eastside is by far the largest subdistrict, however it has the second lowest percentage of tree canopy in the Central City. In contrast, Goose Hollow, Downtown, and South Downtown/University subdistricts together are roughly equivalent in area to the Central Eastside Subdistrict and are characterized by roughly three times the tree canopy (in terms of percentage). A relatively large increase in tree canopy is projected for the Central Eastside, but the increase still represents a relatively small portion of this sizeable subdistrict.

The largest projected increases in tree canopy are associated with street tree growth that was estimated for the recently redeveloped Pearl District and the South Waterfront subdistricts. The next largest projected increase in tree canopy is associated with street trees planted in conjunction with development. Encouraging the provision of increased subsurface soil volumes for trees in conjunction with new development coverage would support this estimated additional canopy increment.

Tree canopy in most existing parks is projected to be maintained or to increase. Tree canopy in some parks may be reduced in the future, as demonstrated by the negative values in the "Low" estimate for parks in two subdistricts in TC-Table 6 below. Although existing parks are expected to maintain a relatively high percentage of tree canopy, parks make up a relatively small proportion of the total area of the Central City and its subdistricts.

The most substantial loss of tree canopy was projected for trees on tax lots expected to develop, as shown in the "Low" BLI canopy estimate. Tax lot tree canopy losses were projected for most Central City subdistricts. The largest losses in tree canopy in both BLI canopy estimates are projected for the Lloyd District, South Downtown/University, and Goose Hollow subdistricts. This projection reflects current zoning and Title 11 regulations, which allow lot-line-to-lot-line development and do not apply landscaping, tree preservation, or tree density (planting) requirements in zones comprising much of the Central City. Optional setbacks and trees on buildings are projected to add a small amount of tree canopy in the Baseline scenario. Additional tree growth in rights-of-way by expanded setbacks, trees on tax lots within the set back, and trees placed on buildings (e.g. podiums, rooftops, etc.) are each expected to add approximately two acres in the Central City.

TC-Table 6 presents the results of the Baseline Future Tree Canopy Scenario analyses.

TC-Table 6. Baseline Future Tree Canopy Scenario

				PROJECTED CHANGES IN TREE CANOPY (from existing canopy)										BASELINE FUTURE TREE CANOPY SCENARIO			
				ROW				BLI TAX LOTS				EXISTING PARKS		TOTAL				
Central City District	District Area[1] (acres)	Existing Canopy (2014) (acres)	Existing Tree Canopy as Percent of Total District	Investment: Street Tree Planting[2] (acres)	Districts with Recently Planted Street Trees (acres)	Street Trees Associated with New Development[3] (acres)	Optional Setbacks - Additional ROW Canopy (acres)	Optional Setbacks - Trees in Setback (acres)	Trees on Buildings (acres)	LOW[4] (acres)	HIGH[4] (acres)	LOW[5] (acres)	HIGH[5] (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	Baseline Tree Canopy - LOW (acres)	Baseline Tree Canopy - HIGH (acres)	Baseline Tree Canopy - LOW (% of District Area)	Baseline Tree Canopy - HIGH (% of District Area)
Central Eastside	706	53.0	7.5%	1.6		2.6	1.0	0.4	0.2	-5.4	1.5	0.4	0.9	0.8	8.2	53.9	61.3	7.6%	8.7%
Lloyd District	385	61.2	15.9%	1.2		2.7	0.2	0.3	0.5	-10.6	-2.0	-0.7	-0.1	-6.4	2.9	54.8	64.1	14.2%	16.6%
Lower Albina	138	8.3	6.1%	0.4		0.4	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.7	0.9	9.1	9.2	6.6%	6.7%
Downtown	222	45.3	20.4%	2.0		1.4	0.1	0.1	0.1	-2.5	-1.6	-0.3	2.2	0.8	4.3	46.1	49.6	20.7%	22.3%
Goose Hollow	175	36.9	21.2%	0.5		0.7	0.4	0.2	0.1	-6.3	-2.1	0.0	0.0	-4.3	-0.1	32.6	36.8	18.7%	21.1%
Old Town/Chinatown	130	21.8	16.7%	0.6		0.3	0.0	0.1	0.1	-1.7	-0.7	0.2	0.9	-0.4	1.4	21.4	23.2	16.5%	17.8%
Pearl District	277	28.7	10.4%	1.2	21.7	2.0	0.2	0.2	0.5	-2.2	3.4	0.4	1.0	24.0	30.1	52.7	58.8	19.0%	21.3%
South Downtown/University	218	53.1	24.3%	0.1		0.7	0.0	0.2	0.2	-8.5	-2.7	0.8	2.1	-6.4	0.6	46.7	53.7	21.4%	24.6%
South Waterfront	177	16.2	9.1%	0.3	4.3	0.5	0.0	0.2	0.7	-4.2	13.2	1.0	1.4	2.9	20.7	19.1	36.9	10.8%	20.8%
West End	95	14.8	15.5%	1.1		1.6	0.1	0.1	0.0	-0.4	0.6	0.0	0.0	2.5	3.6	17.3	18.3	18.2%	19.2%
Central City Total	***2,523***	***339.4***	***13.5%***	***9.1***	***26.1***	***13.0***	***2.1***	***1.9***	***2.4***	***-42.0***	***9.7***	***1.7***	***8.3***	***14.2***	***72.5***	***353.6***	***411.8***	***14.0%***	***16.3%***

1 Water not included

2 Additional canopy associated with city investment in street tree planting. The model assumes 20% of potential planting spaces in the ROW (not adjacent to BLI sites) would be planted by 2035 as a result of proactive city investment.

3 Additional canopy due to planting potential ROW planting spaces associated with development/redevelopment (BLI sites).

4 BLI tax lot analysis reflects canopy impact from zoning, landscape requirements, and landscaping the river setback.

5 Reflects PP&R preferred future tree canopy ranges for existing PP&R managed parks.

2. Central City 2035 Plan Future Tree Canopy Scenario and Tree Canopy Targets - Methodology and Results

The Central City 2035 Plan Future Tree Canopy Scenario (Central City 2035 Scenario) builds on the Baseline Scenario described above. Assumptions have been added or revised to reflect changes in policies, regulations, and levels of investment that are contained or called for in this Recommended Draft. Tree canopy projections from the Baseline Scenario serve as the starting point for the Central City 2035 Scenario; additional increments of canopy change were modeled as follows.

a. Streetscape improvements for the Green Loop

The Recommended Draft policies call for development of the Green Loop as a signature set of pedestrian and bicycle pathways and connections between public spaces, parks and the river. Development of the Green Loop will require substantial City investment in street tree planting and innovative streetscape improvements that will generate tree canopy along its alignment. Improvements could include planted medians and bulb-outs, lane or street conversions, and removal of pavement and tree planting along streets that are excessively wide or that have underutilized pockets (e.g., SE 7th Avenue and SE Washington Street). In addition to substantial City investment, development of the Green Loop is expected to be catalyzed through major development projects (e.g., the U.S. Postal Service site), major infrastructure projects (e.g., the NE 7th/8th Avenue I-84 bicycle and pedestrian bridge), and regional grants for multi-modal transportation.

To model anticipated increase in tree canopy associated with the Green Loop, it was assumed that 70 percent of the potential planting spaces along the Green Loop frontages associated with non-BLI lots would be planted during the Central City 2035 planning horizon. This reflects the 30 percent constraint applied in the Baseline Scenario, which is intended to account for an array of physical constraints on street tree planting. It was also assumed that trees would be planted in potential planting spaces along four of the east-west connector streets within the Central City boundary: SW Salmon Street, NW Flanders Street, SE Salmon Street, and NE Multnomah Street. In areas with multiple alignment options, average canopy capacity across all options was used.

Tree sizes and resulting canopy area were assigned based on planter strip size. Potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis. Similar to the Baseline Scenario, the additional 20 percent canopy reduction for medium trees and 30 percent canopy reduction for large trees was applied in zones that allow lot-line to lot-line development. It should be noted that the Green Loop tree canopy modeling was based on a preliminary concept and is subject to change.

In addition to canopy associated with planting street trees in potential planting spaces along the Green Loop alignment, this scenario component assumes implementation of innovative street designs envisioned as part of the Green Loop and “street hierarchy & development character” concepts outlined in Volume 1 of the Recommended Draft (shown in TC-Figure 3 and TC-Figure 4). The street hierarchy and development character concept is intended to be more intentional about street character and includes a “Flexible Street” designation, where visible green features, including larger canopy/spreading trees, are

encouraged. The intention of both the Green Loop and Flexible Streets designation is to create a safer, greener environment for bicyclists and pedestrians.

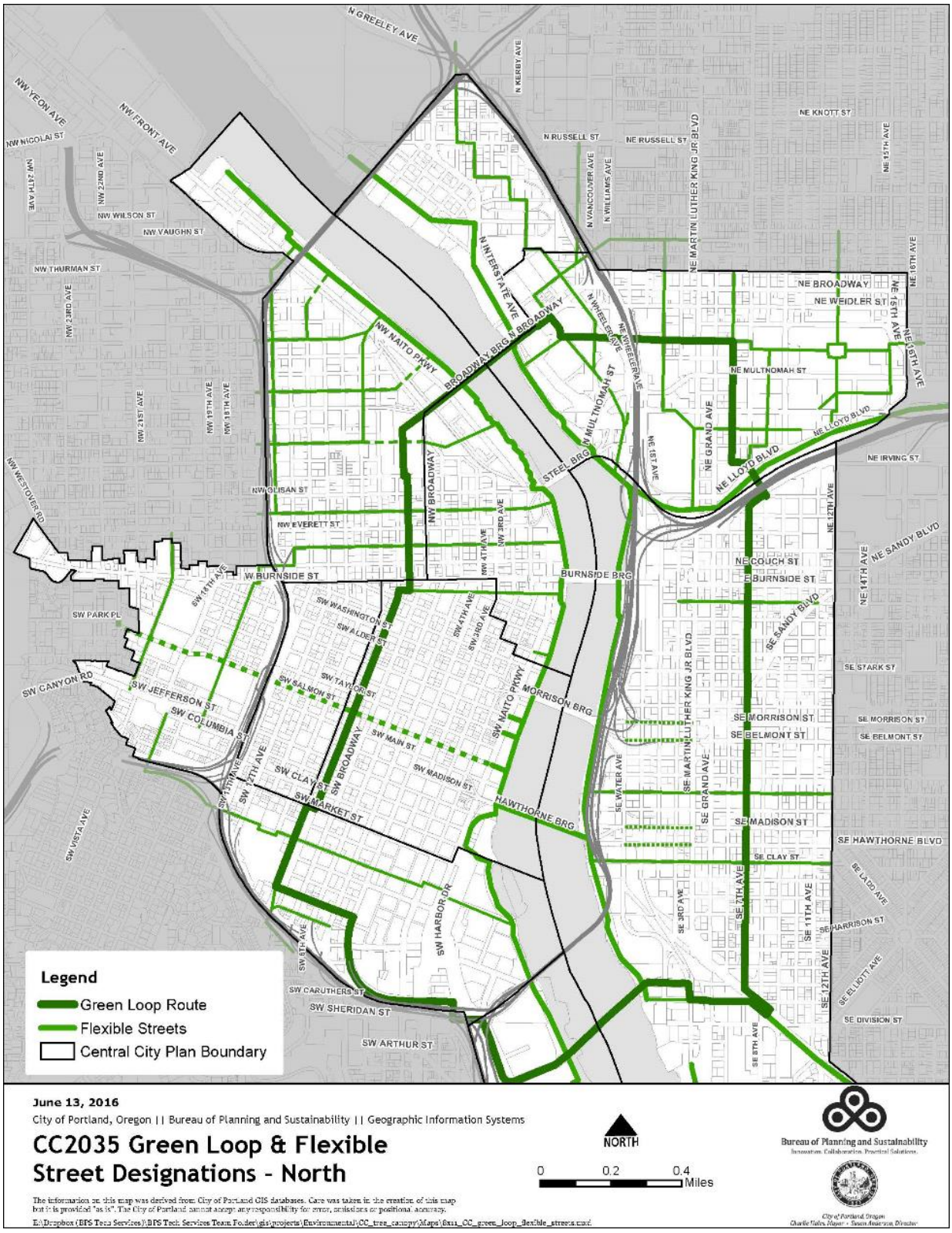
Central City 2035 policies further support these concepts and the accommodation of more trees. Policy 5.12, the Green Loop concept, calls for "innovative, park-like pedestrian environments and wildlife habitat connections" while Policy 6.10.c, Effective tree planting – Tree accommodation, encourages "wider sidewalk corridor furnishing zones and other right-of-way design elements (e.g., medians, bulb-outs) to facilitate planting and accommodation of larger canopy tree species."

Innovative street design actions might include closing off certain intersections that cross the Green Loop, allowing a large tree to be planted in the ROW; the addition of mid-block bulb-outs where larger trees could be planted; the removal of a parking lane and expansion of the sidewalk to allow for a double row of street trees; the addition of a planted median; or other innovative street designs that increase canopy.

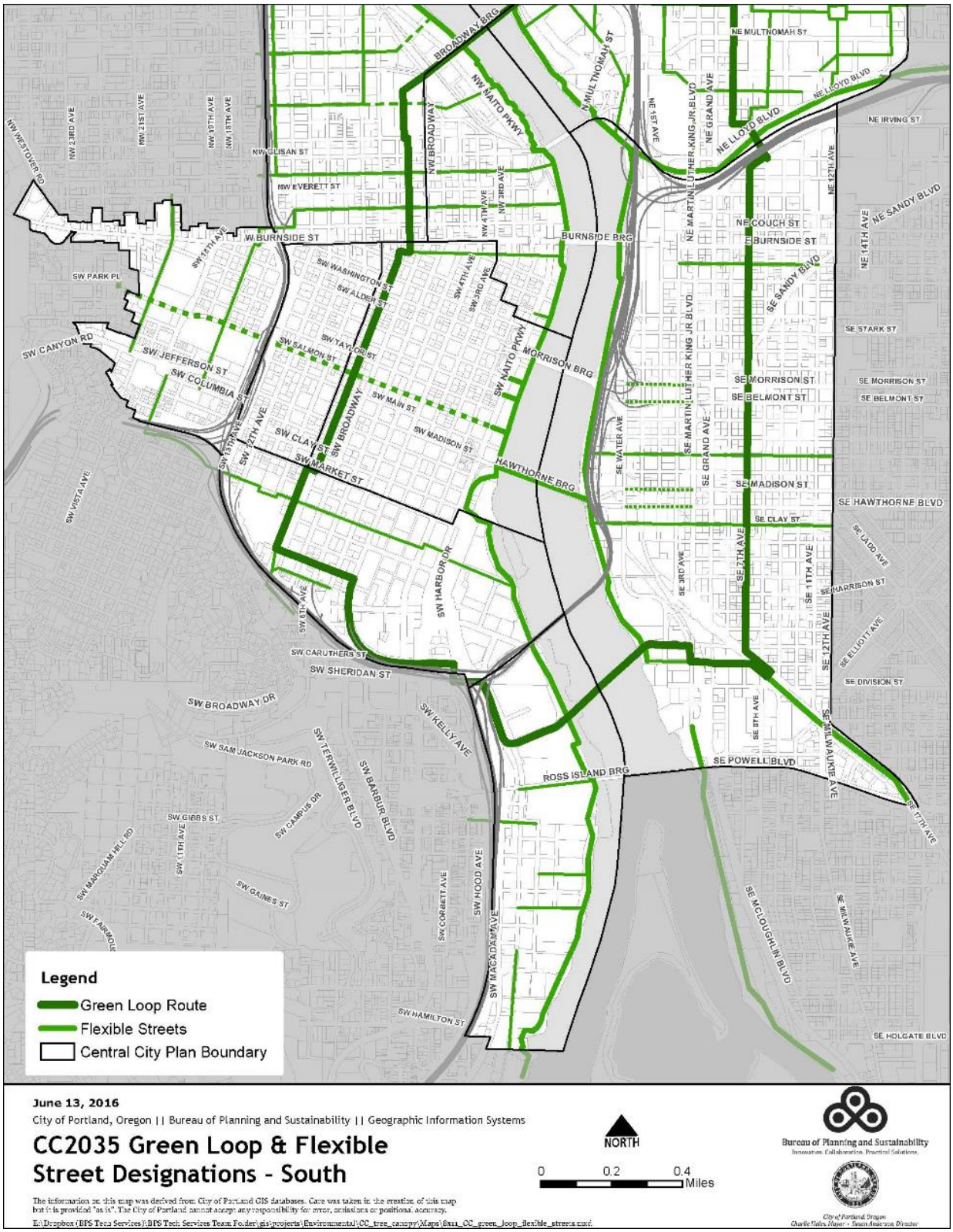
For this analysis, staff calculated the number of designated Flexible Street blocks along the Green Loop alignment, including seven east-west Flexible Street connectors (NW Flanders Street, SW Oak Street, SW Salmon Street, SW Montgomery Street, SE Ankeny Street, SE Salmon Street, and SE Clay Street), by subdistrict. The analysis excluded bridges and unbuilt connections along the Green Loop (e.g. the proposed bike/ped bridge over I-84). Average block area was then calculated by subdistrict, using the standard Central City block length of 200 feet multiplied by the standard ROW width of 60 feet.

It is not expected that every block of the Green Loop or flexible street connectors will include innovative street design elements between now and 2035. The sequencing of innovative street design related projects is likely to focus improvements in certain locations rather than distributing improvements throughout the Green Loop. As a result, some blocks likely won't include new treatments for some time, while other blocks could receive fairly heavy design treatments. For purposes of this analysis, staff assumed an additional 20 percent of canopy area on half of the Green Loop and associated Flexible Street connector blocks, on average. This is roughly the canopy equivalent of adding two medium sized trees to half of the Green Loop/flexible connector blocks, or one medium sized tree to all of them.

TC-Figure 3. Central City 2035 Green Loop and Flexible Street Designations – North



TC-Figure 4. Central City 2035 Green Loop and Flexible Street Designations – South



b. Flexible street design

As noted above, Recommended Draft Policy 5.10 calls to "establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible." In addition to the flexible streets associated with the Green Loop, the Central City 2035 Plan's proposed street hierarchy and development character concept includes a number of other streets with a "flexible" designation. Flexible streets outside the Green Loop alignment account for just over half of the total flexible streets in the Central City. In some districts, such as Central Eastside and Downtown, the majority of flexible streets are associated with the Green Loop. However, in other districts, such as the Lloyd and the Pearl, the Green Loop flexible streets only account for a small portion of the total in the district.

Staff used the same approach to model canopy on these other flexible streets as was used for the Green Loop analysis (see section a., above). Like the Green Loop, improvements on flexible streets will require significant public investment and will likely be catalyzed by future private development and/or other infrastructure improvements.

c. Investment in street tree planting

The Central City 2035 Plan includes multiple goals and policies supporting increased tree canopy, quality pedestrian environments, and the Green Loop, as listed earlier in this report.

Additional City investment in street tree planting, over and above the Baseline Scenario, will be needed to implement these policies effectively. For this scenario it is assumed that the City will sponsor two, two-year street tree planting projects in each subdistrict by 2035, instead of the one tree planting project that was assumed for the Baseline Scenario. Like the Baseline Scenario, it is assumed that maintenance of future ROW trees will remain the responsibility of the adjacent property owner. For the Baseline Scenario it was assumed, based on previous City-sponsored tree planting projects, that one two-year planting project would fill 20 percent of the potential planting spaces with new trees. However, for this additional planting project, it is assumed that trees will be planted in 10 percent of the remaining potential planting spaces associated with non-BLI lots over the second two-year period. The shift from 20 percent to 10 percent during the second two-year planting project is intended to reflect diminishing returns noted with previous City planting efforts. As in the Baseline Scenario, potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis.

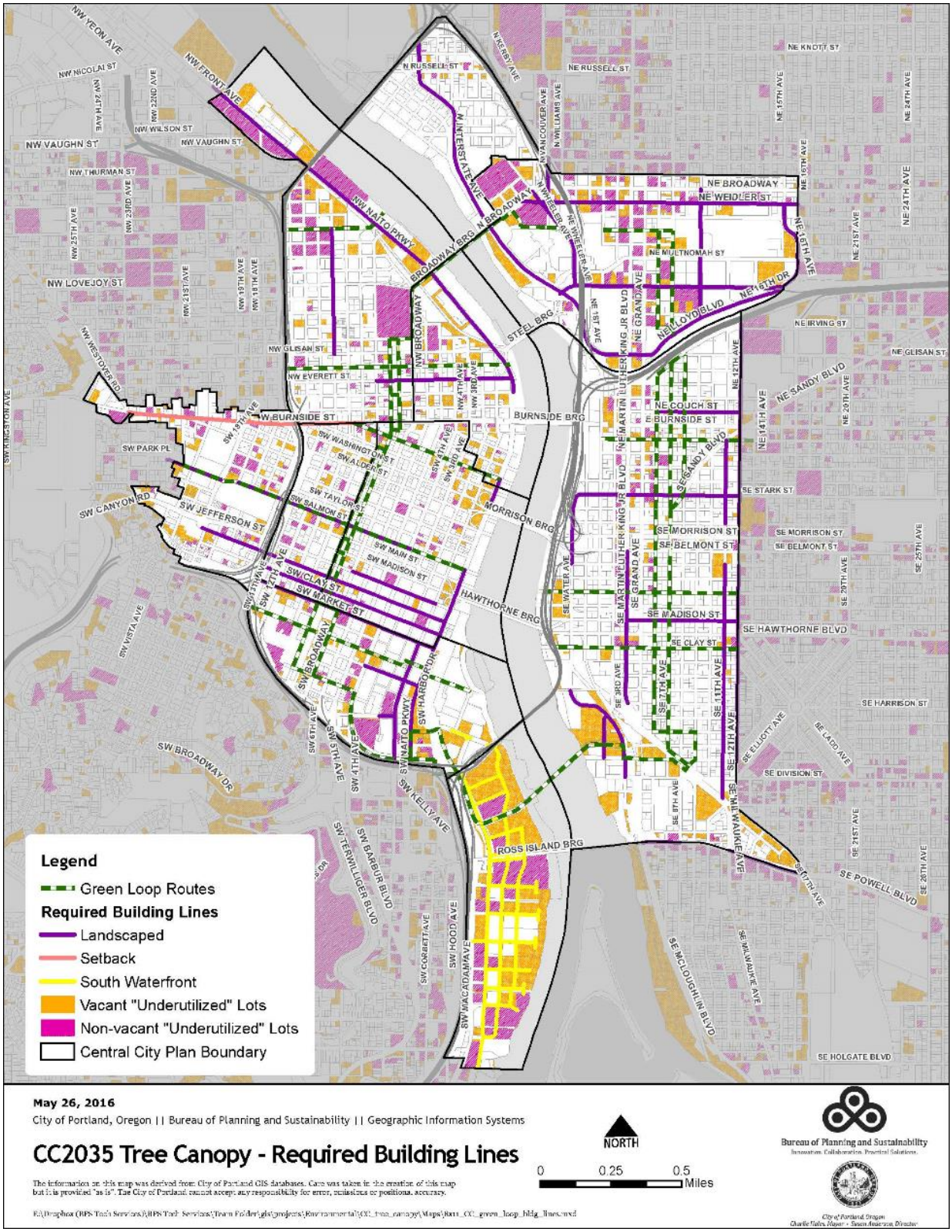
Staff conducted a preliminary analysis of planting and establishment costs associated with increased City investment in Central City street trees. Based on information provided by BES staff, it is estimated that a second planting project in which 10 percent of the potential planting spaces associated with non-BLI lots are planted would cost an additional $259,434 above the Baseline Scenario cost estimate, for a total of $908,019. This total includes the cost of procuring, planting, and a three-year establishment period for those trees, incorporating labor, materials, soil amendment, root barrier, tree stock, and concrete cut costs (including cut, permit, and concrete removal).

d. Optional Landscaped Building Setback Streets

The Recommended Draft includes revisions to the required building line standards. The revisions are intended to reflect the Street and Development Character concept from the quadrant plans. The major change is that on certain Central City streets, a front building setback, if chosen by the developer, must be landscaped. A new landscape standard for the setback area has been developed as a part of the Recommended Draft. The standard requires trees to be planted in the setback when a 12-foot setback is utilized. This requirement is incorporated into the methodology described below.

TC-Figure 5 below shows the Required Building Lines streets designated in the Recommended Draft code amendments and map. In the figure, landscape setback streets are identified.

TC-Figure 5. Central City Tree Canopy – Required Building Lines



Under the Baseline Scenario, it was assumed that 25 percent of new BLI developments would include a front setback, resulting in increased canopy from both ROW trees as well as potential new trees planted in the setback area. The Baseline Scenario further assumed that, for 25 percent of the BLI lots in each subdistrict, one small tree would be planted within the setback for each of those sites. For the Central City 2035 Scenario, it was assumed that, along the new landscaped streets, three small trees would be planted within the setback. Thus, the Central City 2035 Scenario estimated an additional two small trees within the optional setbacks along landscaped streets, when compared to the Baseline Scenario.

As mentioned in the optional front building setbacks section in the Baseline Scenario (Section 1, e), given the constraints on planting trees in the Central City, it is important to establish tools and approaches to ensure adequate subsurface soil volumes are provided in these setbacks to allow for medium and large trees to be planted and for improved tree health. The Recommended Draft includes a draft policy to encourage provision of adequate subsurface soil volumes especially for trees planted in conjunction with new development and infrastructure improvements. It is appropriate to focus this policy and associated implementing tools on development situations where extensive site grading is occurring and where the cost of materials and installation should be small when compared to total project costs.

Combination of street trees and trees planted in a building setback along SW Harrison Street.

e. Trees on buildings

The Baselines Scenario recognizes the growing trend of placing trees on buildings. The Central City 2035 Plan policies and implementing actions will directly and indirectly encourage innovative design approaches that are expected to increase the number of trees placed on buildings.

To account for these factors, Central City 2035 Scenario includes an additional increment of tree canopy from trees on buildings. The Central City 2035 Scenario utilizes the same methodology described in the

Baseline Scenario but increases the assumed tree canopy coverage on buildings from 5 percent to 10 percent.

f. Central City Master Plan areas

In support of Recommended Draft policies relating to large site development and the public realm, the Recommended Draft code includes a new Central City Master Plan process that would be required for master plan areas designated on Map 510-19 and optional for non-industrial, non-open space BLI sites that are at least 160,000 square feet in size. The minimum site area required to be eligible for the optional Master Plan process has been increased from the 80,000 square feet threshold in the Proposed Draft.

The master plan path provides developers of larger sites more flexibility and promotes innovative and sustainable site design, including identification of building locations, open space features, land uses, and phasing of development. Master plans will support functional connections with adjacent and nearby uses and infrastructure and the creation of dynamic public realms that include parks and open spaces, plazas, pedestrian walkways, trees, and other open space amenities.

A general approach was taken to estimate potential tree canopy across five of the six potential master plan areas that have been identified thus far. Tree canopy was estimated for the U.S. Postal Service based on more specific development plans for that site and is included in the Central City 2035 Scenario's planned parks analysis (see Subsection g, below). Tree canopy on the remaining five sites was modeled as follows. Per the master plan code language, 20 percent of the area of master plan areas would be devoted to the public realm, which could be comprised of park-like open spaces, pedestrian walkways, plazas, and/or private streets. Of the public realm, at least 50 percent or 20,000 square feet, whichever is greater, must be in the form of parks or plazas. An expected tree canopy range was then calculated for the public realm per the master plan tree density standard, which requires a minimum of one tree per 1,000 square feet if only small trees are planted or one tree per 3,000 square feet if medium or large trees will be planted.

The same approach was taken to model potential tree canopy for other Central City sites at least 160,000 sq. ft. in size. However, since the Master Plan approach is optional for these sites, it was assumed that only 25 percent would opt to apply for a master plan. Also, a number of the 160,000 sq. ft. or greater BLI sites in South Waterfront include river frontage and portions of the planned South Waterfront Greenway Trail extensions. Future tree canopy associated with the South Waterfront Greenway Trail extensions was modeled under the planned parks section (see Subsection g, below), so the area of these extensions was removed from the total area of 160,000 sq. ft. or greater sites in South Waterfront. Potential future tree canopy was modeled on the remaining area.

Since all of the master plan areas and potential 160,000 sq. ft. or greater sites are BLI sites, existing tree canopy was already subtracted as part of the Baseline Scenario calculations. Thus, this analysis calculates the incremental change associated with required and optional master plan area. The master plan assumptions are based on a preliminary concept and are subject to change.

g. Planned Central City parks and public spaces

Policies in the Recommended Draft call for expanding the Central City parks and open spaces system and acquiring new parks. During the Central City quadrant planning processes, a number of potential new parks and public spaces were identified, such as the South Waterfront Greenway north and south reach extensions, the PNCA and U.S. Postal Service north park blocks, and a series of new parks organized along an improved NE Clackamas Street.

For potential new parks in the Central City, Portland Parks and Recreation staff recommended applying the average of the range of preferred future canopy estimates developed for existing parks in the Baseline Scenario. This approaches recognizes that determining desirable and feasible tree canopy levels for future parks will require robust planning processes and consideration of factors that are not known at this time, such as desired park uses, landscape objectives, etc.

When PP&R acquires or redevelops park land in the Central City, incorporation of trees, along with other park needs, will be considered via a master planning process. In the meantime, for the purposes of this analysis, the average low and high preferred tree canopy ranges that PP&R prepared for existing Central City parks were applied to estimate future tree canopy for anticipated future Central City parks, based on anticipated future park area. The analysis for planned future parks included both PP&R-managed as well as other future potential private and/or other publicly managed parks.

Because specific locations are not yet known for many of these parks, it was not possible to subtract all existing canopy to estimate the net change in tree canopy. Thus, the overall increment of change modeled for planned parks may be an overestimate. In cases where a more specific location was known, such as the South Waterfront Greenway extensions and the Sullivan's Gulch Trail, existing canopy was removed.

For the South Waterfront Greenway extensions, it was also necessary to account for tree canopy modeling already done for this area – specifically, tree canopy associated with an expanded river setback on BLI sites between the Marquam Bridge and SW Gibbs Street for the north extension and SW Lane Street and the Central City boundary at SW Hamilton Court for the south extension. The river setback analysis modeled incremental canopy change for a 50-foot setback plus a 25-foot proxy for the area between ordinary high and top-of-bank. For the future park analysis, an additional increment of canopy was added to the river setback analysis, assuming an additional 25-foot-wide area along the length of the Greenway Trail expansion.

h. Expanded Willamette River setback

An expanded river setback (currently referred to as the Greenway Setback) is proposed in the Recommended Draft code. Expanding the setback from 25 feet to 50 feet, as recommended, would support numerous City policies calling for improved access to and along the river and for improved protection and enhancement of riparian ecological functions.

The 40 to 80 percent future tree canopy coverage range applied in the Baseline Scenario is applied to the 25-foot proxy for the riverbank plus the 50-foot setback area on BLI vacant and under-utilized sites with Willamette River frontage.

i. Riverbank enhancements

The riverbank enhancement targets contained in Volume 5 are intended to improve fish and wildlife habitat, as well as overall riparian function along the Willamette River. These enhancements are assumed to occur on sites not identified as likely to develop (i.e., non-BLI lots). The proposed riverbank enhancement targets and associated tree canopy assumptions are as follows:

- City-owned and other publicly owned land not identified in the BLI: The recommended targets call for 70 percent of the linear feet of vegetated riverbank to be enhanced. Multiplying by 75 feet (which represents the 50 foot proposed setback area plus the 25-foot proxy between ordinary high and top-of-bank) gives the area of riverbank to be enhanced. Similar to the Baseline Scenario, the 40-80 percent future tree canopy coverage assumption is applied to estimate tree canopy in the river setback area. Existing canopy on City or other publicly-owned vegetated banks is subtracted from modeled low and high range estimates to calculate the incremental change.

- City/private partnerships on non-BLI sites: The recommended targets call for 1,800 linear feet of privately owned vegetated riverbank to be enhanced. It is assumed that these 1,800 linear feet will be distributed proportionally based on the percent of privately-owned vegetated riverbank contained in each subdistrict. The privately-owned linear feet estimate is multiplied by 75 feet to calculate the total enhancement area and then the 40-80 percent future tree canopy coverage is applied within that area.

  Specific locations of the 1,800 linear feet of enhancement generated by city/private partnerships are not known, so it is not possible to subtract existing tree canopy from the proposed enhancement area. However, the Central City 2035 Plan includes a new River Open Space Bonus which would allow property developers to choose to increase their setback width in exchange for increased FAR. The increased setback would have to be landscaped. For the purposes of this analysis, it was assumed that the existing tree canopy and any potential new canopy from the river open space bonus would be roughly equivalent and therefore no reduction in tree canopy has been made for existing trees in this enhancement area.

j. Central City 2035 Plan Scenario results and draft tree canopy targets

The future tree canopy estimates for the Central City 2035 Plan scenario are presented below and proposed as the Central City 2035 Plan tree canopy targets.

The targets represent a considerable increase in canopy relative to existing canopy, and compared to the Baseline Scenario as well. Under the Central City 2035 plan, tree canopy is projected to increase by 46.0 to 117.1 acres in total across the Central City relative to existing canopy (339.4 acres). This is equivalent to the area of between 50 to 128 downtown city blocks and represents an increase from 13.5 percent to as high as 18.1 percent Central City-wide.

The Central City 2035 Scenario also projects an increase of 31.8 to 44.7 acres in overall tree canopy, relative to the Baseline Scenario. This corresponds to an additional 1.3 to 4.1 percent increase in tree canopy. The total future canopy under the Central City 2035 Plan is projected to reach between 15.3 and 18.1 percent.

Variability in tree canopy by subdistrict is projected to continue under the Central City 2035 Plan. In the Central Eastside subdistrict tree canopy is projected to increase by between nine and twenty acres. This represents a minimum sixteen percent increase from existing conditions, bringing that subdistrict to between 8.7 and 10.3 percent tree canopy in the future. On the other hand, tree canopy in subdistricts with higher existing percentages, including Goose Hollow, the West End and South Downtown/ University, is projected to remain relatively constant or increase slightly compared to existing canopy.

In the Central City 2035 Plan Scenario, tree canopy in the Lloyd District is projected to increase five to seven acres, or about 1.4 to 1.8 percent, when compared to the Baseline Scenario. This would bring total tree canopy in the Lloyd subdistrict to between 15.and 18.4 percent. An additional 5.9 to 10.3 acres of future tree canopy, or 3.3 to 5.9 percent, is projected for the South Waterfront subdistrict in the Central City 2035 Plan. This would bring total tree canopy in the subdistrict to between 14.1 and 26.7 percent. In other subdistricts, increases in canopy vary, ranging from about one to five additional acres in each subdistrict. Projected future tree canopy in the Lower Albina subdistrict is expected to increase by less than one percent. As a result, its future tree canopy percentage continues to be the lowest in this scenario, at 7.1 to 7.3 percent.

Approximately 10 to 13 acres of tree canopy is projected to be generated in conjunction with new development. This increase reflects the combined effect of the proposed expanded river setback and various City development-related code requirements for trees on ROW and tax lots. This increase also reflects assumed additional tree canopy associated with optional building setbacks and trees on buildings. Encouraging and providing incentives to maximum subsurface soil volumes in conjunction with development will support the incorporation of larger, healthier site trees and street trees.

Investments associated with future City street tree planting projects along with streetscape improvements along the Green Loop and as a part of flexible street design are projected to increase tree canopy by 16.3 acres. Almost 13 acres of this additional canopy is associated with assumed street tree investments along the Green Loop and in Flexible streets. Investments in riverbank enhancement to meet Central City 2035 targets is projected to generate an additional 3 to 7. 5 canopy acres. While investment in new parks is projected to generate 2.6 to 7.6 more acres of canopy.

Overall, the strategies included in this analysis represent a diverse mix of proactive City investments and public-private partnerships, regulatory mechanisms, and market-based (non-regulatory) conditions. This combination of future actions provides a unique opportunity to create a unique tree canopy fabric throughout the Central City. City investments and public-private partnerships are projected to increase tree canopy between 22.0 and 31.4 acres, or between approximately 69 and 70 percent of the projected canopy increase. Tree canopy increases resulting from new codes and requirements would be expected to increase tree canopy by 7.5 to 10.9 acres, or between 23.6 and 24.4 percent of the projected low and high canopy increase, respectively. The remainder of the estimated canopy increase is expected to be associated with trees on new buildings. Incorporation of trees on buildings is expected to result from both market demand and encouragement by the City as a part of plan implementation.

This mix of actions demonstrates the critical role the City will play – and substantial investment needed – to reach the Central City 2035 Plan tree canopy targets.

TC-Table 7 presents the results of the Central City 2035 Scenario analyses and associated tree canopy targets.

TC-Table 7. Central City 2035 Plan Scenario

				PROJECTED CHANGES IN TREE CANOPY (from Baseline Scenario)														CC2035 PLAN FUTURE TREE CANOPY			
				ROW			TAX LOTS						PARKS		OTHER		TOTAL					
Central City District	District Area[1] (acres)	Baseline Canopy - LOW[2] (acres)	Baseline Canopy - HIGH[2] (acres)	Investment: Street Tree Planting[3] (acres)	Investment: Green Loop[4] (acres)	Investment: Flexible Street Design (acres)	Optional Front Setbacks - Landscaped Streets[5] (acres)	Master Plan and Large Development Sites - LOW[6] (acres)	Master Plan and Large Development Sites - HIGH[6] (acres)	Increased River Setback - LOW[7] (acres)	Increased River Setback - HIGH[7] (acres)	Trees on Buildings (acres)	Investment: New Parks - LOW[8] (acres)	Investment: New Parks - HIGH[8] (acres)	Investment: Riverbank Enhancement - LOW[9] (acres)	Investment: Riverbank Enhancement - HIGH[9] (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	CC2035 Tree Canopy - LOW (acres)	CC2035 Tree Canopy - HIGH (acres)	CC2035 Tree Canopy - LOW (% of District)	CC2035 Tree Canopy - HIGH (% of District)
Central Eastside	706	53.9	61.3	0.6	2.5	0.3	0.2	1.5	1.7	0.3	0.5	0.2	0.4	1.8	1.8	3.9	7.9	11.8	61.8	73.1	8.7%	10.3%
Lloyd District	385	54.8	64.1	0.5	0.7	1.8	0.2	1.2	1.4	0.0	0.0	0.5	0.4	1.5	0.2	0.3	5.4	6.8	60.2	70.9	15.6%	18.4%
Lower Albina	138	9.1	9.2	0.2	0.0	0.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.7	0.8	9.8	10.0	7.1%	7.3%
Downtown	222	46.1	49.6	0.8	1.2	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	2.4	2.5	48.4	52.0	21.8%	23.4%
Goose Hollow	175	32.6	36.8	0.2	0.2	0.6	0.0	0.6	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.7	1.8	34.3	38.6	19.7%	22.1%
Old Town/Chinatown	130	21.4	23.2	0.2	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.3	1.2	1.3	22.6	24.5	17.4%	18.8%
Pearl District	277	52.7	58.8	0.5	0.7	1.4	0.1	0.1	0.1	0.6	1.1	0.5	0.4	1.6	0.3	0.6	4.4	6.5	57.0	65.4	20.6%	23.6%
South Downtown/University	218	46.7	53.7	0.1	0.9	0.3	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	-0.3	0.2	1.4	1.9	48.0	55.6	22.0%	25.5%
South Waterfront	177	19.1	36.9	0.1	0.2	0.3	0.0	0.4	0.4	1.9	3.9	0.7	1.5	2.7	0.8	1.9	5.9	10.3	25.0	47.2	14.1%	26.7%
West End	95	17.3	18.3	0.5	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	18.2	19.3	19.1%	20.2%
Central City Total	***2,523***	***353.6***	***411.8***	***3.6***	***7.0***	***5.7***	***0.9***	***3.8***	***4.5***	***2.8***	***5.5***	***2.4***	***2.6***	***7.6***	***3.0***	***7.5***	***31.8***	***44.7***	***385.4***	***456.5***	***15.3%***	***18.1%***

1 Water not included.
2 Includes existing tree canopy.
3 Additional canopy resulting from a second 2-year city street tree planting effort - an additional 10% of remaining potential planting spaces planted (not adjacent to BLI sites).
4 The Green Loop investment includes proactively planting 70% of potential planting spaces (non-BLI) along the Green Loop and four major east-west connectors, plus additional canopy due to innovative street design along the Green Loop and seven east-west connectors.
5 Optional setback associated with new (re)development (BLI sites). Increment of change based on new landscaped streets in CC2035 Plan; assumes two additional small trees in setback area on landscaped streets (baseline assumed one).
6 Includes canopy estimate on required master plan sites plus 25% of non-industrial BLI sites >160,000 square feet.
7 Additional canopy from increasing river setback from 25' to 50'. Also includes area between ordinary high water and top of bank, using 25 feet as a proxy.
8 Includes anticipated future parks (PP&R-managed and other). Note: Because specific locations/boundaries of planned parks are not known, existing canopy has not been subtracted from many of the planned parks. Thus, these numbers may overestimate canopy associated with new parks.
9 Additional canopy based on the 2035 riverbank enhancement targets. Includes canopy within 75' landward from ordinary high water.

The tree canopy estimates calculated for the Central City 2035 Plan Scenario are proposed to serve as the updated draft tree canopy targets for the Central City. These targets are aspirational and will be challenging to meet. However, they are achievable with effective implementation of the proposed package of regulatory changes and investments.

As demonstrated in TC-Table 8, the targets resulting from Central City 2035 Plan Scenario analysis are generally in line with preliminary tree canopy targets developed as a part of the quadrant plans. Overall, the potential tree canopy range for the Central City is generally consistent with the original targets. However, individual subdistricts vary in their consistency with the quadrant plan targets. Only the Old Town/Chinatown subdistrict Central City 2035 Plan target significantly exceeds the original target in the West Quadrant Plan. The Lower Albina, South Downtown/University, and Downtown subdistrict targets are lower than originally targeted during the West Quadrant planning effort. Central City 2035 Plan targets for all other subdistricts are generally consistent with the quadrant plan targets.

TC-Table 8. Comparison of Preliminary Tree Canopy Targets in Quadrant Plans and Central City 2035 Tree Canopy Targets

Geography	Quadrant Tree Canopy Targets (%)	Central City 2035 Tree Canopy Targets (%)
Central Eastside	10	8.7 – 10.3
Lloyd District	18	15.6 – 18.4
Lower Albina	10	7.1 – 7.3
Downtown	25	21.8 – 23.4
Goose Hollow	20	19.7 – 22.1
Old Town/Chinatown	10	17.4 – 18.8
Pearl District	20	20.6 – 23.6
South Downtown/University	30	22.0 – 25.5
South Waterfront	20	14.1 – 26.7
West End	20	19.1 – 20.2
Central City Totals	***17***	***15.3 – 18.1***

III. Conclusions and Recommendations

This analysis indicates that future tree canopy in the Central City is anticipated to increase and that the Recommended Draft Central City 2035 Plan will result in substantial increases in tree canopy over time. Furthermore, the analysis demonstrates that the approaches included in the Central City 2035 Plan Scenario are likely to enable the Central City as a whole to reach the preliminary tree canopy targets estimated in the quadrant plans.

Reaching these targets will be challenging but they are achievable. A mix of tools will be needed. Recommended Central City 2035 policies and regulations will increase the amount of trees to be preserved or planted in conjunction with new development (e.g., river setback, landscaping, street trees, optional building setbacks, master plan areas). Substantial investment will be needed to fund proactive street tree planting, streetscape improvements (e.g., Green Loop and flexible streets), proposed riverbank enhancements, and new parks. In addition, tools are needed to ensure that, whenever possible, adequate sub-surface soil volumes are provided for future trees planted in tax lots, rights-of-way, and parks, particularly trees planted in conjunction with development or major infrastructure projects. Specific requirements aimed at increasing the provision of adequate subsurface soil volumes in conjunction with development and major infrastructure projects should be considered as a mechanism to facilitate the planting of medium or large trees. This could greatly increase tree canopy at maturity. This is especially important given planting constraints in the Central City.

With the intensity of development increasing in the Central City, the desire of developers to place building utility infrastructure (vaults/voids) in the ROW is becoming increasingly common, limiting the ability to provide multiple street trees along these blocks. This represents an area where competing City priorities intersect. As the Central City continues to grow over the life of the plan, ensuring provision of tree canopy will be critical. City staff should work to find creative solutions that balance the needs of more intense development with the provision of street trees.

Additionally, to better position the City to achieve the Central City 2035 Plan targets, incentives for the preservation of existing healthy, non-nuisance trees should also be considered. Creative design approaches aimed at preserving existing trees, especially medium and large, healthy trees, should be strongly encouraged. Medium and large trees provide substantial ecosystem services that will take many years to replace after tree removal, even if a new tree is planted in its place. This issue is likely to be addressed as a part of a future review of Title 11, Trees.

TC-Table 9 compares future tree canopy scenario results with existing tree canopy, and presents the proposed Central City 2035 tree canopy targets.

TC-Table 9. Central City Tree Canopy Scenario Results and Draft Tree Canopy Targets

				Baseline Future Tree Canopy Scenario[2]		CC2035 Plan Scenario & Draft Tree Canopy Targets[3]	
CC Subdistrict		**Subdistrict Area[1] (acres)**	**Existing tree canopy**	**LOW**	**HIGH**	**LOW**	**HIGH**
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		*7.5%*	*7.6%*	*8.7%*	*8.7%*	*10.3%*
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.9
	%		*15.9%*	*14.2%*	*16.6%*	*15.6%*	*18.4%*
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		*6.1%*	*6.6%*	*6.7%*	*7.1%*	*7.3%*
Downtown	acres	222	45.3	46.1	49.6	48.4	52.0
	%		*20.4%*	*20.7%*	*22.3%*	*21.8%*	*23.4%*
Goose Hollow	acres	175	36.9	32.6	36.8	34.3	38.6
	%		*21.2%*	*18.7%*	*21.1%*	*19.7%*	*22.1%*
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		*16.7%*	*16.5%*	*17.8%*	*17.4%*	*18.8%*
Pearl District	acres	277	28.7	52.7	58.8	57.0	65.4
	%		*10.4%*	*19.0%*	*21.3%*	*20.6%*	*23.6%*
South Downtown/University	acres	218	53.1	46.7	53.7	48.0	55.6
	%		*24.3%*	*21.4%*	*24.6%*	*22.0%*	*25.5%*
South Waterfront	acres	177	16.2	19.1	36.9	25.0	47.2
	%		*9.1%*	*10.8%*	*20.8%*	*14.1%*	*26.7%*
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		*15.5%*	*18.2%*	*19.2%*	*19.1%*	*20.2%*
Central City Total	**acres**	***2,523***	**339.4**	**353.6**	**411.8**	**385.4**	**456.5**
	%		***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

Appendix A. Alternative Options

In addition to the Baseline and Central City 2035 Plan scenarios, staff considered additional options to increase tree canopy that are not included in the Central City 2035 Scenario or the draft tree canopy targets.

These options are intended to be illustrative, providing information that will help respond to community interests or questions. These options are also intended to help inform potential future program decisions and planning efforts, including City street tree planting programs and updates to Title 11, Trees.

1. More parks and open spaces

It is plausible, if not likely, that over 20 years the Central City will accrue parks and open spaces beyond those called for in the Central City 2035 Plan. Such new parks and open spaces could be City owned or managed, or they could be privately owned or owned by another public agency.

However, any additional park-like open spaces would likely be modest in scale given high land values and competition for land in the Central City.

For this option, Portland Parks and Recreation staff recommended assuming an additional six acres of parks. It was assumed that these six acres of parks will be distributed proportionally across each of the subdistricts. Anticipated tree canopy was then calculated for each subdistrict using averages of PP&R's low and high preferred canopy ranges.

2. More investment in street trees

The Baseline and Central City 2035 Plan scenarios modeled expected increases in tree canopy associated with one and two two-year City-sponsored tree planting projects, respectively. Based on data collected by BES, the first of these two-year plantings could be expected to result in a 20 percent increase in the number of trees planted on non-BLI lots while the second was expected to result in a 10 percent increase.

This option estimates the maximum amount of additional street tree canopy that could be provided along rights-of-way were the City to undertake a more ambitious Central City street-tree planting program. Given planting constraints discussed earlier in the report, it is assumed that 70 percent of the potential ROW planting spaces could be planted by 2035 (100 percent minus the 30 percent planting constraint described in the scenario analysis above). Combined with existing trees this would total approximately 13,863 trees with a 92 percent future stocking level.

Planting 70 percent of the potential ROW planting spaces in the Central City would require additional funding and investment. However, based on past experience, it would also be challenging to plant this many trees given property owner resistance to planting trees. BES has documented that the responsibility and cost to maintain street trees is one of the main reasons that property owners choose not to plant additional street trees. If the City were to assume increased responsibility for the planting, establishment, and maintenance of street trees it is anticipated that property owners would be more receptive to new

street trees. In addition, the City would have a basis to plant trees without requiring prior property owner approval.

Based on information provided by staff from BES and PP&R, the cost of planting and establishing trees in 70 percent of the potential planting spaces associated with non-BLI lots would be $2,270,048. This is a $1,362,029 increase over the costs associated with the Central City 2035 Scenario. Planting and establishment costs include labor, materials, soil amendment, root barrier, tree stock, and concrete cut costs (including cut, permit, and concrete removal). Potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis.

If the City were to assume responsibility for the expanded maintenance of existing and future street trees in the Central City (e.g., tree assessment and pruning), the annual cost is estimated to be $788,000 per year, assuming 70 percent of the potential spaces are planted (including those associated with both BLI and non-BLI sites).

3. Required building setbacks

The Central City 2035 Plan Scenario estimated changes in tree canopy associated with anticipated optional front building setbacks on future development sites. The plan would allow but not require front building setbacks in certain zones. This would provide flexibility while also supporting policies calling for active streetscapes and first floor uses.

Stakeholders have expressed interest in how additional setbacks or other tools could increase tree canopy on private property. This section describes three options developed to assess the tree canopy impact of requiring (rather than allowing) setbacks in the Central City. This evaluation is intended to be illustrative only, given that requiring setbacks would conflict with many Central City goals and policies.

The first option modeled changes in tree canopy assuming setbacks are required only along the Green Loop alignment, including the four primary east-west connections, and along all streets that would be required to do a landscaped setback under the proposed optional setback plan. The section of the Green Loop between SW Salmon Street and W Burnside Street was excluded from this analysis because it is the most urban section of the Green Loop and is less likely to include a setback.

Changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. For the Central City 2035 Plan Scenario it was assumed that with an optional setback code provision, 25 percent of the BLI-designated vacant and underutilized lots and BLI sites along the Green Loop would develop with setbacks. It was also assumed that for lots with setbacks, small potential front planting spaces could accommodate medium trees. A third assumption was that for lots developed with setbacks tree canopy of medium and large trees would no longer be as constrained by buildings. In other words, the 20 percent canopy reduction on medium trees and 20 of the 30 percent canopy reduction on large trees applied in zones allowing lot-line to lot-line development are eliminated and this canopy is regained (see Central City 2035 Scenario discussion above for more information).

For this “required setback” option, it was assumed that all of the BLI-designated vacant and underutilized sites along the Green Loop, four primary east-west connections, and streets where setbacks would need to be landscaped per the draft code would have a setback along the primary frontage. The 30 percent

overall constraint is still applied so that 70 percent of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development. To estimate additional canopy within the setback it was assumed that there would be three small trees per BLI site.

The second option modeled anticipated changes in canopy if front setbacks were required for BLI-designated vacant and underutilized sites along all streets except those in industrial zones. In the third option, setback requirements would apply to all BLI sites in the Central City. Again, changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. The 30 percent overall constraint was applied so that 70 percent of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development.

For these latter two options, tree canopy within the setback was estimated assuming one additional small tree per BLI site. This estimate is more conservative to reflect the likelihood that fewer trees would be planted outside the Green Loop and landscaped setback designated streets, particularly in industrial areas.

4. Apply Title 11 Tree Preservation and/or Tree Density (Planting) Standards in Zones that are Currently Exempt

Title 11 Tree Preservation and Tree Density Standards do not currently apply to industrial, commercial and employment zones that have no existing Title 33 landscaping requirements (IH, IG1, EX, CX, CS, and CM). These zones comprise a majority of the Central City area. The Title 11 Tree Preservation Standards also do not apply to developments with existing or proposed building coverage of 85 percent or more. For the Baseline and Central City 2035 scenarios it was therefore assumed that future development on BLI-designated vacant and underutilized lots in these zones could result in no (zero) tree canopy on the development sites. The zero tree canopy result is represented in the “low” estimates for these scenarios.

These exemptions were established in part because they were adopted when the City lacked a current Economic Opportunities Analysis and was therefore unable to fully examine and determine if additional tree regulations would affect employment land supply. The City has since produced a new Economic Opportunities Analysis that will allow this evaluation to take place.

The purpose of this option is to assess how tree canopy could change if the Title 11 Tree Preservation and/or Tree Density exemptions were eliminated. This was modeled as follows.

- For IG1 and IH, the new low canopy estimate is assumed to be five percent of the total area of BLI sites by subdistrict. This is based on the existing ten percent tree density standard that currently applies in other industrial zones. It is also assumed that any existing trees that are preserved would count toward the tree density requirement. The ten percent was lowered to five percent since applicants may choose to pay the fee in lieu of tree preservation and planting. Both five percent and ten percent were modeled and are incorporated into the summary table low and high, respectively.

- For CX and EX, the new low canopy estimate is assumed to be ten percent. This is based on the existing 15 percent minimum tree density standard that applies in other commercial zones. It is

also assumed that existing trees that are preserved would count toward the tree density requirement. The 15 percent was lowered to ten percent since applicants could choose to pay a fee in lieu of tree preservation and planting. Both ten percent and 15 percent were modeled and are incorporated into the summary table low and high, respectively.

One way to increase the benefit of applying the Tree Preservation and Tree Density standards in the Central City would be to require that fees-in-lieu be used to plant trees only in the Central City. This would provide additional revenue for the City to plant trees in the Central City or potentially to help pay for proactive riverbank enhancement.

5. Additional options to increase right-of-way tree canopy

The Central City 2035 Scenario incorporated various assumptions for trees in rights-of-way (ROW). Additional discussion of options to improve ROW tree canopy could address targeted planting of large trees, street bump outs, street diets, or replacing a traffic lane with a treed median, etc. on a larger subset of streets than just the flexible streets. Potential limitations on the placement of new vaults/voids under the sidewalk corridor would reduce constraints on street tree planting. In addition, the City could evaluate requiring ROW dedications to increase the width of the sidewalk corridor and facilitate tree planting and/or planting of larger trees. This would require examination of nexus and proportionality between new development/redevelopment and furnishing zone sidewalk dedications to provide more space for trees. (Note: These options were not modeled and are therefore not addressed in the results section below.)

Results

Of the alternative options considered, the largest projected tree canopy increases are associated with application of Title 11 Tree Preservation and Tree Density Standards in zones that are currently exempt from these standards. As demonstrated in TC-Table A-1 and TC-Table A-2, this change is projected to generate an additional 33 to 54 acres of tree canopy, or 1.3 to 2.1 percent across the Central City. Applying these standards would require amending Title 11 and an analysis of potential impacts on employment land supply in accordance with the City's Economic Opportunities Analysis. It is recommended that the exemptions from these standards be evaluated thoroughly during the next comprehensive update of Title 11, Trees. The impacts of revising or eliminating the exemptions should be considered, including tree canopy benefits and impacts on development potential and cost, housing affordability and other City goals and policies.

The next largest projected increase in tree canopy is associated with additional investment in street tree planting. This option is also projected to have significant future public costs associated with planting and maintaining the street trees. An ambitious planting project accompanied by public investment in street tree maintenance could add roughly 19 acres (0.8 percent) of tree canopy across the Central City. Such a project could make a big impact in terms of stormwater management, urban heat island, improved pedestrian experience, and other considerations. However, this option would also have significant public costs and would require a change in City policy, which currently assigns the responsibility of street tree maintenance to adjacent property owners. Committing City resources to maintain street trees in the

Central City also raises equity issues, such as whether those public dollars could be better spent to maintain street trees or provide other services in parts of the City with historically underserved or under-represented communities.

Additional front building setbacks or other tools to increase tree canopy on tax lots could provide some additional tree canopy; however, requiring building setbacks in the Central City would conflict with other Central City goals and policies. If front setbacks were required only along the Green Loop and associated connectors and streets, an additional 3.3 acres (0.13 percent) of tree canopy is estimated. If front setbacks were also required along streets in either non-industrial zones or along all other Central City streets, an additional 12.4 (0.1 percent) to 14.3 acres (0.5 percent), respectively, would be expected. This increase would come from street trees that can grow larger as well as trees planted in the setback itself.

The potential benefits of additional parks within the Central City were also investigated. Investments in new public or private parks, or park-like open spaces, are projected to increase Central City tree canopy by approximately 2 to 3 acres, or roughly 0.1 percent.

TC-Table A-1 and TC-Table A-2 present the results of the alternative options described in this section, alongside a comparison of existing tree canopy and Baseline and Central City 2035 scenarios.

TC-Table A-1. Alternative Future Tree Canopy Options (presented in acres)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy (2014) (acres)	Baseline Total Tree Canopy Acreage - LOW[2]	Baseline Total Tree Canopy Acreage - HIGH[2]	2035 Total Tree Canopy Acreage - LOW[3]	2035 Total Tree Canopy Acreage - HIGH[3]	Investment: Street Tree Planting[4] (acres)	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5] (acres)	Required Setbacks - All Streets Except Industrial- ROW Canopy[6] (acres)	Required Setbacks - All Streets - ROW Canopy[7] (acres)	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8] (acres)	Required Setbacks - All Streets Except Industrial - Setback Canopy[6] (acres)	Required Setbacks - All Streets - Setback Canopy[7] (acres)	Tree Density Standards in All Zones - LOW[9] (acres)	Tree Density Standards in All Zones - HIGH[10] (acres)	Investment: New Parks (additional) - LOW[11] (acres)	Investment: New Parks (additional) - HIGH[11] (acres)
Central Eastside	706	53.0	53.9	61.3	61.8	72.9	3.4	1.1	2.0	3.4	0.4	0.7	1.0	5.7	10.5	0.8	0.9
Lloyd District	385	61.2	54.8	64.1	60.2	70.7	2.5	0.0	0.9	0.9	0.3	0.7	0.7	6.9	10.6	0.6	0.7
Lower Albina	138	8.3	9.1	9.2	9.8	10.0	0.9	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.3	0.2	0.2
Downtown	222	45.3	46.1	49.6	48.5	52.1	4.2	0.1	0.6	0.6	0.1	0.4	0.4	2.0	3.0	0.1	0.2
Goose Hollow	175	36.9	32.6	36.8	34.4	38.6	1.1	0.0	1.6	1.6	0.1	0.5	0.5	1.3	2.0	0.1	0.1
Old Town/Chinatown	130	21.8	21.4	23.2	22.6	24.5	1.2	0.0	0.2	0.2	0.0	0.3	0.3	1.9	2.8	0.1	0.1
Pearl District	277	28.7	52.7	58.8	57.2	65.5	2.4	0.1	1.3	1.5	0.2	0.5	0.5	5.0	8.1	0.2	0.2
South Downtown/University	218	53.1	46.7	53.7	48.1	55.6	0.3	0.1	0.3	0.3	0.3	0.3	0.3	3.0	4.6	0.1	0.2
South Waterfront	177	16.2	19.1	36.9	25.2	47.3	0.6	0.0	0.6	0.6	0.0	0.2	0.2	7.0	11.5	0.1	0.1
West End	95	14.8	17.3	18.3	18.2	19.3	2.4	0.1	0.7	0.7	0.2	0.4	0.4	0.5	0.7	0.1	0.1
Central City Total	***2,523***	***339.4***	***353.6***	***411.8***	***385.9***	***456.8***	***19.0***	***1.6***	***8.3***	***9.8***	***1.7***	***4.1***	***4.5***	***33.4***	***54.1***	***2.3***	***2.8***

1 Water not included.
2 Includes existing tree canopy.
3 Includes existing and baseline tree canopy.
4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 10% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.
5 This is an incremental increase in canopy if front setbacks were required on the Green Loop and streets where a setback would need to be landscaped (per Required Building Lines code). The assumptions are that small trees along these streets could be replaced with medium trees, and that medium trees would regain the 20% and large trees would regain 20 of the 30% lost due to buildings coming up to the lot line.
6 Required setbacks on all streets except industrial zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
7 Required setbacks on all streets in all zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
8 Required setbacks on the Green Loop and streets where a setback would need to be landscaped would also result in increased canopy within the setback itself. This assumes canopy associated with 3 small trees per BLI tax lot.
9 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 5% for industrial and 10% for CX and EX to account for pay-in-lieu (reduces the minimum standard by 5%). Previous low range calculated on tax lots was subtracted to yield incremental increase.
10 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 10% for industrial and 15% for CX and EX. Previous low range calculated on tax lots was subtracted to yield incremental increase.
11 An aspirational assumption of two additional acres of new parks per quad was used. New park acreage was proportionally allotted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

TC-Table A-2. Alternative Future Tree Canopy Options (presented as percent of district area)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy (2014)	Baseline Total Tree Canopy - LOW[2]	Baseline Total Tree Canopy - HIGH[2]	2035 Total Tree Canopy - LOW[3]	2035 Total Tree Canopy - HIGH[3]	Investment: Street Tree Planting[4]	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5]	Required Setbacks - All Streets Except Industrial- ROW Canopy[6]	Required Setbacks - All Streets - ROW Canopy[7]	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8]	Required Setbacks - All Streets Except Industrial - Setback Canopy[6]	Required Setbacks - All Streets - Setback Canopy[7]	Tree Density Standards in All Zones - LOW[9]	Tree Density Standards in All Zones - HIGH[10]	Investment: New Parks (additional) - LOW[11]	Investment: New Parks (additional) - HIGH[11]
Central Eastside	706	7.5%	7.6%	8.7%	8.7%	10.3%	0.5%	0.16%	0.29%	0.48%	0.06%	0.09%	0.15%	0.8%	1.5%	0.11%	0.13%
Lloyd District	385	15.9%	14.2%	16.6%	15.6%	18.4%	0.7%	0.01%	0.23%	0.23%	0.09%	0.18%	0.18%	1.8%	2.8%	0.15%	0.18%
Lower Albina	138	6.1%	6.6%	6.7%	7.1%	7.3%	0.6%	0.04%	0.10%	0.08%	0.03%	0.04%	0.06%	0.1%	0.2%	0.15%	0.18%
Downtown	222	20.4%	20.7%	22.3%	21.8%	23.4%	1.9%	0.06%	0.25%	0.25%	0.06%	0.19%	0.19%	0.9%	1.3%	0.06%	0.07%
Goose Hollow	175	21.2%	18.7%	21.1%	19.7%	22.1%	0.6%	0.00%	0.93%	0.93%	0.05%	0.28%	0.28%	0.7%	1.2%	0.06%	0.07%
Old Town/Chinatown	130	16.7%	16.5%	17.8%	17.4%	18.8%	1.0%	0.00%	0.13%	0.13%	0.03%	0.21%	0.21%	1.5%	2.2%	0.06%	0.07%
Pearl District	277	10.4%	19.0%	21.3%	20.7%	23.7%	0.9%	0.03%	0.47%	0.55%	0.08%	0.17%	0.18%	1.8%	2.9%	0.06%	0.07%
South Downtown/University	218	24.3%	21.4%	24.6%	22.1%	25.5%	0.1%	0.03%	0.12%	0.12%	0.12%	0.16%	0.16%	1.4%	2.1%	0.06%	0.07%
South Waterfront	177	9.1%	10.8%	20.8%	14.2%	26.7%	0.3%	0.00%	0.32%	0.32%	0.00%	0.12%	0.12%	3.9%	6.5%	0.06%	0.07%
West End	95	15.5%	18.2%	19.2%	19.1%	20.2%	2.5%	0.11%	0.75%	0.75%	0.17%	0.47%	0.47%	0.5%	0.7%	0.06%	0.07%
Central City Total	***2,523***	***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***	***0.8%***	***0.06%***	***0.33%***	***0.39%***	***0.07%***	***0.16%***	***0.18%***	***1.3%***	***2.1%***	***0.09%***	***0.11%***

1 Water not included.
2 Includes existing tree canopy.
3 Includes existing and baseline tree canopy.
4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 10% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.
5 This is an incremental increase in canopy if front setbacks were required on the Green Loop and streets where a setback would need to be landscaped (per Required Building Lines code). The assumptions are that small trees along these streets could be replaced with medium trees, and that medium trees would regain the 20% and large trees would regain 20 of the 30% lost due to buildings coming up to the lot line.
6 Required setbacks on all streets except industrial zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
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10 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 10% for industrial and 15% for CX and EX. Previous low range calculated on tax lots was subtracted to yield incremental increase.
11 An aspirational assumption of two additional acres of new parks per quad was used. New park acreage was proportionally allotted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

Appendix B. Average Street Tree Planting Spaces and Tree Sizes per Tax Lot

Subdistrict	Zone	Average Existing Trees Per Tax Lot	Average Potential Trees Per Tax Lot	Average Tree Size
CENTRAL EASTSIDE	CG	2	0	Small
CENTRAL EASTSIDE	EG1	1	1	Small
CENTRAL EASTSIDE	EG2	5	0	Small
CENTRAL EASTSIDE	EX	2	2	Small
CENTRAL EASTSIDE	IG1	2	2	Small
CENTRAL EASTSIDE	IH	0	1	Small
CENTRAL EASTSIDE	R1	1	1	Small
CENTRAL EASTSIDE	RX	2	1	Small
DOWNTOWN	CX	5	2	Medium
DOWNTOWN	OS	10	6	Medium
DOWNTOWN	RX	3	1	Medium
GOOSE HOLLOW	CX	3	1	Small
GOOSE HOLLOW	OS	22	12	Small
GOOSE HOLLOW	R1	1	1	Small
GOOSE HOLLOW	R2	0	0	Small
GOOSE HOLLOW	RH	3	3	Small
GOOSE HOLLOW	RX	5	1	Small
LLOYD DISTRICT	CX	7	2	Medium
LLOYD DISTRICT	EG1	0	7	Medium
LLOYD DISTRICT	IG1	1	2	Medium
LLOYD DISTRICT	OS	14	7	Medium
LLOYD DISTRICT	RH	2	1	Medium
LLOYD DISTRICT	RX	5	3	Medium
LOWER ALBINA	EX	2	1	Medium
LOWER ALBINA	IG1	1	2	Medium
LOWER ALBINA	IH	0	0	Medium
OLD TOWN / CHINATOWN	CX	5	1	Medium
OLD TOWN / CHINATOWN	RX	13	0	Medium
PEARL DISTRICT	CX	2	2	Medium
PEARL DISTRICT	EX	6	1	Medium
PEARL DISTRICT	IH	2	8	Medium
PEARL DISTRICT	OS	19	3	Medium
PEARL DISTRICT	RX	7	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	CX	6	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	OS	2	2	Medium
SOUTH DOWNTOWN/UNIVERSITY	RX	5	1	Medium
SOUTH WATERFRONT	CX	9	3	Medium
WEST END	CX	5	2	Medium
WEST END	EX	1	1	Medium
WEST END	RX	3	1	Medium

Central City Public Space Performance Target

By 2035, people will spend 20% more time in the Central City's public spaces.

INTRODUCTION

The Central City includes Portland's most urban and active spaces, ranging from Pioneer Courthouse Square to the Transit Mall to the Lloyd District. There are a range of different types of public urban spaces in the Central City, including parks or open areas, streets or rights-of-way, reconfigured segments of streets, building setbacks and others. The success of the Central City can be measured by the amount of time people spend in the Central City's urban spaces. More people spending more time in the Central City reflects a certain level of comfort, interest and variety offered by the character of the public realm and the desire of Portlanders to experience it.

Encouraging more Portlanders to spend more time in public spaces would also have transportation system benefits. Employees who choose to meet friends after work at a new park or go for an evening jog along an interesting path through the city reduce the demand on the surrounding street system during the peak rush hour, improving traffic flow.

Measuring the success of any part of the central city is complicated and requires a number of different types of analysis. Some components have data that is relatively easy to collect and calculate (e.g. jobs per acre, dollars spent in restaurants, Hotel occupancy) while others (amount of actual time people spend in parks) can be more difficult. It should be noted that the character of the public realm is profoundly affected by the adjacent building edges and functions, and so the use of the words "public realm" or "urban spaces" here is typically inclusive of the ground floor conditions of adjacent structures.

This target supports multiple goals and policies from the Central City 2035 Plan, calling for the creation of urban spaces that contribute to distinctive experiences in the Central City.

These goals and policies include:

REGIONAL CENTER
Goal 1.D The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.

TRANSPORTATION
Policy 3.6 **Street Diversity.** Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible.

WILLAMETTE RIVER

Policy 4.1 **Portland's commons.** Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.

Policy 4.2 **Willamette River recreation.** Provide for safe, enjoyable and valuable active and passive recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river.

URBAN DESIGN

Goal 5.C The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

Policy 5.8 **Public realm.** Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.

Policy 5.10 **Street hierarchy and development character.** Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible.

Policy 5.12 **"Green Loop" concept.** Create a "Green Loop" that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. Enhance connections to the "Green Loop" alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.

Policy 5.16 **Signature open spaces.** Enhance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.

Policy 5.17 **Open space network.** Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront. Encourage the provision of publicly accessible private plazas and pocket parks with new development.

EXISTING CONDITIONS

Data covering a range of public realm elements will be collected and analyzed to determine a "baseline" case. Subsequent to establishment of the baseline dataset, new additions or alterations as developed by projects can be recorded and collated. Examples of data that could be collected include:

Transportation

- Linear feet of separated bicycle facilities
- Linear feet of multi-use paths
- Amount (sf) sidewalk
- Linear feet of reclaimed ROW for public use
- On-street parking utilization

Parks/open space

- Amount (acres) of parks/open space

Buildings

- Linear feet of "retail storefront" building edge type
- Amount (sf or acres) of outdoor café seating area
- Hours of operation for retail businesses along "retail streets"

Collecting data on the numbers of people using a control set of public spaces will be necessary to measure and meet this target. The control set of spaces will include a yet-to-be-determined collection of streets, pathways, plazas, seating areas, parks or other open spaces. Data collection will need to be accomplished over a period of time, or a number of hours, to track use of public spaces and the amount of time spent in them.

In addition, a recurring survey could query Portlanders as to their use of public spaces in the Central City and the longevity of their stay(s) in them. The survey results would augment data collection numbers recorded in the preceding paragraph.

METHODOLOGY

The methodology for this target is under development by an interagency team that includes the Bureaus of Transportation (PBOT) Planning and Sustainability (BPS) and Environmental Services (BES) as well as the Portland Parks and Recreation (PPR), among other partners.

TARGET

By 2035, people will spend 20% more time in the Central City's public spaces.

B. Work Plans/Action Charts

1. Introduction

The following action charts describe projects, programs and other activities that City bureaus, agency partners, community organizations and others will undertake to implement the goals and policies of the CC2035 Plan. The action charts are adopted by City Council Resolution with the understanding that they are starting places and that some actions will need to be refined, amended or replaced over time.

Chart Order

The action charts are grouped by 4 categories of lead implementer: 1) City bureaus; 2) Other government entities; 3) other groups; and 4) the private sector. Within each of these groups, the actions are ordered alphabetically by bureau or group name. If an action has more than one lead implementer it will be listed in the chart for each of the leads.

Action Identifier

Actions are identified using the first two columns of each table: Geography and Code. **The Geography column** will list "Citywide," "Central City" or one of ten subdistricts:

Central Eastside	Downtown
Goose Hollow	Lloyd
Lower Albina	Old Town/Chinatown
The Pearl	University District/South Downtown
South Waterfront	West End

The Code column provides the action's unique identifier. Each code begins with two letters, which correspond to the policy area most closely related to the action. These six policy areas, and their corresponding letter code, are as follows:

- **EN** Health & Environment
- **HN** Housing and Neighborhoods
- **RC** Regional Center
- **TR** Transportation
- **WR** Willamette River
- **UD** Urban Design

The policy area code for each action is followed by a number. The numbering of actions does not in any way correlate to importance or a priority ranking system. Note that this numbering system is different from what was used in the quadrant plans and earlier drafts of the CC2035 Plan. New numbers will be assigned once the action charts are finalized through the City Council adoption process.

Some codes are followed by an asterisk (*), indicating that additional information on that action can be found in Section 3 Additional Details, following the action charts.

Timeline

Each action identifies a proposed implementation timeline: Ongoing, Next 5 years, and 6 – 20 years.

Implementers

Each action identifies one or more lead and partner implementers. Implementers include:

AHC	Architectural Heritage Center
BDS	Portland Bureau of Development Services
BES	Portland Bureau of Environmental Services
BPS	Portland Bureau of Planning and Sustainability
CEIC	Central Eastside Industrial Council
City Attorney	Portland City Attorney
County	Multnomah County
DEQ	Oregon Department of Environmental Quality
DNA	Downtown Neighborhood Association
DSL	Oregon Department of State Lands
ENA	Eliot Neighborhood Association
GHFL	Goose Hollow Foothills League
Go Lloyd	Go Lloyd Transportation Management Association
LDCA	Lloyd District Community Association
LED	Lloyd EcoDistrict
Metro	Metro (regional government)
NWDA	Northwest District Association
NOAA	National Oceanic and Atmospheric Administration
ODOT	Oregon Department of Transportation
OHSU	Oregon Health and Science University
OMF	Portland Office of Management and Finance
OMSI	Oregon Museum of Science and Industry
ONI	Portland Office of Neighborhood Involvement
OTCTCA	Old Town/Chinatown Community Association
OTHG	Old Town Heritage Group
PBA	Portland Business Alliance
PBEM	Portland Bureau of Emergency Management
PBOT	Portland Bureau of Transportation
PDNA	Pearl District Neighborhood Association
PFR	Portland Fire and Rescue
PHB	Portland Housing Bureau
PPB	Portland Police Bureau
Prosper	Prosper Portland (formerly the Portland Development Commission)
PPR	Portland Parks and Recreation
PPS	Portland Public Schools
PSU	Portland State University
PWB	Portland Water Bureau
Private	Private sector
RACC	Regional Arts and Culture Council
SPNA	South Portland Neighborhood Association
Travel	Travel Portland (destination marketing organization)
TriMet	TriMet (regional transit)
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
VOZ	VOZ Workers' Rights Education Project

1. Action Charts by Lead Implementer

City Bureaus and Offices

Portland Bureau of Development Services (BDS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BDS, BPS, BES**	**OMF**
Citywide	TR118*	Adopt and implement a proposed administrative rule that establishes a formula for determining rough proportionality for major public trail exactions from specific proposed developments.	X			**BDS**	PBOT, PPR, City Attorney
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**BDS, PHB, BPS**	
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize the size, reducing the spread, therefore reducing the loss of life.			X	**BDS, PFR**	
Central City	RC55	Consider revising seismic regulations to allow for more incremental upgrades.	X			**BDS, PBEM**	
Central Eastside	RC4*	Review and consider amendments to building code requirements applicable to non-industrial development along the IG1/EXd Interface throughout the district.	X			**BDS**	BPS
Downtown	EN22	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BDS, BPS**	OMF, Private

Portland Bureau of Emergency Management (PBEM)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	RC1	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**PBEM, BPS**	Prosper
Central City	RC55	Consider revising seismic regulations to allow for more incremental upgrades.	X			**PBEM, BDS**	

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN8*	Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion.	X			**BES, BPS**	BDS, OMF
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BES, BPS, BDS**	OMF
Citywide	EN51*	Evaluate the potential for the establishment of a “mitigation bank” to offset future development in the 100-year floodplain.	X		X	**BES, BPS**	BDS, OMF
Central City	EN3	Identify tree preservation and planting opportunities and implement strategies (e.g., street tree planting and maintenance programs) that meet multiple objectives, including reducing urban heat island, improving local air quality, intercepting rainfall to reduce stormwater runoff and providing habitat.			X	**BES**	BPS, PPR, BDS, PBOT, PWB, Prosper

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN5	Implement projects that increase habitat in public rights-of-ways and development.			X	**BES, PBOT**	PPR
Central City	EN6	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BES, BPS**	
Central City	EN7	Improve water quality in the Willamette River by integrating green infrastructure with streetscape improvements in areas served by the separated storm system.		X		**BES**	PBOT, BPS, PPR
Central City	EN12	Develop strategies to increase the amount of green-infrastructure in areas served by the combined sewer system that have a risk of sewer backups.	X			**BES**	
Central City	EN14	Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**BES, PPR**	PBOT, BPS
Central City	EN53	Research the use of ecoroofs on wood frame buildings. Include an analysis of design considerations, structural requirements and construction costs relative to other construction types.	X			**BES**	
Central City	EN54	As part of the next revision of the Stormwater Management Manual, evaluate the potential stormwater management effectiveness of “green” roof features (e.g. roof gardens and vegetated landscaped and grassy areas) that do not meet the current ecoroof requirements.	X			**BES**	
Central City	TR6	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**BES, PBOT**	BPS
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**BES, BPS, PPR**	Private
Central City	WR6*	Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.	X			**BES, BPS**	PPR, State & Federal Agencies, Private
Central City	WR7*	Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.	X			**BES, BPS**	PPR, State & Federal Agencies, Private

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**BES, BPS, PPR, Prosper**	OMSI, Private
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**BES, BPS, PPR**	Prosper, ODOT
Downtown	EN17	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**BES, PPR**	
Goose Hollow	UD32	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BES, BPS**	
Pearl	UD60	Integrate habitat, including rerouting and daylighting the end of Tanner Creek to create in-water and riparian habitat into development.		X		**BES**	Prosper
University District/ South Downtown	UD64	Support further enhancements of the SW Montgomery Green Street.			X	**BES, BPS**	PPR, PBOT
West End	UD79	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BES, BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN8*	Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion.	X			**BPS, BES**	BDS, OMF

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BPS, BES, BDS**	OMF
Citywide	EN51*	Evaluate the potential for the establishment of a "mitigation bank" to offset future development in the 100-year floodplain.	X		X	**BPS, BES**	BDS, OMF
Citywide	EN52	Explore options to incent property owners to voluntarily move structures or parts of structures out of the floodplain or river setback, in all reaches of the Willamette River, prior to any full site redevelopment.	X			**BPS**	BDS, OMF, BDS
Citywide	EN55	Pursue new regulatory tools that would encourage or require large multi-family and commercial development projects to include EV-ready conduit and electrical capacity for electric vehicles when parking is provided.	X			**BPS**	
Central City	EN1	Develop new regulatory and incentive tools to increase the use of green building technologies and innovative stormwater management techniques (e.g., ecoroofs, green walls, trees on private property, impervious surface standards), renewable energy and energy efficiency in both new development and rehabilitations.	X			**BPS**	BES, PPR
Central City	EN6	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BPS, BES**	
Central City	EN10	Explore opportunities for new multi-family and commercial development to create provisions for community gardens and food gardening.			X	**BPS**	Private
Central City	EN11	Explore opportunities for new multi-family and commercial property developments to consider building designs that allow for the capturing and reuse of water.			X	**BPS**	Private
Central City	EN13	Initiate a "Dark Skies" project and implement best practices to reduce the impacts of nighttime lighting and sky glare on human health and well-being, wildlife and energy consumption.	X			**BPS**	PBOT, BES, OMF, BDS

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN15	Analyze options to apply Title 11 Tree Preservation Standards and Tree Density Standards in commercial, employment, and industrial zones that are currently exempt from the standards. Consider benefits associated with additional tree canopy and impacts on development potential, housing affordability and other city goals and policies.	X			**BPS**	BES, BDS, PPR
Central City	EN36	Evaluate progress toward tree canopy targets by assessing existing tree canopy every five years and monitoring change in total canopy over time. Revisit tree canopy targets, as necessary.			X	**BPS**	BES, PPR
Central City	EN41	Study the impacts of building glass reflectivity and identify tools to limit highly reflective glass in order to reduce the urban heat island effect and negative impacts on humans and wildlife.	X			**BPS**	BES, BDS
Central City	HN3	Develop a strategy for accommodating food cart pods as infill development displaces them.	X			**BPS**	PPR, Private
Central City	HN40	Support PPS in the development of new Pre-K through 12th grade school facilities to serve the significant growth of families with children living in the Central City.	X			**BPS**	PPS, Prosper
Central City	HN43	Encourage the development of affordable family housing projects with two-bedroom units or larger that are compatible with the needs of families with children at all income levels.			X	**BPS, PHB**	Prosper, Private
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**BPS, PHB, BDS**	
Central City	RC1	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**BPS, PBEM**	Prosper

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	RC84	Analyze options for increasing bonus FAR in the Central City. a) Develop scenarios for increasing the amount of bonus FAR that can be earned and used on sites in the Central City. This should consider options for how much more floor area, in which parts of the Central City, for what type of development, and in return for what type of public benefits, if any beyond Inclusionary Housing. b) Conduct the economic analysis needed to set the cost structure for earning this additional bonus. c) Evaluate the impacts of additional floor area on the transportation system. Identify whether and how these mitigate the impacts, such as parking limits or TDM plan. d) Model and evaluate the urban design impacts of the preferred scenario.	X			**BPS**	PHB
Central City	TR4	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**BPS, PBOT**	Private
Central City	UD1*	Update the Central City Fundamental Design Guidelines to reflect the urban design goals and policies of the CC2035 Plan.	X			**BPS**	
Central City	UD2	Advocate for the passage of a state historic rehabilitation tax credit.			X	**BPS**	Non-profit, Private
Central City	UD3	Develop a strategy to implement the “Green Loop” through the Central City.	X			**BPS**	PBOT, PPR, BES
Central City	UD4*	Update the Historic Resources Inventory for the Central City, prioritizing the West End and Goose Hollow.	X			**BPS**	
Central City	UD86	Consider incentives to encourage the provision of open space, including public open space, publicly-accessible private open space with new residential and mixed use development, and pocket parks.	X			**BPS**	
Central City	UD88	Develop an integrated strategy to implement the Street and Development Character concept, to include direction for street trees, streetscape design and relationships of adjacent buildings, among others.	X			**BPS**	BES, PPR, PBOT, BDS

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**BPS, BES, PPR**	
Central City	WR3	Continue to periodically convene a Central Reach Working Group that includes NGOs, civil society groups, neighborhood associations to serve as a sounding board for staff on the development of river-related policies and implementation actions for the Central Reach of the Willamette River.			X	**BPS**	BES, PPR, BDS, Prosper, PBOT
Central City	WR6*	Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.	X			**BPS, BES**	PPR, State & Federal Agencies, Private
Central City	WR7*	Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.	X			**BPS, BES**	PPR, State & Federal Agencies, Private
Central Eastside	RC3*	Review and consider amendments to development standards and design guidelines applicable to development along the IG1/EXd Interface throughout the district.	X			**BPS**	BDS
Central Eastside	TR12	Coordinate planning and implementation of green infrastructure and active transportation improvements on east-west streets and the “Green Loop”.		X		**BPS**	PBOT, BES
Central Eastside	TR32	Require identification of how lighting within public realm and ground floor programming will be designed to create a safe and attractive environment for pedestrians through the day and night with an emphasis on hours of transit service as part of new Master Plan provisions for OMSI and Clinton Station areas.	X			**BPS**	PBOT, Private
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**BPS, PPR, Private**	
Central Eastside	UD15	Develop a strategy to incorporate green-infrastructure, furnishings, wayfinding tools, and other elements to draw people to the river on key east-west routes leading to the Willamette River.	X			**BPS**	PBOT, BES

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	UD16*	Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district. Conduct analysis to identify potential route alignments and impacts to freight operations.	X			**BPS**	PBOT
Central Eastside	UD8	Update existing East Portland Grand Avenue Historic Design Guidelines.		X		**BPS**	BDS
Central Eastside	UD9	Update development regulations to support the Ground Floor Character Concept, including active use requirements and design guidelines.	X			**BPS**	
Central Eastside	UD11*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**BPS, PBOT**	Prosper
Central Eastside	UD87	Update the existing Central Eastside Design Guidelines and adopt new guidelines specific to the OMSI and Clinton station areas, mixed-use development along the IG1/EX interface, and recognition of the historic Morrison and Belmont main streets.	X			**BPS**	
Central Eastside	WR9	Within the Willamette Greenway, but outside the Greenway setback, allow small commercial uses along or near the riverfront including food kiosks, bicycle and boat rentals and other retail that support an active riverfront in the Central Eastside.			X	**BPS**	PPR
Central Eastside	WR10	Increase the width of the greenway trail including possible separation of bicyclists and pedestrians especially north of the Tilikum Bridge area by OMSI as redevelopment happens.			X	**BPS**	PPR, PBOT
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**BPS, PPR, Prosper, BES**	OMSI, Private
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**BPS, BES, PPR**	Prosper, ODOT
Downtown	EN22	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BPS, BDS**	OMF, Private

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	EN18	Consider seasonal restrictions on human activity in-water around the Hawthorne Bowl to minimize the impacts of boating and swimming on juvenile fish migration, if such activity is shown to create undesirable impacts.	X			**BPS**	PPR, BES, DSL, USACE, NOAA, Marine Board
Downtown	EN19	Evaluate the feasibility of adding deep-water mooring structures at Hawthorne Bowl to reduce the impacts of boating and swimming on juvenile fish migration as part of an overall plan for the Hawthorne Bowl.	X			**BPS**	PPR, BES, DSL, USACE, NOAA, Marine Board
Downtown	HN46	Provide incentives to increase residential development along SW Naito Parkway and the South Park Blocks.	X			**BPS**	PHB
Downtown	RC26	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**BPS, PPR**	DSL
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**BPS, PPR, Private**	
Downtown	RC18	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**BPS, Prosper**	
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**BPS, PBOT, Prosper**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**BPS, Private, PBOT, PPR, Prosper, County**	
Downtown	RC83	Develop regulatory and financial incentives to encourage new office development and businesses.	X			**BPS**	Prosper

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	TR41	Study the feasibility of installing new or repurposing existing docks to accommodate commercial and recreational boating and river transit.	X			**BPS**	PPR, PBOT, Prosper, Private
Downtown	UD17	Implement the Park Avenue Urban Design Vision (2004).			X	**BPS**	PBOT, PPR
Downtown	UD27	Develop a set of special design guidelines and streetscape improvements for the Cultural District.		X		**BPS**	PBOT, PPR, Private
Downtown	UD24*	Study the feasibility of creating an urban civic space at the intersection of West Burnside and Broadway.	X			**BPS**	Prosper, PBOT, PPR
Goose Hollow	EN24	Encourage and promote an environmental "high performance area" on the redeveloped Lincoln High School site through incentives, public-private partnerships and/or master planning.			X	**BPS, PPS**	Prosper
Goose Hollow	HN13	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**BPS, PBOT**	BES, PGE, Private
Goose Hollow	RC29	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**BPS, Prosper**	
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**BPS, Prosper, Private**	
Goose Hollow	RC31	Explore opportunities for activating the Providence Park street perimeter, particularly S.W. 18th, when events are not taking place.	X			**BPS, Private**	
Goose Hollow	UD32	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BPS, BES**	
Goose Hollow	UD33	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**BPS, PPR**	Private
Goose Hollow	UD35	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**BPS, Private**	

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN27	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way.		X		**BPS, PPR**	UF, BES, BPS, PBOT, PWB, Private
Lloyd	EN25	Explore approaches to improve the environmental performance of the district. Possible tools include technical assistance and incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, connections to district energy, and reduced nighttime lighting. Seattle's "Green Factor" is an example of flexible regulations geared toward green infrastructure.	X			**BPS**	BDS, BES, LED
Lloyd	EN30	Coordinate capital improvements and "green systems" planning with the work of the Lloyd EcoDistrict.			X	**BPS**	LED
Lloyd	HN18	Address potential displacement of residents and businesses in the Lloyd District and in adjacent at risk neighborhoods, such as Eliot, through citywide programs developed as part of the Comprehensive Plan. Potential programs include housing and small business assistance programs targeted for areas at risk for displacement.			X	**BPS**	PHB, Prosper, POE
Lloyd	HN38	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**BPS, Prosper**	Private
Lloyd	TR74	Explore water transportation options, including a Willamette River water taxi, and investigate the feasibility of a landing in the Lloyd District. Such a landing should include a safe and direct pedestrian connection to the Convention Center and the Rose Quarter.		X		**BPS**	PBOT, PPR, Private
Lloyd	UD40*	Update the Lloyd District's 1991 design guidelines: Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan to reflect the district concept.	X			**BPS**	BDS, BES, PBOT, Prosper
Lloyd	UD44	Work with property owners and developers to further the development of NE 7th and NE Multnomah as district retail/commercial streets.			X	**BPS**	Prosper

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	UD42*	Work with the property owner/developer of the "Thunderbird" site to craft a development agreement that incorporates public open space and the greenway trail on the riverfront. See related action TR72.	X			**BPS**	PPR, BPS, ODOT, Private
Lloyd	UD39	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**BPS, PPR**	Prosper
Lloyd	RC19	Consider incentives to encourage new development that supports the Convention Center such as new or expanded hotel development, retail and other services on adjacent blocks.	X			**BPS, Prosper**	
Lower Albina	EN34	Target outreach to industrial businesses regarding sustainable business practices.			X	**BPS**	
Lower Albina	EN33	Explore approaches to improve the environmental performance of the industrial district. Possible tools include incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, and connections to district energy		X		**BPS**	BDS, BES
Lower Albina	EN32	Develop and implement a strategy to install community gathering spaces, trees, and other green infrastructure in existing streets and underutilized space within rights-of-way (e.g. freeway ROW, Broadway bridgehead, west end of Russell Street). Ensure improvements do not compromise operations for industrial businesses. Also ensure that improvements help implement the City's equity goals and strategies, especially as they relate to the history of impacts to Portland's African-American community.		X		**BPS**	PPR, UF, BES, PBOT, PWB, ODOT, Private
Lower Albina	RC38	Identify potential brownfield sites and identify clean-up and redevelopment strategies to bring them back into economic use.	X			**BPS**	Prosper, BES, Private

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	RC82	Consider zoning provisions for the IG1 zone east of the Union Pacific railroad alignment that allow compatible office-like uses, similar to the Industrial Office allowances in the Central Eastside. Implementation of these provisions should be accompanied by a Lower Albina parking strategy that explores on- and off-street parking strategies for workers and visitors.		X		**BPS, PBOT**	
Lower Albina	UD49*	Encourage and assist Lower Albina property owners to nominate their historic properties for designation as landmarks.			X	**BPS**	AHC, SHPO, ENA
Lower Albina	UD46*	Improve the design review approval criteria used for development proposals within the Russell Street Conservation District and design overlay zone within Lower Albina.	X			**BPS**	BDS
Old Town/Chinatown	HN19	Provide a housing tax abatement program for OT/CT.			X	**BPS, PHB**	County
Old Town/Chinatown	HN20	Encourage social service providers to locate queuing indoors.			X	**BPS**	PHB, County
Old Town/Chinatown	HN21	Encourage social service providers to locate retail uses on the ground floor with services above.			X	**BPS**	PHB, County
Old Town/Chinatown	HN47	Develop incentives that encourage new housing in the Naito Parkway/riverfront area.	X			**BPS, Prosper**	
Old Town/Chinatown	RC52	Develop and implement strategies, e.g. good neighbor agreements, to mitigate negative impacts of nightlife uses.			X	**BPS**	Prosper
Old Town/Chinatown	TR89	Improve access through the US Postal Service site to Union Station as it redevelops.		X		**BPS**	PBOT, Prosper
Old Town/Chinatown	UD54	Review and revise as appropriate the 4th Ave. “Bright Lights District” provisions of the Central City Fundamental Design Guidelines.	X			**BPS**	
Old Town/Chinatown	UD52	Update the National Register nomination for the New Chinatown/Japantown historic district. Review and revise as appropriate district boundaries, period and areas of significance, and list of contributing properties.		X		**BPS**	OTCTCA
Old Town/Chinatown	UD56	Explore opportunities for direct access to the Willamette River, (e.g. a beach), near the Steel Bridge.		X		**BPS**	PPR, Private, HAP, PWA
Old Town/Chinatown	UD84	Evaluate options for preserving public views of the White Stag sign from the Burnside Bridge and Eastbank Esplanade.		X		**BPS**	PPR

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	EN39	Recognize the Brewery Blocks as a "high performance area" and encourage new adjacent development to build on the existing district energy system.			X	**BPS**	
Pearl	EN40	Encourage and promote an environmental "high performance area" on the redeveloped US Postal Service site through incentives, public-private partnerships and/or master planning.	X			**BPS**	Prosper, BES
Pearl	HN24	Develop a new K-8 public school to serve the district.			X	**BPS**	Prosper, PPS, Private
Pearl	RC66	Explore the possibility of building a public boat house.	X			**BPS**	PPR, Private
University District/ South Downtown	HN27	Identify opportunities for locating a new public school within the district, particularly an elementary school and/or middle school.		X		**BPS, PPS**	PSU
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**BPS, PSU, PBA, Prosper, Private**	
University District/ South Downtown	HN39	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**BPS, Prosper**	Private
University District/ South Downtown	RC67	Develop incentives to foster partnerships between PSU and private development.	X			**BPS**	PSU, Prosper, Private
University District/ South Downtown	TR108	Implement the "Green Loop" Concept through the district, connecting the Tilikum Crossing Bridge to the South Park Blocks, and locations further north as well as improved opportunities for habitat movement.	X			**BPS**	PBOT, PPR, BES
University District/ South Downtown	TR70	Develop and implement a new design for the Willamette Greenway Trail through the RiverPlace development that improves safe pedestrian and bicycle access and reduces conflicts with RiverPlace visitors. Until such improvements are constructed, bicycle access through the area will be re-routed to local streets to reduce conflicts at RiverPlace		X		**BPS, PBOT**	PPR
University District/ South Downtown	UD64	Support further enhancements of the SW Montgomery Green Street.			X	**BPS, BES**	PPR, PBOT

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	UD69	Complete a Development Opportunity Strategy for the remnant properties on SW Naito/Harbor Drive.	X			**BPS**	Prosper
University District/ South Downtown	UD65*	Review and update South Auditorium Plan District development standards and guidelines, specifically those related to landscaping and setback requirements.	X			**BPS**	Prosper, BDS
University District/ South Downtown	UD61	Develop a district open space strategy that emphasizes ways to better use and access existing space while exploring opportunities for new spaces (e.g., potential freeway caps, "Green Loop")	X			**BPS**	PPR
University District/ South Downtown	UD68	Collaborate with PSU on historic preservation efforts.			X	**BPS, PSU**	SHPO
South Waterfront	EN46	Explore district energy opportunities in the northern half of district and consider how such systems might be connected to the southern half of the district.			X	**BPS**	
South Waterfront	EN47	Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.			X	**BPS, Prosper**	BES, PBOT
West End	EN49	Encourage the continued improvement and expansion of the Brewery Blocks' district energy system, along with other opportunities for locally produced distributed energy, e.g., solar, wind, combined heat and power, sewer heat recovery and geothermal exchange.			X	**BPS**	
West End	HN34	Explore opportunities for shared community use of PSU and Lincoln HS recreational facilities.	X			**BPS**	PPR, PSU, PPS
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**BPS, PBOT, PPR, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**BPS, PBOT, Prosper, OMF, Private, DNA**	

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	UD78*	Review and revise as appropriate the two National Register Multiple Property Documentation forms for Downtown development to encompass a broader range of potential historic resources in the West End.	X			**BPS**	
West End	UD79	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BPS, BES**	
West End	UD81	Develop a set of special design guidelines and streetscape improvements for the Cultural District.	X			**BPS**	PBOT
West End	UD83	Develop and implement a strategy to encourage main-street friendly streetscape and green infrastructure improvements on SW Jefferson Street.	X			**BPS, PBOT**	BES

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	TR119	Explore tools and strategies to reduce development-related vehicle trip and parking impacts. These could include Transportation Demand Management, parking management, or other strategies, to be implemented in partnership with new or existing developments.			X	**PBOT**	BPS, BDS
Central City	EN5	Implement projects that increase habitat in public rights-of-ways and development.			X	**PBOT, BES**	PPR
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PBOT, ONI, PPR, PPB**	Private
Central City	TR1	Pursue streetscape projects that enhance walking, urban greenery, community uses of the right-of-way and place-making.			X	**PBOT**	BES, BPS
Central City	TR2	Improve bicycle and pedestrian access and connectivity throughout and complement access to transit and Bike Share systems.	X		X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	TR3	As the bicycle network improves, expand the area of the Central City in which bicyclists are not allowed to ride on the sidewalk.			X	**PBOT**	
Central City	TR4	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**PBOT, BPS**	Private
Central City	TR6	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**PBOT, BES**	
Central City	TR77	Monitor the effectiveness of maximum parking ratios in meeting CC2035 transportation and land use goals and summarize key findings and recommendations every seven years.			X	**PBOT**	BPS
Central City	UD5	Pursue public-private partnerships to provide publically accessible restrooms at locations near transit stations, the Willamette Greenway, public parks, plazas, and open space features.			X	**PBOT, PPR**	TriMet, BPS, Prosper, Private
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PBOT, PPR**	
Central Eastside	TR15	Improve access for cyclists traveling west from the Central Eastside to the Burnside and Morrison Bridges.	X			**PBOT**	
Central Eastside	TR18	Analyze loading needs and develop new loading guidelines.	X			**PBOT**	
Central Eastside	TR19	Explore ways to adopt the Ground Floor Edge Concept, including three street types: retail, boulevard and flexible. Create design standards that result in more practical building designs in transition areas between different base zones. This may include updates to the Transportation System Plan Street Design Classifications.	X			**PBOT**	
Central Eastside	TR21	Include an analysis of the feasibility for river transit service in the 2016-2018 update to the Regional Transportation Plan.	X			**PBOT**	Metro
Central Eastside	TR22	Establish criteria for further deployment of parking meters in the district and establish pricing for parking necessary to facilitate future structured parking facilities.			X	**PBOT**	Private
Central Eastside	TR23	Conduct a study every 2 years to ensure parking capacity is meeting needs as the district continues to grow and evolve. This would include studying opportunities for the provision of structured parking.			X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR24	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PBOT, PPR**	
Central Eastside	TR25	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	X			**PBOT, County**	Prosper
Central Eastside	TR26	Update Transportation System Plan functional classifications by reclassifying SE Martin Luther King, Jr. Blvd., SE Grand Ave., SE Stark St., SE Morrison St., SE Belmont St., SE Division Pl., and SE Water Ave. to Priority Truck Streets. Reclassify NE Davis, SE Sandy and SE 7th Ave to Major Truck Streets. All other streets in the CEID would remain Freight District Streets.	X			**PBOT**	
Central Eastside	TR27	Remove left turn from westbound SE Clay St onto southbound SE MLK Blvd and direct traffic to SE Mill St to reduce backups on Clay.	X			**PBOT**	
Central Eastside	TR29	Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.	X			**PBOT**	Prosper, Private
Central Eastside	TR33	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**PBOT, TriMet**	
Central Eastside	TR34	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**PBOT, ODOT**	Prosper, BPS
Central Eastside	TR8*	Alleviate congestion and improve freight, auto and non-auto mobility and accessibility by installing traffic control devices on Sandy at Ankeny St., MLK at Ankeny St., on MLK/Grand at Salmon St., on Water Ave at the I-5 off ramp.	X			**PBOT**	Prosper
Central Eastside	TR36	Study the potential for shuttle bus service along SE Water Avenue.	X			**PBOT, TriMet**	Metro (TPAC)
Central Eastside	TR37	Pursue funding and implementation of north-south and east-west bicycle routes adopted by the Bicycle Master Plan and identified by the Transportation System Plan to ensure cyclists commuting to and through the district have a diversity of safe and recognizable routes to access the Central Eastside. Pursue implementation actions that enhance the safety of cyclists but that do not conflict with efficient freight mobility.			X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR9*	Create a one-way couplet on Yamhill/Taylor to alleviate congestion at signalized intersections.	X			**PBOT**	Prosper
Central Eastside	TR10*	Enhance existing east-west pedestrian and bicycle access by installing traffic signals or other traffic control devices at key crossings of 11th/12th such as Ankeny St., Salmon St., Clay St., and Harrison St.	X			**PBOT**	Prosper
Central Eastside	TR11	Consider pedestrian and bicycle access between Grand/MLK and the Tilikum Crossing in the vicinity of the streetcar bridge.		X		**PBOT**	Prosper
Central Eastside	TR13	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**PBOT, Prosper**	TriMet, ODOT
Central Eastside	TR14	Build a bicycle/pedestrian bridge that connects the Central Eastside to the Lloyd District across I-84.	X			**PBOT**	Prosper
Central Eastside	UD11*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**PBOT, BPS**	Prosper
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**PBOT, Prosper, BPS**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**PBOT, Private, PPR, BPS, Prosper, County**	
Downtown	TR42*	Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety.	X	X		**PBOT**	
Downtown	TR47	Develop a strategy for maintaining large passenger vehicle (e.g., tour bus, school bus) access to area attractions as other redevelopment occurs.	X			**PBOT**	
Downtown	TR49	Study the feasibility of partial to full closure and public use of segments of Naito Parkway during evenings and on weekends.	X			**PBOT**	
Downtown	TR50	Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	TR38	Study and address pedestrian connectivity issues at the base of the Morrison Bridge. (see also action TR50)	X			**PBOT**	BPS, MC
Downtown	TR48	Develop a parking strategy that promotes multiple use and the sharing of existing resources.	X			**PBOT**	BPS, Prosper
Downtown	TR44	Implement the "Green Loop" Concept through the district connecting the South and North Park Blocks and creating wildlife habitats between the Willamette River, park blocks and the West Hills.	X			**PBOT**	BPS, PPR
Downtown	TR45	Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces.		X		**PBOT**	BPS, Private
Downtown	TR39	Develop and implement changes to bicycle and pedestrian circulation on Naito Parkway and the Waterfront Park Greenway Trail to reduce conflicts and improve safety and access.	X			**PBOT**	PPR
Downtown	TR46	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated flexible streets.			X	**PBOT**	PPR
Downtown	TR43	Implement a Bike Share program with Downtown as its core that includes numerous rental locations and complements transit.	X			**PBOT**	Private
Downtown	UD25	Improve Salmon Street with active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Downtown	UD26	Develop SW Ankeny as a great pedestrian street.	X			**PBOT**	BPS, Private
Goose Hollow	EN23	Incorporate native vegetation within existing public open spaces including Collins Circle, Firefighters Park and the stadium plazas, and with redevelopment of the Lincoln High School site.		X		**PBOT**	PPS
Goose Hollow	HN13	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**PBOT, BPS**	BES, PGE, Private
Goose Hollow	TR52	Improve bicycle and pedestrian infrastructure and safety on I-405 overpasses and at Collins Circle.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	TR53*	Improve West Burnside streetscape quality; multimodal access; and bicycle and pedestrian problem areas, particularly at SW Vista, Providence Park access areas and by I-405.	X			**PBOT**	
Goose Hollow	TR59	Explore traffic calming opportunities for SW 20th. Incorporate pedestrian and bicycle-oriented features where feasible.	X			**PBOT**	
Goose Hollow	TR60	Renovate the Vista Bridge.		X		**PBOT**	
Goose Hollow	TR54	Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including one-way vs. two-way streets east of SW 18th, including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.	X			**PBOT**	BPS
Goose Hollow	TR55	Improve bicycle and pedestrian connectivity throughout the district, including new connections on SW 16th through the LHS site.	X			**PBOT, PPS**	
Goose Hollow	TR58	Develop and implement a district parking strategy that promotes multiple-use and shared parking resources in the district.	X			**PBOT**	Private
Goose Hollow	TR56	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**PBOT, TriMet**	
Goose Hollow	UD36	Improve Salmon Street with active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Goose Hollow	UD34*	Improve Collins Circle and Firefighters Park to make these public spaces more accessible and engaging for the community.		X		**PBOT**	PPR, BPS, Private
Goose Hollow	UD85	Improve Collins Circle by increasing usable public space, adding amenities such as seating, improving pedestrian connectivity and enhancing the view of the Vista Bridge.	X			**PBOT**	TriMet, PPR
Goose Hollow	RC32	At viewpoint SW07 identified in the Scenic Resources Inventory (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**PBOT**	BPS
Lloyd	EN28	Develop a multi-objective management strategy for enhancing Sullivan's Gulch that includes trail development, removal of invasive species and revegetation.	X			**PBOT, PPR**	BES, BPS, Private, ODOT, Railroad

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN31*	Design infrastructure, such as the proposed Clackamas I-5 overcrossing and street improvements to accommodate district energy infrastructure where appropriate.			X	**PBOT**	ODOT, Prosper
Lloyd	TR65	Review the 1996 *Broadway-Weidler Corridor Plan* to identify any needed updates to implement the N/NE Quadrant Plan, as well as the stretch of the corridor east of 16th to the Hollywood area. Implement the plan emphasizing pedestrian safety projects, installation of traffic signals and maintenance of parking supply.	X			**PBOT**	
Lloyd	TR62	Update the *Lloyd District Standard Plans and Details within the Right-of-Way* document to implement the Street and Development Character Concept for the district (see Appendix A, Map A3).	X			**PBOT**	BPS, BES, PPR, UF, PWB
Lloyd	TR69*	Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.		X		**PBOT**	BPS, Prosper, ODOT, LED, Private
Lloyd	TR68*	Implement a 7th Ave pedestrian/bike bridge over I-84 connecting to either 7th or 8th in the Central Eastside.		X		**PBOT**	ODOT
Lloyd	TR66	Install electric vehicle charging stations in the Lloyd District.	X			**PBOT**	Prosper
Lloyd	TR63	Study and install additional signalized pedestrian crossings, on-street parking, and reduced speed traffic progression on Martin Luther King, Jr. Blvd. and Grand Avenue.	X			**PBOT**	TMA
Lloyd	TR75	Expand the Central City wayfinding system in the Lloyd District to include river destinations and other local and regional attractions, as opportunities arise to add or replace signage.			X	**PBOT**	PPR, Private
Lloyd	TR76	Continue City of Portland partnership with the TMA (TMA) to encourage workers and residents to use transit and active transportation modes.			X	**PBOT**	TMA
Lloyd	TR61*	Develop and revise parking management strategies.	X			**PBOT**	TMA, Private
Lloyd	TR87	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947.		X		**PBOT, PPR**	Private, ODOT, UPRR
Lloyd	TR120	As part of the implementation of the Broadway/Weidler I-5 Interchange Plan (TSP Projects #20119, #20120, #20121), the following conditions are placed on the City's participation. City of	X			**PBOT, ODOT**	BPS

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
		Portland support for the project is: 1. Contingent on the project containing all elements identified in the Facility Plan, in particular the local surface transportation elements such as the lids over the freeway, a future east-west pedestrian and bicycle bridge in the vicinity of Clackamas St., and new bridge connections that include high quality pedestrian and bicycle facilities and improved signalized crossings. 2. Conditioned on the development of a City Council supported equity strategy addressing issues related to the Broadway/Weidler I-5 Interchange project specifically – including, historically African American community impacts, low-income housing solutions and MWESB community benefits. 3. Transparency and public discussion about the City of Portland's funding sources and tradeoffs is essential. City funding will be limited to multimodal aspects of the project and to funding sources that do not reduce planned investments to fund transportation improvements in support of Vision Zero and safety and livability investments in East Portland. 4. ODOT, in partnership with PBOT, will implement congestion pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of the project. 5. Relevant City bureaus will work to cooperatively to make sure all elements of the project identified in the I-5 Broadway-Weidler Facility Plan are implemented to integrate the project with other City-led and community efforts that advance City goals in the Rose Quarter, Lloyd District, Lower Albina and immediate NE Portland. Special attention will be given to opportunities to include more affordable housing, promote economic development and redevelopment, implement multi-modal transportation improvements including the Green Loop, and provide additional open space opportunities under an overall equity strategy for City led investments in the area. Emphasis will be placed on addressing the needs of communities originally disadvantaged by construction of the					

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
		freeway.					
Lloyd	UD43	Enhance the pedestrian and cycling environment under the I-5 Freeway at NE Lloyd Blvd and Multnomah, Holladay and Oregon Streets.		X		**PBOT**	TriMet, ODOT, TMA
Lloyd	RC36	At viewpoint NE01 identified in the Scenic Resources Inventory (BPS), construct a viewing area, including a belvedere with bench and marker, on the new bike/pedestrian I84 overpass at NE 7th. The view is of downtown Portland. The viewing area should be separated from lanes of travel.	X			**PBOT**	BPS, ODOT, UPRR
Lower Albina	TR79	Rebuild N River Street from the Tillamook overpass to Essex Street.		X		**PBOT**	
Lower Albina	TR81	Enhance and maintain streets in working condition to facilitate access and circulation in the district.			X	**PBOT**	
Lower Albina	TR78*	Develop a street design plan for the "the Strand" and alternative routes to provide a lower stress connection between N. Russell Street and the Rose Quarter.	X			**PBOT**	BPS
Lower Albina	TR80	Study the need for pedestrian improvements to facilitate employee access to transit on Russell, Interstate and Broadway/Weidler.		X		**PBOT**	TriMet
Lower Albina	RC82	Consider zoning provisions for the IG1 zone east of the Union Pacific railroad alignment that allow compatible office-like uses, similar to the Industrial Office allowances in the Central Eastside. Implementation of these provisions should be accompanied by a Lower Albina parking strategy that explores on- and off-street parking strategies for workers and visitors.		X		**BPS, PBOT**	
Lower Albina	UD48	Improve the character of N Russell under the I-5 freeway. Consider lighting improvements, public art, sustainable landscaping and stormwater management, and screening of adjacent publically-owned storage yards.		X		**PBOT**	ODOT
Lower Albina	UD50	Improve the appearance of publically-owned storage yards located under and adjacent to the I-5 and I-405 freeways.	X			**PBOT**	ODOT
Old Town/Chinatown	EN35	Complete a green connection between the North Park Blocks and the Willamette River, potentially to include street trees, stormwater planters, ecoroofs, and native plants in public open spaces.		X		**PBOT**	BES, PPR

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC44*	Develop and implement an on- and off-street parking strategy for OT/CT that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, Prosper
Old Town/Chinatown	RC58	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**PBOT, Prosper**	
Old Town/Chinatown	TR83	Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.	X			**PBOT**	
Old Town/Chinatown	TR86	Improve bicycle and pedestrian connectivity and safety throughout the district, including Davis and Flanders as primary east-west bicycle routes and to the Steel and Burnside Bridges.			X	**PBOT**	
Old Town/Chinatown	TR88*	Implement projects to improve pedestrian safety, multi-modal connectivity, and development conditions along West Burnside.	X	X		**PBOT**	
Old Town/Chinatown	TR84	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**PBOT, Prosper**	PPR, BPS, ODOT, UPRR, TriMet
Old Town/Chinatown	TR85	Improve connections between interurban buses and trains and between interurban and local transit. Consider relocation of interurban bus services closer to Union Station.		X		**PBOT, Prosper**	Greyhound
Old Town/Chinatown	UD51	Connect OT/CT to the "Green Loop" with pedestrian and design improvements to NW Davis and Flanders.		X		**PBOT**	
Pearl	TR90	Implement the *Pearl District Access and Circulation Plan* (Adopted by Portland City Council, June 13, 2012)	X			**PBOT**	
Pearl	TR94	Improve bike/pedestrian access to/from Centennial Mills including greenway trail continuity as outlined in the *Centennial Mills Framework Plan* (adopted by Portland City Council, Fall 2006)	X			**PBOT**	
Pearl	TR97*	Enhance West Burnside to improve streetscape quality; multimodal access; and bicycle and pedestrian safety.	X	X		**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	TR98	Improve NW 15th north of NW Flanders as a bicycle and pedestrian route.	X			**PBOT**	
Pearl	TR99	Implement the "Green Loop" through the district, connecting the North Park Blocks to the Willamette River as well as improved opportunities for wildlife movement; and improve connections to the Broadway Bridge.		X		**PBOT**	BPS, PPR
Pearl	TR91	Improve pedestrian and bicycle connections over I-405 at Everett, Glisan and Couch.	X			**PBOT**	ODOT
Pearl	TR92	Develop a bike/pedestrian bridge connecting NW Flanders over I-405.	X			**PBOT**	ODOT
Pearl	TR96	Enhance connectivity across railroad tracks and Naito Parkway to access the River. Build new pedestrian bridges over the tracks at Marshall, connecting the Fields Park to Centennial Mills over Naito Parkway and explore a possible bridge that extends NW 13th to the River. Explore feasibility of connecting this future bridge to the Broadway Bridge to directly connect cyclists to the Marshall bikeway and pedestrians to Naito Parkway.		X		**PBOT**	Prosper, BPS, PPR, Private
University District/ South Downtown	TR107	Enhance pedestrian and bicycle connections to RiverPlace Marina and the Willamette River at key locations, especially Lincoln, Harrison, and Montgomery Streets.			X	**PBOT**	
University District/ South Downtown	TR102	Monitor progress on Southwest Corridor High Capacity Transit planning and advocate for district goals.			X	**PBOT**	BPS
University District/ South Downtown	TR104*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**PBOT, ODOT**	BPS
University District/ South Downtown	TR101	Implement recommendations from the *North Macadam Transportation Development Strategy (2009) and South Portland Circulation Study (2001).*			X	**PBOT**	Prosper
University District/ South Downtown	TR100	Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.	X			**PBOT**	PSU

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	TR103	Implement near-term I-405 Crossing Multimodal Improvements, especially at SW 1st Avenue/Naito Parkway, SW 4th Avenue, SW 6th Avenue and Terwilliger/Park.	X			**PBOT**	TriMet, ODOT
University District/ South Downtown	TR105	Develop a long-term parking strategy for PSU including on- and off-street parking resources.	X			**PBOT, PSU**	
University District/ South Downtown	TR70	Develop and implement a new design for the Willamette Greenway Trail through the RiverPlace development that improves safe pedestrian and bicycle access and reduces conflicts with RiverPlace visitors. Until such improvements are constructed, bicycle access through the area will be re-routed to local streets to reduce conflicts at RiverPlace		X		**PBOT, BPS**	PPR
University District/ South Downtown	RC69	At viewpoint SW24 identified in the *Scenic Resources Inventory* (BPS), add a bench and an information plaque that identifies area mountains and visually prominent buildings and structures.	X			**PBOT**	BPS
South Waterfront	EN45	Encourage planting of native vegetation and trees in right-of-way.			X	**PBOT, Prosper**	
South Waterfront	TR109	Implement the *South Waterfront District Street Plan, Criteria and Standards (2009)*			X	**PBOT**	
South Waterfront	TR110	Review, update and implement recommendations from the *North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)*			X	**PBOT**	Prosper
South Waterfront	TR111	Develop a phased development parking strategy to meet district goals for all parking types including office, retail, university, residential and visitor spaces. Explore multi-use and shared parking opportunities.	X			**PBOT**	Prosper, OMSI
South Waterfront	TR113	Extend Streetcar service to the south to John's Landing or beyond.		X		**PBOT**	Streetcar
South Waterfront	TR112	Coordinate transportation improvements in South Waterfront with regional transportation efforts such as the Southwest Corridor High Capacity Transit, Willamette Greenway Trail and the South Portland Circulation Study.	X			**PBOT**	TriMet

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**PBOT, Prosper, Private**	BPS, BES
West End	HN36	Explore options for additional public restroom facilities.	X			**PBOT, PWB, PPB**	
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, Prosper, BPS, OMF, Private, DNA**	
West End	TR115	Improve bicycle and pedestrian safety and access into and out of the district, particularly on and around W Burnside and I-405 crossings and ramps.	X			**PBOT**	
West End	TR116	Develop and implement a parking strategy for the West End that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, Private
West End	TR117	Work with area property owners, the Portland Art Museum and churches to develop a strategy to accommodate institutional parking needs, including weekend and evening church parking and allow shared use of church parking facilities during other hours.	X			**PBOT**	BPS, Private
West End	UD77	Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with active transportation, landscaping and green infrastructure facilities. Encourage additional, activating retail.		X		**PBOT**	BES, BPS

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	UD83	Develop and implement a strategy to encourage main-street friendly streetscape and green infrastructure improvements on SW Jefferson Street.	X			**PBOT, BPS**	BES
West End	UD82	Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" into public spaces.		X		**PBOT**	BPS

Portland Fire and Rescue (PFR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize fire size and spread, therefore reducing the loss of life from fire.			X	**PFR, BDS**	

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN45	Create tools to help bridge the minority homeownership gap in the Central City.			X	**PHB**	
Central City	HN43	Encourage the development of affordable family housing projects with two-bedroom units or larger that are compatible with the needs of families with children at all income levels.			X	**PHB, BPS**	Prosper, Private

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**PHB, BDS, BPS**	
Central Eastside	HN7	Update the Central City Housing Inventory by 2016 and conduct periodic updates on a regular basis.			X	**PHB**	BPS
Central Eastside	HN9	Develop a sustainable source(s) of funding to create and preserve affordable housing throughout the Central City that aligns with geographic scope and time horizon of the City's affordable housing goals.	X		X	**PHB**	BPS
Lloyd	HN16	Support connections between district employers and employee housing within the district through employer-assisted housing programs and coordinated mixed-use development, particularly employer-assisted housing for service-level workers employed within the district.	X			**PHB**	Private
Old Town/Chinatown	HN19	Provide a housing tax abatement program for OT/CT.			X	**PHB, BPS**	County
West End	HN32*	Develop and implement an affordable housing strategy for the West End that preserves or replaces existing affordable housing, including buildings that are privately owned.				**PHB**	BPS

Portland Office of Management and Finance (OMF)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	EN21	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**OMF, PPR**	BES, NOAA, USACE, DSL

Portland Office of Management and Finance (OMF)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**OMF, Metro, Private**	
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**OMF, PBOT, Prosper, BPS, Private, DNA**	

Portland Office of Neighborhood Involvement (ONI)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN1	Support improved communication and cooperation between social service providers and surrounding neighborhoods concerning livability challenges for all. At a minimum, encourage social service providers to enter into Good Neighbor Agreements.			X	**ONI**	PHB, County, Private
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private
Old Town/Chinatown	HN22	Establish a working committee of the Police Bureau, Office of Neighborhood Involvement's Crime Prevention Coordinator, Clean & Safe, OT/CT Community Association, social service providers, and others to implement a comprehensive set of neighborhood policing actions.	X			**ONI**	PPB, OTCTCA

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN56	Consider updating the Portland Plant List to add a Northwest Hardy Plant List.		X		**PPR**	BPS, BES
Central City	EN4	Encourage the planting of street trees in front of residential and mixed use buildings and around surface parking lots.	X			**PPR**	Private
Central City	EN14	Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**PPR, BES**	PBOT, BPS
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PPR, ONI, PBOT, PPB**	Private
Central City	HN41	Develop a community center that offers access to a range of services for residents of all ages and abilities in the Central City	X			**PPR**	
Central City	HN42	When public parks are created and upgraded in the Central City, explore opportunities to include recreation facilities and play grounds to promote active living and human health.			X	**PPR**	
Central City	UD5	Pursue public-private partnerships to provide publically accessible restrooms at locations near transit stations, the Willamette Greenway, public parks, plazas, and open space features.			X	**PPR, PBOT**	TriMet, BPS, Prosper, Private
Central City	UD7	Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management.			X	**PPR**	**BES, PBOT, County, State**
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PPR, PBOT**	
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**PPR, BES, BPS**	
Central City	WR4	Increase the efficient use of existing docks and river access points to avoid and minimize environmental impacts.			X	**PPR**	PBOT, Prosper, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	WR5	Pursue locating and installing art, play areas, signage and attractions along the riverfront to showcase the river's past and present.			X	**PPR, RACC**	Public, Private
Central City	WR8	Expand opportunities for safe swimming in the Willamette River in the Central City in places where conflicts with natural resource protection and enhancement can be avoided or minimized.			X	**PPR**	BES, Private
Central Eastside	TR16	Improve connections between the Springwater Corridor Trail and the Greenway Trail/Eastbank Esplanade.			X	**PPR**	PBOT
Central Eastside	TR17	Develop and implement strategies to reduce bicycle and pedestrian conflicts as needed along the Willamette Greenway Trail and the Eastbank Esplanade.			X	**PPR**	PBOT, Private
Central Eastside	TR24	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PPR, PBOT**	
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**PPR, BPS, Private**	
Central Eastside	UD12	Develop a districtwide strategy, including opportunities for public-private partnerships, that addresses the need for new open spaces, connections and access to existing open spaces and other amenities as residential and employment densities grow over time.			X	**PPR**	BPS, PBOT, Prosper, BES, State
Central Eastside	UD13	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**PPR, Private**	
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**PPR, BPS, Prosper, BES**	OMSI, Private
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**PPR, BES, BPS**	Prosper, ODOT
Central Eastside	RC13	At viewpoint SE08 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC14	At viewpoint SE09 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Central Eastside	RC15	At viewpoint SE10 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Central Eastside	RC16	At viewpoint SE13 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**PPR, Private**	BPS
Downtown	EN20	Develop a strategy for inventorying, removing and replacing trees in the South Park Blocks to eliminate safety hazards while maintaining or enhancing canopy coverage and habitat.	X			**PPR**	
Downtown	EN16	Improve habitat by strategically incorporating native plants and trees in Tom McCall Waterfront Park.		X		**PPR**	BES
Downtown	EN17	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**PPR, BES**	
Downtown	EN21	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**PPR, OMF**	BES, NOAA, USACE, DSL
Downtown	HN11	Provide and maintain safe public restrooms at convenient locations throughout the district.			X	**PPR**	PPB, PWB, PBOT, Private
Downtown	RC26	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**PPR, BPS**	**DSL**
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**PPR, BPS, Private**	
Downtown	RC22	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**PPR, Private**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**PPR, Private, PBOT, BPS, Prosper, County**	
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**PPR, Private, Travel, Prosper, TriMet**	
Downtown	UD18	Review and update the Waterfront Park Master Plan to enhance activities, amenities, and open spaces in the park and into the river. As part of the effort, develop a plan for the Hawthorne Bowl that addresses habitat enhancements, swimming, boating, special events and related amenities.		X		**PPR**	BPS
Downtown	UD19	Develop a plan to improve the Hawthorne Bowl area of Waterfront Park to enhance accessibility in the park and into the river and better meet the needs of event goers, river users and habitat.	X			**PPR**	BPS, BES, State & Federal Agencies
Downtown	UD28	Rehabilitate/redesign O'Bryant Square. Explore design and management alternatives for developing the space as a signature stop on the "Green Loop."		X		**PPR**	BPS, Private
Downtown	UD21	Explore options for adjusting the duration, layout and frequency of large park events to allow for other types of park activities, in order to maximize public access, use and enjoyment of Waterfront Park.			X	**PPR**	Private
Downtown	UD22	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**PPR, Private**	
Downtown	UD23	Obtain Historic Designation for South Park Blocks; develop a strategy for maintenance and operations to be completed by 2023.		X		**PPR**	Private
Downtown	UD20	Explore options for creating visual cues, such as art installments, that can be seen down street corridors and attract people from the district to Waterfront Park as part of the Waterfront Park Master Plan update.		X		**PPR**	RACC, PBOT

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC27	At viewpoint SW17 identified in the *Scenic Resources Inventory* (BPS), relocate one telescope to the center of the seating area and add an informational marker about the view of Mt Hood.	X			**PPR**	BPS
Goose Hollow	UD33	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**PPR, BPS**	Private
Lloyd	EN27	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way.		X		**PPR, BPS**	UF, BES, BPS, PBOT, PWB, Private
Lloyd	EN28	Develop a multi-objective management strategy for enhancing Sullivan's Gulch that includes trail development, removal of invasive species and revegetation.	X			**PPR, PBOT**	BES, BPS, Private, ODOT, Railroad
Lloyd	HN14	Improve the function and safety of Holladay Park through programming that increases its use and CPTED (Crime Prevention Through Environmental Design) improvements.	X			**PPR**	LBID, Private
Lloyd	UD39	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**PPR, BPS**	Prosper
Lloyd	RC37	At viewpoint NE08 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Lloyd	TR87	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947.		X		**PPR, PBOT**	Private, ODOT, UPRR
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**PPR, RACC, ODOT**	BES

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	RC40	At viewpoint NO2 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area including a bench and an information marker	X			**PPR**	BPS
Lower Albina	RC41	At viewpoint NO4 identified in the Scenic Resources Inventory (BPS), develop a viewing area including a bench and an information marker	X			**PPR**	BPS
Lower Albina	RC42	When the Greenway Trail is developed, determine the best location for a formal viewing area with a view of the Willamette River, Central City Skyline and West Hills. This corresponds to viewpoint N14 identified in the *Scenic Resources Inventory* (BPS). Develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPS, Private**	BPS
Old Town/Chinatown	RC60	Develop strategies for activating the Saturday Market shelter in Waterfront Park and Ankeny Square with new small businesses, events and regular programming throughout the year.			X	**PPR**	OTCTCA, Private
Old Town/Chinatown	UD55	Improve and enhance boater access to/from the Willamette River and Waterfront Park by improving Ankeny Dock or possibly moving it to a nearby location and reactivating it for commercial, transportation and recreational use.		X		**PPR**	Federal and State Agencies
Pearl	TR95	Improve the greenway trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and improve access to and into the river.		X		**PPR**	PBOT, Prosper
Pearl	EN38	Strategically install native vegetation and trees within public open spaces, including the North Park Blocks.			X	**PPR**	
Pearl	UD58	Develop a new public park or plaza on the block between NW Glisan and NW Hoyt and NW 8th and NW Park.		X		**PPR**	Prosper, PPS, PNCA, Private
Pearl	UD59	Develop a strategy/plan to renovate the North Park Blocks to better meet community goals.		X		**PPR**	BPS
University District/ South Downtown	EN42	Improve the dock at RiverPlace Marina to provide for increased boating use by motorized and non-motorized crafts, while also reducing impacts to salmon.		X		**PPR**	BPS, BES, Private, PWA
University District/ South Downtown	UD63	Develop a strategy/plan to renovate the PSU-managed section of the South Park Blocks.	X			**PPR, PSU**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	EN45	Encourage planting of native vegetation and trees in right-of-way.			X	**PPR, PBOT**	
South Waterfront	TR114	Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.		X		**PPR, Prosper**	BPS, Private
South Waterfront	UD73	Pursue a large park facility to provide active recreational opportunities for the district and surrounding area, in a location that has a physical and visual connection to the river.		X		**PPR**	BPS, Prosper, Private
South Waterfront	UD71	Integrate elements that reflect the district's history, including Portland's maritime history, into the development of the greenway and parks. Encourage the development of river-related public art, as well as cultural and ecological displays and attractions to connect people with the river.			X	**PPR**	BPS, Private
South Waterfront	UD75	Explore opportunities to make South Waterfront Greenway improvements, especially trail and dock improvements, in the near term and possibly in advance of development that would typically trigger such improvements.			X	**PPR**	Prosper, BPS
South Waterfront	UD76	Explore opportunities to provide amenities for boaters such as light watercraft storage and parking to coincide with installation of a new dock.			X	**PPR**	SPNA, Private
South Waterfront	UD70	Develop signature public art that supports the branding of the district as the cornerstone of the Innovation Quadrant.		X		**PPR, RACC**	Private
South Waterfront	RC73	When the Greenway Trail is developed, develop a viewing area at viewpoint SW42 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC74	When the Greenway Trail is developed, develop a viewing area at viewpoint SW44 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	RC75	When the Greenway Trail is developed, develop a viewing area at viewpoint SW48 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC76	When the Greenway Trail is developed, develop a viewing area at viewpoint SW52 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC77	When the Greenway Trail is developed, develop a viewing area at viewpoint SW59 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC78	When the Greenway Trail is developed, develop a viewing area at viewpoint SW71 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PPR, PBOT, BPS, Private**	

Portland Police Bureau (PPB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PPB, ONI, PPR, PBOT**	Private
West End	HN36	Explore options for additional public restroom facilities.	X			**PPB, PBOT, PWB**	

Portland Water Bureau (PWB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	HN36	Explore options for additional public restroom facilities.	X			**PWB, PBOT, PPB**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC5	Continue efforts and initiatives within the Central City to organize and locate day laborer services, such as VOZ, that provide safe places for worker rights, education, and outreach and that protect the rights of laborers.	X			**Prosper, VOZ**	
Central Eastside	RC6	Initiate catalytic redevelopment projects along the Portland-Milwaukie light rail alignment to complement institutional growth and employment in research and development and other high tech industrial sectors.	X			**Prosper**	Private
Central Eastside	RC7	Support the growth and expansion of the Innovation Quadrant and economic opportunities associated with the growth of major institutions (such as OMSI, OHSU, PCC, and PSU), with an emphasis on partnerships and collaborations that facilitate economic development that supports the quadrant and city as a whole.			X	**Prosper**	BPS, Institutions
Central Eastside	RC8	Align public sector programs, financing tools, and physical assets to leverage city-wide innovation priorities such as the Innovation Quadrant, OHSU's Knight Cancer Challenge, and emerging cross-sector opportunities like "Internet of Things" and Health Technology.			X	**Prosper**	Institutions, Private

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC9	Address skill gaps within high-growth, high-demand occupations and support individual career development. Form partnerships between CES employers and institutions such as CEIC, PCC, and PPS to provide/support on the job training for new employees and training for incumbent workers to advance to higher skilled, higher wage jobs.			X	**Prosper**	CEIC, OMSI, PPS, PCC, CEIC
Central Eastside	RC11	Study the feasibility and strategy for creating a new business improvement district for the Central Eastside.	X			**Prosper, CEIC**	
Central Eastside	RC12	Use best practices research to develop new strategies to create affordable space for craft manufacturers and new businesses in Portland.			X	**Prosper**	BPS, CEIC, Private
Central Eastside	TR7*	Explore tools that developers can use to pay for the construction of centralized structured parking where projects cannot feasibly provide on-site parking.	X			**Prosper**	BPS, PBOT
Central Eastside	TR28*	Establish wayfinding system for district that directs preferred routes for specific modes.	X			**Prosper**	PBOT
Central Eastside	TR31	Develop a district parking facility at ODOT Blocks, if demand and financial support for project exists.	X			**Prosper**	
Central Eastside	TR13	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**Prosper, PBOT**	TriMet, ODOT
Central Eastside	UD14	Identify and pursue opportunities to create publicly accessible riverfront parks, open space, and recreation opportunities and east-west access ways as part of the redevelopment of the ODOT Blocks located west of SE Water Avenue.			X	**Prosper**	PPR, PBOT, BPS
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**Prosper, BPS, PPR, BES**	
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**Prosper, PBOT, BPS**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC18	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**Prosper, BPS**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Prosper, Private, PBOT, PPR, BPS, County**	
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Prosper, Private, Travel, PPR, TriMet**	
Goose Hollow	RC29	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**Prosper, BPS**	
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**Prosper, BPS, Private**	
Lloyd	EN26	Investigate opportunities for serving the PPS Blanchard site with district energy.	X			**Prosper**	BPS, PPS
Lloyd	HN38	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Prosper, BPS**	Private
Lloyd	RC33	Develop a strategy to promote the development of new hotels and the improvement of existing hotels in the vicinity of the Oregon Convention Center.	X			**Prosper**	BPS, Private
Lloyd	RC34	Pursue development on publically owned sites in and around the Rose Quarter through public-private partnerships.			X	**Prosper**	Private
Lloyd	RC19	Consider incentives to encourage new development that supports the Convention Center such as new or expanded hotel development, retail and other services on adjacent blocks.	X			**Prosper, BPS**	
Lower Albina	RC39	Assist small businesses and property owners through storefront grants, Development Opportunity Services grants, loans for tenant improvements, start-up and equipment, and other programs.			X	**Prosper**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	HN47	Develop incentives that encourage new housing in the Naito Parkway/riverfront area.	X			**Prosper, BPS**	
Old Town/Chinatown	RC54	Explore the development of new and enhance existing financial tools to help fund seismic upgrades to the district's historic buildings.	X			**Prosper**	BPS
Old Town/Chinatown	RC45	Support continued project and development opportunities and help fund development gaps that can bring transformative development on large opportunity sites.			X	**Prosper**	
Old Town/Chinatown	RC49	Identify financing and business strategies to renovate and seismically upgrade Union Station and maximize the potential of the station and adjacent parcels.	X			**Prosper**	
Old Town/Chinatown	RC53	Pursue investment partnerships for seismic upgrading and other real estate development.	X			**Prosper**	
Old Town/Chinatown	RC56	Provide predevelopment funds and technical assistance to enable property owners to complete full due diligence on underutilized properties.			X	**Prosper**	
Old Town/Chinatown	RC57	Implement incentives that encourage new development in the Naito Parkway/riverfront area including targeted clusters of commercial uses as identified in the Old Town/Chinatown Five Year Action Plan.	X			**Prosper**	
Old Town/Chinatown	RC43*	Implement the Old Town/Chinatown Five Year Action Plan.	X			**Prosper**	City
Old Town/Chinatown	RC47	Actively pursue developers for City and Prosper Portland-owned properties, including Block 8, Block 25, Block A&N and Block R.	X			**Prosper**	
Old Town/Chinatown	RC51	Establish a district management entity to coordinate public space and event programming, fundraising efforts and district branding and promotion.	X			**Prosper**	OTCTCA
Old Town/Chinatown	RC58	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**Prosper, PBOT**	
Old Town/Chinatown	RC48	Explore the potential redevelopment of the Greyhound Terminal site by continuing to pursue moving bus operations onto Block Y.	X			**Prosper**	Private

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	TR84	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**Prosper, PBOT**	PPR, BPS, ODOT, UPRR, TriMet
Old Town/Chinatown	TR85	Improve connections between interurban buses and trains and between interurban and local transit. Consider relocation of interurban bus services closer to Union Station.		X		**Prosper, PBOT**	Greyhound
Pearl	EN37	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Prosper, Private**	BES, PPR
Pearl	RC62	Relocate the US Post Office and redevelop the site with a wide mix of urban uses including employment.		X		**Prosper**	Private
Pearl	RC63	Redevelop the Centennial Mills site to meet public goals including commercial uses, greenway trail continuity, public access to the river, public open space, and pedestrian connectivity to the River District's series of parks as outlined in the Centennial Mills Framework Plan (adopted by Portland City Council, Fall 2006).	X			**Prosper**	Private
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**Prosper, BPS, PSU, PBA, Private**	
University District/ South Downtown	HN39	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Prosper, BPS**	Private
South Waterfront	EN47	Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.			x	**Prosper, BPS**	BES, PBOT
South Waterfront	EN48	Implement the Zidell Development Agreement which calls for Willamette River Greenway improvements.		X		**Prosper**	PPR
South Waterfront	RC71	Encourage partnerships between the area's educational/research institutions and private business.			X	**Prosper, OHSU**	OMSI, PSU, Private
South Waterfront	RC70	Promote public investments that leverage investments in traded-sector and other relevant businesses in the district, bring wealth into the region and create family-wage jobs.			X	**Prosper**	BPS, PBOT

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	RC72	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**Prosper, Private**	
South Waterfront	TR114	Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.		X		**Prosper, PPR**	BPS, Private
South Waterfront	UD72	Explore potential for a major high-density mixed-use development at the Zidell site that brings together a variety of uses and activities, increases human access to/from the river and celebrates its maritime past.	X			**Prosper**	BPS, Private
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**Prosper, PBOT, Private**	BES, BPS
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**Prosper, PBOT, BPS, OMF, Private, DNA**	
West End	RC79	Implement the Downtown Retail Strategy in the West End.			X	**Prosper, PBA**	

Other Government Entities

Metro							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**

Metro							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**Metro, OMF, Private**	

Multnomah County (County)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR30	Improve pedestrian and bicycle connections from the Morrison and Burnside Bridges to the Eastbank Esplanade to make it safer, accessible and more direct.		X		**County**	BPS, Parks, PBOT
Central Eastside	TR25	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	X			**County, PBOT**	Prosper
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**County, Private, PBOT, PPR, BPS, Prosper**	

Oregon Department of Environmental Quality (DEQ)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN2	Continue to monitor air quality and ambient air temperature and develop strategies to reduce people's vulnerability to air pollution and urban heat island effects.			X	**DEQ**	

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN5	For residential areas, explore options to mitigate noise and air pollution from surrounding large transportation infrastructure.	X			**ODOT**	PBOT, BPS
Central Eastside	TR34	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**ODOT, PBOT**	Prosper, BPS
Central Eastside	WR15	Study the feasibility of building a long-term structure for the Portland Boathouse within the ODOT easement adjacent to the Willamette River.	X			**ODOT**	Prosper, BPS, PPR, Private
Lloyd	TR67*	Implement the I-5 Broadway/Weidler Interchange Plan improvements.	X			**ODOT**	PBOT
Lloyd	TR120	As part of the implementation of the Broadway/Weidler I-5 Interchange Plan (TSP Projects #20119, #20120, #20121), the following conditions are placed on the City's participation. City of Portland support for the project is: 1. Contingent on the project containing all elements identified in the Facility Plan, in particular the local surface transportation elements such as the lids over the freeway, a future east-west pedestrian and bicycle bridge in the vicinity of Clackamas St., and new bridge connections that include high quality pedestrian and bicycle facilities and improved signalized crossings. 2. Conditioned on the development of a City Council supported equity strategy addressing issues related to the Broadway/Weidler I-5 Interchange project specifically – including, historically African American community impacts, low-income housing solutions and MWESB community benefits. 3. Transparency and public discussion about the City of Portland's funding sources and tradeoffs is essential. City funding will be limited to multimodal aspects of the project and to funding sources that do not reduce planned investments to fund transportation improvements in support of Vision Zero and safety and livability investments in East Portland. 4. ODOT,in partnership with PBOT will implement congestion	X			**PBOT, ODOT**	BPS

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
		pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of the project. 5. Relevant City bureaus will work to cooperatively to make sure all elements of the project identified in the I-5 Broadway-Weidler Facility Plan are implemented to integrate the project with other City-led and community efforts that advance City goals in the Rose Quarter, Lloyd District, Lower Albina and immediate NE Portland. Special attention will be given to opportunities to include more affordable housing, promote economic development and redevelopment, implement multi-modal transportation improvements including the Green Loop, and provide additional open space opportunities under an overall equity strategy for City led investments in the area. Emphasis will be placed on addressing the needs of communities originally disadvantaged by construction of the freeway.					
Lloyd	TR72*	Work with property owners to confirm the benefits and feasibility of straightening the "s-curve" in the Union Pacific rail tracks for freight and passenger rail operations. Options pursued should prioritize maintaining the development potential of the "Thunderbird" site. See action UD42.		X		**ODOT**	UPRR, Private, BPS
Lower Albina	TR82*	Implement the I-5 Broadway/Weidler Interchange Plan Improvements, including the proposed Hancock overcrossing, to improve regional and local freight access.		X		**ODOT**	PBOT
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**ODOT, PPR, RACC**	BES
University District/ South Downtown	TR104*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**ODOT, PBOT**	BPS
South Waterfront	EN44	Develop strategies for addressing environmental challenges including, but not limited to, soil contamination and freeway noise.	X			**ODOT**	PBOT

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	EN50	Identify tree and shrub preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls, with an emphasis on native species, where appropriate.		X		**ODOT, Private**	PBOT, BES, PPR

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR33	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**TriMet, PBOT**	
Central Eastside	TR35	Study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter.	X			**TriMet**	PBOT, TPAC
Central Eastside	TR36	Study the potential for shuttle bus service along SE Water Avenue.	X			**TriMet, PBOT**	TPAC
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**TriMet, Private, Travel, PPR, Prosper**	
Downtown	TR40	Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time.		X		**TriMet**	PBOT
Goose Hollow	TR56	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**TriMet, PBOT**	
Goose Hollow	TR57	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.		X		**TriMet**	PBOT, Private

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	TR71	Study the feasibility of adding a new light rail station on the Yellow line near Dixon to serve the N Broadway area and PPS Blanchard site.		X		**TriMet**	PBOT, BPS
Lloyd	TR73*	Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplanade, and development opportunities		X		**TriMet**	TMA, PBOT, BPS, Private
Pearl	TR93	Enhance existing service to meet demand and support the desired expansion of transit service to rapidly developing areas in the North Pearl and NW Portland.			X	**TriMet**	PBOT, Streetcar
University District/ South Downtown	TR106	Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall and on SW Lincoln and Naito Parkway.	X			**TriMet**	PBOT

Other

Architectural Heritage Center (AHC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	UD45*	Prepare a National Register of Historic Places Multiple Property Documentation form for African-American historic resources based on the Cornerstones of Community inventory.	X			**AHC**	BPS

Central Eastside Industrial Council (CEIC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC11	Study the feasibility and strategy for creating a new business improvement district for the Central Eastside.	X			**CEIC, Prosper**	

Downtown Neighborhood Association (DNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**DNA, PBOT, Prosper, BPS, OMF, Private**	

Go Lloyd							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	TR64	Implement streetscape and circulation changes for Multnomah Street to facilitate a “retail/commercial street” environment.	X			**Go Lloyd**	PBOT

Goose Hollow Foothills League (GHFL)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	HN12	Identify sites for community building activities and pursue projects and activities such as weekend markets, cultural programming and public art.			X	**GHFL**	City
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**GHFL, OMF, NWDA, Private**	
Goose Hollow	UD38	Add appropriate trees to the list of designated heritage trees.			X	**GHFL**	PPR, Private

Lloyd District Community Association (LDCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	HN15	Identify sites for community building activities and pursue projects and activities that support community building, such as weekend markets, cultural programming in parks and public art.	X			**LDCA**	TMA, LED, City
Lloyd	UD41	Create and promote a strategy to activate public open space, rights-of-way and surface parking lots during off hours to bring in new people, interests and energy to the district.	X			**LDCA**	LED, TMA, Private, PPR, PBOT, BPS, Prosper

Lloyd EcoDistrict							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN29	Continue to support the Lloyd EcoDistrict work program.			X	**LED**	City
Lloyd	RC35	Market the Lloyd District as a leader in sustainable development and business practices.			X	**LED**	Prosper, BPS, Private

Northwest District Association (NWDA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**NWDA, OMF, GHFL, Private**	

Old Town Heritage Group (OTHG)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC50	Explore the creation of a multicultural museum complex in Chinatown.		X		**OTHG**	OTCTCA

Old Town/Chinatown Community Association (OTCTCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC59	Create an Old Town Night Market and encourage a variety of evening cultural events to broaden the array of nighttime attractions in the district		X		**OTCTCA**	Private
Old Town/Chinatown	RC46	Implement the OT/CT Retail Program in coordination with cluster industry presence in the district.			X	**OTCTCA, PBA**	Prosper

Oregon Health and Science University (OHSU)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	RC71	Encourage partnerships between the area's educational/research institutions and private business.			X	**OHSU, Prosper**	OMSI, PSU, Private

Pearl District Neighborhood Association (PDNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	HN23	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**PDNA, Private**	PPR, BPS

Portland Business Alliance (PBA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	HN10	Support the Clean & Safe Program and other programs that increase safety and provide a welcoming atmosphere for visitors and residents.			X	**PBA**	Private, PPB, PPR
Old Town/Chinatown	RC46	Implement the OT/CT Retail Program in coordination with cluster industry presence in the district.			X	**PBA, OTCTCA**	Prosper
Pearl	RC65	Develop a coordinated district retail strategy that includes expansion of the Retail Core north to NW Glisan Street.	X			**PBA**	BPS, PDBA
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**PBA, Private, BPS, PSU, Prosper**	
West End	RC79	Implement the Downtown Retail Strategy in the West End.			X	**PBA, Prosper**	

Portland Public Schools (PPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	EN24	Encourage and promote an environmental "high performance area" on the redeveloped LHS site through incentives, public-private partnerships and/or master planning.			X	**PPS, BPS**	Prosper
Goose Hollow	TR55	Improve bicycle and pedestrian connectivity throughout the district, including new connections on SW 16th through the LHS site.	X			**PPS, PBOT**	
Lloyd District	HN17	Monitor residential population growth and the related school needs of the district. Encourage space for early education programs in new development.			X	**PPS**	BPS
University District/ South Downtown	HN27	Identify opportunities for locating a new public school within the district, particularly an elementary school and/or middle school.		X		**PPS, BPS**	PSU

Portland State University (PSU)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	EN43	Encourage the continued improvement and expansion of PSU's district energy system			X	**PSU**	BPS
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**PSU, Private, BPS, PBA, Prosper**	
University District/ South Downtown	TR105	Develop a long-term parking strategy for PSU including on- and off-street parking resources.	X			**PSU, PBOT**	
University District/ South Downtown	UD63	Develop a strategy/plan to renovate the PSU-managed section of the South Park Blocks.	X			**PSU, PPR**	
University District/ South Downtown	UD67	Activate SW Broadway with ground floor retail and other active uses.			X	**PSU**	Private
University District/ South Downtown	UD68	Collaborate with PSU on historic preservation efforts.			X	**PSU, BPS**	SHPO

Regional Arts and Culture Council (RACC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	WR5	Pursue locating and installing art, play areas, signage and attractions along the riverfront to showcase the river's past and present.			X	**RACC, PPR**	Public, Private
Central City	UD6	Encourage the development of public art in the Central City, as well as cultural and ecological displays and attractions.			X	**RACC**	BES, Private
Downtown	UD29	Develop a Downtown Public Art Walking Tour.	X			**RACC**	BPS, Private
Goose Hollow	UD37	Prepare a strategy to mitigate the impact of blank walls on the pedestrian environment.	X			**RACC**	BPS, GHFL, Private
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**RACC, PPR, ODOT**	BES

Regional Arts and Culture Council (RACC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	UD57	Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near the car-free segment of Ankeny.		X		**RACC, Private**	PBOT
Old Town/Chinatown	UD53	Install art and educational displays that highlight Native American and maritime history in the district and Waterfront Park.			X	**RACC**	Private, PPR
South Waterfront	UD70	Develop signature public art that supports the branding of the district as the cornerstone of the Innovation Quadrant.		X		**RACC, PPR**	Private

South Portland Neighborhood Association (SPNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	HN29	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**SPNA, Private**	PPR
South Waterfront	HN30	Identify sites for community building activities and pursue projects and activities such as weekend markets and cultural programming.	X			**SPNA**	Private, PPR

Travel Portland							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC23	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Travel, Private**	PPR, PBA
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Travel, Private, PPR, Prosper, TriMet**	

VOZ Workers' Rights Education Project							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC5	Continue efforts and initiatives within the Central City to organize and locate day laborer services, such as VOZ, that provide safe places for worker rights, education, and outreach and that protect the rights of laborers.	X			**VOZ, Prosper**	

Private

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN31	Develop daycare facilities for children.	X			**Private**	
Central City	TR5	Explore and encourage use of green passenger vessel technologies including low impact and restorative propulsion for river transit and other passenger vessels.		X		**Private**	PBOT, BPS
Central Eastside	HN8	Explore opportunities for new publicly accessible parks and recreation facilities that foster community interaction and exchange.			X	**Private**	PPR, BPS
Central Eastside	RC10	Identify and support opportunities and partnerships to bring major riverfront uses and attractions to the Southeast Quadrant.			X	**Private**	BPS, Prosper, PBOT
Central Eastside	RC16	At viewpoint SE13 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**Private, PPR**	BPS
Central Eastside	TR20	Support the creation of a privately operated river transit operation in the Central Eastside.	X			**Private**	BPS, PBOT, Metro
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**Private, PPR, BPS**	

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	UD13	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**Private, PPR**	
Central Eastside	WR13	Encourage more year round events and activities around the Madison Dock plaza and OMSI riverfront areas.			X	**Private**	PPR, Public
Central Eastside	WR14	Continue to enhance the riverfront greenway trail and open space system in the Central Eastside by providing amenities such as light water craft storage, bicycle parking, and public restrooms.			X	**Private**	PPR, PBOT
Downtown	HN2	Encourage the development of a dog park to serve Downtown residents.			X	**Private**	**PPR**
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, BPS, PBOT, PPR, Prosper, County**	
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**Private, BPS, PPR,**	
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**Private, OMF, Metro**	
Downtown	RC22	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**Private, PPR**	
Downtown	RC23	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Private, Travel**	PPR, PBA

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel, PPR, Prosper, TriMet**	
Downtown	TR51	Explore funding mechanisms, phasing and the implementation of river transit in Downtown.		X		**Private**	PBOT, BPS, State & Federal Agencies
Downtown	UD22	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**Private, PPR**	PWA
Downtown	UD30	Incrementally improve building faces along the Transit Mall with active uses, windows, doors, landscaping, art, and amenities to enhance the pedestrian and transit rider experience.			X	**Private**	Prosper
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**Private, BPS, Prosper**	
Goose Hollow	RC31	Explore opportunities for activating the Providence Park street perimeter, particularly S.W. 18th, when events are not taking place.	X			**Private, BPS**	
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**Private, OMF, GHFL, NWDA**	
Goose Hollow	UD35	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**Private, BPS**	
Goose Hollow	UD31	Connect Goose Hollow with the West End and Downtown by capping I-405. Potential locations include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. The caps could support retail or open space. As capping occurs, improve the pedestrian environment on SW 13th and 14th to support cap access and development.		X		**Private**	BPS, ODOT, PBOT

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	RC42	When the Greenway Trail is developed, determine the best location for a formal viewing area with a view of the Willamette River, Central City Skyline and West Hills. This corresponds to viewpoint N14 identified in the *Scenic Resources Inventory* (BPS). Develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPS**	BPS
Old Town/ Chinatown	RC61	Investigate the relocation of the Jantzen Beach Carousel to a site within the Central City.	X			**Private**	Prosper, BPS, PPR
Old Town/ Chinatown	UD57	Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near the car-free segment of Ankeny.		X		**Private, RACC**	PBOT
Pearl	EN37	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Private, Prosper**	BES, PPR
Pearl	HN23	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**Private, PDNA**	PPR, BPS
Pearl	RC64	Encourage improvements at Centennial Mills to bring more boaters and visitors to the riverfront/Naito Parkway area supporting current and new businesses.	X			**Private**	BPS, Prosper, PWA
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**Private, BPS, PSU, PBA, Prosper**	
University District/ South Downtown	RC68	Improve RiverPlace Marina to bring more boaters and visitors to the area while minimizing impacts to fish.		X		**Private**	PPR, PWA
University District/ South Downtown	UD66	Connect South Downtown with South Portland by capping I-405 between SW 1st and SW 3rd, and improving the connections to Terwilliger from the South Park Blocks.		X		**Private**	BPS, ODOT
University District/ South Downtown	UD62	Promote new low-impact water-related recreation activities near the Marquam Bridge.	X			**Private**	PPR, BPS
South Waterfront	HN28	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Private**	Prosper, BPS

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	HN29	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**Private, SPNA**	PPR
South Waterfront	RC72	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**Prosper, Private**	
South Waterfront	RC73	When the Greenway Trail is developed, develop a viewing area at viewpoint SW42 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC74	When the Greenway Trail is developed, develop a viewing area at viewpoint SW44 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC75	When the Greenway Trail is developed, develop a viewing area at viewpoint SW48 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC76	When the Greenway Trail is developed, develop a viewing area at viewpoint SW52 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC77	When the Greenway Trail is developed, develop a viewing area at viewpoint SW59 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC78	When the Greenway Trail is developed, develop a viewing area at viewpoint SW71 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**Private, Prosper, PBOT**	BES, BPS

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	EN50	Identify tree and shrub preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls, with an emphasis on native species, where appropriate.		X		**Private, ODOT**	PBOT, BES, PPR
West End	HN6	Encourage the development of a dog park to serve West End residents.			X	**Private**	**PPR**
West End	HN33	Identify opportunities for new playgrounds and other recreational facilities for children.	X			**Private**	PPR
West End	HN35	Explore options for a new publicly accessible neighborhood facility that fosters community interaction and exchange for West End residents.		X		**Private**	PPR, BPS
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**Private, PBOT, BPS, PPR,**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**Private, PBOT, Prosper, BPS, OMF, DNA**	
West End	UD80	Allow private development to connect the West End to Goose Hollow by capping I-405. Potential locations for the freeway cap include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. If capping occurs, identify opportunities to improve the pedestrian environment with tree canopy on SW 13th and SW 14th avenues.		X		**Private**	PPR, BPS, ODOT, PBOT

3. Additional Information for Actions Marked with an Asterisk (*)

This section contains additional information on all of the above actions marked with an asterisk (*). Some of these actions require elaboration on the technical, policy or implementation details. Others were identified during the Quadrant planning process as addressing prominent issues or concerns for many of the stakeholders involved.

The information below has for the most part been drawn directly from the various Central City2035 Quadrant Plans. The actions are listed below in alphabetical order by policy area. As noted earlier, the action codes have changed from those listed in the quadrant plans and Discussion Draft CC2035 Plan.

Health and Environment Actions (EN):

EN8 Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion. **Lead Implementers: BES & BPS; Timeline: Next 5 years.**

EN9 Amend the flood related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements. **Lead Implementers: BES, BDS & BPS; Timeline: Next 5 years.**

EN51 Evaluate the potential for the establishment of a "mitigation bank" to offset future development in the 100-year floodplain. **Lead Implementers: BES & BPS; Timeline: Next 5 years/ongoing.**

Floodplain Management

Due to the release in April of 2016 of a NOAA-Fisheries biological opinion on the effects on endangered and threatened species of FEMA's National Flood Insurance Program (NFIP) in Oregon, the City's floodplain development requirements may need to be updated. Clarifications from and coordination with FEMA and NOAA-Fisheries will be needed to fully understand the steps necessary to comply with any NFIP requirements FEMA adopts in response to the biological opinion.

Actions EN12, EN13, and EN52 summarize key elements of the City of Portland's work plan for addressing possible FEMA requirements stemming from the biological opinion.

Flooding in Portland

Regionally situated in the Lower Columbia River Basin, the Willamette River Basin drains an 11,500 square mile watershed located between the Cascade Mountains to the east and the Coast Range to the west. The flows in the Willamette River are highest between December and February.

Flow patterns in both the Willamette and Columbia basins have been dramatically altered over time, largely due to dam and reservoir operations. Following floods in 1943 and 1945, the U.S. Army Corps of Engineers constructed 13 reservoirs, 11 of which have flood control functions. Operation of the reservoirs reduces winter peak flows in the Willamette River by as much as 30 to 50 percent, and augments summer flows to approximately double historical low-flow levels.
However, flooding still occurs. Very notable river floods in the Central City include:

- **1964:** Record-breaking precipitation on top of snow in the Cascades caused a December flood event that resulted in bridge failures and road and train closures. The lower deck of the Steel Bridge was underwater and logs and debris severely damaged the Hawthorne Bridge.
- **1996:** Flooding resulted from heavy snowfall followed by warm temperatures and four days of heavy rain across a large area of Oregon, Washington and Idaho. The Willamette River nearly crested the downtown seawall.

During these events many roads were closed due to water and landslides and the flood caused millions of dollars in damages. Climate change may exacerbate the frequency and duration of precipitation events and risk of riverine flooding due to warmer, wetter winters. In addition, the Willamette and Columbia Rivers are tidally influenced, so sea level rise may affect flooding as well.

FEMA/NOAA-Fisheries National Flood Insurance Program (NFIP) Biological Opinion

After a number of years working with the Federal Emergency Management Agency (FEMA), the National Oceanic and Atmospheric Administration Fisheries Service (NOAA-Fisheries) issued a biological opinion in April of 2016 related to reducing impacts of FEMA's National Flood Insurance Program (NFIP) in Oregon. The biological opinion provides a reasonable and prudent alternative (RPA) to FEMA to reduce the NFIP's impacts on Endangered Species Act (ESA)-listed species. The RPA identifies six "elements" to achieve three goals: (1) update existing maps to more accurately identify the current floodplains of relevant rivers and streams; (2) modify NFIP development and mitigation criteria to more effectively discourage floodplain development and, when appropriate, reduce the impacts of redevelopment and development in floodplains; and (3) strengthen accountability and tracking of implementation.

The six elements of the RPA include both interim and long-term, permanent measures to minimize the identified impacts of the NFIP. In the short term (implemented by March 15, 2018, at the latest), NOAA-Fisheries directs FEMA to do the following:

- Increase development mitigation to a level greater than "balanced cut-and-fill" (where an equal volume of material must be removed to match the volume of fill added as a part of site development);
- Modify tree density standards for areas in the "riparian buffer zone" (defined as 170 feet or less from the ordinary high water mark), or RBZ, and, to a lesser degree, those properties within the FEMA 100-year floodplain but beyond the RBZ; and
- Establish regulations to mitigate the impact of new impervious surfaces (including roofs, driveways, sidewalks, roads, etc.).

In the long term, according to NOAA-Fisheries, additional modifications to the NFIP regulations will be needed. For example, development within "high hazard areas" will not be allowed, except for water-dependent uses, open space, habitat restoration, recreational uses, and bioengineered bank protection. Creation of new parcels completely within the 100-year floodplain will also not be allowed and, in those cases where a lot partially or completely in the floodplain is to be developed, the footprint of new

structures must be limited to 10 percent or less of the lot. Mitigation of any new impervious surfaces will also be required. Other changes to the NFIP requirements are still to be confirmed by FEMA.

To provide for the necessary mitigation to offset future development in the FEMA floodplain, the development of a "mitigation bank" is an option identified in the biological opinion. The Environmental Protection Agency (EPA) defines a mitigation bank as "a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources." Research will be needed to identify implementation strategies available to the City and/or its partners, if it is deemed a viable option for complying with NFIP requirements.

To support the possible interim and long-term changes to NFIP requirements, FEMA's mapping processes may need to be revisited and new Flood Insurance Rate Maps (FIRM) developed. NOAA-Fisheries provided specific guidance to FEMA on appropriate mapping protocols and models to be used to ensure an accurate determination of flood risk moving forward. FEMA will now be required to map flood-related erosion hazard zones, including channel migration zones (CMZ), high hazard areas, and the "Area of Future Conditions Flood Hazard" (AFCFH), which depicts flood hazard projections for the year 2050 given potential climate changes. FEMA's mapping efforts must also address floodplains behind all non-accredited levees and the "residual flood hazard" behind FEMA-accredited levees. City staff will coordinate with and assist FEMA and the Oregon Department of Land Conservation and Development (DLCD) as needed during the preparation of these updated maps.

FEMA and the DLCD are currently working to develop direction to local governments on planning for and implementing necessary NFIP changes in response to the RPA directives. This detailed guidance is expected to be available in the fall of 2016. Once that guidance is available, City staff will determine the updates needed to floodplain development regulations throughout the city, and in the Central City 2035 Plan specifically (as necessary), to ensure compliance with any updated NFIP regulations.

EN31 Design infrastructure, such as the proposed Clackamas I-5 overcrossing and street improvements to accommodate district energy infrastructure where appropriate. **Lead Implementer: PBOT; Timeline: Ongoing.**

As of June 2012, the City of Portland, the Portland Development Commission, and the Portland Trailblazers are currently in the design process to develop an initial district energy node. Corix Utilities was selected to plan a phased Rose Quarter Shared Thermal Energy System (district energy). In its first phase, the system will provide heating and cooling services to the Rose Garden Arena and Veterans Memorial Coliseum. These services would be extended to the Oregon Convention Center in the second phase through underground piping. In the third phase, the system will expand east toward the Lloyd Center providing heating and cooling services through a network of pipe infrastructure. For this expansion to the greater Lloyd District, crossing I-5 poses a significant challenge that could be resolved by a Clackamas pedestrian/bike overcrossing. Connection to the Rose Quarter Shared Thermal Energy System would contribute to the redevelopment of Clackamas as a high performing green street. Additional district energy and water opportunities in the Lloyd District are also under consideration and could complement the Rose Quarter system.

EN51 Evaluate the potential for the establishment of a "mitigation bank" to offset future development in the 100-year floodplain. **Lead Implementer: BES & bps; Timeline: Next 5 years/Ongoing.**
See explanation above with Actions EN8 and EN9.

Regional Center Health & Environment Actions (RC):

RC3: Review and consider amendments to development standards and design guidelines applicable to development along the IG1/EXd interface throughout the district. **Lead Implementer: BPS; Timeline: Next 5 years.**

RC4: Review and consider amendments to building code requirements applicable to non-industrial development along the IG1/EXd Interface throughout the district. **Lead Implementer: BDS; Timeline: Next 5 years.**

Mixed-Use / Industrial Lands Interface

Although housing and higher density retail and commercial office uses have been allowed along several major corridors in the district for the last 25-years, only recently have these allowances been utilized for new development. For instance, in 2010 there were approximately 960 housing units in the entire district. In 2014, over 1,400 new housing units were either being developed or in early planning and design stage. Most of this development is either along the interface between the IG1 and EX zoned areas, or within a single block of this interface.

Stakeholders have asked that new tools be prepared to ensure that new mixed-use development is aware of the potential impacts and characteristics of locating close to industrial operations, and that new regulations, standards, and guidelines be developed to ensure potential conflicts between non-compatible land uses are mitigated or eliminated. Thus, the SE Quadrant Plan proposes the following actions to address these concerns:

Development Standards and Design Guidelines

The development standards and design guidelines for new uses and buildings in the IG1 zone differ from than those applicable to the EX zone. This is because the IG1 standards are intended to shape low-density light industrial uses, whereas the EX standards are intended to guide the development of high-density mixed-use development.

However, a series of potential problems arise when the boundary between these two zones occurs down the middle of the street (or right-of-way) and development applicable to one set of standards faces directly on development applicable to a different set of standards and expectations. Although these conditions have long existed in the Central Eastside, not until recently have these tensions been realized. Action RC3 has been included in the CC2035 Plan in response to these existing conditions.

Action RC3 proposes to further analyze of how development standards and design guidelines associated with parking, loading, sidewalks, active ground floor uses, building setbacks, and other provisions typically applied on development in the EX zone should potentially be modified to reduce or remove impacts on adjacent development located in the IG1 zone.

Potential Building Code Amendments

The Stakeholder Advisory Committee has stressed the importance of protecting industrial operations in the district from complaints originating from new residential and office development. Although the disclosure statement discussed above can help with this, there may be ways to change how new development is constructed to prevent impacts from being felt in the first place. The SE Quadrant Plan proposes a study of potential building code amendments that focus on the potential to require a higher level of sound insulation for new residential developments within 1,000 feet of the industrial uses. Action RC4 has been added to the Central City2035 Plan in order to accomplish these aims.

There is a similar requirement for residential structures near the Portland Airport as well as more recent code language (still in draft form, not adopted) for this type of requirement in the St. Johns, Cathedral Park area adjacent to industrial operations. Additional requirements for sound insulation for new construction has the potential to increase cost of construction, however the benefits to residents and/or employees in these buildings, protecting them impacts from noise, may help reduce the possible conflicts between industrial operations and other uses. This research and consultation with the building code staff at BDS will be performed in the next and final stage of the development of the Central City 2035 Plan.

RC43 Implement the Old Town/Chinatown Five Year Action Plan. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

The Portland Development Commission's draft Old Town/Chinatown Five Year Action Plan outlines a series of near term actions intended to create a vibrant, economically healthy neighborhood. The plan centers around three main objectives: 1) neighborhood investment, 2) business vitality, and 3) district livability. Its action agenda identifies resources that Prosper Portland and the City can bring to bear to achieve these objectives, but also recognizes the importance of district champions and long-term self-sufficiency. Identified actions include:

1. Neighborhood Investment
    - 1.1 Facilitate rehabilitation and development of privately-owned properties
    - 1.2 Promote development and/or occupancy of Prosper Portland-controlled properties
    - 1.3 Invest in strategic infrastructure and connectivity improvements, including structured parking to serve the district
    - 1.4 Strategically invest affordable housing resources in Portland Housing Bureau portfolio
    - 1.5 Sponsor a "best practices" tour with key property owners and firms to highlight exemplary development models and tenant spaces
2. Business Vitality
    - 2.1 Expand and enhance street-level uses within the district through partnerships and investment
    - 2.2 Foster a supportive environment for startup businesses
    - 2.3 Invest in Cluster Industry supportive initiatives

2.4 Engage educational institutions in opportunities for partnership, program support and expansion

3. District Livability

3.1 Identify strategic safety initiatives and/or improvements

3.2 Establish District Manager position to support district management and public space programming efforts

3.3 Establish district collateral for use by Prosper Portland and community partners

3.4 Honor and enhance the district's multi-ethnic history

In addition, the action plan includes a recommended tool kit that City bureaus can use to further the plan's objectives. These include, among others, proposals for waivers of system development charges for workforce housing projects, changes to the MULTE tax abatement program, and new development assistance services.

RC44 Develop and implement an on- and off-street parking strategy for Old Town/Chinatown that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs. **Lead Implementer: PBOT; Timeline: Next 5 years.**

Most of the buildings in Old Town/Chinatown were built before or during the streetcar era and rely on the area's existing surface parking lots and on-street parking. At the same time, stakeholders have consistently expressed the desire for infill development on the district's surface lots to bring additional activity and vitality to the area. However, future development on surface lots could potentially further reduce the supply of parking to serve the district's historic buildings. A comprehensive strategy is needed to both encourage infill development and maintain a supply of parking that meets the needs of existing buildings and future development.

A number of approaches have been suggested for further exploration as part of a parking strategy for Old Town/Chinatown. Some, but not all of the tools that could potentially be used include:

- Allow and promote the sharing of existing and future parking stalls between multiple buildings and uses
- Develop one or more publicly-owned parking structures to serve the district
- Provide public subsidies to support construction of parking facilities in new development that could serve nearby buildings
- Allow and encourage the use of existing underutilized or new structured parking facilities just outside the district by businesses and buildings within the district

RC46 Study preservation zoning transfer incentives that would allow additional height for new construction on the non-contributing (non-historic) Block 33 property in exchange for

preservation/rehabilitation of contributing historic properties in the New Chinatown/Japantown Historic District. A project that uses the preservation incentive could potentially build up to a maximum of 150'. Implement this incentive following the update of the historic district nomination and the development of new, culturally sensitive design guidelines and development standards. **Lead Implementer: BPS; Timeline: Next 5 years.**

This potential zoning incentive is intended to encourage new development on Block 33 in New Chinatown/Japantown Historic District, which could add vitality and catalyze additional investment in the district. Concerns regarding the scale and design of new infill development will be addressed through the development of new historic design guidelines and development standards, such as building wall step-back requirements along NW 4th Ave., that will help integrate new development with the historic character of the district.

Transportation Health & Environment Actions (TR):

TR7 Explore tools that developers can use to pay for the construction of centralized structured parking where projects cannot feasibly provide on-site parking. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

Incentives to Create Off-Street Parking

Many of the older multi-story industrial buildings in the Central Eastside were built prior to the automobile age, and those that were built since have minimal parking. Although the proposed expansion of the Employment Opportunity Subarea would increase the amount of the development allowed on any site, the cost of providing off-street structured parking as part of new development will be constrained by the high cost of providing structured parking. Also, because poor soil conditions will often require structured parking to be developed above-grade in this district, FAR that otherwise would be used to create employment space would be used to creating parking. Action TR7 has been included in the CC2035 Plan in order to study the potential to create incentives for the private sector to increase the supply of off-street parking in the district.

TR8 Alleviate congestion and improve freight, auto and non-auto mobility and accessibility by installing traffic control devices on Sandy at Ankeny St., MLK at Ankeny St., on MLK/Grand at Salmon St., and on Water Ave. at the I-5 off ramp. **Lead Implementer: PBOT; Timeline: Next 5 years.**

TR9 Create one-way couplets on Stark/Washington and Yamhill/Tayler to alleviate congestion at signalized intersections. **Lead Implementer: PBOT; Timeline: Next 5 years.**

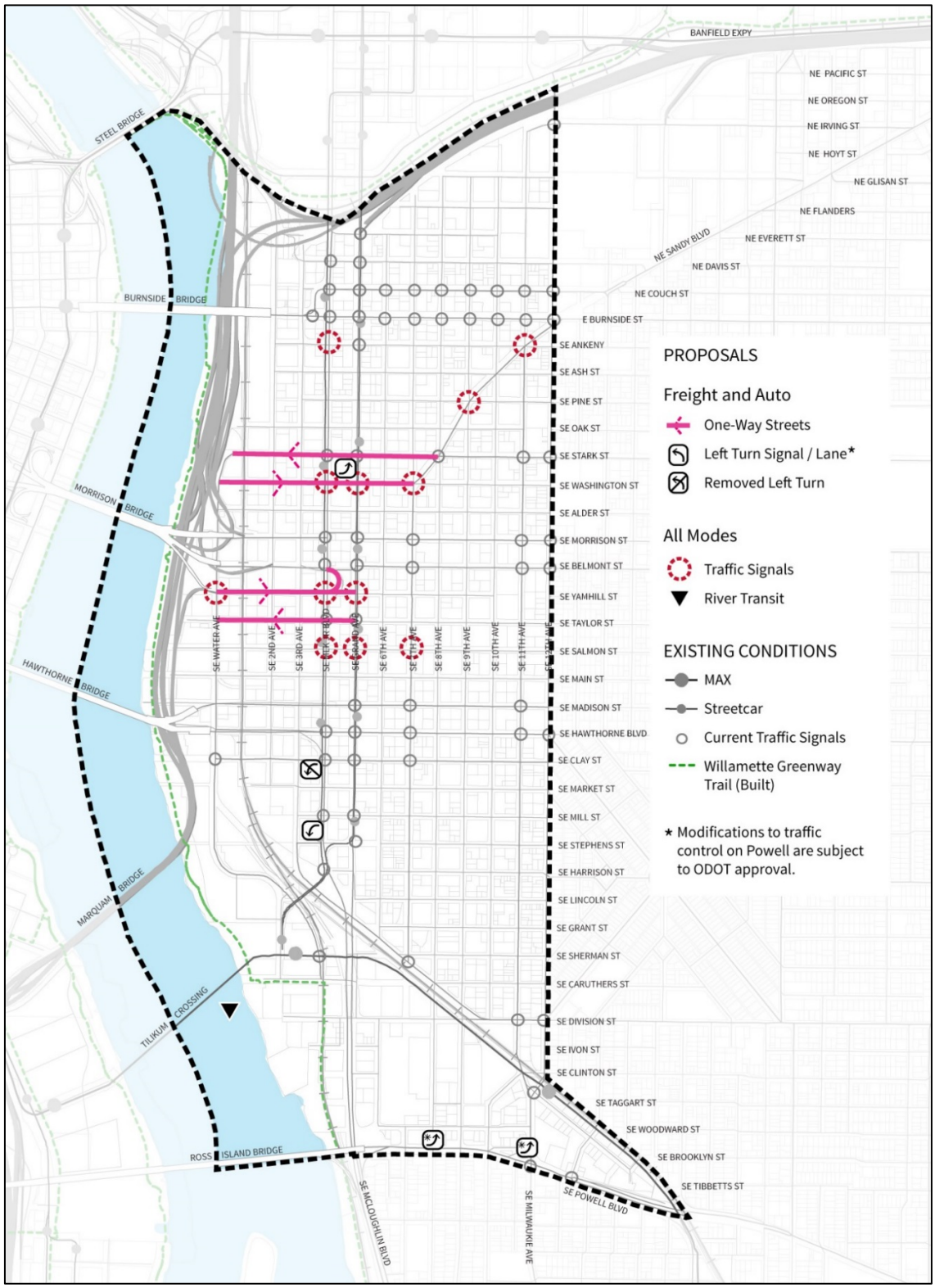
Freight Mobility

The Central Eastside is designated as a Freight District, meaning the transportation system supporting the district is intended to provide for safe and convenient truck mobility, access to industrial businesses and allow for high levels of truck traffic and to accommodate the needs of intermodal freight movement. The City's Transportation System Plan (TSP) further notes that Freight Streets should be designed to facilitate the movement of all truck types and over-dimensional loads, as practicable.

However, there are unique challenges to managing the district for freight. For instance, the Central Eastside is located in the center of the Portland metropolitan region and is directly between inner eastside neighborhoods where many people live and the Central Business District where many people work. Thus, a high number of multi-modal trips are made daily through the district. Further, in the late 1800's the district was developed as a 200' by 200' grid pattern. This pattern is not typical of most modern freight districts and can constrain the movement of large trucks. Lastly, because there are very few signalized intersections on the heaviest traveled north-south thoroughfares through the district, freight and other modes are forced to collect at the few intersections that allow east-west travel through the district. This impacts freight mobility significantly. In response to these existing conditions, Actions TR8 and TR9 have been included in the CC2035 Plan.

The map on the following page depicts these freight and auto circulation improvements.

Map 3-1: Freight and Auto Circulation Improvements



TR10 Enhance existing east-west bikeways by installing traffic signals or other traffic control devices at key crossings of 11th/12th such as Ankeny St., Salmon St., Clay St., and Harrison St. **Lead Implementer: PBOT; Timeline: Next 5 years.**

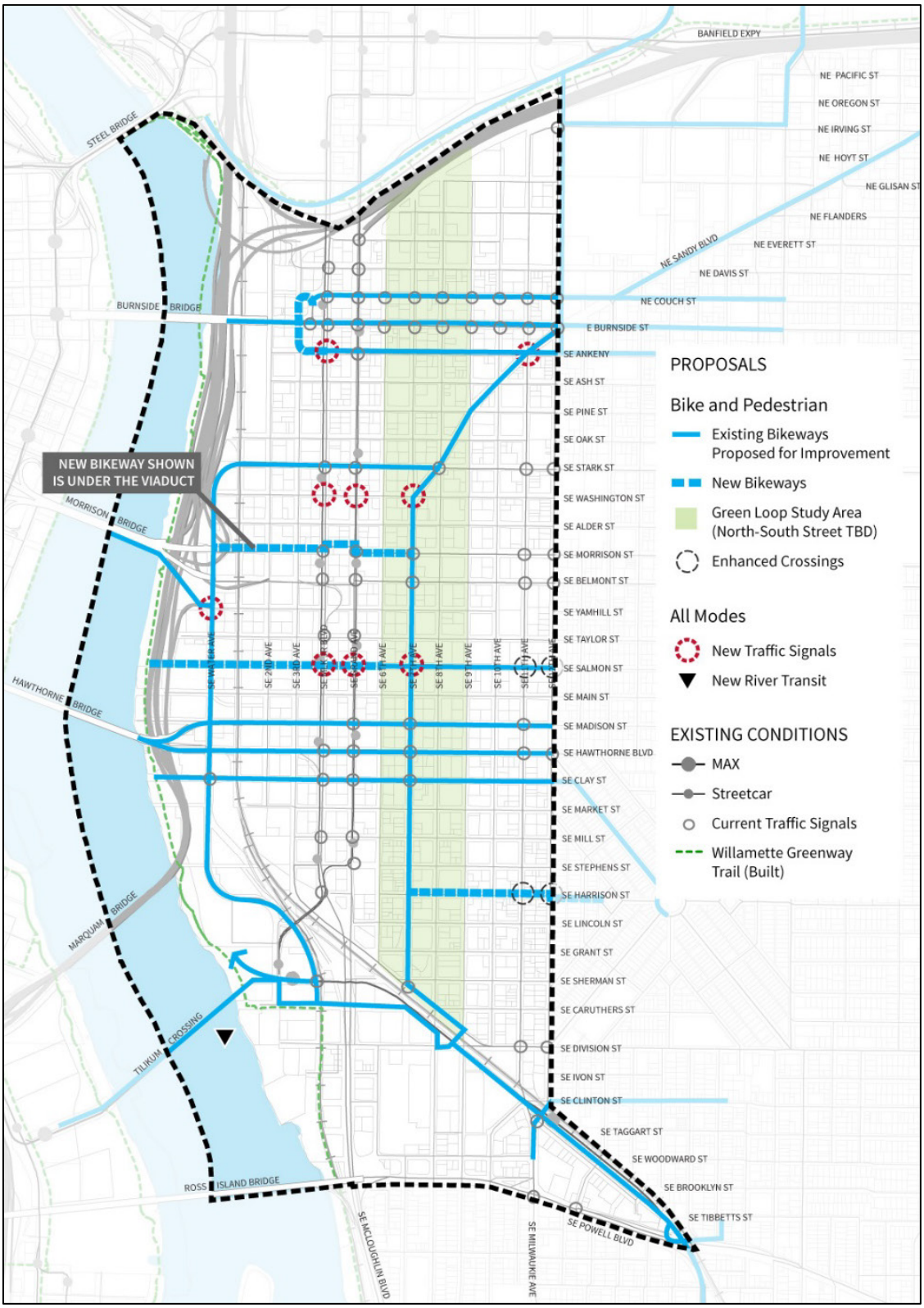
TR28 Establish a wayfinding system for district that directs preferred routes for specific modes. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

Active Transportation Options: The Central Eastside is located in the middle of the commute route for thousands of Central City workers and many Central Eastside employees commute by bike. However, a lack of clearly defined routes, identified by bike supportive infrastructure and signage, results in many cyclists dispersing on multiple routes through the district. This increases conflicts with freight activities and raises significant safety concerns for cyclists. During the development of the SE Quadrant Plan stakeholders identified four east-west bicycle and pedestrian routes that should be improved to incent cyclists to stay on these routes as a means to reduce conflicts with other modes, especially freight:

- Salmon Street. This designated bikeway provides the only direct connection between Mt. Tabor and the Eastbank Esplanade. Adding signalization on Salmon at key intersections (12th, 11th, 7th, Grand and MLK) will provide protected crossings for bicyclists and pedestrians at streets with high traffic volumes, reinforce the role of Salmon as a major bike route, and provide a more predictable route for all road users.
- Harrison Street. Many stakeholders have expressed concern about the lack of signals on 11th/12th between Hawthorne and Division. A new signal at Harrison would be about halfway between Clay and Division, while serving to slow traffic through this exclusively residential area.
- Clay Street. This east-west bikeway connects Ladd's Addition to destinations such as the PCC CLIMB Center, RiverEast Center, and the Eastbank Esplanade. Recent stormwater-related improvements including swales, benches, new street trees, and small plazas have resulted in Clay becoming an important pedestrian route through the district as well. New bicycle and pedestrian signals at 11th and 12th, possibly rectangular rapid flashing beacons, would improve the safety for those crossing these busy streets.
- Ankeny Street. Ankeny is an east-west bikeway that does not have a good connection to the Burnside Bridge. A new signal at MLK would provide a protected crossing, and minor access improvements between 3rd and Couch would provide a direct connection to the Burnside Bridge.

In addition to the improvements listed above, the implementation of new wayfinding tools, including signage, was suggests a necessary means to better direct all modes to key attractions and preferred routes for different travel modes. The CC2035 Plan includes Actions TR10 and TR28 in response to these suggestions. The map on the following page illustrates some of the improvements suggested by these actions.

Map 3-2: Non-Auto Circulation Improvements



TR42 Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

West Burnside is an important access point into the Central City. It serves thousands of motor vehicles, pedestrians and several TriMet bus lines. Burnside's design emphasizes through movement of vehicles, which create challenges in terms of multimodal accessibility into its adjacent Central City districts. For one, Burnside provides very limited opportunities for left turns to access into Downtown, West End, Old Town, Pearl District, Goose Hollow and NW Portland. In addition, many intersections are hard for pedestrians and cyclists to cross and a large number of blocks have substandard sidewalks. On street parking is very limited. The Burnside corridor has historically been identified as having a large number of crashes and fatalities.

West Burnside from NW 2nd Avenue to NW 23rd Avenue has been extensively analyzed. A 10-year, highly visible public process recommended that West Burnside be improved to provide for better sidewalks, more on-street parking, and better crossings and access to adjacent areas, among other things. A couplet design using NW Couch Street was recommended from NW 2nd Avenue to NW 15th Avenue.

City Council twice adopted the plan (lastly in 2007) and directed City bureaus to make all street designation adjustments and technical amendments required. Council also directed PBOT to identify and implement as soon as possible appropriate and viable interim pedestrian safety improvements for the most dangerous parts of Burnside.

Finally, Council also directed PBOT to develop and bring back to Council 35% (percentage of work completion) engineering designs for the adopted couplet design as well as a Burnside-only less expensive design option. The Council resolution also instructed that the couplet not be built without streetcar and that the streetcar couplet be integrated into the Central City Plan.

Due to the inability to secure financing for the couplet as well as political opposition to changes to NW Couch in the Brewery Blocks, City Council never was presented with the 35% design of the Burnside/Couch couplet design or of the Burnside-only alternative.

Action TR42 recommends the continued implementation of short and longer term improvements for the Burnside/Couch corridor as directed by City Council in the stated time horizon.

TR53 Improve West Burnside streetscape quality; multimodal access; and bicycle and pedestrian problem areas, particularly at SW Vista, Providence Park access areas and by I-405. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR61 Develop and revise parking management strategies. **Lead Implementer: PBOT; Timeline: Next 5 years.**

Parking policy is a key component of a successful high density urban area. In the Central City, parking policy serves many purposes. It includes managing the supply of parking to encourage non-auto trips,

managing congestion, supporting retail uses, protecting livability, addressing air quality issues, supporting growth in the Central City and protecting historic buildings from underuse and demolition. As the Central City parking policy is updated as part of Central City 2035, the City will address the following in relation (though not exclusively) to the Lloyd District:

- Incentivizing mixed use development through the provision of shared parking facilities.
- Promoting the use of transit and active transportation modes by reducing the amount of parking spaces per capita in the district over time.
- Maintaining and enhancing parking to serve retail focused areas and streets.
- Addressing event parking issues through flexible options such as the use of variable pricing and event parking management. An example of this is the current parking plan for Providence Park during Portland Timbers games.

TR67 Implement the I-5 Broadway-Weidler Interchange Plan improvements. **Lead Implementer: ODOT; Timeline: Next 5 years.**

See Appendix C: I-5 Facility Plan in the N/NE Quadrant Plan, for a complete description of anticipated interchange improvements and implementation issues to be addressed in the next steps of project design and engineering. (Available at https://www.portlandoregon.gov/bps/60195).

TR68 Implement a 7th Ave pedestrian/bike bridge over I-84 connecting to either 7th or 8th in the Central Eastside. **Lead Implementer: PBOT; Timeline: 6-20 years.**

The Lloyd District is surrounded in the south and west by natural and manmade barriers. To the south there is Sullivan's Gulch, the active Union Pacific line, the light rail line and the I-84 freeway separating Lloyd from the Central Eastside.

Conceptual rendering looking east from Lloyd Blvd showing a potential design option for the 7th Avenue pedestrian/bicycle bridge. This rendering shows existing bike lanes on Lloyd Blvd. It does not depict the proposed Sullivan's Gulch Trail.

Three bridges connect these two areas: the overpasses at MLK and Grand and the 12th Avenue bridge. These bridges serve the needs of all modes, concentrating high numbers of vehicles with transit lines, trucks, pedestrians and cyclists. The Grand and MLK overpasses are loud and have substandard sidewalks and fast moving vehicles. Conflicts between vehicle and pedestrian needs are most present at Grand and Everett, where there is an on-ramp onto I-84 with a free right turn for vehicles. Pedestrian crossing is not allowed at this leg of the intersection.

There are no bicycle lanes on the MLK and Grand bridges. Streetcar tracks have been installed as part of the Streetcar Loop project, which precludes adding bike lanes adjacent to the curbs. The 12th avenue Bridge has recently received bicycle infrastructure improvements; however, the 12th Avenue bridge is located too far east to serve most travelers to and through the district.

These factors support the need for an additional crossing to serve pedestrians and cyclists with a safe and convenient new connection with direct access to the heart of the Lloyd District. Given the presence of existing bicycle lanes on NE 7th in the Lloyd District and of a building in good condition at the end of NE 9th in the Central Eastside that would need to be demolished to provide a 9th Avenue to 9th Avenue connection, the best alternative routes are from NE 7th in the Lloyd District to either 7th or 8th (shortest distance) in the Central Eastside.

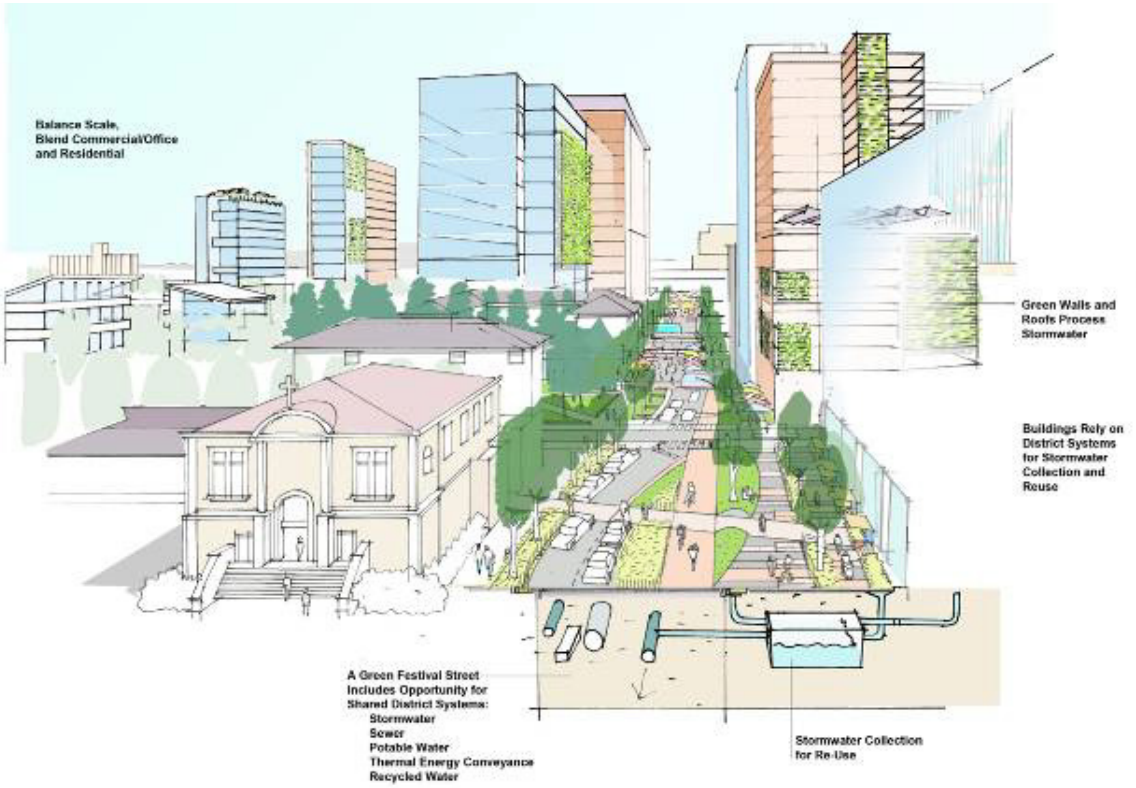
TR69 Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5. **Lead Implementer: PBOT; Timeline: 6-20 years.**

The concept for a Clackamas Flexible Street would create an intimate urban street that provides for a safe and pleasant place for people to gather, play, and socialize. The street would provide for slow local vehicle access, bicycle access, and street amenities geared toward improving the pedestrian experience and creating a district amenity. This project should showcase the Lloyd EcoDistrict as a sustainable district that would include district energy infrastructure, enhanced tree canopy, improved stormwater strategies and green building technologies. The project should be a public-private partnership effort that leverages public infrastructure investments to obtain private investments in high-density, mixed-use development that contribute to the goal of creating an urban neighborhood in the Central Lloyd area.

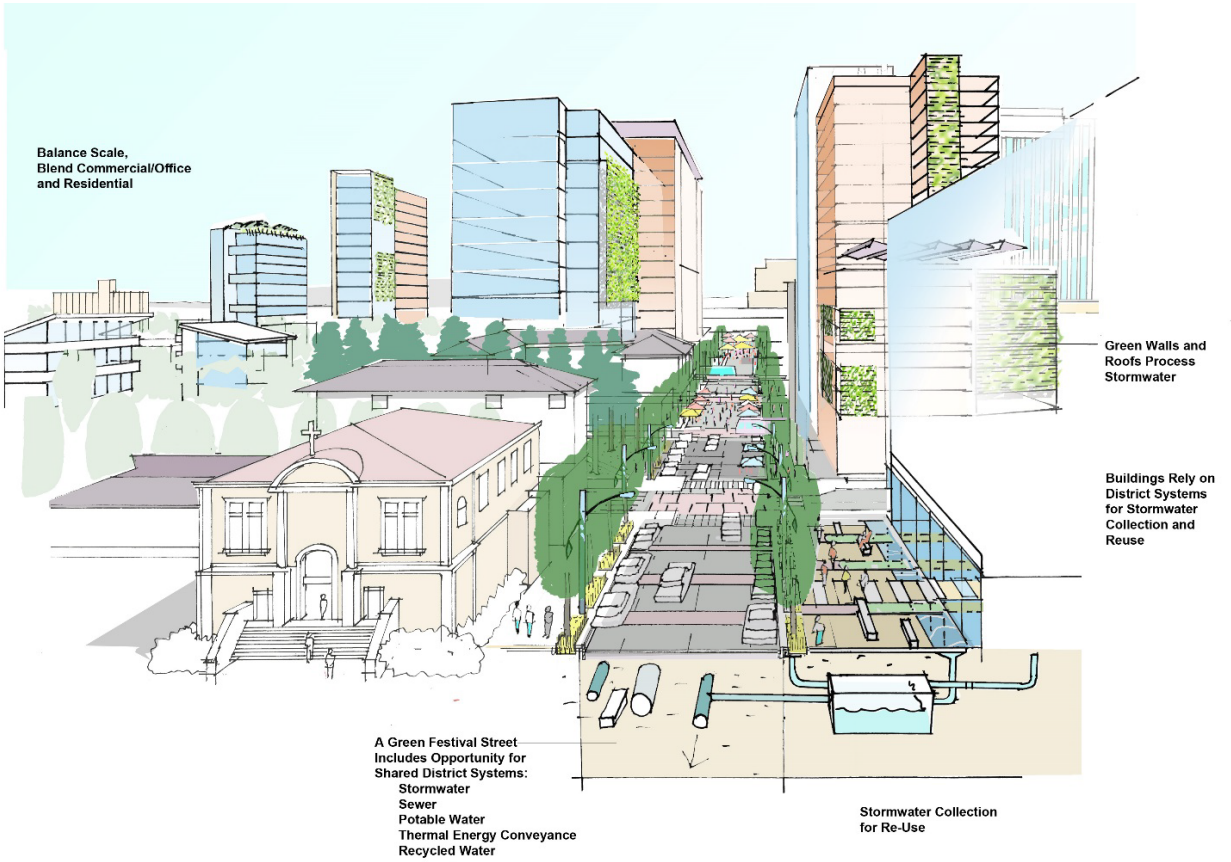
Development agreements may be part of this project's implementation program and should address public investments, private development, and sustainable design elements.

Additional plan elements that would increase the positive impact of the Clackamas Flexible Street include the parks and open space strategy called for in action UD5 and the proposed Clackamas Pedestrian and Bicycle I-5 Overcrossing included in the I-5 Broadway/Weider Interchange Improvements Facility Plan (See action TR67) that would link NE Clackamas Street with the Rose Quarter and potentially to the Willamette River. The Clackamas Flexible Street Project can occur separately from the bridge project.

The conceptual renderings below show two possible ways that Clackamas Street could be improved. There will be a future process to engage property owners and other stakeholders on design alternatives, access and parking needs.



Conceptual rendering of the Clackamas Flexible Street with a unique design and shared district systems.



Conceptual rendering of Clackamas Street as a festival street and with a decorative paving treatment.

TR72 Confirm the benefits and feasibility of straightening the "s-curve" in the Union Pacific rail tracks for freight and passenger rail operations. Options pursued should prioritize maintaining the development potential of the "Thunderbird" site. **Lead Implementer: ODOT; Timeline: 6-20 years.**

Currently, the "Thunderbird" site is separated from the riverbank by the Union Pacific Railroad mainline tracks. The tracks currently have a series of sharp curves around the Louis Dreyfus grain elevators near the Steel Bridge that dramatically slow train traffic. There may be mutual gain in a scenario that straightens the curves by placing the tracks in a trench or tunnel closer to Interstate Avenue. This would speed train traffic, reducing rail system congestion around the Steel Bridge. Relocating the train tracks would also open up the opportunity for public access to the riverbank at the Thunderbird site while still preserving some development potential. See action UD42 for a conceptual illustration of the site with trenched railroad tracks.

TR73 Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplanade, and development opportunities **Lead Implementer: TriMet; Timeline: 6-20 years**.

The present configuration of the Rose Quarter Transit Center (RQTC) is an evolution from a simple bus transfer center recommended by the City of Portland's Industrial Access Study in the late 1970's to a

major transit center for light rail and buses and a multi-modal hub to accommodate the spectators attending events at the Rose Quarter. The Interstate MAX Project was the most recent project to reconfigure the transit center.

With the construction of the Interstate MAX Project, City and TriMet staff acknowledged that the at-grade transit center was an interim solution and that a longer term solution would likely be needed in the future. In particular, as a transportation hub, the signal system would not have sufficient capacity to accommodate anticipated long-term growth in demand by any mode - light rail, bus and vehicle traffic, pedestrians, and bicyclists.

A key challenge for the RQTC also has been the need to better activate the center itself. This is particularly an issue as it relates to public safety. The current arrangement of the transit center and local streets inhibits development opportunities that would help activate the area.

The goals of this future work include exploring alternative configurations of street and rail infrastructure that:

- Improve the quality, safety and experience of the public realm, particularly for pedestrians, bicyclists and transit users.
- Improve transit capacity, readability, reliability and safety of the area – for MAX light rail and bus, as necessary.
- Improve development potential, creating developable parcels in the area of reasonable size and with good access and visibility.
- Increase access to and through the area – for vehicles, bikes and pedestrians.

In order to facilitate future reconfiguration of street and lot patterns near the transit center and improve the area's development potential, the plan recommends rezoning 3.3 acres of land west of the transit center from General Industrial 1 (IG1g) to Central Commercial (CXdg), as shown on the map below. The existing River General (g) overlay zone would remain. Approximately 93 percent of the area is in public rights-of-way. Most of the area is not currently developable but some of the land west of North Interstate could potentially be used for small or interim uses prior to a major reconfiguration of the area. Central Commercial zoning with the Design (d) overlay that matches the surrounding zoning will facilitate future development that takes advantage of regional transit access and supports the plan's vision of a highly urban and vital Lloyd District.

Map 3-3: Rose Quarter Transit Center Area Existing and Proposed Zoning

TR78 Develop a street design plan for the "the Strand" and alternative routes to provide a lower-stress connection between N. Russell Street and the Rose Quarter. **Lead Implementer: PBOT; Timeline: Next 5 years.**

The Lower Albina district concept calls for “the Strand”, which would provide a supplementary north-south, lower-stress connection between Lower Albina’s Russell Street commercial area and the Rose Quarter to the south and the Mississippi main street to the north. The Strand was developed as part of the Land Use Charrette for the N/NE Quadrant Plan held in February 2011.

Today, N Interstate Avenue is the main connection, but it is a high volume traffic street and has narrow sidewalks and an unpleasant pedestrian environment. The Strand is envisioned as a wayfinding system that is compatible with the industrial activities that take place in the southern portion of the Lower Albina’s industrial district. Potential design features of the Strand could include pedestrian and bicycle enhancements, such as continuous sidewalks and/or pavement markings that do not conflict with industrial operations. It could also celebrate the industrial heritage of the district through public art, murals and historical markers along its path. Possible elements of the wayfinding system could include signage, special street paving and art.

The route identified for the Strand generally runs in the north-south direction and zig-zags through the district on existing streets (see map B5). The one exception is a segment between N Page and N Thompson Streets, where the route would need to cross private property via an easement or acquired right-of-way. This private segment presents an additional challenge due to the grade.

The Strand should be pursued as a preliminary streetscape project to determine its feasibility and cost. The study should consider non-traditional streetscape treatments that integrate with the industrial character of the area and examine other possible routes that would provide the same benefit of a lower-stress connection through the district.

Map 3-4: Proposed Strand Alignment

Conceptual rendering of the Strand in Lower Albina. Art murals and special paving provide a wayfinding system through the district.

TR82 Implement the I-5 Broadway/Weidler Plan improvements, including the proposed Hancock overcrossing, to improve regional and local freight access. **Lead Implementer: ODOT; Timeline: 6-20 years.**

See Appendix C: I-5 Facility Plan in the N/NE Quadrant Plan, for a complete description of anticipated interchange improvements and implementation issues to be addressed in the next steps of project design and engineering. (Available at https://www.portlandoregon.gov/bps/60195).

TR88 Implement projects to improve pedestrian safety, multi-modal connectivity, and development conditions along W Burnside. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR97 Enhance West Burnside to improve streetscape quality; multimodal access; and bicycle and pedestrian safety. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR104 Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges. **Lead Implementers: PBOT & ODOT; Timeline: Next 5 years.**

The completion of I-405 in 1973 dramatically changed traffic patterns in the area. On the upside, the added capacity facilitated the closure of Harbor Drive (99W) and replacement with what is now Naito Parkway and Tom McCall Waterfront Park, and provided an alternative to SW Market and SW Clay Streets to connect to US26.

However, the new freeway configurations created a significant barrier between the downtown and PSU area north of the freeway and the South Portland hills, particularly for pedestrians and cyclists. Growth in traffic in the following decades has also exposed the limitations in the freeway design, leading to congestion, short weaves and overreliance on local (and previously local) streets to carry regional traffic. Today, and for the foreseeable future, this stretch of the freeway experiences considerable safety and access issues for all modes, in the freeway mainline as well as at ramps, interchanges and overpasses. ODOT identifies this stretch of the freeway system as being in the top tier in terms of number and severity of crashes.

This action item calls for a joint study by ODOT and City agencies to study short- and long-term design solutions to improve freeway operations and access into the Central City, OHSU, the Portland VA Medical Center and South Portland by all modes, redistribute regional traffic onto regional facilities, and provide opportunities to humanize and reclaim freeway land (via, for example, capping of portions of the freeway or by street network redesign) for redevelopment, open space or other active uses.

TR118 Adopt and implement a proposed administrative rule that establishes a clear and objective formula for determining rough proportionality for major public trail exactions from specific proposed developments. **Lead Implementer: BDS; Timeline: Next 5 years.**

This action proposes the adoption and implementation of a rule that details how to calculate the scale of impact from a development on the major public trail system. It helps to ensure that the trail improvements required from a developer as part of a land use review or building permit approval are roughly proportional to the impacts of the proposed development. Below is a copy of the proposed draft rule.

City of Portland
Bureau of Development Services

1900 SW Fourth Avenue, Suite 5000
Portland, OR 97201
Telephone: (503) 823-7300 Fax: (503) 823-3018

Draft: PROPOSED RULE

DATE

RELATING TO
Title 33.272 Major Public Trails

FOR INFORMATION CONTACT
_____

TOPIC: Determination of Rough Proportionality for Major Public Trail Requirements

AUTHORITY:
The Bureau of Development Services (BDS) has the authority for application, implementation and enforcement of the provisions of Planning and Zoning Regulations, Title 33. Under Section 3.30.040 A, the Director of BDS has the authority to adopt written policies and procedures for the enforcement of applicable Code provisions and laws.

Section 33.272.020.A of Title 33 (Zoning Code) authorizes the Bureau of Development Services to develop and maintain Administrative Rules establishing a formula for making a determination of rough proportionality.

CITATION:
3.30.010 Duties of the Bureau of Development Services.

The Bureau of Development Services shall be responsible for:

B. The application and enforcement of the provisions of Planning and Zoning Regulations, Title 33 as delegated by the Director of the Bureau of Planning and Sustainability.

EFFECTIVE DATE_____: _____
Paul L. Scarlett, Director

Administrative Rule

Determination of Rough Proportionality for Major Public Trail Requirements

I. Purpose and Intent

This rule describes a formula that the Bureau of Development Services will use to make a determination of rough proportionality in the application of Chapter 33.272, Major Public Trails. The intent of the formula is to detail the impact on the trail system from a specific proposed development to the size and extent of the required trail improvement.

II. Background

The zoning code requirements in Chapter 33.272, prompt City staff to ask an applicant in a land use review or a building permit process to grant an easement that is related to (roughly proportional to) the impact of the applicant's development. Granting of an easement will be required when an applicant for new development on property that has a major public trail designation on the Official Zoning Maps, and that will increase the use of the existing trail facilities or increase the need for new trail facilities. The City of Portland desires to formalize a methodology that it uses to determine rough proportionality. The standards of this Administrative Rule determine the easement area required and construction required for the major public trail.

III. Process for Assessing Rough Proportionality

The following steps will be used to evaluate development proposals on properties that include a major public trail designation on the Official Zoning Maps. The steps will result in a determination of whether meeting the major public trail standards is roughly proportional to the impact of proposed development.

1) Determine the Impact

The impact of a proposed development on the major public trail system is the percentage of total bicyclist and pedestrian trips along a trail segment that will be generated as a result of a proposed development. This number is determined by dividing the number of trips to and from the site that will be made by bicyclists and pedestrians (**A**) by the total bike/pedestrian trips using the segment (**B**).

Formula: A / B = Percent of Impact (I)

A equals: The total number of expected daily trips to and from the site (based on data from the ITE Manual) multiplied by the percentage of those trips that are expected to be made by bicyclists and pedestrians (based on data from the most recent Oregon Household Activity Survey).[1]

B equals: The estimated number of daily bicyclist/pedestrian trips projected to use the major public trail system segment (based on City trail survey data).[2]

2) Determine the Percent of Easement Area

The percent of easement area is the percentage of average bicycle and pedestrian trip length that the length of the trail designation on the development site represents. The trail designation is represented by the trail stars on the Official Zoning Maps. The percent of easement area is determined by dividing the length of

major public trail designation on the site (**C**) by the weighted average length of bicyclist and pedestrian trips (**D**)[3].

Formula: C / D = Percent of Easement Area (E)

Example (steps 1 and 2): Fictional development on a site in South Waterfront—(1) 211 residential units, (2) a 5,000 square foot health club, and (3) a 5,000 square foot restaurant.

Impact (I):
(A) = 493 total average daily bicyclist/pedestrian trips based on rates listed in Attachment A, Rough Proportionality Formula Total Trips Table.

(1) 1.40 x 211= 295
(2) 6.92 x 15= 104
(3) 18.89 x 5 = 94

(B) = 1500 average daily trips along the trail segment, based on Attachment B, Bicyclist/Pedestrian Daily Trips Map (the segment is in the Central City)

(I) = 0.328 (493/1500: proposal represents 32.8% of bicyclist/pedestrian trips within the segment)

Exaction (E):
(C) = 650' (length of trail designation on the site)
(D) = 5800' (weighted average distance of bicyclist and pedestrian trips)
(E) = **0.112** (650/5800; the trail on the site is 11.2% of the trail segment)

3) Determine Proportionality

The finding of rough proportionality is determined by dividing the Percent of Impact (I) by the Percent of Easement Area (E). The extent of major public trail improvements that will be required as a result of a proposed development is based on the resulting Percent of Relative Impact, as indicated in the table below.

Formula: I / E = Relative Impact

Relative Impact		**Result**
If the Relative Impact is .66 or greater,	→	Meeting the trail requirements is roughly proportional. All trail requirements must be met.
If the Relative Impact is less than .66, but greater than .33,	→	Granting an easement for the trail is roughly proportional, but construction of the trail is not roughly proportional. Major public trail easement required, but construction of the trail is not required.
If the Relative Impact is .33 or less,	→	Meeting the trail requirements is not proportional. Project is not required to meet trail requirements.

Example (step 3): Fictional development on a site in South Waterfront – 211 multi-family residential units, 15,000 square feet of health club and 5,000 square feet of a restaurant.

(I) = .328
(E) = .112

The impact number is greater than the exaction number. In this case, granting an easement and building the trail is roughly proportional.

IV. Disputes

The applicant may dispute the number used for the total number of average daily bicyclist and pedestrian trips to and from the site, as determined above in section III.1), Determine the Impact. The applicant is required to provide an alternate rate study that documents the anticipated number of daily bicycle and pedestrian trips to and from the site, based on local data and conditions. Based on the technical information provided by the applicant, the Portland Bureau of Transportation Bureau Director or designee will make a determination of the total number of average daily bicyclist/pedestrian trips to and from the site.

The applicant may not dispute other aspects of the rough proportionality determination.

V. Appendix

Attachment A Rough Proportionality Formula Total Trips Table
Attachment B Bicyclist and Pedestrian Daily Trips Map

[1] For the rough proportionality formula, the percentage of trips expected to be made by bicyclists and pedestrians will be set at **21%** of the total number of daily trips to and from a site. This is based on Portland-specific data from the most recent Oregon Household Activity Survey.

[2] The number of bicyclist/pedestrian trips within the public trail system is estimated to be **1500** daily within the Central City and inner southeast and inner northeast neighborhoods. The number of bicyclist/pedestrian trips within the public trail system is estimated to be **750** daily in the outer neighborhoods. These estimates are based on daily bicyclist traffic counts conducted between 2001 and 2007 at multiple locations along the Willamette River Greenway, the Eastbank Esplanade and the Springwater Corridor. The estimates are also informed by Metro bicyclist and pedestrian trail counts data for locations in Portland.

[3] The average length of bicyclist and pedestrian trips is 5,800 feet based on Portland-specific data from the Oregon Household Activity Survey. The formula for calculating average trip length includes weighting bicyclist and pedestrian trip lengths by their relative proportions. Since 15% of all trips are pedestrian trips and 6% of all trips are bicyclist trips, pedestrian trips are weighted 2.5 times bicyclist trips (15/6 = 2.5). The average Portland pedestrian trip length is .45 miles and the average Portland bicyclist trip length is 2.72 miles. The average bicyclist/pedestrian trip length is calculated below:

> Average length of Portland pedestrian trips x (% of pedestrian trips/% of total bicyclist + pedestrian trips)
> +
> (Average length of Portland bicyclist trips x (% of bicyclist trips/% of total bicyclist + pedestrian trips).
>
> .45 miles x (15/21) + 2.72 x (6/21) = 1.09857 miles/5800 feet.

Attachment A
Rough Proportionality Formula
Total Trips Table

Note that general category rates should only be used if specific categories do not apply. Also, square feet of specific development is calculated as net square feet.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
Residential Categories					
	Household Living (General)	per Dwelling		2.00	
210	Single Family Residential (1-3 units)	per Dwelling	9.52	2.00	
220	Multi-Family Residential (4 or more units)	per Dwelling	6.65	1.40	
251	Senior Housing (retirement apartment)	per Dwelling	3.68	0.77	
210	Accessory Dwelling Unit (rate is .5 of 210 – single family)	per ADU	4.8	1.01	
230	Rowhouse/Condo/Townhouse	per Dwelling	5.81	1.22	
	Group Living (General)	per Bed		0.42	
253	Assisted Living/Congregate Care	per Bed	2.02	0.42	
620	Nursing Home	per Bed	3.26	0.68	
Commercial Categories					
	Retail Sales and Service (General)	per 1,000 sq. ft.			Applicant will submit a rate, PBOT will evaluate
911	Bank	per 1,000 sq. ft.	12.13[4]	2.55	See endnote. Peak-hour rate shown--No weekday rate in ITE
310	Hotel/Motel	per Room	8.92	1.87	
443	Movie Theatre	per Screen	220	46.2	
492	Health Club	per 1,000 sq. ft.	32.93	6.92	
931	Restaurant	per 1,000 sq. ft.	89.95	18.89	
934	Drive-Through Restaurant	per 1,000 sq. ft.	496.12	104.19	

[3] Estimated at 21% of Average Weekday Trips generated unless otherwise noted—rate from the Oregon Household Activity Survey.
[4] Peak hour trip generation rate shown here—no Average Weekday Trip generation rate available in ITE Trip Generation Handbook, 9th Edition

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
820	Shopping Center	per 1,000 sq. ft.	42.70	8.97	
850	Supermarket	per 1,000 sq. ft.	102.24	21.47	
851	Convenience Store (stand-alone)	per 1,000 sq. ft.	737.99	154.98	
815	Discount/Department Store	per 1,000 sq. ft.	57.24	12.02	
841	Car Sales New/Used	per establishment[5]	21.14	1.00	See endnote
732	Post Office	per 1,000 sq. ft.	108.19	22.72	
710	**Office (**General) and Industrial Office	per 1,000 sq. ft.	11.03	2.32	
720	Medical Office/Clinic	per 1,000 sq. ft.	36.13	7.59	
	Quick Vehicle Servicing (General)	per establishment[5]		1.00	See endnote
944	Service Station	per establishment[5]	168.56	1.00	See endnote
947	Carwash (stand-alone)	per establishment[5]	108.00	1.00	See endnote
942	**Vehicle Repair**	per establishment[5]	4.01	1.00	See endnote; no weekday rate in ITE
	Commercial Parking	per long-term bike parking space		1.00	Per 33.266, Table 266-6[6]
151	**Self-Service Storage**	per 1,000 sq. ft.	2.50	0.525	
	Commercial Outdoor Recreation (General)	per acre		1.15, or per CU requirements	
480	Amusement Park	per acre	75.76	15.91	
481	Zoo	per acre	114.88	24.12	
420	Marina	per Berth	2.96	0.62	
	Major Event Entertainment (General) • If use includes seating (i.e. stadium) • If use does not include seating (i.e. fairgrounds) • If use subject to Conditional Use Review	per seat per acre		• .03 per seat • .33 per acre • per CU requirements	
452-454	Racetracks	per seat	0.61	.03	Horse Racetrack
460	Arena	per acre	33.33	.33	
Industrial Categories					
	Industrial (General)	per 1,000 sq. ft.		1.43	

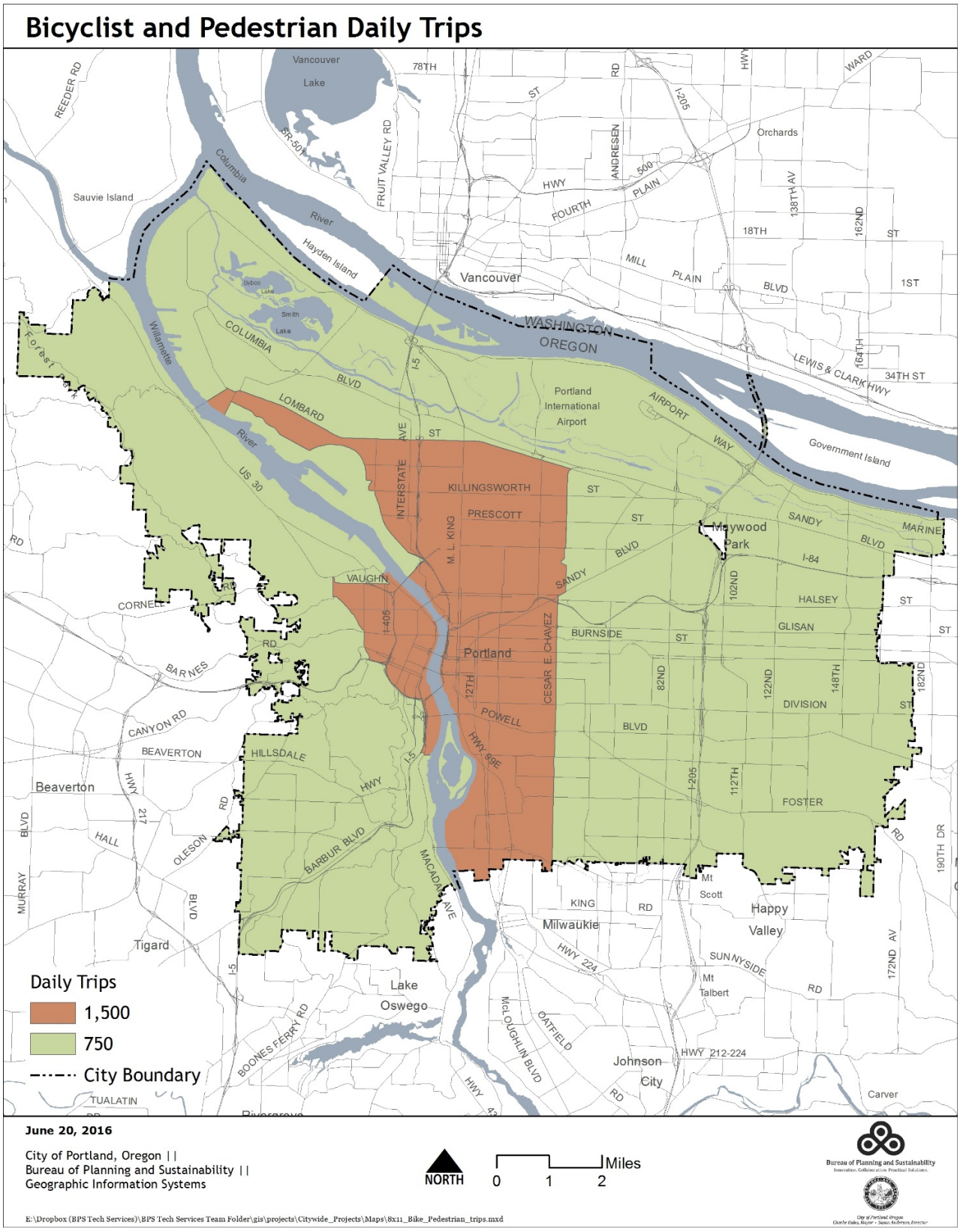
[5] This use has a disproportionately high number of auto trips, therefore the rate is not based on the ITE Manual, but on best professional judgment of 1 bike/ped visit per day.
[6] Assumes that all long-term bike parkers arrive and leave during peak hours and that no pedestrian trips are generated.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
130	**Manufacturing and Production**	per 1,000 sq. ft.	6.83	1.43	
150	**Warehouse and Freight Movement**	per 1,000 sq. ft.	3.56	0.75	
30	Truck Terminal	per truck berth[5]	6.79	1.00	See endnote
130	**Industrial Service**	per 1,000 sq. ft.			Industrial service not in ITE. Not in SDC table
	Railroad Yards			Exempt	Not in SDC table
	Waste-Related			Exempt	Not in SDC table
Institutional Categories					
	Institutional (General)	per 1,000 sq. ft.		.73	Peak rate
	Basic Utility			Exempt	Not in SDC table
	Community Service (General)			.73	
435	Community Center	per 1,000 sq. ft.	1.99	0.42	
590	Library	per 1,000 sq. ft.	56.24	11.81	
411	**Parks and Open Areas**	per Acre	1.89	0.95[7]	See endnote
520/530	**Schools K-12** (average of 520/530)	per Student	1.50	0.32	
550	**Colleges**	per Student	1.71	0.36[8]	See endnote
610	**Medical Centers**	per 1,000 sq. ft.	13.22	2.78	
560	**Religious Institutions**	per 1,000 sq. ft.	9.11	1.91	
565	**Daycare**	Per 1,000 sq. ft.	74.06	15.55	
Other Categories					
	Agriculture			Exempt	Not in SDC table
	Aviation and Surface Passenger Terminals			Per CU requirements	Not in SDC table

[7] Parks and Open Areas by nature have a disproportionately high number of bicyclists and pedestrians. The bike/ped rate has been adjusted to be equal to half of the total Average Weekday Trips generated.
[8] Colleges have a disproportionately high number of students who walk or ride bikes. The bike/ped rate has been adjusted to be equal to half of the total Average Weekday Trips generated.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
571	**Detention Facilities**	per Bed	0.10	Per CU requirements	Not in SDC table
	Mining			Exempt	Not in SDC table
	Radio Frequency Transmission Facilities			Exempt	Not in SDC table
	Rail Lines and Utility Corridors			Exempt	Not in SDC table

ATTACHMENT B



Urban Design Actions (UD):

UD1 Update the Central City Fundamental Design Guidelines to reflect the urban design goals and policies of the CC2035 Plan. **Lead Implementer: BPS; Timeline Next 5 Years.**

The Central City Fundamental Design Guidelines provide the foundational set of design guidelines used in Central City design review. The fundamental design guideline document includes a tripartite framework of the following headings: Portland Personality, Pedestrian Emphasis and Project Design. In addition, the guideline document includes four "special areas" design guidelines, one each for the Broadway and Chinatown "Bright Lights" districts, one for the South Waterfront Area (now RiverPlace) and one for the Park Blocks. Under separate covers, five sets of district design guidelines – and a handful of historic district design guidelines – nest within these 33 fundamental design guidelines.

In 2001, the fundamental design guidelines were refreshed and all narrative was reformatted in a new layout to include some background text updates, more explanation of the design review process and the incorporation of several photographic examples for each guideline. For the most part, the original content was not altered. The process to update the Central City Fundamental Design Guidelines, responding to new design direction from the Central City 2035 Plan and to reducing redundancies, will be the first comprehensive content update since their creation.

Guidance from DOZA

The Design Overlay Zone Assessment project (DOZA) is assessing the performance of the design review process citywide, including the Central City. The project deliverable is a set of recommendations for improving the process, determining applicability of the criteria, and clarifying the tools. DOZA will include specific guidance for design review in the Central City and strategies for how to improve the guidelines used in the process. Initial recommendations were published in January 2017.

Reducing Redundancies and Incorporating District and Willamette River Design Guidelines

There are 33 fundamental design guidelines under the Central City Fundamentals. Within this set, there are redundancies among design guidelines. For example, "A5 Enhance, Embellish and Identify Areas" has very similar design direction to "C4 Complement the Context of Existing Buildings." Reducing the number of redundant design guidelines should yield a more focused set of design criteria.

Currently, there are district design guideline documents for five Central City districts. Of the five, two (Pearl and South Waterfront) have been updated from their original forms and three remain as originally adopted, which precedes the update to the fundamentals. The districts with guidelines are:

- Goose Hollow, 1996
- South Waterfront, 2010
- Pearl, 2008
- Lloyd, 1993
- Central Eastside, 1991

Three districts do not have separate district design guidelines: Downtown, West End and University/South Downtown. All of the Old Town/Chinatown district is in one of either the

Skidmore/Old Town or New China/Japantown Historic Districts, each with their own sets of design guidelines (design guidelines for New China/Japantown Historic District currently in development). Lower Albina is mainly an industrial district and therefore does not have design guidelines, but guidelines for the Russell Street Conservation District are found in the Community Design Guidelines document.

Because some of the district guidelines have been updated recently, they have more contemporary design guidelines that may warrant inclusion in an updated set of fundamentals. As the Central City Fundamental Design Guidelines are updated, discussion of the districts at the same time could reconfirm what guidelines are worthy of application across the Central City as well as clarify the specific design differences among the districts. Reducing redundancies between the fundamental design guidelines and those in the district documents would yield a shorter set of design guidelines to address and administer, distilling the characteristics and design outcomes that make each district unique. Integrating the district design guidelines into an updated set of fundamentals would reduce confusion on the part of applicants trying to understand which design guidelines are applicable where.

With the adoption of the CC2035 Plan, properties within the Willamette River Greenway in the Central City (Central Reach) will no longer be required to go through Greenway Review, with its associated design guidelines. Development proposals will go through Design Review (and River Review, as appropriate). It is important that the update to the Central City Fundamental Guidelines include clearer references to the Willamette River and appropriate design direction from the Willamette River Design Guidelines.

Addressing New Design Topics

Portland's Central City has changed dramatically since the early 1990s. While many of the design issues covered by the fundamentals remain important, many new topics have emerged that require design guidance. Current fundamental design guidelines do not adequately address these topics or provide clear guidance for applicants or the review bodies to design and/or assess building proposals.

Some of these topics include:

- Development Character along streets that have been defined as: Retail/Commercial, Boulevard, and Flexible
- Landscaped building setbacks
- Residential edge designs at the ground floors of buildings
- Descriptions of design intent for elements at specific locations from Central City 2035 Plan urban design diagrams and maps – gateways, key intersections, etc.
- Bird (and other wildlife) safe design – exploring window and building façade treatments that are responsive to native species of wildlife and their natural movement patterns
- Integration of "green" or sustainable building features such as solar panels, stormwater management facilities or wind turbines, and consistency with the city's green building policies
- Consideration of wind (or other environmentally-generated factors) mitigation strategies on building designs
- Location of building bulk on parcels adjacent to the Park Blocks
- Desire for ground floor windows and active uses facing parks and open spaces
- Crime Prevention Through Environmental Design (CPTED) principles
- Relationship of development to the Willamette River

UD4 Update the Historic Resources Inventory for the Central City, prioritizing the West End and Goose Hollow. **Lead Implementer: BPS; Timeline: Next 5 years.**

See discussion under UD79, below.

UD10 Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside. **Lead Implementers: BPS, PPR and Private; Timeline: Next 5 years.**

Incent Creation of Publicly Accessible Parks, Open Space, and Recreation Opportunities

Because the Central Eastside is park-deficient there is significant interest from district residents and businesses alike to see more parks, open space, and recreation opportunities established as the district grows. There have been recent discussions among city bureaus and members of the Pelett Family, a long standing property owner in the district, about creating new open space amenities on sites they own.

Specifically, this family has approached the City about converting a quarter block parcel on the northwestern corner of Block 84 (parcels 1 and 2) between SE 3rd Ave, MLK, SE Alder St, and SE Morrison St to publicly accessible open space. This part of the Central Eastside has been identified by Portland Parks and Recreation as park deficient. This area is also within an EXd zoned mixed-use corridor where the highest residential and commercial office densities are already allowed. Therefore, it is likely there will be an increased demand for parks, open space, and recreation opportunities.

In response, the CC2035 Plan includes Action UD10.

As an aspect of this action, City bureaus will provide information and assistance to the Pelett Family to establish a privately owned public space, connect them with relevant organizations, and potentially use a Development Opportunity Study (DOS) coordinated by the Portland Development Commission. Such an open space would require careful programming to ensure safety and access is maintained during the day and early evening hours. City access to the big pipe shaft must be maintained, but the City should work with the Pelett Family and other partners on identifying creative solutions that meet the needs of park users, property owners, as well as City infrastructure maintenance.

UD11 Develop an urban design concept and implementation strategy to enhance the role, use and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne St. viaducts, and the area under I-5. **Lead Implementers: BPS and PBOT; Timeline: Next 5 years.**

Enhance Space under Viaducts

Significant portions of the area west of 3rd Avenue are hidden under the viaducts connecting MLK and Grand to the Hawthorne and Morrison bridges and carrying I-5 along the waterfront. Stakeholders often consider these spaces unsafe barriers between more active spaces. These areas are dark, feel isolated,

and often attract homeless camping and pan handling activities. Local businesses complain that the character of these places make customers and employees want to avoid them, and businesses that are large enough to have main entrances on adjacent streets often reorient towards these streets, abandoning grand entrances that once fronted the Morrison and Hawthorne main streets that lead down to the Willamette River.

During the development of the SE Quadrant Plan, stakeholders such as the Portland Landmarks Commission, Bosco-Mulligan Foundation, and the Pellet Family who own City Liquidators and other properties under the Morrison Viaduct, became interested in the concept of improving these street environments under the viaducts by hosting nighttime markets that showcase locally produced goods, allowing for outdoor restaurant seating, and bring the community of makers and doers together in a shared space that showcase the products produced in the Central Eastside.

These strategies could also include infrastructure improvements such as new sidewalks, stormwater treatment, lighting, signage and other wayfinding tools such as pavement markings, and potentially removable bollards that restrict vehicle access during events. These elements could be publicly funded, but should be tied to investments by property owners of existing and new buildings. Such buildings could open onto these spaces with active ground floor uses, and activity that "spills" into the shared space for events. The rehabilitation of under-utilized multi-story buildings along the viaducts, including the restoration of facades and main entrances of some of the grandest buildings, would help to reactivate these streets.

Former John Deere Headquarters, now Portland Storage building under the Morrison Bridge viaduct.

Similarly, the area under I-5 is often considered underutilized because it provides only a small amount of parking in an area that many feel should provide more park-like amenities or river-related recreation opportunities. The area under I-5 represents a tremendous open space and recreation opportunity along the riverfront that could connect the district to the Willamette River through more active uses.

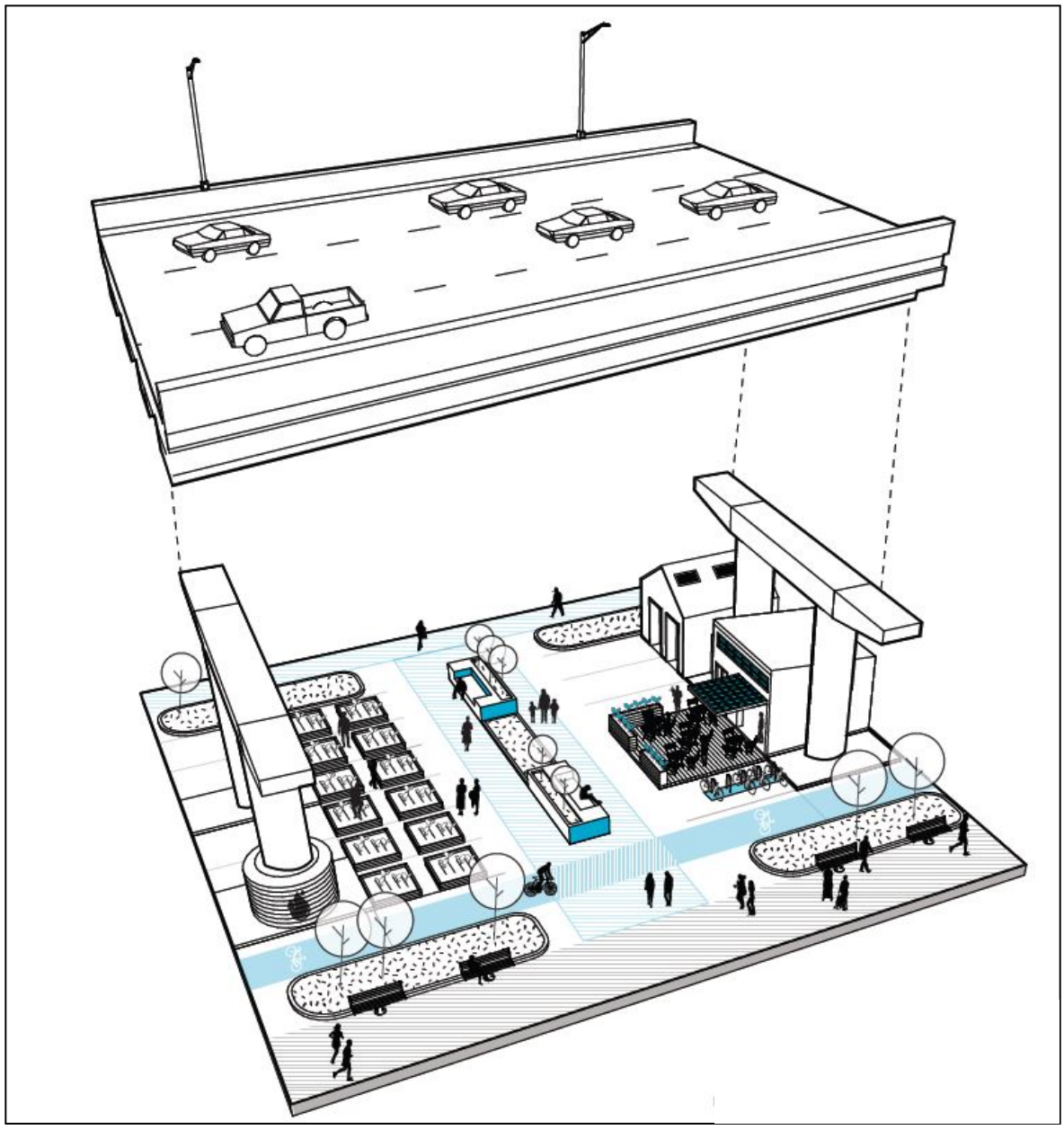


Illustration showing activity under the area under the I-5 viaduct using small and inexpensive modular structures. By Chris Kline, School of Architecture, Portland State University.

UD16 Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district. Conduct analysis to identify potential route alignments and impacts to freight operations. **Lead Implementer: BPS; Timeline: Next 5 years.**

Green Loop

The Central City 2035 Concept Plan approved by City Council in 2012 included the proposal for a new pedestrian and bicycle loop referred to as the "Green Loop" that would connect existing attractions, open space amenities and districts with a continuous comfortable bicycle and pedestrian pathway. The

need for such infrastructure is likely to increase in the decades ahead as projected development in the Central City and the surrounding region take place.

The Central Eastside has long been at the center of citywide and regional growth and is predicted to add 9,000 new jobs and 3,500 new households by 2035. Furthermore, it lies between two bridges: the Tilikum Crossing Bridge, scheduled to open in September 2015 connecting it to OHSU and South Waterfront, and the new pedestrian/bicycle bridge over I-84, identified on PBOT's Transportation System Plan (TSP) which will connect it to the Lloyd District.

Staff rendering depicting a potential Green Loop on SE 7th Ave.

With more people working and living in the Central Eastside and increased access to adjacent areas, there will be further demands for its roads. While the Portland Plan and other City of Portland goals seek to meet growing demands by increasing the share of those using active transportation, the lack of clear routes with good infrastructure and wayfinding today results in cyclists dispersing throughout the district once they enter from surrounding areas. This causes conflicts between cyclists and freight operations and raises significant safety concerns.

This action would require the study of potential Green Loop alignments that could serve as a north-south spine to the existing east-west bikeways into and through the district, while providing open space, recreation opportunities and pedestrian amenities for employees and residents. Improving active transportation options is essential to maintaining the district's freight movement and other core functions. The Green Loop will help channel cyclists onto one path, reducing dispersion and increasing predictability for all modes.

The Green Loop and proposals to improve and concentrate existing east-west bicycle routes are practical solutions to respond to ever-increasing demand. They are based on a strategy developed with the SE Quadrant SAC's Transportation Working Group that seeks to identify existing priority freight routes that could be further enhanced for trucks through new signals, one-way streets, and signage; and improve a small number of lower priority streets to make them attractive for pedestrian and bicycle movement in the district. The strategy would focus seating and other furnishings, tree canopy or stormwater treatment on these streets where they will have the least impact on freight.

Map 3-5: Green Loop Routes Proposed for Further Study

A preferred route through the Central Eastside has not been identified because additional analysis and outreach to district stakeholders will be required. However, to ensure the Green Loop will be sensitive to the unique functions and role the Central Eastside plays as an industrial/employment district, the following evaluation criteria are proposed to be used to identify the best route the loop might take as it transverses north-south through the district between the new Tilikum Crossing and a new pedestrian/bike bridge proposed to connect the Central Eastside and Lloyd Districts over Interstate 84.

The route for the Green Loop in the Central Eastside will be based on evaluating different options against criteria identified through the SE Quadrant Plan process:

- Avoid Freight Impacts: Freight movement may be impacted by the loss of travel lanes, reduced lane widths and potential loading conflicts with bicycles. Analysis will prioritize alignments with the least negative impact to freight. Where cycle-tracks cross driveways used by businesses, design elements will be included such as colored and textured surfaces, signage, and maintaining sight triangles.
- Facilitate 2-Way Cycle Track: When fully built out, the Green Loop concept envisions physically separated paths to minimize conflicts between cyclists, pedestrians and freight vehicles.
- Adequate Right-of-Way: The right-of-way required to meet these needs can be accommodated by taking up a large portion of a narrow street or a smaller portion of a wide street. Pros and cons for each approach will be considered.
- Proximity to Retail, Commercial, and Residential Development: In the Central Eastside, many stakeholders have expressed that proximity to Grand and MLK and other mixed-use zoned areas is desired over an alignment that diverts cyclists through industrial areas.
- Open Space Opportunities: Where available, stakeholders have made it clear that areas adjacent to the Green Loop should accommodate pedestrians and bicyclists with amenities such as gathering spaces and seating. Throughout the SE Quadrant planning process, participants preferred that these opportunities be within the mixed-use areas of the district.
- Ease of Implementation: The Green Loop will likely be implemented in steps. Therefore, the ability for a street to accommodate bicycles more readily and the direct benefit for pedestrians as the project is built out over time should be considered as alignment options are studied.
- Directness: The Green Loop in the Central Eastside must connect the future pedestrian/bicycle bridge over I-84 to the new Tilikum Crossing Bridge in the most direct and flat route possible so that cyclists will choose it over other streets. The number of turns and grade changes the route requires will be considered.

UD24 Study the feasibility of creating an urban civic space at the intersection of West Burnside and Broadway. **Lead Implementer: BPS; Timeline: Next 5 years.**

The idea for this action came from West Quadrant Plan Charrette work done in June, 2013. Many cities have a signature civic space at "Main and Main," the intersection at which the major east-west and north-south thoroughfares intersect. In Portland, this key intersection could be considered Broadway and Burnside.

Aside from the area's high visibility, the Central City's differently-aligned grids meet at Burnside, creating a dynamic area with different street configurations, irregular lots and a unique feel. In the heart of downtown's core, the area could additionally connect to activity in Waterfront Park and Saturday Market along a unique, pedestrian-oriented SW Ankeny. See the concept diagram in Chapter 1, The Big Ideas.

UD34 Improve Collins Circle and Firefighters Park to make these public spaces more accessible and engaging for the community. **Lead Implementer: PBOT; Timeline: 6-20 years.**

Both Collins Circle and Firefighters Park are located in the public right-of-way and are owned by the City of Portland. Collins Circle contains a rock sculpture by Japanese American landscape architect Robert

Murase; Firefighters Park contains the David Campbell Memorial, built in memory of the Portland Fire Chief killed in the line of duty in 1911.

Both areas are difficult to access and provide little opportunity for active use or community gathering. Neighbors have expressed further concern that the height of the Murase sculpture, in combination with the intersection configuration at SW Jefferson Street and 18th Avenue, results in poor visibility, creating a safety hazard for pedestrians and cyclists.

A study of potential improvement opportunities could look at items such as:

a. design and landscaping changes within each park to create more usable open space.
b. traffic calming efforts in the surrounding area to slow traffic near the parks.
c. changes to intersection configurations, including potential street segment closures, to improve access and multimodal safety.

UD40 Update the Lloyd District's 1991 design guidelines: Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan to reflect the district concept. **Lead Implementer: BPS; Timeline: Next 5 years.**

The Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan is recommended to be amended to reflect the design direction described in the district plan's urban design concept and supporting information. The existing document will be extensively revised and updated to feature new formatting, new illustrative examples of how to meet the guidelines and a new structure based on the Central City Fundamental Design Guidelines. New design issues to be addressed by the guidelines will include different street and development characters; providing design direction for gateways; incorporating/integrating green elements in site and building designs; and transitions to adjacent neighborhoods.

The "Street & Development Character" concept (see Appendix A of N/NE Quadrant Plan. Available at https://www.portlandoregon.gov/bps/60195) describes more intentional direction for the different streets in the Lloyd District. The concept proposes changes in both the street design standards as well as the adjacent building edges. The concept proposes three different types of street characters: retail/commercial, boulevard and flexible. New content in the design guidelines will address building edges of proposals along the different street types, illustrated with examples of desired building edge responses for each of the different street types. In addition, as some of the flexible network moves through private property, new design guidelines will speak to the character and orientation of new connections through these large blocks. More information is also available in a separate report: N/NE Quadrant Plan: Street and Development Character Concept (2012).

The Lloyd District includes a number of entry points or "gateway" locations, illustrated on Map A4 in Appendix A of the N/NE Quadrant Plan. The updated design guidelines will describe more clearly the City's intentions for the desired experience at each gateway, and how new development can support the targeted character. While many of the gateways will be reinforced by buildings that are taller than the surrounding context to emphasize the civic significance of these places, others may feature special landscaping or trees, unique works of public art, and/or combinations of the above.

New design guidelines will address the incorporation of "green" site and/or building elements. These elements could include, but are not limited to, native vegetation, bird-friendly design approaches for

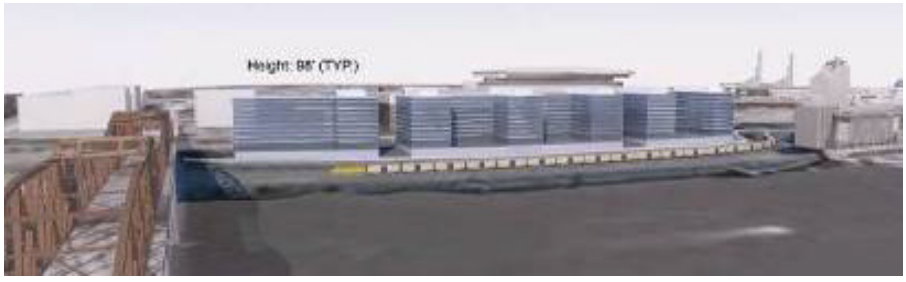
larger buildings, providing setback space for trees, building orientation to maximize solar performance, energy production systems and stormwater management facilities. The content of these design guidelines would be developed in coordination with the Lloyd Ecodistrict planning and infrastructure implementation efforts.

In addition to maximum floor area ratio (FAR) and height regulations that limit building form(s), new design guideline content will address desired transitions from the Lloyd District to adjacent neighborhoods including Eliot and Irvington. The guidelines will be crafted to speak to the unique characteristics of the edges along each of these neighborhoods, and how new development proposals should respond accordingly. Design issues described by the guidelines, with narrative and illustrative examples, will range from site/building patterns, façade articulation, attention to detail, quality of construction, and potential building step-downs to existing historically, culturally or architecturally significant resources. In addition, existing guidelines that address specific locations in the district, such as the Broadway/Weidler corridor, would be updated to reflect the Irvington Historic District designation and boundary change. Language in the guidelines would provide clearer direction for design compatibility with adjacent contributing properties.

UD42 Work with the property owner/developer of the "Thunderbird" site to craft a development agreement that incorporates public open space and the greenway trail on the riverfront. **Lead Implementer: BPS; Timeline: Next 5 years.**

On the Thunderbird site located between the Veterans' Memorial Coliseum and the Willamette River additional height above the 100' current maximum would be allowed in exchange for providing public open space – preferably in front of the Coliseum. In exchange for providing significant public open space, buildings would be allowed to be up to 250'. The existing floor area ratio (FAR) would remain at 4:1, therefore the total amount of development potential on the site would remain the same.

Thunderbird site with full build-out of existing current maximum height (100') and 4:1 FAR. Conceptual rendering only.



Thunderbird site with buildout to ~250' and 4:1 FAR, incorporating a new waterfront open space. The railroad tracks have been moved to accommodate riverfront access and increase rail efficiency in this conceptual rendering.

As described in Action TR72, one option being considered in this area is the relocation of the Union Pacific railroad tracks to improve freight and passenger rail operations. It will be important to work with ODOT rail and Union Pacific to ensure that any plans developed for rail relocation maintain access, the development potential of the site and provide park and riverbank enhancement opportunities.

UD45 Prepare a National Register of Historic Places Multiple Property Documentation form for African-American historic resources based on the Cornerstones of Community inventory. **Lead Implementer: AHC; Timeline: Next 5 years.**

In 1998, the Bosco-Milligan Foundation (Architectural Heritage Center) completed "Cornerstones of Community," a historical context statement and inventory of over 3,000 properties associated with African-American history in Portland. In 2010, as part of the N/NE Quadrant Plan process, Bosco-Milligan updated the inventory, reflecting recent demolitions, correcting information, and converting the data so that it may be used in computer-based Geographic Information Systems. The context statement and updated inventory are powerful preservation planning tools that can assist in public education and historic preservation efforts in the N/NE Quadrant and through-out the city. They can serve as the basis for the development of a Multiple Property Documentation (MPD) form for African-American historic resources in Portland. Such an MPD would provide contextual information about the African-American community and evaluation criteria that would assist property owners who wish to list their historic properties in the National Register of Historic Places.

UD46 Improve the design review approval criteria used for development proposals within the Russell Street Conversion District and design overlay zone within Lower Albina. **Lead Implementer: BPS; Timeline: Next 5 years.**

The Community Design Guidelines are currently used as the approval criteria for historic design reviews in the Russell Street Conservation District. This is the only situation in the Central City where the Central City Fundamental Design Guidelines are not used as historic design review criteria (in some cases, other criteria are used in addition to the Central City Fundamentals). In addition, Lower Albina is the only Central City area outside of the downtown core that lacks a district-specific set of design guidelines. In the area east of the conservation district proposed for EXd zoning, the Central City Fundamentals are the approval criteria. This results in a situation where different criteria are used in directly abutting areas that have similar characteristics

In general, the Community Design Guidelines were intended to be used in areas outside the Central City and may not be the most appropriate criteria in a Central City conservation district. Options to consider include: developing a new set of sub-district design guidelines for Lower Albina that would speak to the characteristics of the Russell Street area specifically; amending the Central City Fundamentals and applying them within the conservation district; or amending current language in the Community Design Guidelines to better address the character of the conservation district.

UD49 Encourage and assist Lower Albina property owners to nominate their historic properties for designation as landmarks. **Lead Implementer: BPS; Timeline: Ongoing.**

Two sources of information can assist Lower Albina property owners to list their properties in the National Register of Historic Places. The existing Multiple Property Documentation (MPD) form "Historic

and Architectural Properties in the Eliot Neighborhood" provides historical context and evaluation criteria for historic resources within the Eliot Neighborhood, including Lower Albina. The MPD reduces the National Register documentation requirements for properties that meet the criteria laid out in the MPD. This document is available from the Bureau of Planning and Sustainability.

Another helpful source is the historic resources inventory completed for the Albina Community Plan. This multi-volume set completed in the mid-1990s updated information in the City's 1984 adopted Historic Resources Inventory. It contains information on hundreds of historic properties in N and NE Portland, including the Lower Albina area. The inventory is housed at the Bureau of Planning and Sustainability.

UD66 Review and update South Auditorium plan district development standards and guidelines, specifically those related to landscaping and setback requirements. **Lead Implementer: BPS; Timeline: Next 5 years.**

The South Auditorium area is a unique part of the Central City. Once home to generations of Portland's Jewish and Italian immigrant communities, over 100 acres of the South Portland neighborhood was largely razed in the 1960s and subsequently redeveloped as part of the Portland's first urban renewal area. The area's large-scale residential and commercial buildings, generally set-back on large lots, are organized around a leafy open-space and pedestrian mall system designed by nationally recognized landscape architect Lawrence Halprin. The open space and pedestrian way sequence was listed recently in the National Register of Historic Places. The area's distinctly mid-century modernist cityscape stands in contrast to the more traditional, fine-grained urban fabric of other parts of the greater downtown area.

In order to protect its character defining features, the South Auditorium plan district, part of which overlaps with the Central City plan district, contains development standards intended to preserve landscaped areas, building setbacks and tree canopy. Floor area (FAR) standards are specified as well. The overlap between the two plan districts creates the potential for inconsistencies in the area's regulatory framework. The development standards in the plan district will be reviewed and revised as appropriate, and possibly integrated into the Central City plan district. New standards intended to extend the pedestrian way system where it remains incomplete will also be considered. In addition, design guidelines specific to the South Auditorium area may be developed as part of the update of the Central City Fundamental Design Guidelines.

UD79 Review and revise as appropriate two National Register Multiple Property Documentation forms for Downtown development to encompass a broader range of potential historic resources in the West End. **Lead Implementer: BPS; Timeline: Next 5 years.**

The West End is one of the most architecturally diverse parts of the Central City, with a range of building ages, styles, scales and uses. These range from Victorian houses and mid-sized streetcar-era apartments to taller residential and mixed-use buildings. Tables A1 and A2 show the range of building ages and scales.

The West End has 36 designated historic landmarks (see Table A3 and Map 3-6); most of these properties are listed in the National Register. Historic landmarks are protected by zoning code provisions

that require historic design review for major exterior alterations. Demolition requests for National Register properties must be approved by City Council. Unlike some parts of the Central City such as Old Town and the Pearl District, there are no designated historic districts. The City's Historic Resources Inventory includes 75 ranked properties in the West End, including the designated historic landmarks (see Table A3 and Map 3-6). The inventory was completed in 1984 and is now quite out of date. A number of buildings listed in the inventory have likely been demolished and some have been altered since 1984.

CC2035 West End policies call for retaining the distinctive urban character of the district by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras. Implementation action UD79 will help achieve these policies.

Action UD79 calls for reviewing and revising the two National Register Multiple Property Documentation (MPD) forms that were previously prepared for downtown Portland. Multiple Property Documentation forms are umbrella documents that establish the historical context and evaluation criteria that facilitate the listing of historic properties in the National Register.

Two existing MPDs cover the West End: Historic Resources in Downtown Portland, Oregon, 1906-1914 and Historic Resources in Downtown Portland, Oregon, 1915-1931. They present the history of downtown development from 1906 to 1931 (the post Lewis and Clark Exposition development "boom") and describe associated property types that are potentially eligible for listing, including office buildings, hotels, retail stores and apartment buildings.

Table A1: West End Buildings–Year Built

Year Built	Number
Pre-1900	12
1901-1930	93
1931-1960	21
1961-Present	32
Unknown	2
Total	160

Table A2: West End Buildings – Stories

Stories	Number
1-6	135
7-12	17
13-27	6
Unknown	3
Total	160

Table A3: West End Historic Resources

Type	Number
National Register Properties	30
Local Landmarks	6
Total Landmarks	36
Ranked HRI Properties	75
Parcels	207

Note: Most local landmarks and National Register properties are also included in the HRI. Many of the National Register properties are also local landmarks.

Following, or in conjunction with, development of an updated inventory of historic resources in the West End, these MPDs could be amended to encompass a broader range of potential historic resources in the district, for instance by expanding the period of significance or historical context statement, adding new property types, or revising the registration requirements.

Map 3-6: West End historic resources.

Willamette River Actions (WR):

WR6 Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach. **Lead Implementers: BES & PBOT; Timeline: Next 5 years.**

Issues

1. The problem: Boating, camping and other activities including excessive noise, are negatively impacting fish and wildlife habitat especially on publicly owned property and the Ross Island Lagoon. This situation is in part due to a larger issue related to homelessness. It will worsen if intervention is not taken as human access on the Willamette River is increasing.
2. Short term enforcement: Enforcement is hindered by multiple ownerships (Ross Island Sand and Gravel, City of Portland, Port of Portland, Department of State Lands), jurisdictions (US Coast Guard, State of Oregon, Multnomah County and City of Portland) and a lack of consistent regulations and enforcement.
3. Long Term management: There is no long-term management plan for the Ross Island, as part of the Ross Island-Holgate Channel-Oaks Bottom Complex. The City anticipates long-term management of the island when it has full ownership over it or when a long-term management plan has been completed and funding is available for resource management.
4. Property acquisition or donation: Large portion of the island is in private control and is used as a sorting operation. Also, the Port's property is not developed. Restoration and management will best be accomplished when under one public ownership.

Possible Solutions

<u>Enforcement</u>

1. Convene property owners and jurisdictional representatives to identify short and long term actions to address enforcement. Potential actions already identified include:
    a. Petition the DSL Director and Land Board to prohibit Ross Island area camping/trespassing on lands governed by DSL and along the banks of the Willamette River from downtown to the Oaks Bottom Wildlife Refuge.
    b. Review, develop and enact if necessary, policies and rules regarding human activity in the Ross Island area, e.g. noise abatement through an update to the *Willamette Greenway Plan*.
    c. Identify actions that Ross Island Sand and Gravel and the Port of Portland can take to address the issue on their lands.

<u>Long term management and Property Acquisition/Donation</u>

2. Fund the development of a Natural Resources Management Plan for the Ross Island-Holgate Channel-Oaks Bottom Complex. The plan should be a multi-property owner plan that is developed when funds and staffing resources become available. If the other property owners are not willing or able to participate, it will be done when more of the island is under City ownership. It would include actions to maintain and restore the island and clarify public access use and restrictions. Portland Parks and Recreation staff are developing a schedule for completion of natural resource management plans and this area is part of the discussion.

3. Portland Parks and Recreation is exploring with the Port of Portland, a donation of the Port's property to the City.

Environmental Conditions

Ross Island, the main island of a four-island cluster (includes Hardtack, East Island and Toe Island) and is part of the Ross Island-Holgate Channel-Oaks Bottom Wildlife Refuge complex.
The Holgate Channel provides quality shallow water habitat for migrating and resident fish including seven federally listed endangered or threatened fish species and is used by at least 50 species of migratory (e.g., Osprey) and resident birds (e.g., eagles and herons). The majority of Holgate Channel is designated No Wake, from the tip of Ross Island to the northern entry into and including the lagoon, by the Oregon State Marine Board.
The City's Natural Resources Inventory Update (2012) showed a good portion of the island has high ranking resources (City of Portland and Port of Portland owned properties).
All of the island is within the 100 year flood plain and 1996 flood inundation area.

Recreation

This is a popular destination for boaters to view natural resources including wildlife and/or visit the island's beach and upland areas. Most are daytime visitors, but increasingly, the number of boaters are coming to the island to camp. Some of these campers may be homeless. Overnight camping, fires or access to City property is not allowed without prior approval. Signage on the shoreline communicates this information.

Ownership & Land Uses

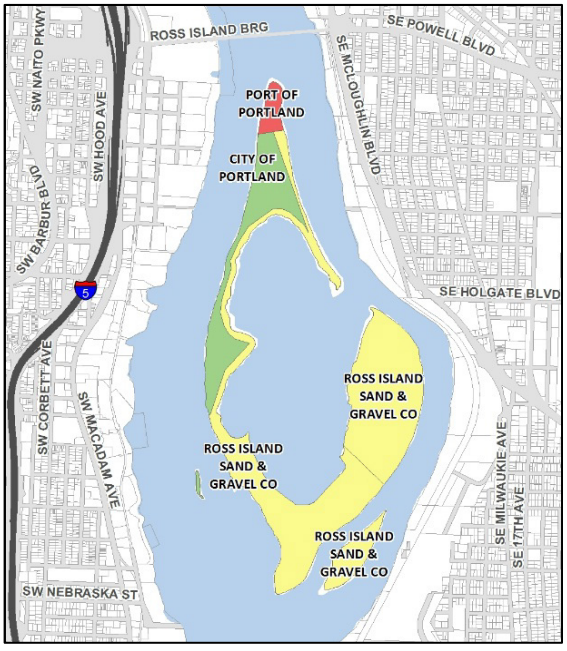
Ross Island Sand and Gravel owns Hardtack and East Island, for a total 50.7 acres of which 47 acres is above Ordinary High Water (OHW). Mined extensively until 2001. Timber logging took place.

Port of Portland owns 4.7 acres at the northern tip of which 2.6 acres is above OHW.

City of Portland owns 29 acres all of which is above OHW (donated by RISC in 2007 for a natural area) including Toe Island.

Zoning for island cluster is Open Space with River Natural and River Water Quality Overlay zones.

Map 3-7: Ross Island Property Ownership



Jurisdictions

Portland Parks and Recreation manages city-owned property on Ross Island. The City of Portland provides emergency fire and rescue response, and assists with law enforcement.

Multnomah County provides river patrol including emergency response, boat safety inspections and education.

The Oregon Department of State Lands (DSL) has jurisdiction over the beach areas that are below Ordinary High Water (OHW) and allows overnight camping for up to 30 days.

The Oregon State Marine Board establishes statewide boating regulations and funds/contracts with law enforcement such as with Multnomah County River Patrol. They also establish area for No Wake zones.

The US Coast Guard provides search and rescue and homeland security.

Additionally, a number of federal and state regulatory agencies have permitting and monitoring responsibilities depending on the activity being conducted.

Activities and Coordination

Between 1992 and 1998 the Port of Portland received state and federal authorization to bury contaminated dredge materials from the Portland shipyard and Port terminals in the Ross Island Lagoon. A subsequent study to determine the environmental impacts of this action was completed in 1998 after a gravel mining shovel breached one of the containment cells.

This contamination has been addressed through a remediation plan between RISC, the Port, the State Department of Environmental Quality (DEQ). The desired clean-up is completed and long-term monitoring and maintenance will continue.

WR7 Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach. **Lead Implementers: BPS & BES; Timeline: Next 5 years.**

Riverbank and in-water restoration

Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water areas without the river washing it away. There are seven (7) locations in the Central City with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I-5/I-84 Interchange
- Eastbank Esplanade
- Hawthorne Bowl
- Eastbank Crescent
- Cottonwood Bay

There are other goals and priorities for each of these sites including boating, commerce, swimming, events, etc. For restoration to be successful, public access to the restoration area must be limited, thus uses within a site will be need to be split. In addition, no feasibility study has been completed to determine what restoration actions can occur or the cost to restore (note – some areas may require

contamination clean-up prior to restoration). For all of these reasons, the riverbank restoration target is at least five (5) shallow water areas restored by 2035.

Determining the implementation tools and priority locations for enhancement and restoration will take additional planning, and this is the impetus for the inclusion of Action WR7 in the CC2035 Plan.

WR11 Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail. **Lead Implementers: BPS, BES, PPR & Prosper; Timeline: Ongoing.**

The Eastbank Crescent is located on the east bank of the Willamette River and stretches from under the Hawthorne Bridge to the Marquam Bridge. This location has existing shallow water and riverbank habitat and is identified as one of seven potential restoration and enhancement sites in the Central City. This location also has existing recreational activities including the Holman Dock, which is leased by the Portland Boathouse for use by multiple racing and paddling clubs, and popular with sunbathers. It also includes the emergent beach just south of the Hawthorne Bridge, which is used for access into the river, and the Greenway Trail and Eastbank Esplanade, which is a heavily used section of the trail for commuting. In addition, the Portland Boathouse has a limited term lease for use of the Holman Dock and multiple rowing clubs as well as boat rental outfits operate out of the boathouse.

The goals for the Eastbank Crescent are to restore fish and wildlife habitat, improve public access into the Willamette River, reduce user conflicts along the Greenway Trail and create an area for learning about the river.

For all of these uses to be successful, the area must be strategically designed. Design considerations include:

1. Lay back the riverbank upstream of the dock to reduce the steepness and create more shallow water habitat;
2. Revegetate the riverbank with native plants and root wads and install driftwood in the shallow water.
3. Direct active public uses downstream and away from shallow and riverbank restoration;
4. Maintain viewpoints and additional access to the edges of the restoration area to facilitate education.
5. Replace the existing Holman Dock with a more stable structure with improved access for boat launchers.
6. Provide safe public access into the river for swimmers.
7. Redesign the Greenway Trail to reduce conflicts between cyclists and pedestrians.

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement

Revised Recommended Draft

May 24, 2018

Based on City Council amendments

CENTRALCITY 2035

Exhibit B

Volume 1
GOALS AND POLICIES

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Central City 2035 Plan

Exhibit B:
Volume 1, Goals and Policies

Exhibit B is the same document as Exhibit B, Revised Recommended Draft Volume I, Goals and Policies (as amended by City Council and dated May 2018) attached to the following Ordinance:

Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Ordinance)

See Ordinance No. 189000 Exhibit B.

37360

Clerk note:
This document is the original Exhibit A submitted August 29, 2017.

It was replaced by Revised Recommended Draft Based on Council amendments Exhibit A on MAY 24, 2018.

CENTRAL CITY 2035

EXHIBIT A

Volume 5A
IMPLEMENTATION: PERFORMANCE TARGETS AND ACTION PLANS

Recommended Draft
June 2017

Bureau of Planning and Sustainability
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Xafiiska Qorshaynta iyo Sugnaanta waxay u-heellan yihiin bixinta helitaan loo-siman yahay ee macluumaad iyo dhagaysiyada. Haddii aad u baahan tahat qabanqaabo gaar ah, afcelin ama turumaad, fadlan wac 503-823-7700, TTY-ga 503-823-6868 ama Xafiiska Gudbinta Oregon ee 711 muddo ah 48 saac gudahood kahor xafladda.

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HOW TO TESTIFY

You may submit testimony to the Portland City Council on the Recommended Draft CC2035 Plan in any of the following ways:

By Email
Send an email to cc2035@portlandoregon.gov
Subject: CC2035 Testimony

By U.S. Mail
Portland City Council
c/o Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, Oregon 97201
Attn: CC2035 Testimony

Through the Map App
To review and testify on property-specific zoning, height and FAR provisions of the Recommended Draft CC2035 Plan: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035

To review and testify on the TSP Project List from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSP

To review and testify on the TSP Street Classifications from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSPClass

In person at the public hearing
September 7, 2017 at 2 p.m.
City Council Chambers
1221 SW 4th Avenue, Portland

(additional hearing dates may be scheduled)

Confirm hearing dates and times
Council may hear testimony on different elements of the CC2035 Plan on different dates and times. Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997.

To testify, please provide your full name and address. Testimony to City Council is considered public record. Testifiers' names, addresses and any other information included in the testimony will be posted on the website.

Review testimony as it comes in
www.portlandmaps.com/bps/testimony

For more information
- Visit project website: www.portlandoregon.gov/bps/cc2035
- Email the project team: cc2035@portlandoregon.gov
- Call the CC2035 helpline: 503-823-4286

If you need special accommodation, translation or interpretation, please call 503-823-4086 at least 48 hours before the hearing.

Para obtener más información, por favor llame al 503-823-4286.

如需更多資訊，請致電：503-823-4286。

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503-823-7700

ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Nick Fish, Commissioner

Amanda Fritz, Commissioner

Dan Saltzman, Commissioner

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Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

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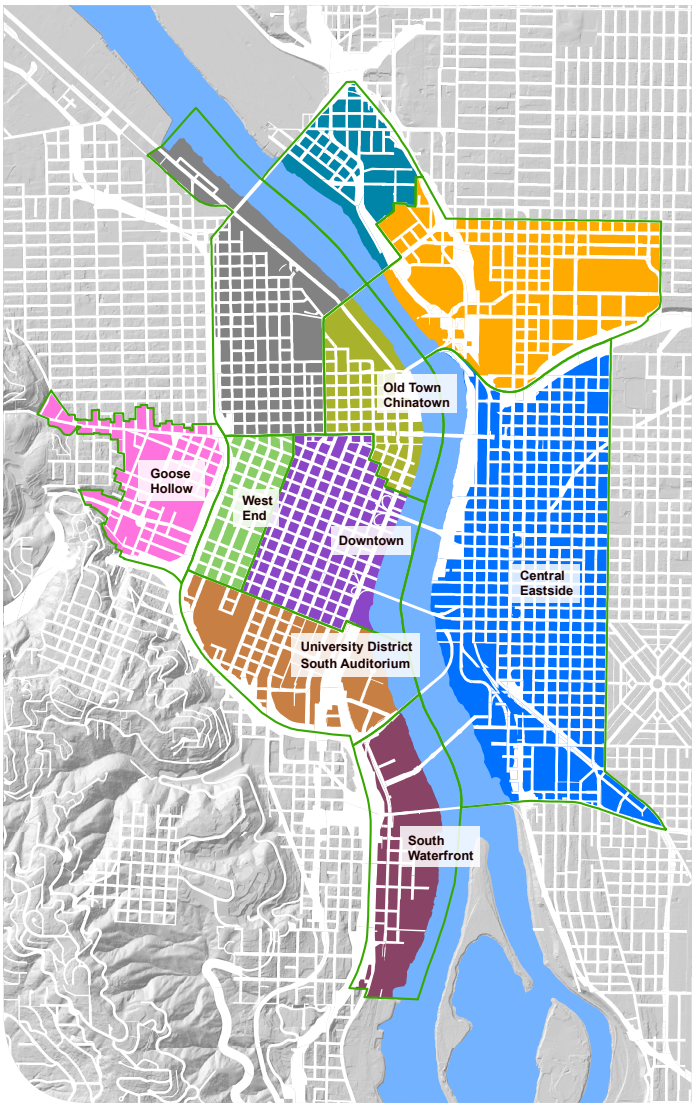
Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.



View from Washington Park, 1912

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South Auditorium Urban Renewal Area, 1964

A. Central City 2035 Performance Targets

1. Introduction

The power of a plan lies in its implementation. At a basic level, implementation can be seen as the translation of an action item (which itself implements policies) into a project and the eventual completion of that project. As a long-term plan ages, it's reasonable to assume that ideas, needs and technologies will also change. As such, it's important understand the overarching aims of the plan, and evaluate what happens on-the-ground against those aims.

Several performance targets have been developed to help measure the City's progress toward achieving the aims of the CC2035 Plan. The targets are adopted through a non-binding City Council resolution. They will allow the City to adjust its course after 5, 10 or 15 years of plan implementation. For example, if we realize we're not meeting the tree canopy target, the City could choose to fund additional street tree plantings. Targets are proposed for:

- Transportation
- Jobs and Housing
- Riverbank Enhancement
- Ecoroofs
- Tree Canopy
- Public Space

While some targets are straightforward to set and measure, others such as the tree canopy and public space targets, required extensive research and represent a new standard for Portland. For the latter, this document includes the methodologies or other supporting documentation as attachments. As new technology and information develops, these methodologies should be reassessed and improved upon.

Attachments

The following attachments are provided in support of the targets in this section:

1. Riverbank Enhancement: Detailed memo from BPS staff
2. Ecoroof: Detailed memo from BES staff
3. Tree Canopy: Detailed memo from BPS staff
4. Public Space: Brief memo outlining ongoing work by staff from multiple bureaus

2. Targets

Transportation

By 2035, at least 80 percent of commute trips to and from the Central City will be by non-single occupancy vehicle (SOV).

The targets for trips by non-SOVs by subdistrict are shown below:

Subdistrict	Target
Downtown	85%
West End	85%
Goose Hollow	75%
The Pearl	80%
Old Town/Chinatown	85%
Lower Albina	55%
Lloyd	75%
Central Eastside	65%
South Waterfront	75%
University District / S. Downtown	80%

Jobs and Housing

The Central City is expected to have 174,000 jobs and 60,400 housing units by 2035. These projections and the region's urban form are guided by plans developed by the regional government, Metro. Each jurisdiction within the region, including the City of Portland, is responsible for implementing the regional growth concept in their local Comprehensive Plan. For more information, visit Metro's website: www.oregonmetro.gov.

Allocating Jobs and Housing to Areas

To help us understand what these forecasts might mean for Portland and Portland's Central City, the City uses a tool called the Buildable Lands Inventory (BLI). This tool helps the City identify the amount of development capacity that exists within a given area. Development capacity is defined as the likely number of new dwelling units or jobs that can be accommodated in the city under existing regulations, considering existing and planned infrastructure.

The recently adopted *2035 Comprehensive Plan* guides approximately 30 percent of new growth to the Central City. The BLI then identifies lands within the Central City that could potentially be developed or redeveloped should a market demand exist. Finally, the forecast numbers are allocated to different Central City districts based on how much development capacity exists in each, as determined by the BLI. More information on the BLI can be found on the project web site: https://www.portlandoregon.gov/bps/59296.

Subdistrict	Jobs		Households	
	2010	2035	2010	2035
Downtown	47,700	55,200	1,900	4,600
West End	6,900	9,900	3,400	6,800
Goose Hollow	4,800	7,300	3,500	4,900
The Pearl	10,600	14,700	5,300	11,600
Old Town/ Chinatown	5,700	8,200	2,200	3,900
Lower Albina	2,100	2,300	100	300
Lloyd	16,800	25,800	1,000	9,000
Central Eastside	16,700	25,000	1,000	7,900
South Waterfront	1,600	11,200	1,300	5,100
University District / S. Downtown	10,500	14,400	3,100	6,200
Central City Total	123,400	174,000	22,800	60,400

Riverbank Enhancement

By 2035, 12,600 linear feet of new riverbank enhancement (32% of the Central City riverfront) and the restoration of at least five riverbank restoration sites will be completed in the Central City.

The targets by ownership are shown below:

Riverbank / Ownership Type	Existing Unenhanced* (linear feet)	Enhancement Target* (linear feet)	Change
City of Portland			
Vegetated or Beach w/ slope < 30%"	3,550	2,490	+ 70%
Tom McCall Waterfront Park Seawall	5,200	200	+ 3%
Centennial Mills	690	200	+ 29%
Other Public Ownership			
Vegetated or Beach w/ slope < 30%"	5,340	3,740	+ 70%
Private Redevelopment			
Vegetated or Beach w/ slope < 30%"	4,630	4,170	+ 90%
City-Private Partnerships			
Vegetated or Beach w/ slope < 30%"	11,460	1,800	+ 16%

* These figures are only for land deemed feasible for enhancement. See Riverbank Enhancement chapter.

More information can be found in the supporting documents at the end of this section.

Ecoroofs

By 2035, there will be a total of 408 acres of ecoroofs in the Central City. Targets have not been set by subdistrict.

Priority Targets	Existing Building Acres	Redevelopment Acres	Total Acres
Highest 1% priority	23.8	4.1	27.9
Highest 5%	119.1	20.4	139.5
Highest 10%	238.3	40.8	279.1
Highest 15%	357.4	61.2	418.6
Highest 25%	595.7	102.0	697.7

More information can be found in the supporting documents at the end of this section.

Tree Canopy

Rather than develop a target, BPS developed two scenarios that could result in different tree canopy ranges. These scenarios will be discussed through the public hearings and work session process and then a final option will be selected. This approach is being used because the options result in significantly different ranges.

				Baseline Future Tree Canopy Scenario2		CC2035 Plan Scenario Results & Draft Tree Canopy Targets3	
CC Subdistrict		Subdistrict Area1 (acres)	Existing tree canopy	LOW	HIGH	LOW	HIGH
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		7.5%	7.6%	8.7%	8.7%	10.3%
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.7
	%		15.9%	14.2%	16.6%	15.6%	18.4%
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		6.1%	6.6%	6.7%	7.1%	7.3%
Downtown	acres	222	45.3	46.1	49.6	48.5	52.1
	%		20.4%	20.7%	22.3%	21.8%	23.4%
Goose Hollow	acres	175	36.9	32.6	36.8	34.4	38.6
	%		21.2%	18.7%	21.1%	19.7%	22.1%
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		16.7%	16.5%	17.8%	17.4%	18.8%
Pearl District	acres	277	28.7	52.7	58.8	57.2	65.5
	%		10.4%	19.0%	21.3%	20.7%	23.7%
South Downtown/ University	acres	218	53.1	46.7	53.7	48.1	55.6
	%		24.3%	21.4%	24.6%	22.1%	25.5%
South Waterfront	acres	177	16.2	19.1	36.9	25.2	47.3
	%		9.1%	10.8%	20.8%	14.2%	26.7%
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		15.5%	18.2%	19.2%	19.1%	20.2%
Central City Total	**acres**	**2,523**	**339.4**	**353.6**	**411.8**	**385.9**	**456.3**
	%		**13.5%**	**14.0%**	**16.3%**	**15.3%**	**18.1%**

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

More information can be found in the supporting documents at the end of this section.

Public Space

One measure of the success of the Central City is the amount of time people spend in its urban spaces. More people spending more time in the Central City reflects a certain level of comfort, interest and variety offered by the character of the public realm and the desire of Portlanders to experience it. There are a range of different types of public urban spaces in the Central City, including parks or open areas, streets or rights-of-way, reconfigured segments of streets, building setbacks and others. Inspired by efforts in the city of Copenhagen, Denmark, staff are in the process of developing a similar performance measure for the Central City – a first for Portland and a unique measure among US cities.

The methodology for this target is under development by an interagency team that includes the Bureaus of Transportation (PBOT) Planning and Sustainability (BPS) and Environmental Services (BES) as well as the Portland Parks and Recreation (PPR), among other partners.

At this point, an aspirational target has been set to increase the amount of time people spend in the Central City's public spaces by 20% by 2035.

More information can be found in the supporting documents at the end of this section.

3. Supporting Documents

Riverbank Enhancement Methodology

As part of the Central City 2035 (CC2035) plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution and the targets will serve to help the city evaluate if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course. For example, the city could choose to fund additional street tree plantings in areas not meeting the tree canopy target.

A technical team with staff from Bureau of Planning and Sustainability (BPS), Bureau of Environmental Services (BES), and Portland Parks (Parks) developed an updated methodology for setting riverbank enhancement and restoration targets in the Willamette River Central Reach. The methodology was adopted by resolution in June 2015.

Definitions

Riverbank or river enhancement is a process to improve/enhance/heighten functions of *existing habitat*. Enhancement does not increase the size of a habitat area.

> For example, a site includes shallow water with no in-water structure and a river bank that has a 30% slope and vegetated with invasive plants. Enhancement actions would include installing root wads, large wood and other beneficial structure in the shallow water and revegetating the bank with a mix of native riparian plants.

Riverbank or river restoration is when habitat is re-established on a site or a portion of a site. Restoration increases the size of the habitat area or reintroduces habitat functions that are currently absent.

> For example, taking the same site as above, restoration actions would include laying back the river bank to make it less steep, moving non-habitat uses (e.g., a trial) further from the river and vegetating the bank with native plants. The size of the habitat area would be increased.

In both enhancement and restoration areas, long-term maintenance is a vital component to ensure the actions are successful.

Riverbank Enhancement Goals and Actions

The following Central City wide goals, policies and actions pertain to in-water and riverbank enhancement. There are specific district actions in some case; however, the overall intention is that riverbank enhancement occur everywhere there is an opportunity. Below are examples of CC2035 goals, policies and actions:

CC2035 Goal 4B: The Willamette River is healthy and supports fish, wildlife and people.

CC2035 Policy 4.6.b: Restore in-water, riparian and floodplain habitat that supports fish and wildlife populations at risk of becoming or are currently threatened or endangered.

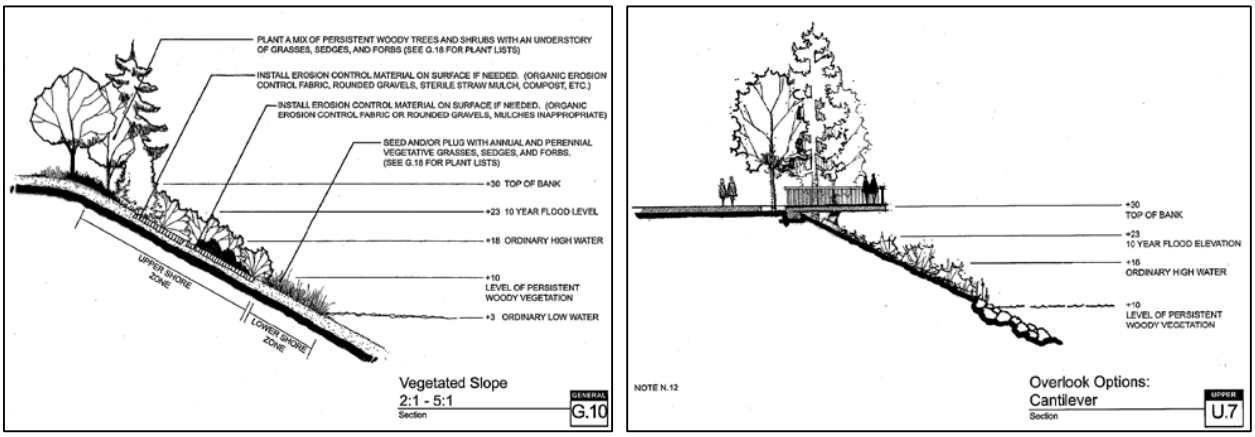
CC2035 Action WR2: Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.

Examples of riverbank enhancement actions include:

- Removing invasive, non-native plants and installing native or appropriate climate-adaptive vegetation. A mix of trees, shrubs and ground cover is appropriate; however, an enhancement action does not have to include large structure vegetation. For example, along the Greenway Trail there are developed viewpoints at which people can stop and enjoy views of the river, bridges and the city skyline. An enhancement action in front of a developed viewpoint could include removing Himalayan blackberries and planting native spirea, nootka rose and snow berry shrubs that will not grow tall and block the view. That said, enhancement actions that include large structure vegetation will result in additional functional improvements to the habitat. Therefore, trees should be included in enhancement areas to the maximum extent practicable.

- In some sections of riverbank, the soil type, amount of moisture and steepness of slope may make it difficult to establish vegetation. There are bioengineering techniques that could be used in these situations. Installing small terraces or planting wells creates less steep locations where soil can be brought in and then planted. These types of enhancement actions do not constitute restoration unless the overall habitat footprint is increased.

- Removing rip rap or other materials that are no long necessary to stabilize the riverbank and planting native, or appropriate climate-adaptive vegetation. Some locations along the Central Reach riverbank are less steep and include a mix of rip rap and other unconsolidated fill (e.g., broken concrete or asphalt). For a variety of reasons, that material may no longer be necessary to stabilize the riverbank and could be removed and the bank planted. Removal of the rip rap may require re-engineering or grading the riverbank. Re-engineering the riverbank does not constitute restoration unless either the overall footprint of the habitat is increased and/or a function that is not currently present at the site is re-established (e.g., flood storage).



Examples of Riverbank Enhancement Actions

Riverbank restoration includes the same actions as enhancement; however, there would be additional actions that either increase the footprint or width of the habitat area or re-establish a functions not currently present at the site. Examples of riverbank restoration actions include:

- Laying back the riverbank to reduce its steepness while simultaneously moving non-habitat uses and development further away from the river. The riverbank would also be revegetated with native or appropriate climate-adaptive vegetation. This action would increase the width of the functioning riparian area.

- Removing or breeching a levee or other flood control structure and/or removing fill to re-establish flooding within the historic floodplain of the river. Flooding contributes to a number of important riparian functions including nutrient cycling, sediment transfer, habitat creation and maintenance and water storage.

Existing Conditions

The existing riverbank conditions are presented below. The riverbank data was produced by the Bureau of Environment Services and is maintained by Bureau of Planning and Sustainability. The riverbank data is divided into these six categories:

1) Vegetated with any mix of native or non-native/invasive plants
2) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope less than 30% steep
3) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope 30% or greater (steeper)
4) Stabilized with pilings,
5) Stabilized with seawall
6) Beach

The following table presents the linear feet of existing riverbank by ownership of the land.

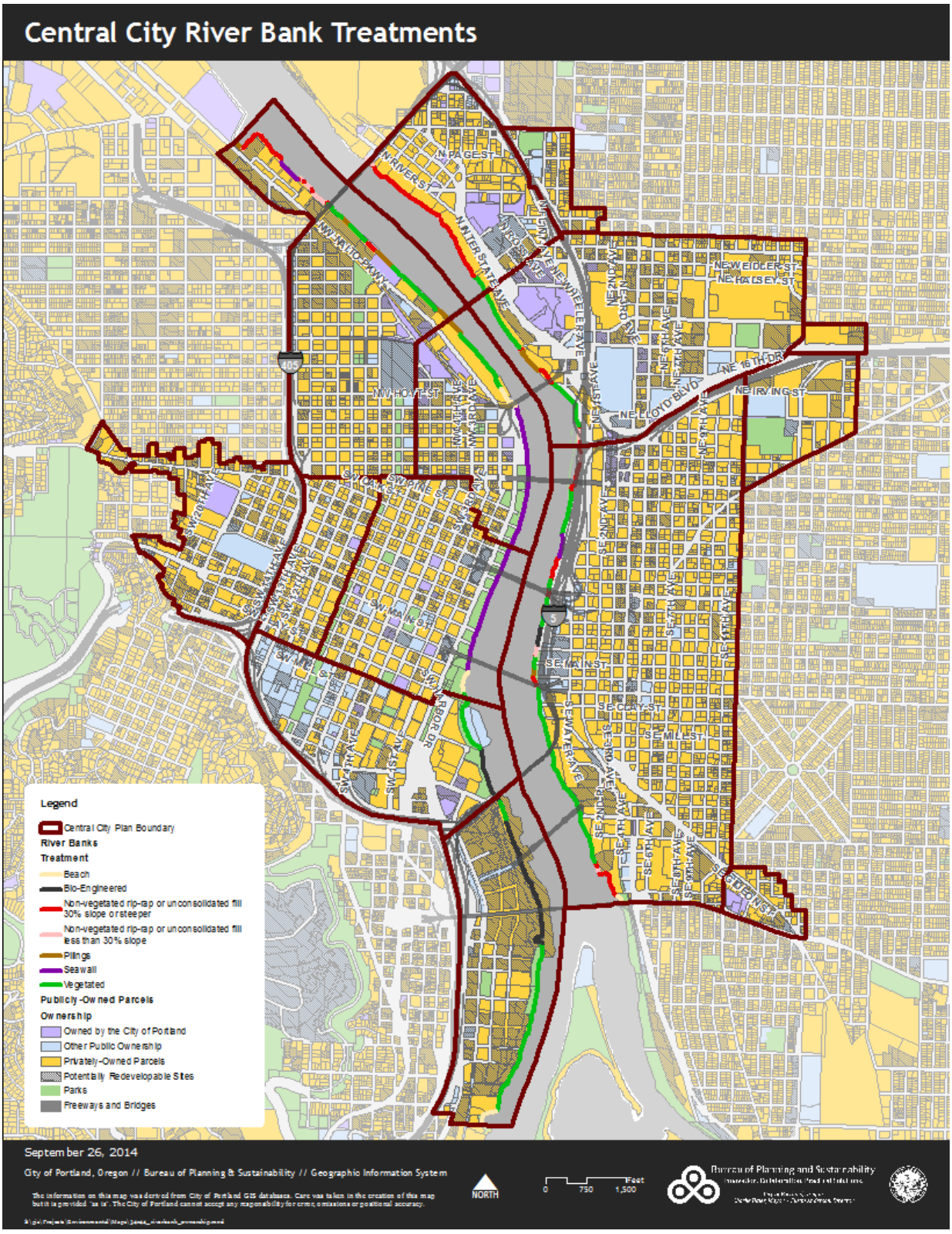
Central City Existing Riverbank Conditions (in linear feet)					
Riverbank	**Ownership**	**North/Northeast Quadrant**	**West Quadrant**	**Southeast Quadrant**	**Total**
Vegetated	Public	1,019	3,959	3,344	8,321
	Private	1,607	8,141	2,349	12,098
Beaches	Public	0	455	186	642
	Private	0	899	0	899
Non-vegetated; rip rap; unconsolidated fill less than 30% slope	Public	337	24	524	886
	Private	184	970	259	1,414
Non-vegetated; rip rap; unconsolidated fill 30% or greater slope	Public	135	0	1,527	1,663
	Private	3,224	1,186	572	4,982
Pilings	Public	0	960	159	1,119
	Private	552	545	0	1,097
Seawall	Public	0	5,193	451	5,644
	Private	0	451	0	451
Sub-Total	**Public**	1,492	10,592	6,191	18,275
	Private	5,567	12,192	3,180	20,940
Total		**7,058**	**22,785**	**9,372**	**39,215**

Of the total riverbank in the Central City, 39,270 linear feet, 53% is privately owned and 47% is owned by the City of Portland or other public entities such as Oregon Department of Transportation (ODOT). The Eastbank Esplanade, which represents nearly 6,000 linear feet of riverbank, is located almost entirely on ODOT right-of-way but is managed by Portland Parks and Recreation.

Based on the *Central City Development Capacity Study* (2011), approximately 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035.[1] The remaining 15,980 linear feet is not expected to redevelop by 2035. This is important because the Greenway requirements, such as landscaping the riverbank, apply during redevelopment; outside of redevelopment there is no requirement to enhance the riverbank.

The map on the following page shows existing riverbank conditions, the public and private ownership of land, and parcels that are likely to redevelop by 2035.

[1] Portions of South Waterfront are subject to a development agreement. As part of that agreement riverbank enhancement has already been completed and redevelopment of the parcels is underway. In addition, clean-up activities have been completed at the Zidell property. These areas are not included in the linear feet of parcels likely to redevelop by 2035.


Central City River Bank Treatments
Legend
Central City Plan Boundary
River Banks
Treatment
Beach
Bio-Engineered
Non-vegetated rip-rap or unconsolidated fill 30% slope or steeper
Non-vegetated rip-rap or unconsolidated fill less than 30% slope
Pilings
Seawall
Vegetated
Publicly-Owned Parcels
Ownership
Owned by the City of Portland
Other Public Ownership
Privately-Owned Parcels
Potentially Redevelopable Sites
Parks
Freeways and Bridges
September 26, 2014
City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System
NORTH
Feet
0
750
1,500
Bureau of Planning and Sustainability

Methodology

Riverbank Enhancement

In order to set a target, reasonable assumptions must be made about how much of the riverbank can be enhanced to support a mix of native vegetation by 2035. Below are assumptions regarding the types of riverbank that could be enhanced using a mix of native and appropriate climate-adaptive vegetation:

Vegetated Riverbanks

It is assumed that any riverbank with existing vegetation can be enhanced because these areas, through on-going maintenance, can support a mix of native vegetation. The underlining riverbank treatment may be riprap or other fill material.

Riverbank with an existing condition of "bioengineered" are vegetated but are assumed to have already been enhanced.

Beaches

Areas that are beach also tend to have less steep slopes, allowing for accumulation of sand and silt to maintain the beach. It is assumed that the riverbank above the beach can be enhanced to support a mix of native vegetation. Beaches also represent opportunity areas for in-water enhancement; however, in-water enhancement is not included in the target for riverbank enhancement.

Non-vegetated, Rip Rap, or Unconsolidated Fill Less than 30% Slope

It is assumed that riverbanks that are not currently vegetated, with an underlying treatment of rip rap or unconsolidated fill, and having a slope less than 30% can be enhanced. Through bioengineering and ongoing maintenance, these banks should support a mix of native vegetation.

Non-vegetated, Rip Rap, or Unconsolidated Fill 30% or Greater Slope

It is assumed that riverbanks that are not vegetated, with an underlying treatment of rip rap or unconsolidated fill, and having a slope of 30% or greater cannot support a mix of native vegetation because the soil will not retain the necessary moisture to support native species.

Pilings and Seawall

Riverbanks stabilized with pilings or seawall cannot be planted with native vegetation. However, there are innovative approaches to installing habitat along seawalls that are being tested in other locations. Such approaches include floating habitat mats and underwater planted habitat walls.

In summary, the riverbanks that are assumed to have the potential for successful enhancement actions are those that are:

1) **vegetated**
2) **beaches**
3) **non-vegetated, rip rap or unconsolidated fill with less than 30% slope, and**
4) **a few, small innovative approaches along a seawall.**

All other riverbanks types are assumed to not support enhancement actions, though restoration actions may be appropriate.

Below are assumptions about the amount of enhancement likely to occur based on property ownership. The assumptions are applied to only the riverbank types that have the potential to support enhancement actions.

Publicly Owned

Publicly owned riverbank can be enhanced. The City of Portland owns or manages parks and recreational facilities, such as the Eastbank Esplanade and Hawthorne Bowl. Other riverbank that is publically owned includes Oregon Department of Transportation, Multnomah County, Metro and public rights-of-way.

Considering the existing uses of these properties and how much land is available for habitat enhancement actions, staff assumes that:

- 70% of riverbanks owned by the City of Portland will be enhanced, and
- 70% of the riverbanks owned by other public entities will be enhanced.

There are many current and desired uses on public property including events (e.g., Blues Festival), boating (both non-motorized and motorized), swimming, sun bathing, walking and biking. Those activities can have negative impacts on habitat. There are ways to design or program a site to reduce the impacts; however, staff were conservative regarding how much area could be dedicated to habitat.

It is assumed that some habitat enhancement will occur along the Tom McCall Waterfront Park seawall. Being conservative, staff assume that 200 linear feet of enhancement will occur along some portions of the seawall.

Centennial Mills is owned by the City of Portland. Although most of the riverbank at the site is pilings or two steep for enhancement, it is assumed that if the pilings are removed, the riverbank behind the pilings would be enhanced. Staff assume that 200 linear feet of enhancement will occur at the Centennial Mills site. Additional restoration actions may also be appropriate for this site.

Privately Owned Parcels that are Likely to Redevelop

Based on the *Central City Development Capacity Study* (2011), 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035, excluding portions of South Waterfront that have already been enhanced. Of that 4,630 linear feet is currently vegetated, beach or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. Staff evaluated those properties to consider the desired uses, such as connecting the Greenway Trail, and how much land may be available for habitat enhancement or restoration actions. It is assumed that 90% of the 4,630 linear feet will be enhanced by 2035.

Staff assumed that, through compliance with the Willamette Greenway Plan, the riverbanks on private property will be enhanced during redevelopment. Sites with river-dependent uses, such as a dock that is required for loading/unloading goods and services, would retain some riverbank for that purpose;

however, through redevelopment much of the riverbank would be enhanced. Sites without river-dependent uses could be fully enhanced.

Partnerships with Private Property

There are 15,980 linear feet of privately owned riverbank that are not likely to redevelop by 2035; 11,460 of which is vegetated, beach, or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. The City and property owners could proactively partner to enhance the riverbanks. There are some grants available riparian enhancement. Staff assume that 1,800 linear feet of enhancement could be accomplished through partnerships with private property.

Riverbank Enhancement Targets

Based on the methodology above, including which riverbanks can support enhancement actions and assumptions about property ownership, the targets for riverbank enhancement in the Central City are:

City or Portland Ownership		
Vegetated/Beach/<30%	Total = 3,550 ln. ft.	Target = 2,490 ln. ft.
Tom McCall Waterfront Park Seawall	Total = 5,200 ln. ft.	Target = 200 ln. ft.
Centennial Mills	Total = 690 ln. ft.	Target = 200 ln. ft.
Other Public Ownership		
Vegetated/Beach/<30%	Total = 5,340 ln. ft.	Target = 3,740 ln. ft.*

*Note – This includes the Eastbank Esplanade, which is on ODOT right-of-way but managed by City of Portland.

Private Redevelopment		
Vegetated/Beach/<30%	Total = 4,630 ln. ft.	Target = 4,170 ln. ft.
City/Private Partnerships	Total = 11,460 ln. ft.	Target = 1,800 ln. ft.

Riverbank Enhancement Target = 12,600 linear feet (41% of riverbanks that meet the criteria for enhancement; 32% of all Central City riverbanks, regardless of bank type or likeliness to redevelop)

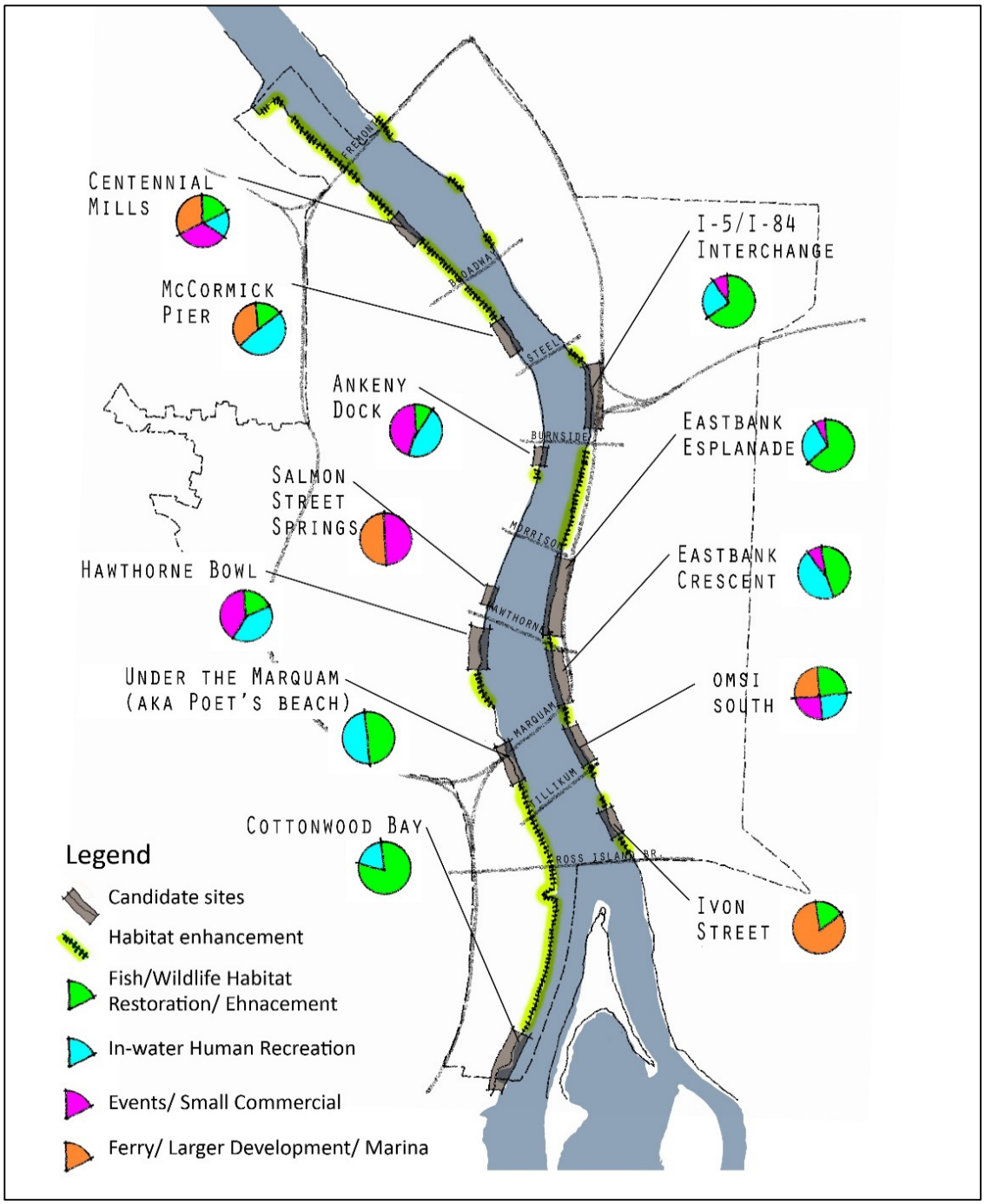
Riverbank Restoration Target

Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water area without the river washing it away. Within the Central Reach there are eight (8) locations with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I-5/I-84 Interchange
- Eastbank Esplanade
- Hawthorne Bowl
- Eastbank Crescent
- Under the Marquam Bridge
- Cottonwood Bay

There are other goals and priorities for each of these sites including boating, commerce, swimming, events, etc. For restoration to be successful, public access to the restoration area must be limited, thus uses within a single site will be need to be split. In addition, a feasibility study would need to be completed to determine what restoration actions can occur or the cost to restore (note – some areas may require contamination clean-up prior to restoration). The following figure represents the overall approach of different uses at different sites across the Central Reach. The eight river and riverbank restoration opportunity areas are included, as well as other locations where riverbank enhancement or restoration could occur. (Note – Candidate sites shown in the figure are locations where multiple CC2035 goals could be met, including fish and wildlife habitat, recreation and riverfront activation.)

Portions of these restoration opportunity areas overlap with areas counted in this memo towards riverbank enhancement. If restored, the linear feet of restoration should be counted towards meeting the riverbank enhancement target.



Potential Mix of Uses along the Willamette River Central Reach

It is assumed that by 2035, at least five (5) of the eight (8) opportunity areas could be restored. The other opportunity areas could be enhanced and contribute towards meeting the enhancement target.

Riverbank Restoration Target = at least five sites

Implementation Cost Estimates

Estimating enhancement and restoration costs is difficult because each site will require different actions. Without specific project sites and knowing details about underlying soil, amount of overbuild and armoring, structures and other information, many assumptions must be made. What is presented below is intended to give a ball-park estimate regarding riverbank *enhancement* costs in the Central City. Restoration costs are not estimated here because the engineering and construction costs are too site-specific.

Some general assumptions have been made about enhancement sites in the Central City:

1. Enhancement sites would be clean or no contamination clean up would be necessary.
2. No real estate acquisition is necessary. The owner of the property would perform the enhancement work on-site.
3. No utility movement or relocation would necessary.
4. All actions will require long term managements and maintenance.

Much research has been done over the years to estimate the cost of riverbank enhancement actions. The primary source of information use here is the *River Plan/North Reach Willamette River Mitigation In-Lieu Fees Technical Report* produced by Tetra Tech, Inc. (October 2010). The in-lieu fees report evaluated three sites in the Portland Harbor and broke out costs by the actions taken to restore the site. The costs are based primarily on prior US Army Corps of Engineer or City of Portland Environmental Services and Portland Transportation projects.

Riverbank enhancement in other documents is knows as riparian enhancement. The riparian area is the land adjacent to a river, stream, drainageway or wetland. Riparian areas in the Central City include a mix of habitat types: floodplain, sparsely vegetated, grassland, shrubland (includes blackberries) and woodland. The estimated costs in the Tetra Tech memo considered all habitat within the riparian area together, which results in a wide range of costs. For example, in some cases bioengineering or grading to create terraces or planting wells would be necessary and some case not.

The total costs for enhancement actions within the riparian area for the three Portland Harbor sites researched in the Tetra Tech memo was $10 to $97 per square foot; an average of $45 per square foot.

Riparian Enhancement Cost Estimates (Tetra Tech, 2010)	
Line Item	**Average Unit Costs**
Site Preparation	$380,000 - $2.1M
Erosion Control	$3.50 / square foot
Structure Removal	$200 / ton
Grading	$35 / ton
Revegetation	$22,000 / acre
Markups	$4.6M - $16M

Long-term maintenance is also a requirement for any enhancement action to be successful. As part of the West Hayden Island project, the City of Portland Bureau of Environmental Services estimated the long-term maintenance costs for a riparian forest. The cost was based on their experience with multiple enhancement and restoration actions throughout Portland. Again, there is a mix of habitat types in the Central City, not just forest; however, this estimate provides a conservative ball-park estimate. The estimate is $230/acre;

however, the first 5 years will cost more and the out years will cost less. Maintenance is calculated for 100 years, discounted every year, and then reported in 2012 dollars.

Note, all of these estimates are per unit, such a square footage or ton. It is not possible to do a direct calculation without knowing how large each enhancement site is. Therefore, the purposes of coming up with an estimate, it is assumed that the width of any given enhancement area in the Central City is 50 feet. There are wider enhancement areas, such as the Hawthorne Bowl, and narrow enhancement areas, such as portions of the East bank Esplanade.

Using these numbers and assumptions, the range of costs to achieve the riverbank enhancement targets are:

City or Portland Ownership	Total = 144,500 sq. ft.	Initial Cost = $1.4M – $14M	Maintenance = $1M
Other Public Ownership	Total = 187,000 sq. ft.	Initial Cost = $1.9M - $18M	Maintenance = $1.1M
Private Redevelopment	Total = 207,500 sq. ft.	Initial Cost = $2.1M - $20M	Maintenance = $1.4M
City/Private Partnerships	Total = 90,000 sq. ft.	Initial Cost = $1M - $8.7M	Maintenance = $0.5M

CITY OF PORTLAND
ENVIRONMENTAL SERVICES
1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ▪ Nick Fish, Commissioner ▪ Michael Jordan, Director

MEMORANDUM

Date: June 17, 2015

To: BPS Central City 2035 Planning Team

From: Matt Burlin

CC: Jane Bacchieri, Paul Ketcham, Kaitlin Lovell, Dawn Uchiyama

Subject: Setting Ecoroof Targets for the Central City 2035 Plan

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As part of the Central City 2035 plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution, and the targets will serve to help the city know if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course.

1. Background

Ecoroofs replace conventional roofing with a vegetated roof system that slows and retains stormwater runoff. An ecoroof consists of a layer of vegetation and growing medium on top of a synthetic, waterproof membrane. In addition to decreasing stormwater runoff, ecoroofs can insulate buildings and save energy, reduce air pollution, absorb carbon dioxide, cool urban temperatures. Ecoroofs also increase habitat for birds and pollinators and can provide much needed greenspace for people in highly urbanized areas of Portland.

In 2008, as part of the Grey to Green Initiative, Environmental Services (BES) administered a direct financial incentive to increase ecoroof implementation on non-City property. In five years, the program supported the construction of 135 ecoroofs totaling 8.37 acres. The $1.9M of incentive funding leveraged an addition $6M in private investment[1]. These construction projects created jobs and helped build capacity in the green roof industry despite slowing development trends due to the economic recession.

The ecoroof incentive is now closed; however, ecoroofs remain a tool in the stormwater management toolbox. With 12,500 acres of roof area in Portland, ecoroofs are an important tool to address stormwater system capacity issues as well as other common urban challenges associated with expansive impervious area, dense development and watershed health such as energy use, carbon dioxide, and urban heat island mitigation.

[1] Cost Analysis for the Portland Ecoroof Incentive. December 2014. http://www.portlandoregon.gov/bes/article/522382

2. Planning Context for Ecoroof Targets

Ecoroofs are a key component of green infrastructure and are referenced in several city planning documents (listed in Appendix A). As part of the CC2035, many watershed and green infrastructure elements have been converted to actions with short term and long term targets. Examples include tree canopy expansion and linear feet of riverbank enhancement.

The Stormwater Management Manual and that ecoroofs are one mechanism that can be used to meet the requirements of the manual. Within the Central City, where lot-line to lot-line development is allowed, there is often not room on a site for stormwater management and ecoroofs become the only viable options. While the focus and establishment of an ecoroof target has been driven by stormwater system needs, the outcome will help other city bureaus focused on those additional benefits of green infrastructure including the Climate Action Plan.

3. Baseline Conditions for Targets

An analysis of ecoroof potential in the Central City 2035 Plan will be limited to the opportunity for retrofits (existing building inventory) and new construction (potential for development or redevelopment).

Existing roof coverage was calculated using building data[2] via the City of Portland GIS HUB. Using these data, the total roof area for the Central City is 2,383 acres, which is % of the whole area (minus the Willamette River). Ecoroofs on existing buildings will likely have more structural and cost limitations, though a complete structural analysis is necessary to indicate potential on the site scale. This analysis assumes that all existing buildings have the potential for an ecoroof, and that site conditions will be assessed in a later exercise.

As of May 2015, there are 93 ecoroofs in the Central City totaling 13.9 acres, or roughly 0.6% of the Central City roof area.

4. Methodology

The Ecoroof Prioritization Strategy (EPS) is an existing tool, developed by BES staff, that provides a framework for selecting optimal ecoroof locations across the City of Portland. The EPS can be used to guide program outreach, policy and code development, and inform watershed and citywide planning efforts. The purpose of EPS is to develop a strategic approach to identify areas where ecoroof applications would provide the greatest benefit to Portland's storm and sewer infrastructure, watershed health, and community livability.

4.1 Process

The EPS process develops and assigns a composite value of total potential ecoroof benefit for every building and underutilized lot in the city, allowing a comparative analysis across the city, watershed, or neighborhood. For the purpose of this analysis, the process was modified to prescribe an ecoroof target in the Central City:

a. **Collect data layers that convey storm, sewer, watershed, and community livability needs.** Collect all the GIS data sets available that quantify each of the multiple benefits

[2] Metadata: http://www.portlandmaps.com/metadata/index.cfm?action=DisplayLayer&header=no&DatasetName=building_footprints_pdx

provided by ecoroofs. It's unlikely all relevant data sets exist, so this step will be continuous as more or better data is made available.

b. **Document relevance of ecoroof benefits addressing those needs.** Data sets vary in their relevance and applicability to ecoroof benefits, so the EPS documents the data source and all assumptions made for each driver.
c. **Apply value to benefits provided through ecoroof application for each driver.** The EPS applies a qualitative numeric value for each benefit provided.
d. **Calculate total potential for ecoroof application meeting all drivers for all parts of the city.** With each data set given a numeric value, they are compiled to show total benefit from all data sets for all parts of the city.
e. **Identify areas where ecoroof application would have the greatest value.** Once the data sets are compiled into a composite score, identify hot spots across the city and flag buildings and underutilized lots in those areas. The result is a comprehensive inventory of buildings city-wide that provide the greatest ecoroof potential.

4.2 Supporting Data

Ecoroof value was assessed by combining qualitative values from available data sets including combined sewer capacity risk, water quality, habitat connectivity, environmental protection zones, and urban heat island. For the purpose of this analysis, sewer and storm system needs were given a higher weight than other drivers to ensure that ecoroof targets meet stormwater and sewer system capacity goals, with value added for additional the benefits identified through the analysis. More information on supporting data can be found in Appendix B.

4.3 Identifying Target Inventory

a. **Identify existing buildings that are high targets.** The next step was to apply composite scores to all Central City buildings. The analysis identified 2,763 buildings totaling 2,383 acres (mean building size 37,509 ft²).

b. **Identify lots that are high targets and likely to be redeveloped**. The Development Capacity GIS Model[3] is a tool developed by the Bureau of Planning and Sustainability to inform the development of the Portland Plan. Using the model, it is possible to identify underutilized lots across the city that are likely to be developed or redeveloped and may be opportunities for ecoroofs. For all underutilized lots (excluding single-family residential), a composite score was calculated using the same analysis in the previous section. Within the Central City the analysis identified 1,359 lots likely to be developed totaling 408 acres (mean lot size 13,079 ft²).

c. **Preform sensitivity Analysis.** The EPS assigns priority to high value buildings and redevelopment opportunities. Using a sensitivity analysis of the highest priorities allows us to set the target at a realistic level.

[3] City of Portland Development Capacity Analysis. City of Portland Bureau of Planning and Sustainability. May 2010.

Priority Targets	Ex.Building Acres	Redevelopment Acres	Total Acres
Highest 1% priority	23.8	4.1	27.9
Highest 5%	119.1	20.4	139.5
Highest 10%	238.3	40.8	279.1
Highest 15%	357.4	61.2	418.6
Highest 25%	595.7	102.0	697.7

4.4 Additional Considerations

Developing a 2035 target should consider several factors:

- Annual ecoroof implementation to date: Since, 2004, the City of Portland has seen 19 acres of ecoroofs installed, or 1.9 acres per year. Annual implementation has increased. In the last five years, average annual ecoroof implementation was over 2.3 acres. In that same timeframe the ecoroof incentive supported an average of 1.7 acres per year.
- The recession had a huge impact on development, which affected the available opportunities for ecoroof construction. As development trends improve, we can expect opportunities to increase.
- While it's unclear if other American cities have comparable targets, a survey of green roof programs in cities like Portland may allow comparison. Green Roofs for Healthy Cities, an international trade association, summarizes annual ecoroof implementation for their North American constituents. In 2013, GRHC reported 10% growth in the green roof industry, and have reported double-digit growth every year for the last decade.[4]
- Technological advancements that expand the applicability of ecoroofs is expected. The industry is already responding to structural and economic limits to implementation. Thinner, lighter-weight, lower-cost, minimal-irrigation designs are making ecoroofs more possible on more types of buildings, and this trend is likely to continue.
- The uncertainties of climate change will mean that resources to combat warmer and wetter seasons will be more limited. Roof space may become a more important asset in managing our storm and sewer systems.
- Ecoroofs may be more applicable in areas of the Central City that expect redevelopment or present constraints for ground-level stormwater management. Further analysis of Central City quads will permit the assignment of ecoroof targets on that scale.

5. Recommended Ecoroof Targets

Evaluating existing conditions, the above considerations, and analysis through the Ecoroof Prioritization Model, the recommended overall ecoroof target for the Central City is 15% of total area or approximately 18% of existing or redeveloped roof area by 2035. This target equates to 408 acres of green roofs by 2035. Variations in district character may result in the concentration of green roof areas in certain districts. Next steps will include a finer analysis and an assessment of opportunity for and limits to implementation.

[4] 2013 Annual Green Roof Industry Survey. Green Roofs for Healthy Cities. April 2014
http://www.greenroofs.org/resources/GreenRoofIndustrySurveyReport2013.pdf

Ecoroof costs vary considerably depending on design, a building's structural capacity (for retrofits), and site conditions. As part of the Ecoroof Incentive Program (2008-2013)[5] BES conducted a cost analysis of 109 incentive projects to identify relationships to installation type, land use, size of roof, and other characteristics. The analysis found that the average cost for ecoroof construction was $10.34 per square foot. Incentive funding contributed $1.9 million and leveraged an additional $6 million for total construction costs of around $8 million from 2008 to 2015.

Total construction costs to meet 15% coverage target by 2035 would be approximately $178 million, or $8.9 million per year. This cost would be bore by private development during the construction of new buildings or reroofing of existing buildings in the Central City. However, research shows that through energy savings, improved roof durability, reduced stormwater fees, and several other benefits, the costs would be paid off in just over 6 years[6]. A more robust economic analysis is recommended to determine the true potential for ecoroofs in the Central City and the appropriate tools needed to reach 2035 targets.

[5] http://www.portlandoregon.gov/bes/article/522380

[6] The Benefits and Challenges of Green Roofs on Public and Commercial Buildings: A Report of the United States General Services Administration. May 2011
http://www.gsa.gov/portal/mediaId/158783/fileName/The_Benefits_and_Challenges_of_Green_Roofs_on_Public_and_Commercial_Buildings.action

Ecoroof Target
APPENDIX A: Supporting City Planning Documents

Portland Watershed Management Plan

The Portland Watershed Management Plan (PWMP) uses comprehensive approach to meet state and federal regulations for water quality and endangered species protection. Ecoroofs help to implement the stormwater management strategy of the PWMP.

Portland Plan

The Portland Plan, adopted in 2012, includes…

H-3 Continue to manage and invest in quality basic public services. These services include public safety, emergency services, transportation and transit, drinking water, sewer, stormwater and green infrastructure, parks and natural areas and civic buildings.

H-24 Develop the network of habitat connections, neighborhood greenways and plan for civic corridors as a spine of Portland's civic, transportation and green infrastructure systems. Enhance safety, livability and watershed health and catalyze private investment and support livability.

P-10 Continue to promote innovation in public projects related to transportation and environmental services, including the following: (1) green infrastructure approaches as part of cleaning up the Willamette River, (2) an innovative active transportation system transit, walking, use of mobility devices, biking, car and bike sharing, etc., and (3) urban parks and natural areas. These will enhance the livability of the city and give Portland a competitive advantage in retaining and attracting an educated, productive workforce.

Climate Action Plan

Central City 2035

The following Central City goals, policies and actions pertain to ecoroofs. There are specific district actions in some cases; however, the overall intention is that increasing ecoroof coverage occurs throughout the Central City.

Willamette River

Policy 45. Water Quality. Improve the quality of stormwater runoff from the street using stormwater management tools such as bioswales and street trees. Increase the use of ecoroofs, green walls and rain gardens with redevelopment.

Action WR3: Improve water quality in the Willamette River by integrating green infrastructure and urban design.

Urban Design

Policy 48. Signature open spaces. Advance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative and respite functions to serve an increasingly diverse population of residents, workers and visitors.

Action UD1: Develop incentives to encourage publicly accessible, private plazas, ecoroofs and pocket parks as new development occurs.

Health and the Environment

Goal R: Advance the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can provide equitable benefits to human health, the natural environment and the local economy.

Policy 56. Green infrastructure. Expand the use of green infrastructure, such as trees, vegetation, swales and ecoroofs, as a component of the Central City's overall infrastructure system.

Policy 59. Green Infrastructure. Increase the use of ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce the heat island effect, improve air and water quality and create habitat for birds and pollinators on new buildings.

Policy 61. Upland Habitat Connections. Create an upland wildlife habitat corridor using street trees, native vegetation in landscaping, public open spaces and ecoroofs that provides a connection for avian and pollinator species between the West Hills and Willamette River.

Ecoroof Target
APPENDIX B: Supporting Data

A. Storm and Sewer Infrastructure

Ecoroofs help to retain and slow stormwater runoff from roofs and thus can assist in reducing the timing and volume of stormwater managed by the storm and sewer pipe system.

1. Present Worth of Capacity Deficiency Risk - These data, shown in Figure 4-10 of the March 2012 City of Portland System Plan[7], show the geographic distribution of capacity deficiency risk within the BES service area (combined and sanitary sewer basins) in terms of 100 year present worth value. This capacity deficiency risk includes basement sewer back up risk and the risk of future CSOs.
2. Municipal Separate Storm Sewer System (MS4) Drainage sub-basins - MS4 sub-basins will generate runoff that drains into waterways. Ecoroofs on these buildings will reduce the volume of stormwater runoff from roofs, and the remaining volume will be cooler and potentially cleaner when it leaves the roof.

B. Watershed Health

Ecoroofs are part of the Stormwater Management Strategy in the Portland Watershed Management Plan to improve hydrologic function and watershed health[8]. The impervious area reduction from ecoroof installations can reduce stormwater runoff volume and reduce impacts to ecologically sensitive areas and those prone to landslide risk.

1. Habitat Connectivity - The 2011 Terrestrial Ecology Enhancement Strategy[9] (TEES) identifies ecoroofs as a tool to address barriers to or gaps in habitat connectivity. Ecoroofs provide habitat for insects and birds, and help connect habitat corridors and fill gaps. For the purpose of this analysis, all buildings within 50 feet of habitat corridors, gaps, or anchors will be valued as providing habitat benefit.
2. Environmental Zones[10] - Environmental zones protect resources and functional values that have been identified by the City as providing benefits to the public. For properties developing in an e-zone, minimal site enhancements include the removal of impervious surface and installation of native plants. For the purpose of this analysis, all surveyed buildings within 100 feet of designated environmental zones will be valued positively based on the reduction and removal of roof runoff.

C. Community Livability

Ecoroofs provide an additional suite of benefits to community livability and health, including air quality, cooling, and aesthetics. Data are limited for these drivers.

1. Urban Heat Island - Through evapotranspiration and shading of the roof membrane, ecoroofs reduce heat transfer between buildings and the atmosphere, which helps to

[7] City of Portland System Plan: Combined and Sanitary Sewer Elements: Executive Report. March 2012
[8] Actions for Watershed Health: 2005 Portland Watershed Management Plan. City of Portland Environmental Services, 2005
[9] Terrestrial Ecology Enhancement Strategy. City of Portland, Oregon. June, 2011. http://www.portlandoregon.gov/bes/article/354986
[10] Overlay Zones, BPS website. http://www.portlandoregon.gov/bps/article/64465

reduce the temperature in urban centers, particularly in dense urban areas with high impervious area and low vegetation. GIS data modeled and provided by Portland State University show that the warmest areas of Portland's heat islands are in the Central City, industrial areas, and along major arterials, and are more than 2°C warmer. For the purpose of this analysis, all surveyed buildings within these areas will be valued positively for reducing roof contribution to temperature increases.

Central City 2035 Recommended Draft – Tree Canopy Scenarios and Targets

Executive Summary

Introduction

The Recommended Draft Central City 2035 Plan presents draft tree canopy targets for the Central City as a whole and each of its subdistrict.

The draft tree canopy targets were informed through the development of two future tree canopy scenarios for the Central City. The scenarios were developed by the Bureau of Planning and Sustainability, in collaboration with staff from the Bureau of Environmental Services, Portland Parks and Recreation/Urban Forestry, and the Portland Bureau of Transportation.

- The ***Baseline Future Tree Canopy Scenario (Baseline Scenario)*** calculated the tree canopy impact of anticipated future development and investments based on current policies, regulations, and programs.

- The ***Central City 2035 Future Tree Canopy Scenario (Central City 2035 Scenario)*** estimates the impact of new policies, regulations, and investments proposed in the draft plan, or expected through implementation of the plan. Assumptions were developed to estimate the tree canopy impacts associated with:
    - Increasing tree canopy in the Green Loop and on "Flexible" streets.
    - Investment in an expanded street tree planting program.
    - Optional front building setbacks on certain streets (aka, "required building lines")
    - Incorporation of trees on buildings, including podiums, roofs, and other locations.
    - New Central City Master Plan path.
    - Several planned new parks.
    - Expanded river setback and required plantings.
    - Investments in riverbank enhancement.

The scenarios are intended to:

a. Estimate how tree canopy will change given proposed policies, regulations, investments, and anticipated future development. Separate estimates were produced for trees in public rights-of-way, tax lots and parks.
b. "Reality check" the preliminary tree canopy targets in the quadrant plans using GIS models.
c. Compare the Central City 2035 with existing policies and practices, in terms of tree canopy.
d. Respond to anticipated stakeholder questions and concerns.
e. Inform other future projects and program decisions.

Meeting the tree canopy targets

The tree canopy targets proposed in the Recommended Draft Central City 2035 Plan are based on the results of the *Central City 2035 Plan Scenario.* Staff believes that these targets are both aspirational and achievable. Meeting these targets will require significant changes in current regulations and substantial public investment above and

beyond current levels. Investments by the City in terms of regulatory implementation and enforcement, tree planting and other green infrastructure improvements will be needed to achieve the targets. It should be noted that the draft tree canopy targets are based on estimates of canopy associated with mature trees. In reality, even if all of the policies, regulations, and investments assumed for the Central City 2035 Scenario are implemented, many existing trees and trees that are planted between now and 2035 will not reach maturity until after 2035. Therefore, the tree canopy targets may not be fully met until after 2035. The sooner the policies, regulations, and investments are implemented, the more tree canopy will accrue by 2035.

Scenario Results and Recommendations

The analysis indicates that many more acres of tree canopy in the Central City will be generated between now and 2035. Still, given the size of the Central City, projected canopy increases generally translate to a modest increase in the percentage of tree canopy percentage over the area.

The analysis highlights key challenges associated with increasing Central City tree canopy, including:

- Extensive existing development in the Central City.
- Proposed zoning that continues to allow 100 percent lot coverage in much of the Central City to support housing, employment, public transit, and a quality pedestrian environment.
- Existing exemptions from Title 11 Tree Preservation and Tree Density standards in certain zones.
- Constraints on planting street trees, including physical barriers, narrow planting strips, funding limitations, and property owner resistance to planting street trees.

The Baseline Scenario estimates that Central City tree canopy will increase by 14.2 to 72.4 acres, or from roughly 13.5 percent to between 14.0 and 16.3 percent under current policies, regulations and investment levels. Projected increases are associated primarily with assumed tree canopy growth in the Pearl and South Waterfront districts where existing trees have been planted relatively recently. Other canopy gains are associated with investments in street tree planting and new parks. Tree canopy is projected to increase incrementally in most subdistricts, though the increases vary by subdistrict. In a few subdistricts, tree canopy is projected to decrease in the "Low" estimate. Only one subdistrict (Goose Hollow) is projected to decrease in the "High" canopy estimate. Variability in canopy among the Central City districts is expected to continue under the Baseline Scenario, in large part due to existing variability.

The *Central City 2035 Plan Scenario* projects an increase of 46.0 to 117.1 acres in total across the Central City, relative to existing canopy. This would increase total Central City tree canopy from the existing 13.5 percent, to between 15.3 and 18.1 percent. The scenario also demonstrates that:

- Variability in tree canopy between districts is expected to continue. Tree canopy in the Central Eastside, a district characterized by some of the lowest existing canopy levels, is expected to add an additional 8.8 to 19.9 acres over the life of the plan, representing an increase of between 1.2 and 2.8 percent. In the Pearl and South Waterfront Districts, tree canopy is projected to increase dramatically – roughly doubling or more in canopy percentage – largely as a result of the growth of existing trees. Tree canopy in subdistricts with high percentages of tree canopy, including Goose Hollow, the West End and South Downtown/University, is projected to remain generally consistent with the Baseline Scenario.

- The Central City 2035 Scenario estimates that future tree canopy will be at or above the 10 – 15 percent Central City canopy target contained in the Portland Plan. Similarly, the Central City 2035 targets would be generally consistent with those proposed in the quadrant plans. However, the canopy targets for three subdistricts – Lower Albina, South Downtown/Waterfront, and Downtown – have been lowered slightly to better account for constraints on increasing tree canopy in these areas.

- Overall, the strategies included in this analysis represent a diverse mix of proactive City investments and public-private partnerships, regulatory mechanisms, and market-based (non-regulatory) conditions. Attention and effort will be needed to ensure: 1) strategic preservation and planting of trees throughout the Central City, and 2) expanded space and subsurface soil volume to plant and establish trees, including a diversity of small, medium, and large trees. Investment in additional proactive street tree planting, streetscape improvements (e.g., Green Loop), proposed riverbank enhancements, and new parks will be critical in achieving this goals.

The future tree canopy results and proposed Central City 2035 tree canopy targets are presented on the following page.

				Baseline Future Tree Canopy Scenario[2]		CC2035 Plan Scenario Results & Draft Tree Canopy Targets[3]	
CC Subdistrict		**Subdistrict Area[1] (acres)**	**Existing tree canopy**	**LOW**	**HIGH**	**LOW**	**HIGH**
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		*7.5%*	*7.6%*	*8.7%*	*8.7%*	*10.3%*
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.9
	%		*15.9%*	*14.2%*	*16.6%*	*15.6%*	*18.4%*
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		*6.1%*	*6.6%*	*6.7%*	*7.1%*	*7.3%*
Downtown	acres	222	45.3	46.1	49.6	48.4	52.0
	%		*20.4%*	*20.7%*	*22.3%*	*21.8%*	*23.4%*
Goose Hollow	acres	175	36.9	32.6	36.8	34.3	38.6
	%		*21.2%*	*18.7%*	*21.1%*	*19.7%*	*22.1%*
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		*16.7%*	*16.5%*	*17.8%*	*17.4%*	*18.8%*
Pearl District	acres	277	28.7	52.7	58.8	57.0	65.4
	%		*10.4%*	*19.0%*	*21.3%*	*20.6%*	*23.6%*
South Downtown/ University	acres	218	53.1	46.7	53.7	48.0	55.6
	%		*24.3%*	*21.4%*	*24.6%*	*22.0%*	*25.5%*
South Waterfront	acres	177	16.2	19.1	36.9	25.0	47.2
	%		*9.1%*	*10.8%*	*20.8%*	*14.1%*	*26.7%*
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		*15.5%*	*18.2%*	*19.2%*	*19.1%*	*20.2%*
Central City Total	**acres**	***2,523***	**339.4**	**353.6**	**411.8**	**385.4**	**456.5**
	%		***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

Central City Tree Canopy Scenarios and Targets – Report

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III. Conclusions and Recommendations

A. Next Steps

Appendix A – Alternative Options

Appendix B – Average Street Tree Planting Spaces and Tree Sizes Per Tax Lot

I. Introduction

A. Overview

This report presents the general approach used to generate future tree canopy scenarios and proposed tree canopy targets for this Recommended Draft. The methodology, the tree canopy targets, and the report text have been refined since the Proposed Draft to incorporate a revised analysis to represent changes to the Central City Master Plan code (33.510.255) and stakeholder comments.

Several additional options were evaluated for illustrative purposes, or to inform projects outside of the Central City 2035 plan, including future updates to Title 11, Trees. These options are described in Appendix A.

B. Tree Canopy Benefits, Plans, and Policies

Tree canopy provides numerous environmental, aesthetic, public health, and economic benefits. Trees help clean and cool the air and water, contribute to the quality of neighborhoods, business districts, and pedestrian environments, and provide important habitat in the city. In *Portland's Urban Forest Canopy,* (Portland Parks and Recreation, 2007) the annual benefits of Portland's public trees are estimated, including air cleaning and carbon sequestration ($1 million), stormwater processing ($11 million), increased property resale values ($13 million), and reduced energy costs ($750,000), for an estimated total annual benefit of over $27 million. Per tree values differ based on species, size, and age of the tree, with larger trees providing more benefits. On average, one public tree in Portland will return $3.81 in environmental and aesthetic benefits for every dollar invested. Portland's public trees, including street trees and park trees, are estimated to have a replacement value of over $2.3 billion, with the replacement value of private trees estimated to be $2.6 billion.

Tree canopy targets for Portland were first established in the 2004 Urban Forestry Management Plan (UFMP). The UFMP set a 15 percent tree canopy coverage target for commercial/industrial/institutional areas. The UFMP states, "There are some areas — such as downtown commercial areas — where it may not be possible to attain this level of coverage. Other areas may be able to achieve a much higher canopy cover." The UFMP establishes a 35 percent canopy target for rights-of-way, a 35-40 percent canopy target for residential areas, and a 30 percent canopy target for parks. The UFMP does not include a citywide canopy target; however, when the targets for different development types are aggregated and applied across the entire area of the city, the average is 33 percent.

The Portland Plan, adopted in 2012, calls for tree canopy to cover at least one-third of the city, on average, by 2035. The Portland Plan also identifies measures of success, including a Central City tree canopy target of 10 – 15 percent and a minimum of 20 – 25 percent tree canopy in all residential neighborhoods. The Central City canopy target reflects the fact that the Central City is highly urbanized, with development that is commonly lot-line to lot-line. This is in contrast with residential or less intensive non-residential areas where there is often more room for trees in yards and landscaped areas.

The City's Climate Change Preparation Strategy, adopted by the City Council in 2015, also features tree preservation and planting as a tool to help meet key objectives and strategies such as decreasing the urban heat island effect and increasing the resilience of the built environment to increased winter rainfall. Actions defined in the strategy include implementing the UFMP, using trees and other green infrastructure to reduce impervious area, and maintaining tree canopy in parks.

Left: SE 2nd Avenue in the Central Eastside Industrial Subdistrict. Right: Tree canopy along SW Oak Street on the border of the Downtown and Old Town/Chinatown districts.

The following draft Central City 2035 policies establish the explicit intention to increase and improve the quality of tree canopy, or call for places and amenities that are anticipated to include tree canopy. Most of these policies were included in the Central City Concept Plan, N/NE Quadrant Plan, West Quadrant Plan, and/or SE Quadrant Plan. Some have been revised since. Note: This is not an exhaustive list of all relevant policies in the Recommended Draft.

1. Central City-wide policies

Policy2.1 Complete neighborhoods.

Policy 3.6 Street diversity.

Policy 3.7 Streetscape.

Policy 4.2 Willamette River recreation.

Policy 4.6 Watershed health and native species recovery.

a. Watershed Health.

d. Stormwater Management.

e. Riverbank enhancement targets.

Policy4.11 Low impact development.

Policy 5.2 Central, connected Willamette River.

Policy 5.5 Large site development.

Policy 5.10 Street hierarchy and development character.

Policy 5.12 “Green Loop” concept.

Policy 5.17 Open space network.

Policy 6.2 Climate change resilience.

b. Heat island.

c. Fish and wildlife habitat.

Policy 6.3 Multiple functions.

Policy 6.4 Green infrastructure.

Policy 6.8 Upland habitat connections.

Policy 6.9 Strategic tree canopy enhancement.

a. Tree priorities.

b. Tree Diversity.

c. Heritage trees.

d. Tree Canopy.

Policy 6.10 Effective tree planting.

a. Tree size.

b. Soil volume.

c. Tree accommodation.

d. Innovative design.

Policy 6.12 City investment in street trees.

a. Multiple benefits.

b. Maintenance.

2. Central City district-specific policies

Policy 3.CE-3 Green Streets.

Policy 5.UD-3 Montgomery Green Street.

Policy 4.DT-1b Governor Tom McCall Waterfront Park – Watershed health and native species recovery.

Policy 5.GH-2 Natural features.

Policy 5.GH-4 Open space network.

Policy 5.PL-4 Open space network.

Policy 5.LD-5 Open space network.

Policy 6.LD-2 Sullivan's Gulch.

Policy 6.CE-1 Freight-compatible green infrastructure.

Policy 6.CE-2 Strategic tree canopy enhancement.

C. Stakeholder Input and Preliminary Tree Canopy Targets

Community stakeholders expressed a range of viewpoints relating to trees in the Central City during the quadrant planning efforts. Some stakeholders supported ambitious targets that call for significant increases in Central City tree canopy and the benefits it provides, including air cooling, stormwater management, aesthetic beauty, improved pedestrian environment, and habitat for birds and pollinators. Others expressed concern about potential constraints and conflicts between land uses and trees, such as impacts on freight movement and visibility and obscuring storefronts and signs.

The Portland City Council endorsed preliminary "potential tree canopy" targets developed in conjunction with the North/Northeast, West, and Southeast quadrant plans. Those preliminary tree canopy targets reflected 2007 Metro vegetation data for existing tree canopy. However, the tree canopy targets in the quadrant plans were developed using a largely qualitative assessment of potential future tree canopy. A key assumption during quadrant planning was that future tree canopy would come primarily from additional trees in Central City rights-of-way (ROW). Those analyses relied on the 2004 UFMP targets, particularly the 35 percent ROW tree canopy target, to derive the preliminary tree canopy targets. The quadrant plans also included a draft methodology to guide additional refinements to the canopy targets prior to adoption of the Central City 2035 Plan.

In response to those preliminary targets some stakeholders requested a more rigorous, in-depth analysis to confirm that the targets are appropriate and feasible, and to be clearer about how and where Central City tree canopy would change in the future.

Since adoption of the quadrant plans, the Bureau of Planning and Sustainability (BPS) has worked with Portland Parks and Recreation (PP&R), the Bureau of Environmental Services (BES), and the Portland Bureau of Transportation (PBOT) to develop a more rigorous methodology for producing Central City future tree canopy scenarios and targets. The scenarios estimated how different policy, regulatory, and investment choices may affect tree canopy, including those in the draft Central City 2035 Plan.

The future tree canopy scenarios informed the development of the draft canopy targets in this plan. The methodology used aims to understand existing conditions and establish aspirational but attainable targets. The scenarios are meant to reflect both constraints and conflicts that may limit tree canopy as well as opportunities to expand canopy, including several ambitious strategies that would require significant investment.

During public review of the Proposed Draft, several stakeholders commented on the tree canopy target report, including staff from City bureaus and several community members. Comments ranged from specific suggested edits to broad policy issues and concerns. Examples include concern regarding the canopy impact of recent City restrictions on planting street trees in narrow planting strips, required landscaped setbacks, interest in innovative street and development design to preserve large healthy trees and incorporate new trees – especially in Central City Master Plan areas, and ensuring adequate monitoring of progress toward canopy targets over time. Questions were also raised about proposed policies to ensure adequate sub-surface soil volume for newly planted trees. There is increasing concern about the impact of underground vaults and voids that encroach into the sidewalk corridor on capacity for new street trees.

One overarching question has been whether the Central City 2035 Tree Canopy Targets are aspirational, or whether they rely on current conditions or the status quo. Some felt the canopy targets should be based on the amount of canopy needed to attain specific benefits or ecosystem services. In response, it is important to emphasize that the Central City 2035 Tree Canopy Targets represent substantial changes from current conditions. Meeting these targets will require significant changes in current regulations and substantial public investment above and beyond current levels. The first step toward meeting the targets will be adoption of the Central City 2035 Plan. However, it will also take continued long-term investment in regulatory implementation and enforcement, tree planting and other green infrastructure improvements to achieve the projected tree canopy “lift.”

Further, the canopy targets are intended to be aspirational, practical, and achievable, within the context of the Central City 2035 Plan. The canopy targets were not developed to provide tree-related benefits “in a vacuum.” Rather, the targets are intended to support, integrate and balance multiple citywide and Central City-specific goals and policies by employing a suite of creative, forward-thinking land use and infrastructure planning based approaches.

The City should continue to explore creative ways to add canopy so that optimal canopy levels can be met, potentially exceeding what is targeted in this plan. The existing Urban Forestry Management Plan will be updated by Parks and Recreation in the next several years and will explore ways to achieve appropriate canopy in the Central City and throughout the rest of the city. Tree canopy will continue to serve an important function in addressing pressing issues like climate change, heat island effect, and air pollution.

In the future, if new goals are established for tree canopy to achieve specific benefits in the city, these targets could be revisited. However, tools that go beyond the Central City 2035 Plan purview will likely be needed to further enhance tree canopy.

The plan has been updated to address a number of comments received. Some comments may also be addressed in the future when the Central City Design Guidelines are updated. The approach taken to develop the scenarios and targets is described in the next section of this report.

II. Analysis

A. General Approach, Key Assumptions, and Scenario Concepts

As noted above, the Recommended Draft presents future tree canopy scenarios that have been developed to estimate how different policy, regulatory and investment options would affect tree canopy in the Central City. The analysis produced a "Baseline" scenario and a "Central City 2035 Plan" scenario, and associated canopy targets for each. The scenarios are intended to:

- Estimate how tree canopy will change given different policies, regulations, and investments, as well as anticipated future development.
- Use GIS and a rigorous modeling approach to provide a clear and reasonable rationale for tree canopy targets and "reality check" preliminary tree canopy targets produced during quadrant planning.
- Allow a comparison between current policies and practices and the Central City 2035 Plan, in terms of tree canopy.
- Provide information in response to anticipated stakeholder questions and concerns.
- Inform other future projects and program decisions.

Several additional options outside the Central City 2035 Plan were evaluated that are not included in the proposed tree canopy target package. These strategies, including in Appendix A, are intended to be illustrative and/or to inform future projects, such as updates to Title 11, Trees.

Given the diverse landscape and land uses in the Central City, future tree canopy was estimated for each subdistrict within the Central City. Estimates were produced for trees in public rights-of-way, tax lots and parks. Scenarios reflect the following key data and analysis tools:

- Existing tree canopy data. The 2007 vegetation data used to develop the preliminary tree canopy targets in the Discussion Draft have been replaced with 2014 LiDAR vegetation data in this draft. This greatly improves the accuracy of information on existing tree canopy.
- Field survey data relating to tree planting spaces along Central City rights-of-way.
- GIS modeling to estimate changes in tree canopy associated with assumed future:
    - Proactive tree planting projects on Central City rights-of-way.
    - Development and redevelopment. This includes changes in tree canopy on tax lots and along rights-of-way.
    - Proactive riverbank enhancements.
- Tree canopy assumptions for existing and planned parks and public spaces in the Central City.

Although some key assumptions vary between the scenarios, several fundamental tenets apply across the scenarios, including:

- Tree canopy estimates developed for the scenarios represent anticipated canopy when trees reach full maturity. It is assumed that the policies, regulations, and investments included in the

scenarios are in effect or take place within the 20-year Central City 2035 Plan timeframe. However, not all existing or future trees will reach maturity within that timeframe. Given the variability and uncertainty associated with when new trees have been or will be planted, which species of trees have been or will be planted, and how long it takes for trees to mature, it is not feasible to estimate how much canopy will actually exist in the Central City in 2035. In addition, tree canopy is affected by tree mortality, due to natural attrition, vandalism, impacts from cars and trucks, etc. For example, if an older, larger ROW or landscape tree dies and is replaced promptly, as required by code, with a younger, smaller tree, there will be a lag time until mature canopy is reached again. Therefore, the results of the future tree canopy scenarios reflect a longer timeframe than the Central City 2035 Plan. That said, the sooner enhanced regulations and investments are implemented, the more canopy will be established by 2035, and the sooner the City will reach its long-term mature canopy goals.

- Assumptions underlying the scenarios are applied generally at the Central City subdistrict scale, and do not, except in limited instances, apply to individual sites.

- Although each scenario estimates future tree canopy associated with trees planted in rights-of-way, on tax lots, and in parks and open spaces, it is understood that the canopy associated with these trees may cover a mix of these property types. Therefore, the results of the scenarios are more robust when aggregated across these property types and presented at subdistrict levels

- It is assumed that trees planted along rights-of-way are comprised of the largest tree species allowed given the width of the planting strip.

- It is recognized that existing and future trees will grow and die and be replaced in a "dynamic equilibrium." Therefore, it is assumed that existing tree canopy remains constant except where changes are modeled to reflect impacts on tree canopy as a result of development and redevelopment, proactive investments in street tree planting, or management of public parks. It is also assumed that trees planted in the future on streets or sites will be replaced in a timely manner if they are severely damaged or die. The tree canopy estimates do not reflect potential attrition.

- Per the Portland Parks and Recreation Urban Forestry Street Tree Planting Standards (updated February 2016), planting spaces must be equal to or greater than three feet wide to accommodate a small street tree. Additionally, for those areas along the sidewalk requiring concrete cutouts, the minimum cutout size is four feet. Therefore, planting spaces that do not meet these standards have been removed from the estimates of ROW planting spaces provided below.

- It is assumed that development and redevelopment in the Central City through 2035 will take place on vacant and under-utilized sites identified in the Recommended Buildable Lands Inventory (BLI).

Left: Recently planted street trees; Right: More mature street trees.

"Baseline" Future Tree Canopy Scenario

The Baseline Future Tree Canopy Scenario (Baseline Scenario) is intended to reflect future canopy in the Central City if existing policies, regulations, and investment levels were maintained to the year 2035.

Baseline Scenario components for trees in rights-of-way include:

a. New street trees associated with anticipated new development on Central City vacant and underutilized sites identified in the Buildable Lands Inventory. The analysis also reflects current streetscape and street tree planting policies (e.g., minimum pedestrian through-zone, furnishing zone width, sidewalk dedication requirements, etc.).

b. Street tree growth in recently developed/redeveloped areas, specifically the Pearl District and South Waterfront, which contain a large number of recently planted street trees. In these areas, the GIS existing tree canopy layer does not represent expected future canopy and additional modeling has been done to project future canopy when street trees reach full maturity. It is understood that all subdistricts contain some proportion of recently-planted trees but the Pearl District and South Waterfront are characterized by a comparatively large amount of recently-planted trees that must be specifically accounted for.

c. Continuation of periodic, proactive City street tree planting projects. The City currently offers to plant street trees free of cost based on property owner agreement to accept and maintain the trees.

Baseline Scenario components associated with trees on tax lots include:

d. Changes in tree canopy associated with future development sites in the Central City. Again these sites would include vacant and underutilized sites identified in the BLI. The analysis reflects current zoning code (Title 33) and tree code (Title 11) allowances and requirements (e.g., building coverage, landscaping, and tree planting/density). It should be noted that development may result in net tree canopy increases or decreases.

e. Trees on new buildings. Placing trees on buildings to provide on-site amenities for building users is becoming more common in some urban areas. Trees can be installed on shared areas atop podiums and on rooftops, providing building occupants with additional access to shade and green spaces, and other ecosystem service benefits. A number of projects in Portland have incorporated trees on buildings and the Baseline Scenario recognizes this growing trend by including an estimate of trees placed on buildings as part of future development/redevelopment within the Central City.

f. Optional front building setbacks for new development (aka "Required Building Lines"). The current zoning code (Title 33) includes provisions allowing building setbacks along primary lot frontages when lots are developed or redeveloped. In zones that currently allow lot-line-to-lot-line development, setbacks would provide more space for street trees to grow larger. Setbacks may also provide room for additional trees to be planted within the setback itself. In these cases, encouraging the incorporation of adequate subsurface soil volume will facilitate planting of larger trees and healthy tree growth over time.

The Baseline Scenario also includes estimated future canopy associated with management of existing public parks and public spaces:

g. Baseline tree canopy in existing parks and public spaces. Portland Parks and Recreation (PP&R) has produced preferred canopy ranges for City-managed parks and public spaces in the Central City. The preferred canopy ranges reflect consideration of current and desired park uses, maintenance, and security issues, along with goals for improved tree canopy quantity and quality.

Central City 2035 Plan Future Tree Canopy Scenario

The tree canopy targets proposed in this draft are based on the *Central City 2035 Plan Future Tree Canopy Scenario* (Central City 2035 Scenario).

The Central City 2035 Scenario incorporates the same basic components as the Baseline Scenario. However, assumptions were changed to reflect proposed or otherwise anticipated changes in existing policies, regulations, and investments associated with adoption and implementation of the Central City 2035 Plan.

Central City 2035 Plan Scenario components for trees in rights-of-way include:

a. Streetscape improvements for the Green Loop. The Green Loop is envisioned as a 6-mile signature linear park and active transportation path that will bring new life and energy to the Central City.

The Green Loop concept will promote more walking, biking, rolling, jogging and public transit trips, contributing to a smaller city-wide carbon footprint.

b. Flexible Street Design. An intentional street hierarchy, including "Retail/Commercial," "Boulevard," and "Flexible" street types, is one of six "big ideas" for Central City 2035 that informed development of the plan's goals, policies and implementing actions. The Recommended Draft Policy 5.10 calls to "establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible." The flexible street designation is intended for low volume, low speed quiet streets where visible green features, including larger canopy/spreading trees, are encouraged. The intention of both the Green Loop and flexible streets is to create a safer, greener environment for bicyclists and pedestrians. This may include physical separation of travel modes, unique street furnishings, connected canopy, and other innovative design elements that provide safe and attractive pedestrian, jogging and bicycle connections.

c. Investment in street tree planting. Increased investment, over and above Baseline Scenario levels, is needed to help meet a broad range of Citywide and Central City-specific goals and policies proposed in the Central City 2035 Plan. It is envisioned that the City would invest additional resources to offer trees free of charge to willing property owners on a more frequent basis than assumed for the Baseline Scenario. For this scenario it is assumed that property owners would continue to be responsible for tree maintenance.

Central City 2035 Plan Scenario components associated with trees on tax lots include:

d. Optional landscaped building setback streets. The Recommended Draft includes new landscaped setback streets under the Required Building Lines section. Along these streets, optional setbacks must be landscaped. The intention is to incorporate more trees within the setback itself. Landscaped setbacks may also provide an opportunity to use root channels, structural systems, or other methods to supplement the volume of soil available to street trees by connecting them to the additional soil volume under the setback. Additional soil volume allows for planting of larger trees and improved tree health over time.

e. Additional trees on new buildings. Policies in the Central City 2035 Plan support the inclusion of trees on buildings, in addition to those at grade and in the right-of-way. Therefore, an increase in the amount of trees placed on buildings has been assumed as a result of the plan. The Central City 2035 Plan is assumed to double the tree canopy provided on buildings, when compared to the Baseline Scenario.

f. Central City Master Plan Areas. The Recommended Draft includes a required master plan process on master plan areas identified in Map 510-19. This process will also be an option available for development on sites at least 160,000 square feet in size. The master plan approach is intended to promote innovative site designs, including a dynamic public realm with parks and open spaces, pedestrian walkways, plazas, private streets, and trees, while also providing greater efficiency and flexibility for the property owner during the development process.

The Central City 2035 Scenario also includes estimated future canopy associated with new public parks and public spaces:

g. Planned Central City parks and public spaces. The Central City 2035 planning process has identified a number of parks that are anticipated to be developed during the planning horizon. These parks have not yet been master planned, but are expected in this analysis to provide opportunities for additional tree canopy, per Parks and Recreation estimates.

Other components of the Central City 2035 Plan Scenario include:

h. Expanded Willamette River setback. The Recommended Draft includes an expanded river setback to improve the quality and functionality of river access and natural resource protection. Planting requirements will be updated and will result in additional tree canopy.

i. Riverbank enhancements. Riverbank enhancement targets were approved through the quadrant planning process. Future enhancements are envisioned as a combination of projects on City and other publicly-owned property, as well as public/private partnerships to enhance privately-owned property.

B. Methodology and Results

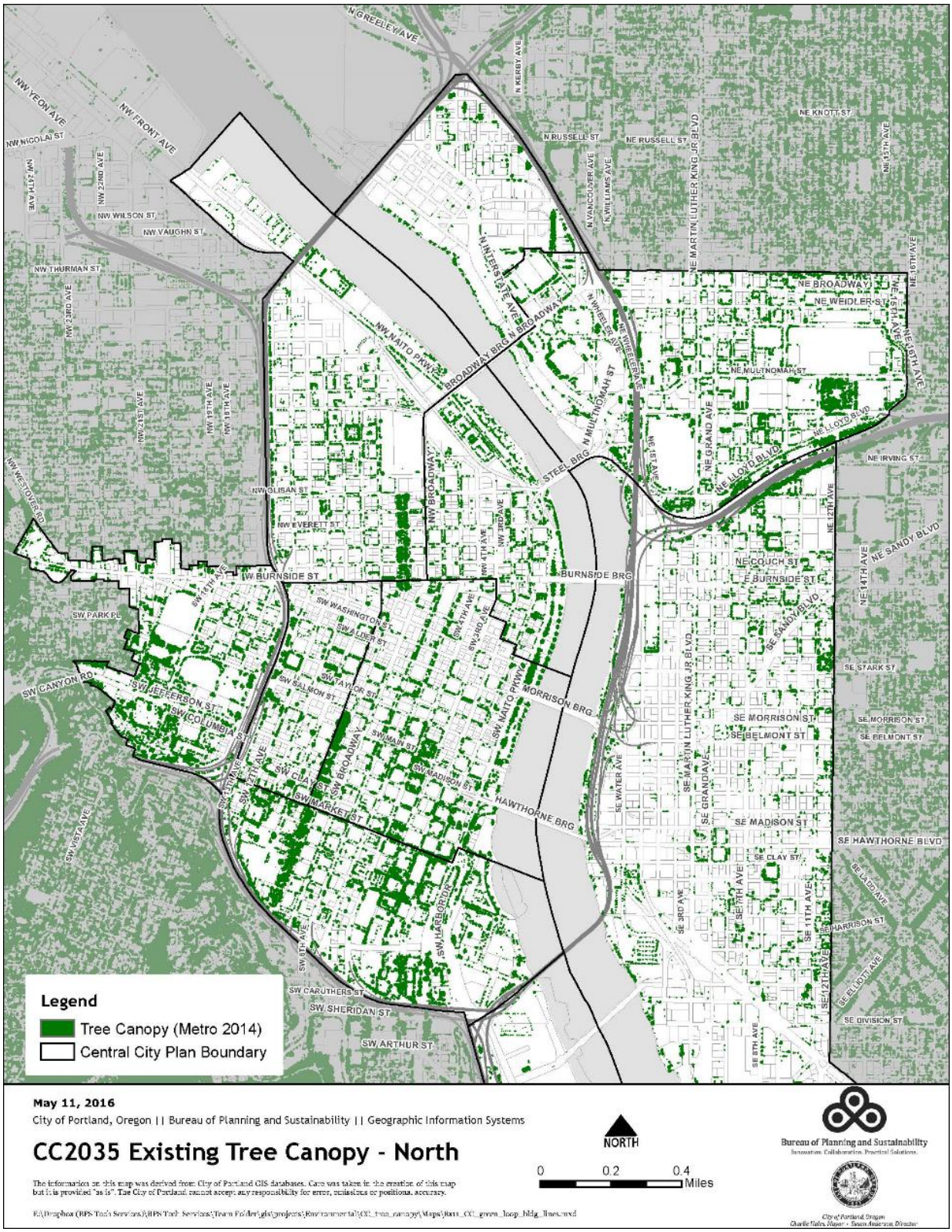
1. Baseline Future Tree Canopy Scenario

The Baseline Scenario provides a snapshot of what canopy might look like across the Central City if existing policies, regulations, and levels of investment were to persist through 2035. The Baseline Scenario reflects existing tree canopy and models anticipated changes in tree canopy in rights-of-way, on tax lots, and in parks/open spaces. It is assumed that anticipated future growth, development, and investment will play out in accordance with current policies and regulations (e.g., land use, zoning, sidewalk widths and street dedications) and programmatic practices (public investment in tree planting).

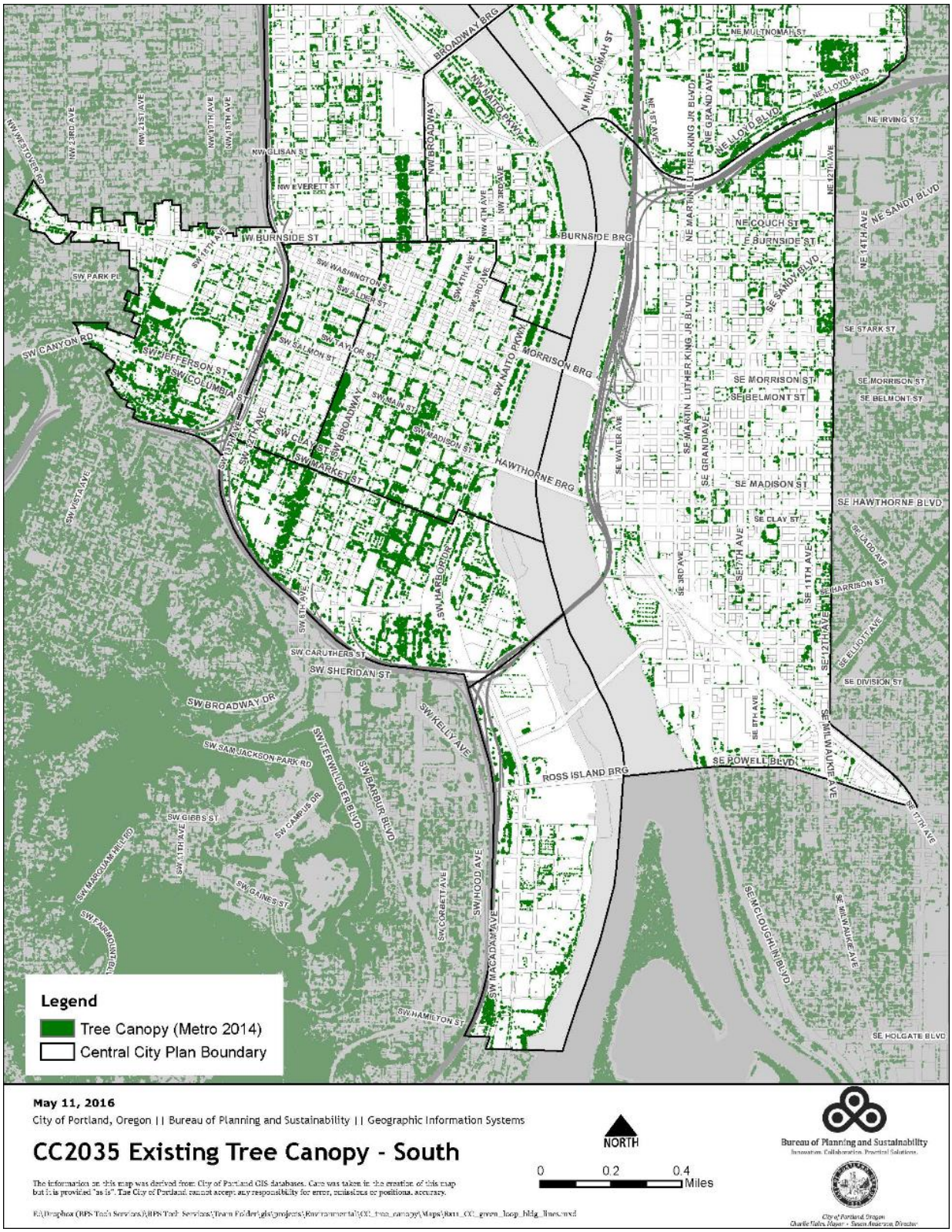
For the Baseline Scenario future tree canopy is estimated by adding or subtracting projected future canopy changes relative to existing tree canopy.

Existing tree canopy coverage was estimated using 2014 LiDAR data. Estimates have been created for: 1) Total existing tree canopy, by zone, by Central City subdistrict (excludes water), and 2) Existing tree canopy on lots designated as vacant or underutilized in the City of Portland's Draft Buildable Lands Inventory (BLI). Total existing tree canopy maps are presented below in TC-Figure 1 and TC-Figure 2.

TC-Figure 1. Central City Existing Tree Canopy – North



TC-Figure 2. Central City Existing Tree Canopy – South



As noted above, vegetation data used to develop the preliminary tree canopy targets in the Discussion Draft have been updated with 2014 LiDAR vegetation data. This update greatly improves the accuracy of information on existing tree canopy as a result of the significantly higher resolution of the 2014 LiDAR data, when compared to the 2007 data used in the Discussion Draft. As a result of this greater resolution, a larger proportion of Central City trees were captured in the analysis. The 2014 data consistently captures smaller and individual trees, whereas 2007 data primarily recognized only medium and large trees, or collections of trees.

The approaches used to estimate Baseline Scenario future tree canopy cover within rights-of-way (ROW), on tax lots, and in parks and public spaces are described below.

a. Baseline right-of-way tree canopy

This portion of the analysis involved estimating the expected increase in street trees as a result of existing policies and regulations. For the purposes of this analysis, it is assumed in most instances that existing street tree canopy will remain constant, recognizing that existing street trees will grow, die, and be replanted in a dynamic equilibrium. However, in the Pearl and South Waterfront subdistricts, which have recently undergone extensive redevelopment, street trees are still small and are expected to grow over time. For these subdistricts the baseline scenario incorporates estimates of future street tree canopy when trees are fully grown. This "tree canopy capacity" estimate is based on the existing planting spaces and planting strip codes referenced in the next section. Modeled ROW canopy capacity replaces existing ROW canopy in these subdistricts.

As noted above, it is understood that many ROW trees will not reach full maturity by 2035 and this mature canopy capacity extends beyond the 20-year plan timeframe.

i) ROW tree data

BES provided data on existing street trees and potential street tree planting spaces in the Central City for use in this analysis. The BES street tree survey, conducted between 2010 and 2014, identifies the number of planting spaces with existing trees and the number of potential planting spaces by street address (see TC-Table 1).

TC-Table 1. Existing and Potential ROW Planting Spaces by Subdistrict

Geography	Area (acres)[1]	Existing (Planted) ROW Planting Spaces	Potential ROW Planting Spaces, Total	Potential ROW Planting Spaces, w/o A & B Strips[2]	Total ROW Planting Spaces	Existing Stocking Level[3]
Central Eastside	706	2,071	2,167	1,354	3,425	60%
Lloyd District	385	1,600	516	474	2,074	77%
Lower Albina	138	141	187	126	267	53%
Downtown	222	1,748	579	510	2,258	77%
Goose Hollow	175	793	375	325	1,118	71%
Old Town/Chinatown	130	939	184	152	1, 091	86%
Pearl District	277	1,795	482	380	2,175	83%
South Downtown/University	218	915	81	76	991	92%
South Waterfront	177	483	155	116	599	81%
West End	95	639	355	319	958	67%
Central City Total	***2,523***	***11,124***	***5,081***	***3,912***	***15,036***	***74%***

[1] Does not include water.

[2] Note: The Urban Forestry Program recently changed the City's planting standards such that planting in spaces less than 3' wide ("A strips") or in spaces less than 4' wide that would require a concrete cutout ("B strips") is no longer allowed. Accordingly, potential planting spaces in A strips and in B strips that need a cutout are not included. In addition, because the data were collected by address rather than at block scale, the identified planting spaces may overestimate actual spaces.

[3] Based on data collected between 2010 and 2014.

The BES survey assigns planting strip codes that reflect planting strip width and the presence or absence of overhead high voltage wires. Planting strip codes are associated with different tree size categories (small, medium, or large) that are appropriate to plant in that space. The canopy areas associated with small, medium, and large trees (shown in TC-Table 2) are based on categories provided by Portland Parks and Recreation, Urban Forestry program.

These three tree size categories are a proxy for the more diverse range of tree shapes and sizes that exist currently and will be planted in the future. The BES survey also denotes planting strips and sidewalk corridors that are too narrow for potential tree plantings. These records were assigned no potential future tree plantings in this analysis.

This information is summarized in TC-Table 2.

TC-Table 2. Planting Strip Codes and Tree Size

Planting Strip Code[1]	Planting Strip Width[1]	High-Voltage Overhead Wires[1]	Potential Tree Size[2]	Potential Tree Canopy Diameter[2]	Potential Tree Canopy Area (sq. ft.)
A	2.3-2.9’	with or without	No Tree	0	0
B	3.0-3.9’ – concrete cutout needed	with or without	No Tree	0	0
B	3.0-3.9’ – concrete cutout not needed	with or without	Small	20’	314
C	4.0-5.9’	without	Medium	40’	1,256
D	4.0-5.9’	with			
F	6’ and greater	with			
E	6.0-8.4’	without	Large	60’	2,826
G	8.5’ and greater	without			
X	<2.3’ OR sidewalk corridor <8.5’	with or without	No Tree	0	0
MS	Based on average planting strip code[3]				
U/UC	Unspecified	Unspecified	Based on average tree size by subdistrict[4]		

[1] BES, Planting Strip Guide for Inspectors 2014.

[2] Urban Forestry, Street Tree Inventory Data Available Site Codes; City of Portland Urban Forestry Street Tree Planting Standards (updated Feb 10, 2016); Urban Forestry, personal communication.

[3] MS code indicated an address with more than two frontages; an A-X planting strip code was assigned to each frontage and listed in a notes column during data collection. This analysis used the average tree size based on the A-G codes across all frontages.

[4] U/UC code indicated an unimproved site without or with a curb. This analysis assumed the average tree size based on the average planting strip width by subdistrict.

BPS conducted additional analyses to fill in data gaps for portions of the Central City 2035 planning area that BES did not canvass during the survey (approx. 9.4 percent of total addresses), or portions where BES did canvas but did not note planting strip width. Where BES did not canvas, BPS applied the average tree sizes and average number of existing and potential tree planting spaces per tax lot for each base zone to estimate the number of planting spaces. This information is presented in Appendix B at the end of this document.

ii) Baseline right-of-way tree canopy associated with development and redevelopment

Estimating how ROW tree canopy might change with anticipated development and redevelopment in the Central City was based on information from the City’s recently updated BLI. The BLI identifies vacant and underutilized lots where development or redevelopment is expected to occur between now and 2035. TC-Table 3 shows the estimated number of existing street trees and potential planting spaces associated with the vacant and underutilized BLI sites. It is interesting to note that the potential ROW planting spaces associated with these BLI sites represents approximately 33 percent of the total potential planting sites in the Central City.

TC-Table 3. Existing and Potential Planting Spaces Associated with BLI Sites, by Subdistrict

Geography	Subdistrict Area (acres)	BLI Sites Area (acres)	Existing (Planted) Planting Spaces Abutting BLI Sites	Potential Planting Spaces Abutting BLI Sites	Total Planting Spaces Abutting BLI Sites	Total Potential ROW Planting Spaces	BLI Potential Planting Spaces as % of Total Potential ROW Planting Spaces
Central Eastside	706	110	434	447	881	1,354	33%
Lloyd District	385	77	505	198	703	474	42%
Lower Albina	138	3	13	25	38	126	20%
Downtown	222	21	207	99	306	510	19%
Goose Hollow	175	24	194	127	321	325	39%
Old Town/ Chinatown	130	19	203	29	232	152	19%
Pearl District	277	67	250	166	416	380	44%
South Downtown/ University	218	37	225	48	273	76	63%
South Waterfront	177	91	152	54	206	116	47%
West End	95	13	110	109	219	319	34%
Central City Total	***2523***	***461***	***2293***	***1302***	***3595***	***3,912***	***33%***

For the Baseline Scenario, it is assumed that the existing street trees associated with BLI-designated vacant and underutilized sites in the Central City will be retained or replaced. It is also assumed that 70 percent of the potential planting spaces associated with Central City BLI-designated vacant and underutilized sites, when they are developed, will be planted with trees according to the adjacent planting strip category. It is further assumed that properties with "A strips" or "B strips" requiring cutouts will be upgraded through development so that they are wide enough to accommodate a tree.

Only 70 percent of the potential planting spaces associated with BLI sites were assumed to be planted due to the variety conflicts and constraints that affect street tree planting. A 30 percent constraint was applied to account for known and potential constraints to street tree planting and root growth. A key constraint is the impact of underground vaults and voids. Other constraints include driveways and curb cuts, conflicts with other sidewalk furnishings, existing water facilities (mains, meters, and hydrants), and conflicts with trees on freight streets. Some of these constraints can be addressed, at least in part, through effective planning and design but, in general, they represent a challenge to street tree planting on development sites. This constraint is also intended to help account for potential over-estimates in the BES ROW tree planting space survey data, as noted in TC-Table 1.

To inform development of the 30 percent constraint BPS evaluated the extent of sub-surface encroachment associated with vaults and voids, using GIS data layers for tax lots and vaults and voids. This analysis involved generating hypothetical average sidewalk corridor widths by subdistrict. Estimated existing encroachments between underground vaults and sidewalk corridors vary by

subdistrict, and range from 0 to 32 percent. This included an assumed 5-foot buffer around existing vaults and voids. It is not possible to determine the extent to which these existing encroachments affect potential tree planting spaces as the data does not include specific locational information for the potential tree planting spaces. It is also not possible to predict future encroachments associated with new vaults and voids. However, based on anecdotal information from PBOT staff, vaults are an increasingly-common barrier to planting street trees, as utility infrastructure is more frequently placed in the right-of-way to serve denser mixed-use development.

In addition to the 30 percent constraint described above, the street tree canopy estimates have been further adjusted to reflect constraints associated with buildings that abut the sidewalk corridor. Existing base zones throughout much of the Central City allow 100 percent building coverage (i.e. lot-line to lot-line). These zones generally do not require landscaping except where a property abuts a residential zone. Buildings constructed up to the sidewalk typically keep the street trees from growing to their full capacity. For purposes of this analysis, ROW tree canopy estimates have been reduced by 20 percent for medium trees and 30 percent for large trees located in specified zones. These adjustments were derived assuming a typical 12-foot-wide sidewalk corridor and calculating the appropriate canopy reduction in the area of a circle/circle segment.

Street trees abutting lot-line-to-lot-line development.

b. Baseline investments in street tree planting

The Baseline Scenario reflects an assumption that the City will continue a proactive level of investment in street tree planting in the Central City between now and 2035. It is assumed that the City will periodically offer trees to be planted free of cost, at the adjacent property owner's discretion. And, per current city policy, the ongoing maintenance for the tree is the responsibility of the adjacent property owner.

The additional increment of tree canopy associated with this proactive investment in street tree planting reflects response rates to recent BES planting efforts in the Central Eastside. For the Baseline Scenario it is assumed that the City will invest in one additional planting initiative or project, per Central City subdistrict, over the Central City 2035 planning horizon. This assumption takes into consideration the number of subdistricts in the Central City and that City-sponsored street tree planting projects will also be taking place outside the Central City during the same time period.

It is further assumed that each planting project will involve reaching out to property owners and offering to provide and plant trees at no cost during two consecutive years. Based on the recent planting effort in the Central Eastside, it is expected that each project would result in planting a total of 20 percent of the potential planting spaces over the two year period, on average, for each subdistrict. This analysis does not include potential planting spaces abutting BLI lots, which were accounted for in section b. ii, above.

Based on recent Urban Forestry Program policy, potential planting spaces less than three feet wide ("A strips") as well as potential cutouts less than four feet wide ("B cutouts") were not included in this analysis.[1] It should be noted that the data indicates front strip/space width, side strip/space width, and whether or not concrete removal is needed; it does not, however, differentiate whether the concrete removal is required on the front, side, or both. For the purposes of this analysis, all potential spaces less than four feet wide (B) with a "yes" in the concrete removal required column were removed. This may be an overestimate of actual B cutout spaces.

Staff conducted a preliminary estimate of planting and establishment costs associated with continuing current street tree planting efforts. Based on recent contractor estimates provided by BES staff, assuming 20 percent of the potential planting spaces associated with non-BLI lots are planted with trees, the cost of procuring, planting and servicing trees during a three-year establishment period would be approximately $648,585, or roughly $1,242 per tree. This includes labor, materials, soil amendment, tree stock, root barrier, and concrete cut costs (including the cut itself, the permit, and concrete disposal costs).

c. Baseline tax lot tree canopy

For the Baseline Scenario, existing canopy on tax lots is assumed to remain constant in "dynamic equilibrium," except for tree canopy on Central City BLI-designated vacant and underutilized sites. These sites are expected to develop or redevelop during the Central City 2035 planning horizon, which will affect tree canopy on tax lots as well as in the ROW.

Low and high estimates of potential future tree canopy on BLI sites after development were produced for each base zone within the different Central City subdistricts. Estimates reflect the area of these sites and existing zoning (Title 33) and Title 11 tree density (planting) standards. Existing tree canopy on BLI sites was subtracted from the modeled low and high range estimates by subdistrict to estimate the incremental future change in tree canopy associated with anticipated future development and redevelopment.

[1] To account for A and B cutout potential planting spaces associated with properties that have more than two sides (given an "MS" code), an equal distribution of potential planting spaces was assumed for each side. For MS coded properties that lacked planting strip codes, the average percent of A and B cutout spaces was applied. These estimated MS A and B cutout potential planting spaces were removed from the analysis.

For BLI vacant and underutilized parcels that are zoned CX, EX, IG1, or IH, the low potential canopy estimate is zero, as these zones have no minimum landscaping requirement and allow a maximum building coverage of 100 percent (see TC-Table 4 below). In addition, Title 11 Tree Preservation and Tree Density (planting) standards do not apply in these zones. The high estimates reflect average existing tree canopy on fully developed (non-BLI) sites in these zones. The high estimate assumes tree canopy could be maintained through a combination of voluntary tree preservation and planting as sites develop or redevelop.

TC-Table 4. Existing Zoning and Tree Standards, by Zone

Zone	Total Area of BLI Sites (acres)	Area as % of Total BLI Sites	Max Building Coverage Limit (Title 33)	Min Landscaped Area (Title 33)	Min Landscaping Abutting R Zoned Lot (Title 33)	Min Building Setback – Street Lot Line (Title 33)	Max Building Setback – Transit Street or Ped District (Title 33)	Tree Density (Planting) Standard (Title 11)
CX	249.7	54.21%	No limit	None	5 ft. at L3	0	10 ft.	Exempt
EX	77.9	16.91%	100% of site area	None	5 ft. at L3	0	10 ft.	Exempt
IG1	76.4	16.58%	100% of site area	None	5 ft. at L3	0	None	Exempt
RX	24.4	5.29%	100% of site area	None		0	10 ft.	20%
IH	9.8	2.13%	100% of site area	None	10 ft. at L3	5 ft.	None	Exempt
EG2	9.3	2.03%	85% of site area	15% of site area	10 ft. at L3	25 ft.	None	10% (industrial) 15% (commercial)
EG1	5.7	1.24%	85% of site area	15% of site area	5 ft. at L3	5 ft.	10 ft.	10% (industrial) 15% (commercial)
RH	4.4	0.96%	85% of site area	15% of site area		0	20 ft.	20%
R1	2.4	0.51%	60% of site area	20% of site area		3 ft.	20 ft.	20%
CG	0.7	0.15%	85% of site area	15% of site area	5 ft. at L3	0	10 ft.	15%

The low and high tax lot canopy estimates for each of these zones were adjusted to account for zoning provisions that require a minimum landscaped area along the tax lot abutment with residential parcels. The landscaping standard abutting residential is L3, which requires one large tree per 30 linear feet, one medium tree per 22 linear feet, or one small tree per 15 linear feet. It is assumed that canopy covers 100 percent of the required landscaped area along the abutting residential tax lot. This increment is incorporated into the low and high estimates for each tax lot.

For BLI-designated vacant and underutilized parcels that are zoned EG1 and EG2, the low baseline future tree canopy estimate is 10 percent of the total tax parcel area and the high estimate is 15 percent. This reflects the existing 85 percent maximum building coverage and 15 percent minimum landscaping requirements in the Zoning Code for EG1 and EG2 zones. The City's L1 landscaping standard applies in these zones and establishes tree planting requirements based on the width of the landscaped area and tree size. Tree canopy coverage will vary depending on the width of landscaped area, with a higher percentage of canopy cover for narrower landscaped areas. These assumptions also reflect Title 11 Tree Density standards which require 10 percent minimum future tree area for industrial sites and 15 percent for commercial/retail/office/mixed use development or a fee in lieu of planting. Revenues from these fees go to the City's Tree Fund which the City uses to plant trees within the same watershed where development took place. It is assumed that trees preserved to meet Title 11 Tree Preservation Standards would contribute to meeting Tree Density standards as well.

For BLI parcels that are zoned RX, R1, and RH, the low baseline future tree canopy estimate is 10 percent of the tax lot area and the high estimate is 20 percent of the tax lot area or the average existing tree canopy on fully developed (non BLI) sites in these zones, whichever is greater. This reflects the existing 20 percent minimum landscaping requirement for R1 and 15 percent minimum landscaping requirement for RH. The City's L1 landscape requirements also apply in the R1 and RH zones. In addition, the Title 11 tree density standard requires a 20 percent minimum future canopy coverage for sites in multi-family residential zones or payment of a fee in lieu of planting to the City's Tree Fund. The low baseline estimate reflects an assumption that many developers may choose to pay a fee in lieu of meeting density standards given relatively small sites and block sizes and relatively high property values.

In addition to the base zone-specific landscaping requirements, the Zoning Code also requires that development projects on sites with river frontage meet specific planting requirements within the existing 25-foot Willamette River setback. An additional 25 feet of river frontage serves as a proxy for the area between ordinary high water and top of bank. This is added to the 25-foot river setback area for a total of 50 feet of river frontage that is assumed for BLI-designated Central City lots abutting the Willamette River.

An additional increment of tree canopy was estimated for the river frontage on BLI-designated vacant and underutilized tax lots along the Willamette River that are not owned by Portland Parks and Recreation (PP&R-owned lots will be addressed below). This tree canopy is included in the low and high baseline future tree canopy estimates. For the low estimate, the tree canopy increment is assumed to be 40 percent of the area within the riverbank and river setback. For the high estimate, the increment is assumed to be 80 percent of the area within the riverbank and setback. This canopy range is based on the current river setback landscaping standard of one tree for every 20 feet of river frontage, acknowledging that, in many cases, trees will be clustered or a view corridor will need to be maintained. Existing tree canopy is subtracted from these amounts to calculate the incremental change associated with development or redevelopment. River setback landscaping requirements are in addition to any landscape requirements of other chapters of Title 33.

d. Trees on buildings

Throughout most of the Central City, it is challenging to incorporate trees on development sites given the density of development, zoning that allows 100 percent building coverage, and relatively small city blocks.

That said, it is becoming more common for new projects to incorporate trees on buildings. Trees can be incorporated into shared areas atop podiums, on rooftops, and on balconies. A number of recent projects in the Central City have incorporated trees on buildings and it is important to recognize this growing trend. Therefore, an estimate of trees placed on buildings in future projects was incorporated into the Baseline Scenario.

In determining this estimate, it was assumed that Central City non-Open Space BLI vacant and underutilized sites of at least 0.45 acres (i.e., half a typical downtown block) would be most likely to provide adequate podium and/or roof area to accommodate trees. All BLI sites at least 0.45 acres in size were identified and aggregated to determine the total area by subdistrict. Given that not all new buildings will incorporate trees it was assumed that a fraction of the area of the eligible sites would be available to incorporate trees on to new buildings (20 percent of area of non-industrial eligible parcels and 10 percent of the area of eligible industrial parcels, due to their unique project needs and design) The percentage was applied to the aggregate land areas, rather than individual parcels, to account for the fact that it is not possible to know which specific parcels will incorporate trees on buildings.

Using the parcel area estimates, the estimate of actual tree canopy was then calculated. As a first step an estimated 85 percent building coverage was applied to the parcel area to represent an expected amount of roof area. Based on the estimated building coverage, a Baseline tree canopy estimate was calculated. The Baseline Scenario assumed 5 percent tree canopy coverage on buildings, once these trees reach maturity.

e. Optional front building setbacks for new development

Current Title 33 Required Building Line standards allow buildings to be set back up to 12 feet from the street lot line for 75 percent of the lot line. In other words, the Required Building Line standards define the parameters for optional building setbacks on development sites. In all of the Central City, the code requires the optional setback to serve as an extension of the sidewalk. Within the South Waterfront Subdistrict, Title 33 allows an applicant to decide if the optional setback will serve as an extension of the sidewalk or be landscaped according to the L2 landscape standard. The Required Building Line standards are silent on the function of an optional setback for some parts of the Central City, such as industrial zones.

It is expected that most property owners and developers would not choose a setback given impacts on developable area and Portland's relatively small city blocks (200 feet x 200 feet). For the purpose of this exercise, it is assumed that 25 percent of new BLI developments would include a front setback. It is also assumed that constraints associated with vaults and voids and other physical impediments to street tree planting will continue to play a role in these areas.

An optional setback, whether an extension of the sidewalk or vegetated, would increase the space available for street tree canopy. Specific assumptions regarding street tree canopy include the following:

- 25 percent of the small potential planting spaces associated with the primary frontage of BLI sites, by subdistrict, would be able to accommodate medium trees. This would likely require the use of modular suspended pavement systems or structural soils to increase soil volume in narrow planting spaces.
- 25 percent of the medium potential planting spaces associated with the primary frontage of BLI sites in zones allowing 100 percent maximum building coverage and that have no landscaping

requirements, by subdistrict, will regain the 20 percent canopy constraint subtracted in the "Baseline right-of-way tree canopy associated with development and redevelopment" analysis discussed in section b, ii above.

- 25 percent of the large potential planting spaces associated with the primary frontage of BLI sites in zones that allow 100 percent maximum building coverage and that have no landscaping requirements, by subdistrict, will regain 20 percent of the 30 percent canopy constraint subtracted in the "Baseline right-of-way tree canopy associated with development and redevelopment" analysis discussed in section b, ii above.
- The 30 percent constraint on planting due to vaults/voids and other constraints still applies.

Given the constraints on planting trees on Central City streets and tax lots, establishing tools and approaches to encourage expanded subsurface soil volumes is recommended. This will also be important for trees planted in setbacks that are required to serve as an extension of the sidewalk. This issue is addressed further in the Central City 2035 Plan future tree canopy scenario.

An optional setback would allow for additional tree canopy within the setback itself. For 25 percent of the BLI lots in each subdistrict, it is assumed that:

- A setback would be incorporated into future development on one frontage of the property, and
- One small tree would be planted within the setback for each of those sites. To account for both the extension of sidewalk and the landscaped setback options in the South Waterfront subdistrict, it was assumed that two small trees would be planted within the setback for each BLI site in the South Waterfront subdistrict.

It should be noted that the number of trees in the setback area may be more or less in certain areas or zones within the Central City. For example, the setback area in industrial zones is often used for storage and loading and may be less likely to have a tree.

f. Baseline tree canopy in existing parks and public spaces

To develop tree canopy estimates for existing City public parks and public spaces, Portland Parks and Recreation (PP&R) analyzed existing tree canopy and developed tree canopy ranges for 2035.

PP&R's Planning, Urban Forestry, Zone, and City Nature East staff conducted a tabletop exercise, using Google Maps (and Street View), Bing, City of Portland GIS data, and current canopy cover data in Central City parks. Staff viewed images of each existing Central City park and property boundaries, examined existing canopy cover at each Central City park, and discussed existing and future tree health/species mix, maintenance issues, programming issues, and unresolved issues from various perspectives.

From this exercise PP&R staff developed low and high estimates of future tree canopy cover for each existing Central City park. The results of this exercise are robust in that they reflect diverse professional opinions and perspectives among the PP&R program staff.

PP&R staff adjusted the future canopy estimates slightly between the Discussion Draft and the Proposed Draft to account for changes in existing canopy identified in the 2014 LiDAR data.

PP&R future canopy estimates are presented in TC-Table 5.

TC-Table 5. Baseline Future Tree Canopy Estimates for Existing PP&R Parks/Open Spaces

Central City Subdistrict	Existing Park Area (acres)	Existing Park Canopy - 2014 (acres)	Baseline Future Canopy – LOW (acres)	Baseline Future Canopy – HIGH (acres)	Difference between LOW and Existing (acres)	Difference between HIGH and Existing (acres)
Central Eastside	9.09	2.1	2.47	3.00	0.37	0. 90
Lloyd District	4.54	3.43	2.72	3.33	-0.71	-0.10
Lower Albina	0.00	0.00	0.00	0.00	0.00	0.00
Downtown	23.12	8.95	8.60	11.18	-0.35	2.23
Goose Hollow	0.00	0.00	0.00	0.00	0.00	0.00
Old Town/Chinatown	11.02	3.87	4.07	4.78	0.19	0.91
Pearl District	8.14	2.57	2.93	3.53	0.36	0.96
South Downtown/University	17.58	7.61	8.44	9.69	0.84	2.08
South Waterfront	6.62	0.77	1.81	2.14	1.05	1.37
West End	0.00	0.00	0.00	0.00	0.00	0.00
Central City Total	***80.11***	***29.31***	***31.05***	***37.65***	***1.74***	***8.34***

For most Central City subdistricts, future canopy estimates would maintain or increase tree canopy. For a couple of subdistricts, the projected future canopy would result in a reduction in existing tree canopy. For these subdistricts PP&R identified parks with existing canopy levels that are higher than optimal to meet park use and management objectives. PP&R projected that future canopy levels in these subdistricts could be lower than existing levels.

It should be noted that potential specific tree-related plans or actions in Central City parks would be part of larger master planning efforts and will need to be considered carefully, with input from different PP&R program staff, other bureaus, and other stakeholders.

g. Baseline Scenario - Results

The Baseline Scenario projects an incremental increase in tree canopy across the Central City of 14 to 72.4 acres (an additional 0.5 to 2.8 percent), compared to existing tree canopy. Future canopy in the Baseline Scenario is projected to reach 14 to 16.3 percent. Tree canopy is also projected to increase incrementally in most subdistricts, though the increases vary by subdistrict. In a few subdistricts, tree canopy is projected to decrease in the "Low" estimate. Only one subdistrict (Goose Hollow) is projected to decrease in the "High" canopy estimate.

The Baseline Scenario illustrates that much of the projected future tree canopy exists today and that substantial variability in the tree canopy across Central City subdistricts is expected to continue. A few subdistricts would continue to have less than ten percent tree canopy into the future, while others are projected to contain over twenty percent canopy coverage by 2035 given anticipated future growth under current regulations and programs.

Lower Albina is currently characterized by the lowest percentage and amount of tree canopy of any subdistrict and would be expected to continue to be so in both the Low and High Baseline estimates. The Central Eastside is by far the largest subdistrict, however it has the second lowest percentage of tree canopy in the Central City. In contrast, Goose Hollow, Downtown, and South Downtown/University subdistricts together are roughly equivalent in area to the Central Eastside Subdistrict and are characterized by roughly three times the tree canopy (in terms of percentage). A relatively large increase in tree canopy is projected for the Central Eastside, but the increase still represents a relatively small portion of this sizeable subdistrict.

The largest projected increases in tree canopy are associated with street tree growth that was estimated for the recently redeveloped Pearl District and the South Waterfront subdistricts. The next largest projected increase in tree canopy is associated with street trees planted in conjunction with development. Encouraging the provision of increased subsurface soil volumes for trees in conjunction with new development coverage would support this estimated additional canopy increment.

Tree canopy in most existing parks is projected to be maintained or to increase. Tree canopy in some parks may be reduced in the future, as demonstrated by the negative values in the "Low" estimate for parks in two subdistricts in TC-Table 6 below. Although existing parks are expected to maintain a relatively high percentage of tree canopy, parks make up a relatively small proportion of the total area of the Central City and its subdistricts.

The most substantial loss of tree canopy was projected for trees on tax lots expected to develop, as shown in the "Low" BLI canopy estimate. Tax lot tree canopy losses were projected for most Central City subdistricts. The largest losses in tree canopy in both BLI canopy estimates are projected for the Lloyd District, South Downtown/University, and Goose Hollow subdistricts. This projection reflects current zoning and Title 11 regulations, which allow lot-line-to-lot-line development and do not apply landscaping, tree preservation, or tree density (planting) requirements in zones comprising much of the Central City. Optional setbacks and trees on buildings are projected to add a small amount of tree canopy in the Baseline scenario. Additional tree growth in rights-of-way by expanded setbacks, trees on tax lots within the set back, and trees placed on buildings (e.g. podiums, rooftops, etc.) are each expected to add approximately two acres in the Central City.

TC-Table 6 presents the results of the Baseline Future Tree Canopy Scenario analyses.

TC-Table 6. Baseline Future Tree Canopy Scenario

				PROJECTED CHANGES IN TREE CANOPY (from existing canopy)										BASELINE FUTURE TREE CANOPY SCENARIO			
				ROW				BLI TAX LOTS				EXISTING PARKS		TOTAL					
Central City District	District Area[1] (acres)	Existing Canopy (2014) (acres)	Existing Tree Canopy as Percent of Total District	Investment: Street Tree Planting[2] (acres)	Districts with Recently Planted Street Trees (acres)	Street Trees Associated with New Development[3] (acres)	Optional Setbacks - Additional ROW Canopy (acres)	Optional Setbacks - Trees in Setback (acres)	Trees on Buildings (acres)	LOW[4] (acres)	HIGH[4] (acres)	LOW[5] (acres)	HIGH[5] (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	Baseline Tree Canopy - LOW (acres)	Baseline Tree Canopy - HIGH (acres)	Baseline Tree Canopy - LOW (% of District Area)	Baseline Tree Canopy - HIGH (% of District Area)
Central Eastside	706	53.0	7.5%	1.6		2.6	1.0	0.4	0.2	-5.4	1.5	0.4	0.9	0.8	8.2	53.9	61.3	7.6%	8.7%
Lloyd District	385	61.2	15.9%	1.2		2.7	0.2	0.3	0.5	-10.6	-2.0	-0.7	-0.1	-6.4	2.9	54.8	64.1	14.2%	16.6%
Lower Albina	138	8.3	6.1%	0.4		0.4	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.7	0.9	9.1	9.2	6.6%	6.7%
Downtown	222	45.3	20.4%	2.0		1.4	0.1	0.1	0.1	-2.5	-1.6	-0.3	2.2	0.8	4.3	46.1	49.6	20.7%	22.3%
Goose Hollow	175	36.9	21.2%	0.5		0.7	0.4	0.2	0.1	-6.3	-2.1	0.0	0.0	-4.3	-0.1	32.6	36.8	18.7%	21.1%
Old Town/Chinatown	130	21.8	16.7%	0.6		0.3	0.0	0.1	0.1	-1.7	-0.7	0.2	0.9	-0.4	1.4	21.4	23.2	16.5%	17.8%
Pearl District	277	28.7	10.4%	1.2	21.7	2.0	0.2	0.2	0.5	-2.2	3.4	0.4	1.0	24.0	30.1	52.7	58.8	19.0%	21.3%
South Downtown/University	218	53.1	24.3%	0.1		0.7	0.0	0.2	0.2	-8.5	-2.7	0.8	2.1	-6.4	0.6	46.7	53.7	21.4%	24.6%
South Waterfront	177	16.2	9.1%	0.3	4.3	0.5	0.0	0.2	0.7	-4.2	13.2	1.0	1.4	2.9	20.7	19.1	36.9	10.8%	20.8%
West End	95	14.8	15.5%	1.1		1.6	0.1	0.1	0.0	-0.4	0.6	0.0	0.0	2.5	3.6	17.3	18.3	18.2%	19.2%
Central City Total	***2,523***	***339.4***	***13.5%***	***9.1***	***26.1***	***13.0***	***2.1***	***1.9***	***2.4***	***-42.0***	***9.7***	***1.7***	***8.3***	***14.2***	***72.5***	***353.6***	***411.8***	***14.0%***	***16.3%***

1 Water not included

2 Additional canopy associated with city investment in street tree planting. The model assumes 20% of potential planting spaces in the ROW (not adjacent to BLI sites) would be planted by 2035 as a result of proactive city investment.

3 Additional canopy due to planting potential ROW planting spaces associated with development/redevelopment (BLI sites).

4 BLI tax lot analysis reflects canopy impact from zoning, landscape requirements, and landscaping the river setback.

5 Reflects PP&R preferred future tree canopy ranges for existing PP&R managed parks.

2. Central City 2035 Plan Future Tree Canopy Scenario and Tree Canopy Targets - Methodology and Results

The Central City 2035 Plan Future Tree Canopy Scenario (Central City 2035 Scenario) builds on the Baseline Scenario described above. Assumptions have been added or revised to reflect changes in policies, regulations, and levels of investment that are contained or called for in this Recommended Draft. Tree canopy projections from the Baseline Scenario serve as the starting point for the Central City 2035 Scenario; additional increments of canopy change were modeled as follows.

a. Streetscape improvements for the Green Loop

The Recommended Draft policies call for development of the Green Loop as a signature set of pedestrian and bicycle pathways and connections between public spaces, parks and the river. Development of the Green Loop will require substantial City investment in street tree planting and innovative streetscape improvements that will generate tree canopy along its alignment. Improvements could include planted medians and bulb-outs, lane or street conversions, and removal of pavement and tree planting along streets that are excessively wide or that have underutilized pockets (e.g., SE 7th Avenue and SE Washington Street). In addition to substantial City investment, development of the Green Loop is expected to be catalyzed through major development projects (e.g., the U.S. Postal Service site), major infrastructure projects (e.g., the NE 7th/8th Avenue I-84 bicycle and pedestrian bridge), and regional grants for multi-modal transportation.

To model anticipated increase in tree canopy associated with the Green Loop, it was assumed that 70 percent of the potential planting spaces along the Green Loop frontages associated with non-BLI lots would be planted during the Central City 2035 planning horizon. This reflects the 30 percent constraint applied in the Baseline Scenario, which is intended to account for an array of physical constraints on street tree planting. It was also assumed that trees would be planted in potential planting spaces along four of the east-west connector streets within the Central City boundary: SW Salmon Street, NW Flanders Street, SE Salmon Street, and NE Multnomah Street. In areas with multiple alignment options, average canopy capacity across all options was used.

Tree sizes and resulting canopy area were assigned based on planter strip size. Potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis. Similar to the Baseline Scenario, the additional 20 percent canopy reduction for medium trees and 30 percent canopy reduction for large trees was applied in zones that allow lot-line to lot-line development. It should be noted that the Green Loop tree canopy modeling was based on a preliminary concept and is subject to change.

In addition to canopy associated with planting street trees in potential planting spaces along the Green Loop alignment, this scenario component assumes implementation of innovative street designs envisioned as part of the Green Loop and “street hierarchy & development character” concepts outlined in Volume 1 of the Recommended Draft (shown in TC-Figure 3 and TC-Figure 4). The street hierarchy and development character concept is intended to be more intentional about street character and includes a “Flexible Street” designation, where visible green features, including larger canopy/spreading trees, are

encouraged. The intention of both the Green Loop and Flexible Streets designation is to create a safer, greener environment for bicyclists and pedestrians.

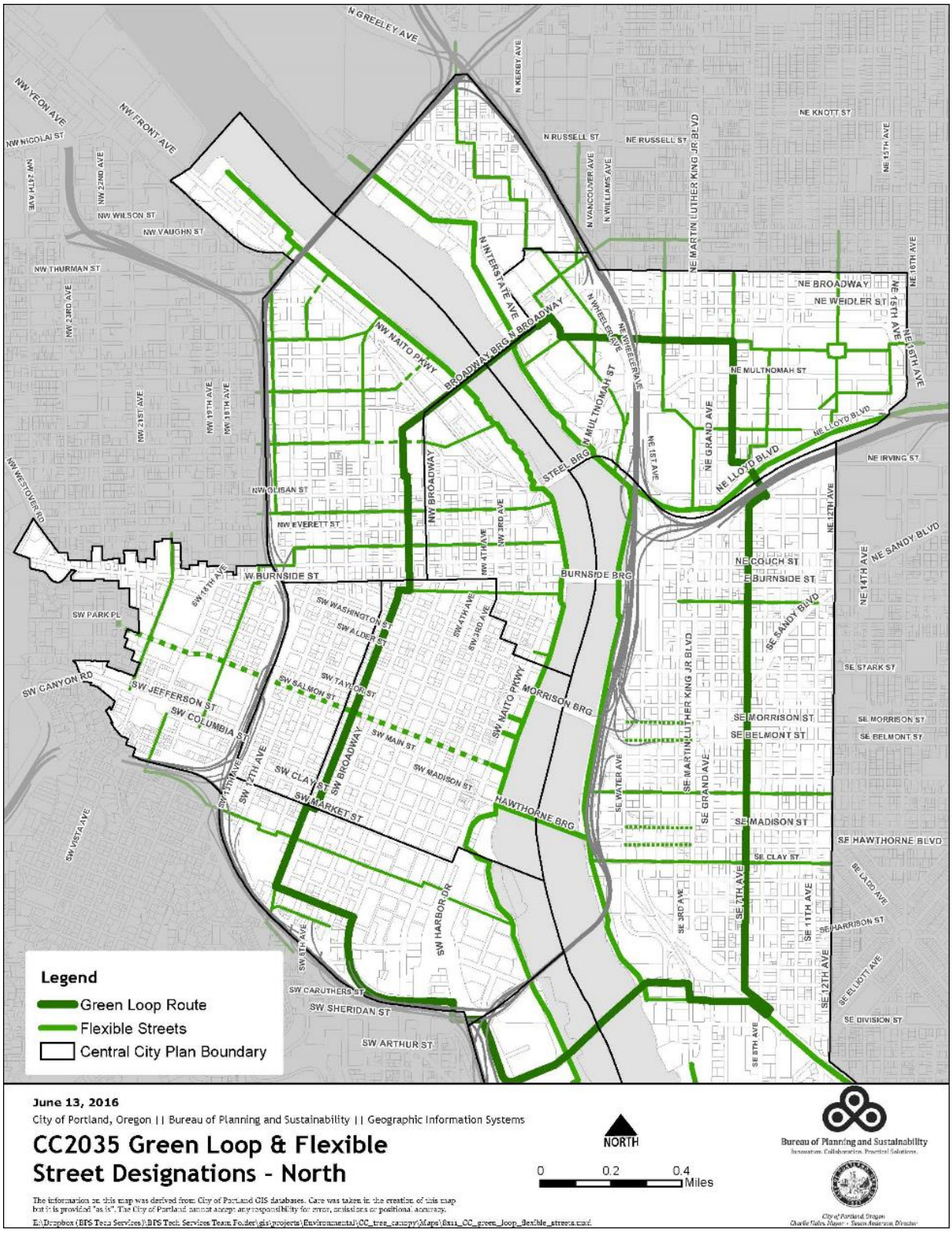
Central City 2035 policies further support these concepts and the accommodation of more trees. Policy 5.12, the Green Loop concept, calls for "innovative, park-like pedestrian environments and wildlife habitat connections" while Policy 6.10.c, Effective tree planting – Tree accommodation, encourages "wider sidewalk corridor furnishing zones and other right-of-way design elements (e.g., medians, bulb-outs) to facilitate planting and accommodation of larger canopy tree species."

Innovative street design actions might include closing off certain intersections that cross the Green Loop, allowing a large tree to be planted in the ROW; the addition of mid-block bulb-outs where larger trees could be planted; the removal of a parking lane and expansion of the sidewalk to allow for a double row of street trees; the addition of a planted median; or other innovative street designs that increase canopy.

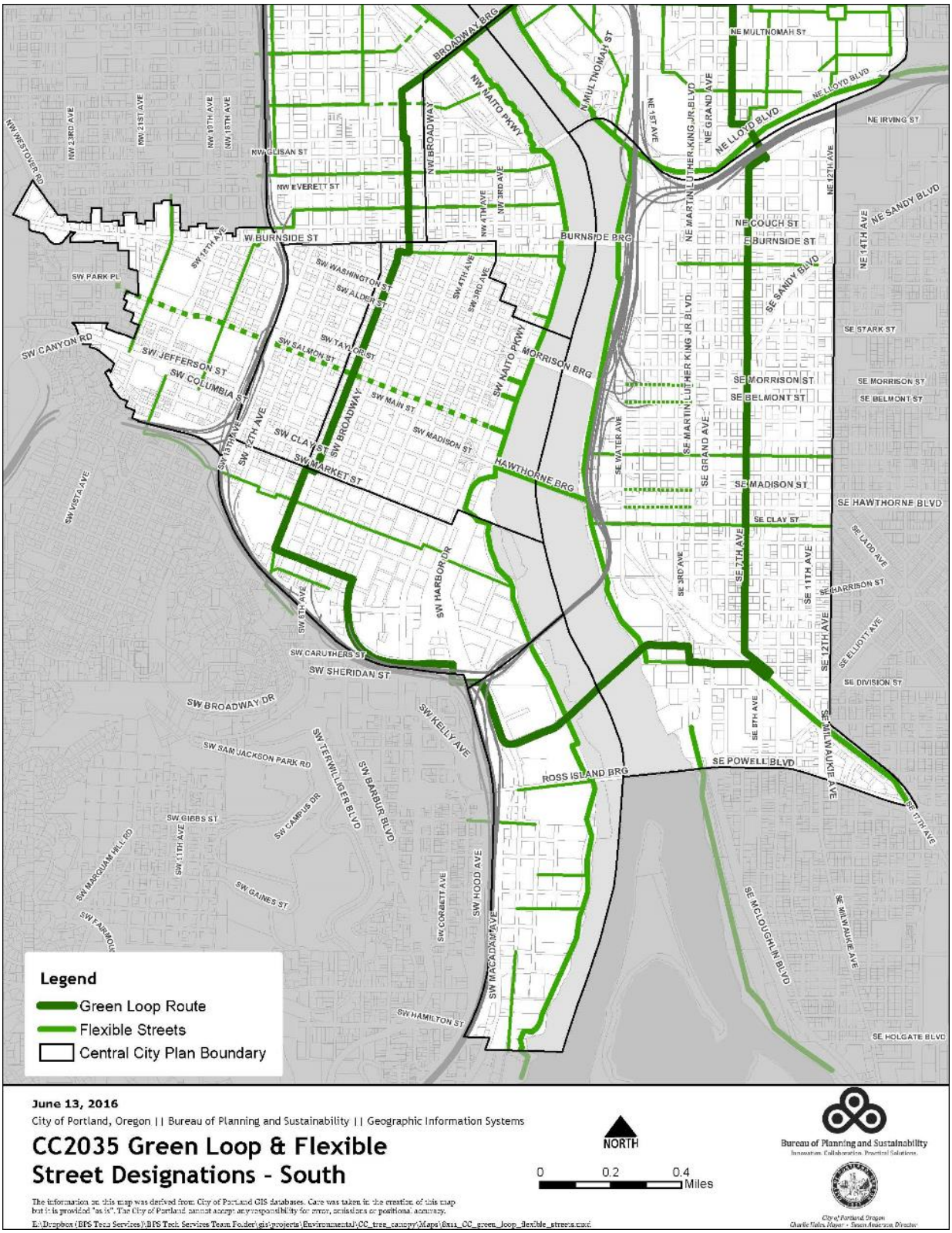
For this analysis, staff calculated the number of designated Flexible Street blocks along the Green Loop alignment, including seven east-west Flexible Street connectors (NW Flanders Street, SW Oak Street, SW Salmon Street, SW Montgomery Street, SE Ankeny Street, SE Salmon Street, and SE Clay Street), by subdistrict. The analysis excluded bridges and unbuilt connections along the Green Loop (e.g. the proposed bike/ped bridge over I-84). Average block area was then calculated by subdistrict, using the standard Central City block length of 200 feet multiplied by the standard ROW width of 60 feet.

It is not expected that every block of the Green Loop or flexible street connectors will include innovative street design elements between now and 2035. The sequencing of innovative street design related projects is likely to focus improvements in certain locations rather than distributing improvements throughout the Green Loop. As a result, some blocks likely won't include new treatments for some time, while other blocks could receive fairly heavy design treatments. For purposes of this analysis, staff assumed an additional 20 percent of canopy area on half of the Green Loop and associated Flexible Street connector blocks, on average. This is roughly the canopy equivalent of adding two medium sized trees to half of the Green Loop/flexible connector blocks, or one medium sized tree to all of them.

TC-Figure 3. Central City 2035 Green Loop and Flexible Street Designations – North



TC-Figure 4. Central City 2035 Green Loop and Flexible Street Designations – South



b. Flexible street design

As noted above, Recommended Draft Policy 5.10 calls to "establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible." In addition to the flexible streets associated with the Green Loop, the Central City 2035 Plan's proposed street hierarchy and development character concept includes a number of other streets with a "flexible" designation. Flexible streets outside the Green Loop alignment account for just over half of the total flexible streets in the Central City. In some districts, such as Central Eastside and Downtown, the majority of flexible streets are associated with the Green Loop. However, in other districts, such as the Lloyd and the Pearl, the Green Loop flexible streets only account for a small portion of the total in the district.

Staff used the same approach to model canopy on these other flexible streets as was used for the Green Loop analysis (see section a., above). Like the Green Loop, improvements on flexible streets will require significant public investment and will likely be catalyzed by future private development and/or other infrastructure improvements.

c. Investment in street tree planting

The Central City 2035 Plan includes multiple goals and policies supporting increased tree canopy, quality pedestrian environments, and the Green Loop, as listed earlier in this report.

Additional City investment in street tree planting, over and above the Baseline Scenario, will be needed to implement these policies effectively. For this scenario it is assumed that the City will sponsor two, two-year street tree planting projects in each subdistrict by 2035, instead of the one tree planting project that was assumed for the Baseline Scenario. Like the Baseline Scenario, it is assumed that maintenance of future ROW trees will remain the responsibility of the adjacent property owner. For the Baseline Scenario it was assumed, based on previous City-sponsored tree planting projects, that one two-year planting project would fill 20 percent of the potential planting spaces with new trees. However, for this additional planting project, it is assumed that trees will be planted in 10 percent of the remaining potential planting spaces associated with non-BLI lots over the second two-year period. The shift from 20 percent to 10 percent during the second two-year planting project is intended to reflect diminishing returns noted with previous City planting efforts. As in the Baseline Scenario, potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis.

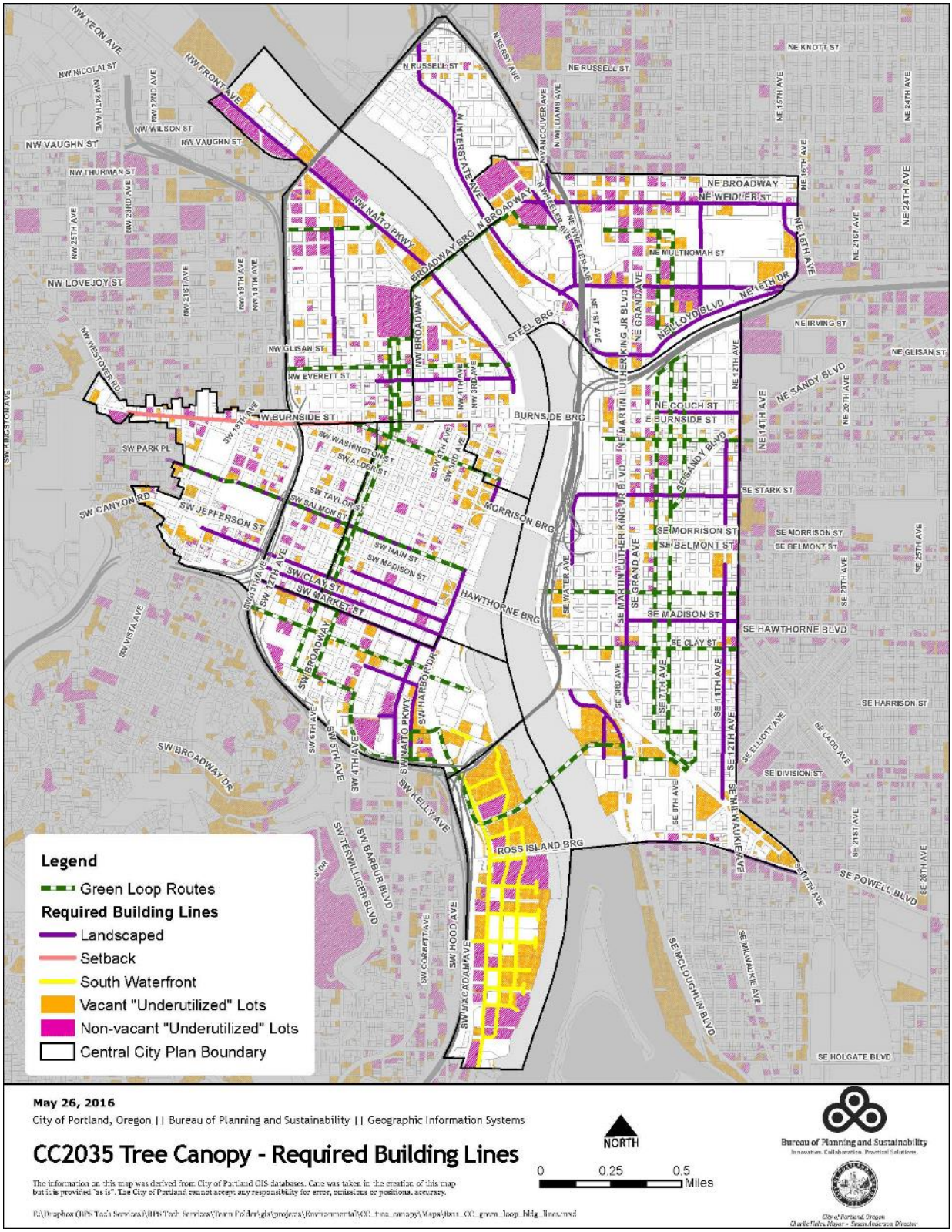
Staff conducted a preliminary analysis of planting and establishment costs associated with increased City investment in Central City street trees. Based on information provided by BES staff, it is estimated that a second planting project in which 10 percent of the potential planting spaces associated with non-BLI lots are planted would cost an additional $259,434 above the Baseline Scenario cost estimate, for a total of $908,019. This total includes the cost of procuring, planting, and a three-year establishment period for those trees, incorporating labor, materials, soil amendment, root barrier, tree stock, and concrete cut costs (including cut, permit, and concrete removal).

d. Optional Landscaped Building Setback Streets

The Recommended Draft includes revisions to the required building line standards. The revisions are intended to reflect the Street and Development Character concept from the quadrant plans. The major change is that on certain Central City streets, a front building setback, if chosen by the developer, must be landscaped. A new landscape standard for the setback area has been developed as a part of the Recommended Draft. The standard requires trees to be planted in the setback when a 12-foot setback is utilized. This requirement is incorporated into the methodology described below.

TC-Figure 5 below shows the Required Building Lines streets designated in the Recommended Draft code amendments and map. In the figure, landscape setback streets are identified.

TC-Figure 5. Central City Tree Canopy – Required Building Lines



Under the Baseline Scenario, it was assumed that 25 percent of new BLI developments would include a front setback, resulting in increased canopy from both ROW trees as well as potential new trees planted in the setback area. The Baseline Scenario further assumed that, for 25 percent of the BLI lots in each subdistrict, one small tree would be planted within the setback for each of those sites. For the Central City 2035 Scenario, it was assumed that, along the new landscaped streets, three small trees would be planted within the setback. Thus, the Central City 2035 Scenario estimated an additional two small trees within the optional setbacks along landscaped streets, when compared to the Baseline Scenario.

As mentioned in the optional front building setbacks section in the Baseline Scenario (Section 1, e), given the constraints on planting trees in the Central City, it is important to establish tools and approaches to ensure adequate subsurface soil volumes are provided in these setbacks to allow for medium and large trees to be planted and for improved tree health. The Recommended Draft includes a draft policy to encourage provision of adequate subsurface soil volumes especially for trees planted in conjunction with new development and infrastructure improvements. It is appropriate to focus this policy and associated implementing tools on development situations where extensive site grading is occurring and where the cost of materials and installation should be small when compared to total project costs.

Combination of street trees and trees planted in a building setback along SW Harrison Street.

e. Trees on buildings

The Baselines Scenario recognizes the growing trend of placing trees on buildings. The Central City 2035 Plan policies and implementing actions will directly and indirectly encourage innovative design approaches that are expected to increase the number of trees placed on buildings.

To account for these factors, Central City 2035 Scenario includes an additional increment of tree canopy from trees on buildings. The Central City 2035 Scenario utilizes the same methodology described in the

Baseline Scenario but increases the assumed tree canopy coverage on buildings from 5 percent to 10 percent.

f. Central City Master Plan areas

In support of Recommended Draft policies relating to large site development and the public realm, the Recommended Draft code includes a new Central City Master Plan process that would be required for master plan areas designated on Map 510-19 and optional for non-industrial, non-open space BLI sites that are at least 160,000 square feet in size. The minimum site area required to be eligible for the optional Master Plan process has been increased from the 80,000 square feet threshold in the Proposed Draft.

The master plan path provides developers of larger sites more flexibility and promotes innovative and sustainable site design, including identification of building locations, open space features, land uses, and phasing of development. Master plans will support functional connections with adjacent and nearby uses and infrastructure and the creation of dynamic public realms that include parks and open spaces, plazas, pedestrian walkways, trees, and other open space amenities.

A general approach was taken to estimate potential tree canopy across five of the six potential master plan areas that have been identified thus far. Tree canopy was estimated for the U.S. Postal Service based on more specific development plans for that site and is included in the Central City 2035 Scenario's planned parks analysis (see Subsection g, below). Tree canopy on the remaining five sites was modeled as follows. Per the master plan code language, 20 percent of the area of master plan areas would be devoted to the public realm, which could be comprised of park-like open spaces, pedestrian walkways, plazas, and/or private streets. Of the public realm, at least 50 percent or 20,000 square feet, whichever is greater, must be in the form of parks or plazas. An expected tree canopy range was then calculated for the public realm per the master plan tree density standard, which requires a minimum of one tree per 1,000 square feet if only small trees are planted or one tree per 3,000 square feet if medium or large trees will be planted.

The same approach was taken to model potential tree canopy for other Central City sites at least 160,000 sq. ft. in size. However, since the Master Plan approach is optional for these sites, it was assumed that only 25 percent would opt to apply for a master plan. Also, a number of the 160,000 sq. ft. or greater BLI sites in South Waterfront include river frontage and portions of the planned South Waterfront Greenway Trail extensions. Future tree canopy associated with the South Waterfront Greenway Trail extensions was modeled under the planned parks section (see Subsection g, below), so the area of these extensions was removed from the total area of 160,000 sq. ft. or greater sites in South Waterfront. Potential future tree canopy was modeled on the remaining area.

Since all of the master plan areas and potential 160,000 sq. ft. or greater sites are BLI sites, existing tree canopy was already subtracted as part of the Baseline Scenario calculations. Thus, this analysis calculates the incremental change associated with required and optional master plan area. The master plan assumptions are based on a preliminary concept and are subject to change.

g. Planned Central City parks and public spaces

Policies in the Recommended Draft call for expanding the Central City parks and open spaces system and acquiring new parks. During the Central City quadrant planning processes, a number of potential new parks and public spaces were identified, such as the South Waterfront Greenway north and south reach extensions, the PNCA and U.S. Postal Service north park blocks, and a series of new parks organized along an improved NE Clackamas Street.

For potential new parks in the Central City, Portland Parks and Recreation staff recommended applying the average of the range of preferred future canopy estimates developed for existing parks in the Baseline Scenario. This approaches recognizes that determining desirable and feasible tree canopy levels for future parks will require robust planning processes and consideration of factors that are not known at this time, such as desired park uses, landscape objectives, etc.

When PP&R acquires or redevelops park land in the Central City, incorporation of trees, along with other park needs, will be considered via a master planning process. In the meantime, for the purposes of this analysis, the average low and high preferred tree canopy ranges that PP&R prepared for existing Central City parks were applied to estimate future tree canopy for anticipated future Central City parks, based on anticipated future park area. The analysis for planned future parks included both PP&R-managed as well as other future potential private and/or other publicly managed parks.

Because specific locations are not yet known for many of these parks, it was not possible to subtract all existing canopy to estimate the net change in tree canopy. Thus, the overall increment of change modeled for planned parks may be an overestimate. In cases where a more specific location was known, such as the South Waterfront Greenway extensions and the Sullivan's Gulch Trail, existing canopy was removed.

For the South Waterfront Greenway extensions, it was also necessary to account for tree canopy modeling already done for this area – specifically, tree canopy associated with an expanded river setback on BLI sites between the Marquam Bridge and SW Gibbs Street for the north extension and SW Lane Street and the Central City boundary at SW Hamilton Court for the south extension. The river setback analysis modeled incremental canopy change for a 50-foot setback plus a 25-foot proxy for the area between ordinary high and top-of-bank. For the future park analysis, an additional increment of canopy was added to the river setback analysis, assuming an additional 25-foot-wide area along the length of the Greenway Trail expansion.

h. Expanded Willamette River setback

An expanded river setback (currently referred to as the Greenway Setback) is proposed in the Recommended Draft code. Expanding the setback from 25 feet to 50 feet, as recommended, would support numerous City policies calling for improved access to and along the river and for improved protection and enhancement of riparian ecological functions.

The 40 to 80 percent future tree canopy coverage range applied in the Baseline Scenario is applied to the 25-foot proxy for the riverbank plus the 50-foot setback area on BLI vacant and under-utilized sites with Willamette River frontage.

i. Riverbank enhancements

The riverbank enhancement targets contained in Volume 5 are intended to improve fish and wildlife habitat, as well as overall riparian function along the Willamette River. These enhancements are assumed to occur on sites not identified as likely to develop (i.e., non-BLI lots). The proposed riverbank enhancement targets and associated tree canopy assumptions are as follows:

- City-owned and other publicly owned land not identified in the BLI: The recommended targets call for 70 percent of the linear feet of vegetated riverbank to be enhanced. Multiplying by 75 feet (which represents the 50 foot proposed setback area plus the 25-foot proxy between ordinary high and top-of-bank) gives the area of riverbank to be enhanced. Similar to the Baseline Scenario, the 40-80 percent future tree canopy coverage assumption is applied to estimate tree canopy in the river setback area. Existing canopy on City or other publicly-owned vegetated banks is subtracted from modeled low and high range estimates to calculate the incremental change.

- City/private partnerships on non-BLI sites: The recommended targets call for 1,800 linear feet of privately owned vegetated riverbank to be enhanced. It is assumed that these 1,800 linear feet will be distributed proportionally based on the percent of privately-owned vegetated riverbank contained in each subdistrict. The privately-owned linear feet estimate is multiplied by 75 feet to calculate the total enhancement area and then the 40-80 percent future tree canopy coverage is applied within that area.

  Specific locations of the 1,800 linear feet of enhancement generated by city/private partnerships are not known, so it is not possible to subtract existing tree canopy from the proposed enhancement area. However, the Central City 2035 Plan includes a new River Open Space Bonus which would allow property developers to choose to increase their setback width in exchange for increased FAR. The increased setback would have to be landscaped. For the purposes of this analysis, it was assumed that the existing tree canopy and any potential new canopy from the river open space bonus would be roughly equivalent and therefore no reduction in tree canopy has been made for existing trees in this enhancement area.

j. Central City 2035 Plan Scenario results and draft tree canopy targets

The future tree canopy estimates for the Central City 2035 Plan scenario are presented below and proposed as the Central City 2035 Plan tree canopy targets.

The targets represent a considerable increase in canopy relative to existing canopy, and compared to the Baseline Scenario as well. Under the Central City 2035 plan, tree canopy is projected to increase by 46.0 to 117.1 acres in total across the Central City relative to existing canopy (339.4 acres). This is equivalent to the area of between 50 to 128 downtown city blocks and represents an increase from 13.5 percent to as high as 18.1 percent Central City-wide.

The Central City 2035 Scenario also projects an increase of 31.8 to 44.7 acres in overall tree canopy, relative to the Baseline Scenario. This corresponds to an additional 1.3 to 4.1 percent increase in tree canopy. The total future canopy under the Central City 2035 Plan is projected to reach between 15.3 and 18.1 percent.

Variability in tree canopy by subdistrict is projected to continue under the Central City 2035 Plan. In the Central Eastside subdistrict tree canopy is projected to increase by between nine and twenty acres. This represents a minimum sixteen percent increase from existing conditions, bringing that subdistrict to between 8.7 and 10.3 percent tree canopy in the future. On the other hand, tree canopy in subdistricts with higher existing percentages, including Goose Hollow, the West End and South Downtown/ University, is projected to remain relatively constant or increase slightly compared to existing canopy.

In the Central City 2035 Plan Scenario, tree canopy in the Lloyd District is projected to increase five to seven acres, or about 1.4 to 1.8 percent, when compared to the Baseline Scenario. This would bring total tree canopy in the Lloyd subdistrict to between 15.and 18.4 percent. An additional 5.9 to 10.3 acres of future tree canopy, or 3.3 to 5.9 percent, is projected for the South Waterfront subdistrict in the Central City 2035 Plan. This would bring total tree canopy in the subdistrict to between 14.1 and 26.7 percent. In other subdistricts, increases in canopy vary, ranging from about one to five additional acres in each subdistrict. Projected future tree canopy in the Lower Albina subdistrict is expected to increase by less than one percent. As a result, its future tree canopy percentage continues to be the lowest in this scenario, at 7.1 to 7.3 percent.

Approximately 10 to 13 acres of tree canopy is projected to be generated in conjunction with new development. This increase reflects the combined effect of the proposed expanded river setback and various City development-related code requirements for trees on ROW and tax lots. This increase also reflects assumed additional tree canopy associated with optional building setbacks and trees on buildings. Encouraging and providing incentives to maximum subsurface soil volumes in conjunction with development will support the incorporation of larger, healthier site trees and street trees.

Investments associated with future City street tree planting projects along with streetscape improvements along the Green Loop and as a part of flexible street design are projected to increase tree canopy by 16.3 acres. Almost 13 acres of this additional canopy is associated with assumed street tree investments along the Green Loop and in Flexible streets. Investments in riverbank enhancement to meet Central City 2035 targets is projected to generate an additional 3 to 7. 5 canopy acres. While investment in new parks is projected to generate 2.6 to 7.6 more acres of canopy.

Overall, the strategies included in this analysis represent a diverse mix of proactive City investments and public-private partnerships, regulatory mechanisms, and market-based (non-regulatory) conditions. This combination of future actions provides a unique opportunity to create a unique tree canopy fabric throughout the Central City. City investments and public-private partnerships are projected to increase tree canopy between 22.0 and 31.4 acres, or between approximately 69 and 70 percent of the projected canopy increase. Tree canopy increases resulting from new codes and requirements would be expected to increase tree canopy by 7.5 to 10.9 acres, or between 23.6 and 24.4 percent of the projected low and high canopy increase, respectively. The remainder of the estimated canopy increase is expected to be associated with trees on new buildings. Incorporation of trees on buildings is expected to result from both market demand and encouragement by the City as a part of plan implementation.

This mix of actions demonstrates the critical role the City will play – and substantial investment needed – to reach the Central City 2035 Plan tree canopy targets.

TC-Table 7 presents the results of the Central City 2035 Scenario analyses and associated tree canopy targets.

TC-Table 7. Central City 2035 Plan Scenario

				PROJECTED CHANGES IN TREE CANOPY (from Baseline Scenario)														CC2035 PLAN FUTURE TREE CANOPY			
				ROW			TAX LOTS						PARKS		OTHER		TOTAL					
Central City District	District Area[1] (acres)	Baseline Canopy - LOW[2] (acres)	Baseline Canopy - HIGH[2] (acres)	Investment: Street Tree Planting[3] (acres)	Investment: Green Loop[4] (acres)	Investment: Flexible Street Design (acres)	Optional Front Setbacks - Landscaped Streets[5] (acres)	Master Plan and Large Development Sites - LOW[6] (acres)	Master Plan and Large Development Sites - HIGH[6] (acres)	Increased River Setback - LOW[7] (acres)	Increased River Setback - HIGH[7] (acres)	Trees on Buildings (acres)	Investment: New Parks - LOW[8] (acres)	Investment: New Parks - HIGH[8] (acres)	Investment: Riverbank Enhancement - LOW[9] (acres)	Investment: Riverbank Enhancement - HIGH[9] (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	CC2035 Tree Canopy - LOW (acres)	CC2035 Tree Canopy - HIGH (acres)	CC2035 Tree Canopy - LOW (% of District)	CC2035 Tree Canopy - HIGH (% of District)
Central Eastside	706	53.9	61.3	0.6	2.5	0.3	0.2	1.5	1.7	0.3	0.5	0.2	0.4	1.8	1.8	3.9	7.9	11.8	61.8	73.1	8.7%	10.3%
Lloyd District	385	54.8	64.1	0.5	0.7	1.8	0.2	1.2	1.4	0.0	0.0	0.5	0.4	1.5	0.2	0.3	5.4	6.8	60.2	70.9	15.6%	18.4%
Lower Albina	138	9.1	9.2	0.2	0.0	0.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.7	0.8	9.8	10.0	7.1%	7.3%
Downtown	222	46.1	49.6	0.8	1.2	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	2.4	2.5	48.4	52.0	21.8%	23.4%
Goose Hollow	175	32.6	36.8	0.2	0.2	0.6	0.0	0.6	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.7	1.8	34.3	38.6	19.7%	22.1%
Old Town/Chinatown	130	21.4	23.2	0.2	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.3	1.2	1.3	22.6	24.5	17.4%	18.8%
Pearl District	277	52.7	58.8	0.5	0.7	1.4	0.1	0.1	0.1	0.6	1.1	0.5	0.4	1.6	0.3	0.6	4.4	6.5	57.0	65.4	20.6%	23.6%
South Downtown/University	218	46.7	53.7	0.1	0.9	0.3	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	-0.3	0.2	1.4	1.9	48.0	55.6	22.0%	25.5%
South Waterfront	177	19.1	36.9	0.1	0.2	0.3	0.0	0.4	0.4	1.9	3.9	0.7	1.5	2.7	0.8	1.9	5.9	10.3	25.0	47.2	14.1%	26.7%
West End	95	17.3	18.3	0.5	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	18.2	19.3	19.1%	20.2%
Central City Total	***2,523***	***353.6***	***411.8***	***3.6***	***7.0***	***5.7***	***0.9***	***3.8***	***4.5***	***2.8***	***5.5***	***2.4***	***2.6***	***7.6***	***3.0***	***7.5***	***31.8***	***44.7***	***385.4***	***456.5***	***15.3%***	***18.1%***

1 Water not included.
2 Includes existing tree canopy.
3 Additional canopy resulting from a second 2-year city street tree planting effort - an additional 10% of remaining potential planting spaces planted (not adjacent to BLI sites).
4 The Green Loop investment includes proactively planting 70% of potential planting spaces (non-BLI) along the Green Loop and four major east-west connectors, plus additional canopy due to innovative street design along the Green Loop and seven east-west connectors.
5 Optional setback associated with new (re)development (BLI sites). Increment of change based on new landscaped streets in CC2035 Plan; assumes two additional small trees in setback area on landscaped streets (baseline assumed one).
6 Includes canopy estimate on required master plan sites plus 25% of non-industrial BLI sites >160,000 square feet.
7 Additional canopy from increasing river setback from 25' to 50'. Also includes area between ordinary high water and top of bank, using 25 feet as a proxy.
8 Includes anticipated future parks (PP&R-managed and other). Note: Because specific locations/boundaries of planned parks are not known, existing canopy has not been subtracted from many of the planned parks. Thus, these numbers may overestimate canopy associated with new parks.
9 Additional canopy based on the 2035 riverbank enhancement targets. Includes canopy within 75' landward from ordinary high water.

The tree canopy estimates calculated for the Central City 2035 Plan Scenario are proposed to serve as the updated draft tree canopy targets for the Central City. These targets are aspirational and will be challenging to meet. However, they are achievable with effective implementation of the proposed package of regulatory changes and investments.

As demonstrated in TC-Table 8, the targets resulting from Central City 2035 Plan Scenario analysis are generally in line with preliminary tree canopy targets developed as a part of the quadrant plans. Overall, the potential tree canopy range for the Central City is generally consistent with the original targets. However, individual subdistricts vary in their consistency with the quadrant plan targets. Only the Old Town/Chinatown subdistrict Central City 2035 Plan target significantly exceeds the original target in the West Quadrant Plan. The Lower Albina, South Downtown/University, and Downtown subdistrict targets are lower than originally targeted during the West Quadrant planning effort. Central City 2035 Plan targets for all other subdistricts are generally consistent with the quadrant plan targets.

TC-Table 8. Comparison of Preliminary Tree Canopy Targets in Quadrant Plans and Central City 2035 Tree Canopy Targets

Geography	Quadrant Tree Canopy Targets (%)	Central City 2035 Tree Canopy Targets (%)
Central Eastside	10	8.7 – 10.3
Lloyd District	18	15.6 – 18.4
Lower Albina	10	7.1 – 7.3
Downtown	25	21.8 – 23.4
Goose Hollow	20	19.7 – 22.1
Old Town/Chinatown	10	17.4 – 18.8
Pearl District	20	20.6 – 23.6
South Downtown/University	30	22.0 – 25.5
South Waterfront	20	14.1 – 26.7
West End	20	19.1 – 20.2
Central City Totals	***17***	***15.3 – 18.1***

III. Conclusions and Recommendations

This analysis indicates that future tree canopy in the Central City is anticipated to increase and that the Recommended Draft Central City 2035 Plan will result in substantial increases in tree canopy over time. Furthermore, the analysis demonstrates that the approaches included in the Central City 2035 Plan Scenario are likely to enable the Central City as a whole to reach the preliminary tree canopy targets estimated in the quadrant plans.

Reaching these targets will be challenging but they are achievable. A mix of tools will be needed. Recommended Central City 2035 policies and regulations will increase the amount of trees to be preserved or planted in conjunction with new development (e.g., river setback, landscaping, street trees, optional building setbacks, master plan areas). Substantial investment will be needed to fund proactive street tree planting, streetscape improvements (e.g., Green Loop and flexible streets), proposed riverbank enhancements, and new parks. In addition, tools are needed to ensure that, whenever possible, adequate sub-surface soil volumes are provided for future trees planted in tax lots, rights-of-way, and parks, particularly trees planted in conjunction with development or major infrastructure projects. Specific requirements aimed at increasing the provision of adequate subsurface soil volumes in conjunction with development and major infrastructure projects should be considered as a mechanism to facilitate the planting of medium or large trees. This could greatly increase tree canopy at maturity. This is especially important given planting constraints in the Central City.

With the intensity of development increasing in the Central City, the desire of developers to place building utility infrastructure (vaults/voids) in the ROW is becoming increasingly common, limiting the ability to provide multiple street trees along these blocks. This represents an area where competing City priorities intersect. As the Central City continues to grow over the life of the plan, ensuring provision of tree canopy will be critical. City staff should work to find creative solutions that balance the needs of more intense development with the provision of street trees.

Additionally, to better position the City to achieve the Central City 2035 Plan targets, incentives for the preservation of existing healthy, non-nuisance trees should also be considered. Creative design approaches aimed at preserving existing trees, especially medium and large, healthy trees, should be strongly encouraged. Medium and large trees provide substantial ecosystem services that will take many years to replace after tree removal, even if a new tree is planted in its place. This issue is likely to be addressed as a part of a future review of Title 11, Trees.

TC-Table 9 compares future tree canopy scenario results with existing tree canopy, and presents the proposed Central City 2035 tree canopy targets.

TC-Table 9. Central City Tree Canopy Scenario Results and Draft Tree Canopy Targets

				Baseline Future Tree Canopy Scenario[2]		CC2035 Plan Scenario & Draft Tree Canopy Targets[3]	
CC Subdistrict		**Subdistrict Area[1] (acres)**	**Existing tree canopy**	**LOW**	**HIGH**	**LOW**	**HIGH**
Central Eastside	acres	706	53.0	53.9	61.3	61.8	72.9
	%		*7.5%*	*7.6%*	*8.7%*	*8.7%*	*10.3%*
Lloyd District	acres	385	61.2	54.8	64.1	60.2	70.9
	%		*15.9%*	*14.2%*	*16.6%*	*15.6%*	*18.4%*
Lower Albina	acres	138	8.3	9.1	9.2	9.8	10.0
	%		*6.1%*	*6.6%*	*6.7%*	*7.1%*	*7.3%*
Downtown	acres	222	45.3	46.1	49.6	48.4	52.0
	%		*20.4%*	*20.7%*	*22.3%*	*21.8%*	*23.4%*
Goose Hollow	acres	175	36.9	32.6	36.8	34.3	38.6
	%		*21.2%*	*18.7%*	*21.1%*	*19.7%*	*22.1%*
Old Town/Chinatown	acres	130	21.8	21.4	23.2	22.6	24.5
	%		*16.7%*	*16.5%*	*17.8%*	*17.4%*	*18.8%*
Pearl District	acres	277	28.7	52.7	58.8	57.0	65.4
	%		*10.4%*	*19.0%*	*21.3%*	*20.6%*	*23.6%*
South Downtown/University	acres	218	53.1	46.7	53.7	48.0	55.6
	%		*24.3%*	*21.4%*	*24.6%*	*22.0%*	*25.5%*
South Waterfront	acres	177	16.2	19.1	36.9	25.0	47.2
	%		*9.1%*	*10.8%*	*20.8%*	*14.1%*	*26.7%*
West End	acres	95	14.8	17.3	18.3	18.2	19.3
	%		*15.5%*	*18.2%*	*19.2%*	*19.1%*	*20.2%*
Central City Total	**acres**	***2,523***	**339.4**	**353.6**	**411.8**	**385.4**	**456.5**
	%		***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***

[1] Does not include water; [2] Includes existing tree canopy; [3] Includes existing and baseline tree canopy.

Appendix A. Alternative Options

In addition to the Baseline and Central City 2035 Plan scenarios, staff considered additional options to increase tree canopy that are not included in the Central City 2035 Scenario or the draft tree canopy targets.

These options are intended to be illustrative, providing information that will help respond to community interests or questions. These options are also intended to help inform potential future program decisions and planning efforts, including City street tree planting programs and updates to Title 11, Trees.

1. More parks and open spaces

It is plausible, if not likely, that over 20 years the Central City will accrue parks and open spaces beyond those called for in the Central City 2035 Plan. Such new parks and open spaces could be City owned or managed, or they could be privately owned or owned by another public agency.

However, any additional park-like open spaces would likely be modest in scale given high land values and competition for land in the Central City.

For this option, Portland Parks and Recreation staff recommended assuming an additional six acres of parks. It was assumed that these six acres of parks will be distributed proportionally across each of the subdistricts. Anticipated tree canopy was then calculated for each subdistrict using averages of PP&R's low and high preferred canopy ranges.

2. More investment in street trees

The Baseline and Central City 2035 Plan scenarios modeled expected increases in tree canopy associated with one and two two-year City-sponsored tree planting projects, respectively. Based on data collected by BES, the first of these two-year plantings could be expected to result in a 20 percent increase in the number of trees planted on non-BLI lots while the second was expected to result in a 10 percent increase.

This option estimates the maximum amount of additional street tree canopy that could be provided along rights-of-way were the City to undertake a more ambitious Central City street-tree planting program. Given planting constraints discussed earlier in the report, it is assumed that 70 percent of the potential ROW planting spaces could be planted by 2035 (100 percent minus the 30 percent planting constraint described in the scenario analysis above). Combined with existing trees this would total approximately 13,863 trees with a 92 percent future stocking level.

Planting 70 percent of the potential ROW planting spaces in the Central City would require additional funding and investment. However, based on past experience, it would also be challenging to plant this many trees given property owner resistance to planting trees. BES has documented that the responsibility and cost to maintain street trees is one of the main reasons that property owners choose not to plant additional street trees. If the City were to assume increased responsibility for the planting, establishment, and maintenance of street trees it is anticipated that property owners would be more receptive to new

street trees. In addition, the City would have a basis to plant trees without requiring prior property owner approval.

Based on information provided by staff from BES and PP&R, the cost of planting and establishing trees in 70 percent of the potential planting spaces associated with non-BLI lots would be $2,270,048. This is a $1,362,029 increase over the costs associated with the Central City 2035 Scenario. Planting and establishment costs include labor, materials, soil amendment, root barrier, tree stock, and concrete cut costs (including cut, permit, and concrete removal). Potential planting spaces that are less than three feet wide and those less than four feet wide that would require cutouts were not included in the analysis.

If the City were to assume responsibility for the expanded maintenance of existing and future street trees in the Central City (e.g., tree assessment and pruning), the annual cost is estimated to be $788,000 per year, assuming 70 percent of the potential spaces are planted (including those associated with both BLI and non-BLI sites).

3. Required building setbacks

The Central City 2035 Plan Scenario estimated changes in tree canopy associated with anticipated optional front building setbacks on future development sites. The plan would allow but not require front building setbacks in certain zones. This would provide flexibility while also supporting policies calling for active streetscapes and first floor uses.

Stakeholders have expressed interest in how additional setbacks or other tools could increase tree canopy on private property. This section describes three options developed to assess the tree canopy impact of requiring (rather than allowing) setbacks in the Central City. This evaluation is intended to be illustrative only, given that requiring setbacks would conflict with many Central City goals and policies.

The first option modeled changes in tree canopy assuming setbacks are required only along the Green Loop alignment, including the four primary east-west connections, and along all streets that would be required to do a landscaped setback under the proposed optional setback plan. The section of the Green Loop between SW Salmon Street and W Burnside Street was excluded from this analysis because it is the most urban section of the Green Loop and is less likely to include a setback.

Changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. For the Central City 2035 Plan Scenario it was assumed that with an optional setback code provision, 25 percent of the BLI-designated vacant and underutilized lots and BLI sites along the Green Loop would develop with setbacks. It was also assumed that for lots with setbacks, small potential front planting spaces could accommodate medium trees. A third assumption was that for lots developed with setbacks tree canopy of medium and large trees would no longer be as constrained by buildings. In other words, the 20 percent canopy reduction on medium trees and 20 of the 30 percent canopy reduction on large trees applied in zones allowing lot-line to lot-line development are eliminated and this canopy is regained (see Central City 2035 Scenario discussion above for more information).

For this “required setback” option, it was assumed that all of the BLI-designated vacant and underutilized sites along the Green Loop, four primary east-west connections, and streets where setbacks would need to be landscaped per the draft code would have a setback along the primary frontage. The 30 percent

overall constraint is still applied so that 70 percent of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development. To estimate additional canopy within the setback it was assumed that there would be three small trees per BLI site.

The second option modeled anticipated changes in canopy if front setbacks were required for BLI-designated vacant and underutilized sites along all streets except those in industrial zones. In the third option, setback requirements would apply to all BLI sites in the Central City. Again, changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. The 30 percent overall constraint was applied so that 70 percent of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development.

For these latter two options, tree canopy within the setback was estimated assuming one additional small tree per BLI site. This estimate is more conservative to reflect the likelihood that fewer trees would be planted outside the Green Loop and landscaped setback designated streets, particularly in industrial areas.

4. Apply Title 11 Tree Preservation and/or Tree Density (Planting) Standards in Zones that are Currently Exempt

Title 11 Tree Preservation and Tree Density Standards do not currently apply to industrial, commercial and employment zones that have no existing Title 33 landscaping requirements (IH, IG1, EX, CX, CS, and CM). These zones comprise a majority of the Central City area. The Title 11 Tree Preservation Standards also do not apply to developments with existing or proposed building coverage of 85 percent or more. For the Baseline and Central City 2035 scenarios it was therefore assumed that future development on BLI-designated vacant and underutilized lots in these zones could result in no (zero) tree canopy on the development sites. The zero tree canopy result is represented in the “low” estimates for these scenarios.

These exemptions were established in part because they were adopted when the City lacked a current Economic Opportunities Analysis and was therefore unable to fully examine and determine if additional tree regulations would affect employment land supply. The City has since produced a new Economic Opportunities Analysis that will allow this evaluation to take place.

The purpose of this option is to assess how tree canopy could change if the Title 11 Tree Preservation and/or Tree Density exemptions were eliminated. This was modeled as follows.

- For IG1 and IH, the new low canopy estimate is assumed to be five percent of the total area of BLI sites by subdistrict. This is based on the existing ten percent tree density standard that currently applies in other industrial zones. It is also assumed that any existing trees that are preserved would count toward the tree density requirement. The ten percent was lowered to five percent since applicants may choose to pay the fee in lieu of tree preservation and planting. Both five percent and ten percent were modeled and are incorporated into the summary table low and high, respectively.

- For CX and EX, the new low canopy estimate is assumed to be ten percent. This is based on the existing 15 percent minimum tree density standard that applies in other commercial zones. It is

also assumed that existing trees that are preserved would count toward the tree density requirement. The 15 percent was lowered to ten percent since applicants could choose to pay a fee in lieu of tree preservation and planting. Both ten percent and 15 percent were modeled and are incorporated into the summary table low and high, respectively.

One way to increase the benefit of applying the Tree Preservation and Tree Density standards in the Central City would be to require that fees-in-lieu be used to plant trees only in the Central City. This would provide additional revenue for the City to plant trees in the Central City or potentially to help pay for proactive riverbank enhancement.

5. Additional options to increase right-of-way tree canopy

The Central City 2035 Scenario incorporated various assumptions for trees in rights-of-way (ROW). Additional discussion of options to improve ROW tree canopy could address targeted planting of large trees, street bump outs, street diets, or replacing a traffic lane with a treed median, etc. on a larger subset of streets than just the flexible streets. Potential limitations on the placement of new vaults/voids under the sidewalk corridor would reduce constraints on street tree planting. In addition, the City could evaluate requiring ROW dedications to increase the width of the sidewalk corridor and facilitate tree planting and/or planting of larger trees. This would require examination of nexus and proportionality between new development/redevelopment and furnishing zone sidewalk dedications to provide more space for trees. (Note: These options were not modeled and are therefore not addressed in the results section below.)

Results

Of the alternative options considered, the largest projected tree canopy increases are associated with application of Title 11 Tree Preservation and Tree Density Standards in zones that are currently exempt from these standards. As demonstrated in TC-Table A-1 and TC-Table A-2, this change is projected to generate an additional 33 to 54 acres of tree canopy, or 1.3 to 2.1 percent across the Central City. Applying these standards would require amending Title 11 and an analysis of potential impacts on employment land supply in accordance with the City's Economic Opportunities Analysis. It is recommended that the exemptions from these standards be evaluated thoroughly during the next comprehensive update of Title 11, Trees. The impacts of revising or eliminating the exemptions should be considered, including tree canopy benefits and impacts on development potential and cost, housing affordability and other City goals and policies.

The next largest projected increase in tree canopy is associated with additional investment in street tree planting. This option is also projected to have significant future public costs associated with planting and maintaining the street trees. An ambitious planting project accompanied by public investment in street tree maintenance could add roughly 19 acres (0.8 percent) of tree canopy across the Central City. Such a project could make a big impact in terms of stormwater management, urban heat island, improved pedestrian experience, and other considerations. However, this option would also have significant public costs and would require a change in City policy, which currently assigns the responsibility of street tree maintenance to adjacent property owners. Committing City resources to maintain street trees in the

Central City also raises equity issues, such as whether those public dollars could be better spent to maintain street trees or provide other services in parts of the City with historically underserved or under-represented communities.

Additional front building setbacks or other tools to increase tree canopy on tax lots could provide some additional tree canopy; however, requiring building setbacks in the Central City would conflict with other Central City goals and policies. If front setbacks were required only along the Green Loop and associated connectors and streets, an additional 3.3 acres (0.13 percent) of tree canopy is estimated. If front setbacks were also required along streets in either non-industrial zones or along all other Central City streets, an additional 12.4 (0.1 percent) to 14.3 acres (0.5 percent), respectively, would be expected. This increase would come from street trees that can grow larger as well as trees planted in the setback itself.

The potential benefits of additional parks within the Central City were also investigated. Investments in new public or private parks, or park-like open spaces, are projected to increase Central City tree canopy by approximately 2 to 3 acres, or roughly 0.1 percent.

TC-Table A-1 and TC-Table A-2 present the results of the alternative options described in this section, alongside a comparison of existing tree canopy and Baseline and Central City 2035 scenarios.

TC-Table A-1. Alternative Future Tree Canopy Options (presented in acres)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy (2014) (acres)	Baseline Total Tree Canopy Acreage - LOW[2]	Baseline Total Tree Canopy Acreage - HIGH[2]	2035 Total Tree Canopy Acreage - LOW[3]	2035 Total Tree Canopy Acreage - HIGH[3]	Investment: Street Tree Planting[4] (acres)	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5] (acres)	Required Setbacks - All Streets Except Industrial- ROW Canopy[6] (acres)	Required Setbacks - All Streets - ROW Canopy[7] (acres)	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8] (acres)	Required Setbacks - All Streets Except Industrial - Setback Canopy[6] (acres)	Required Setbacks - All Streets - Setback Canopy[7] (acres)	Tree Density Standards in All Zones - LOW[9] (acres)	Tree Density Standards in All Zones - HIGH[10] (acres)	Investment: New Parks (additional) - LOW[11] (acres)	Investment: New Parks (additional) - HIGH[11] (acres)
Central Eastside	706	53.0	53.9	61.3	61.8	72.9	3.4	1.1	2.0	3.4	0.4	0.7	1.0	5.7	10.5	0.8	0.9
Lloyd District	385	61.2	54.8	64.1	60.2	70.7	2.5	0.0	0.9	0.9	0.3	0.7	0.7	6.9	10.6	0.6	0.7
Lower Albina	138	8.3	9.1	9.2	9.8	10.0	0.9	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.3	0.2	0.2
Downtown	222	45.3	46.1	49.6	48.5	52.1	4.2	0.1	0.6	0.6	0.1	0.4	0.4	2.0	3.0	0.1	0.2
Goose Hollow	175	36.9	32.6	36.8	34.4	38.6	1.1	0.0	1.6	1.6	0.1	0.5	0.5	1.3	2.0	0.1	0.1
Old Town/Chinatown	130	21.8	21.4	23.2	22.6	24.5	1.2	0.0	0.2	0.2	0.0	0.3	0.3	1.9	2.8	0.1	0.1
Pearl District	277	28.7	52.7	58.8	57.2	65.5	2.4	0.1	1.3	1.5	0.2	0.5	0.5	5.0	8.1	0.2	0.2
South Downtown/University	218	53.1	46.7	53.7	48.1	55.6	0.3	0.1	0.3	0.3	0.3	0.3	0.3	3.0	4.6	0.1	0.2
South Waterfront	177	16.2	19.1	36.9	25.2	47.3	0.6	0.0	0.6	0.6	0.0	0.2	0.2	7.0	11.5	0.1	0.1
West End	95	14.8	17.3	18.3	18.2	19.3	2.4	0.1	0.7	0.7	0.2	0.4	0.4	0.5	0.7	0.1	0.1
Central City Total	***2,523***	***339.4***	***353.6***	***411.8***	***385.9***	***456.8***	***19.0***	***1.6***	***8.3***	***9.8***	***1.7***	***4.1***	***4.5***	***33.4***	***54.1***	***2.3***	***2.8***

1 Water not included.
2 Includes existing tree canopy.
3 Includes existing and baseline tree canopy.
4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 10% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.
5 This is an incremental increase in canopy if front setbacks were required on the Green Loop and streets where a setback would need to be landscaped (per Required Building Lines code). The assumptions are that small trees along these streets could be replaced with medium trees, and that medium trees would regain the 20% and large trees would regain 20 of the 30% lost due to buildings coming up to the lot line.
6 Required setbacks on all streets except industrial zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
7 Required setbacks on all streets in all zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
8 Required setbacks on the Green Loop and streets where a setback would need to be landscaped would also result in increased canopy within the setback itself. This assumes canopy associated with 3 small trees per BLI tax lot.
9 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 5% for industrial and 10% for CX and EX to account for pay-in-lieu (reduces the minimum standard by 5%). Previous low range calculated on tax lots was subtracted to yield incremental increase.
10 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 10% for industrial and 15% for CX and EX. Previous low range calculated on tax lots was subtracted to yield incremental increase.
11 An aspirational assumption of two additional acres of new parks per quad was used. New park acreage was proportionally allotted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

TC-Table A-2. Alternative Future Tree Canopy Options (presented as percent of district area)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy (2014)	Baseline Total Tree Canopy - LOW[2]	Baseline Total Tree Canopy - HIGH[2]	2035 Total Tree Canopy - LOW[3]	2035 Total Tree Canopy - HIGH[3]	Investment: Street Tree Planting[4]	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5]	Required Setbacks - All Streets Except Industrial- ROW Canopy[6]	Required Setbacks - All Streets - ROW Canopy[7]	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8]	Required Setbacks - All Streets Except Industrial - Setback Canopy[6]	Required Setbacks - All Streets - Setback Canopy[7]	Tree Density Standards in All Zones - LOW[9]	Tree Density Standards in All Zones - HIGH[10]	Investment: New Parks (additional) - LOW[11]	Investment: New Parks (additional) - HIGH[11]
Central Eastside	706	7.5%	7.6%	8.7%	8.7%	10.3%	0.5%	0.16%	0.29%	0.48%	0.06%	0.09%	0.15%	0.8%	1.5%	0.11%	0.13%
Lloyd District	385	15.9%	14.2%	16.6%	15.6%	18.4%	0.7%	0.01%	0.23%	0.23%	0.09%	0.18%	0.18%	1.8%	2.8%	0.15%	0.18%
Lower Albina	138	6.1%	6.6%	6.7%	7.1%	7.3%	0.6%	0.04%	0.10%	0.08%	0.03%	0.04%	0.06%	0.1%	0.2%	0.15%	0.18%
Downtown	222	20.4%	20.7%	22.3%	21.8%	23.4%	1.9%	0.06%	0.25%	0.25%	0.06%	0.19%	0.19%	0.9%	1.3%	0.06%	0.07%
Goose Hollow	175	21.2%	18.7%	21.1%	19.7%	22.1%	0.6%	0.00%	0.93%	0.93%	0.05%	0.28%	0.28%	0.7%	1.2%	0.06%	0.07%
Old Town/Chinatown	130	16.7%	16.5%	17.8%	17.4%	18.8%	1.0%	0.00%	0.13%	0.13%	0.03%	0.21%	0.21%	1.5%	2.2%	0.06%	0.07%
Pearl District	277	10.4%	19.0%	21.3%	20.7%	23.7%	0.9%	0.03%	0.47%	0.55%	0.08%	0.17%	0.18%	1.8%	2.9%	0.06%	0.07%
South Downtown/University	218	24.3%	21.4%	24.6%	22.1%	25.5%	0.1%	0.03%	0.12%	0.12%	0.12%	0.16%	0.16%	1.4%	2.1%	0.06%	0.07%
South Waterfront	177	9.1%	10.8%	20.8%	14.2%	26.7%	0.3%	0.00%	0.32%	0.32%	0.00%	0.12%	0.12%	3.9%	6.5%	0.06%	0.07%
West End	95	15.5%	18.2%	19.2%	19.1%	20.2%	2.5%	0.11%	0.75%	0.75%	0.17%	0.47%	0.47%	0.5%	0.7%	0.06%	0.07%
Central City Total	***2,523***	***13.5%***	***14.0%***	***16.3%***	***15.3%***	***18.1%***	***0.8%***	***0.06%***	***0.33%***	***0.39%***	***0.07%***	***0.16%***	***0.18%***	***1.3%***	***2.1%***	***0.09%***	***0.11%***

1 Water not included.
2 Includes existing tree canopy.
3 Includes existing and baseline tree canopy.
4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 10% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.
5 This is an incremental increase in canopy if front setbacks were required on the Green Loop and streets where a setback would need to be landscaped (per Required Building Lines code). The assumptions are that small trees along these streets could be replaced with medium trees, and that medium trees would regain the 20% and large trees would regain 20 of the 30% lost due to buildings coming up to the lot line.
6 Required setbacks on all streets except industrial zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
7 Required setbacks on all streets in all zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.
8 Required setbacks on the Green Loop and streets where a setback would need to be landscaped would also result in increased canopy within the setback itself. This assumes canopy associated with 3 small trees per BLI tax lot.
9 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 5% for industrial and 10% for CX and EX to account for pay-in-lieu (reduces the minimum standard by 5%). Previous low range calculated on tax lots was subtracted to yield incremental increase.
10 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the original calculations for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 10% for industrial and 15% for CX and EX. Previous low range calculated on tax lots was subtracted to yield incremental increase.
11 An aspirational assumption of two additional acres of new parks per quad was used. New park acreage was proportionally allotted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

Appendix B. Average Street Tree Planting Spaces and Tree Sizes per Tax Lot

Subdistrict	Zone	Average Existing Trees Per Tax Lot	Average Potential Trees Per Tax Lot	Average Tree Size
CENTRAL EASTSIDE	CG	2	0	Small
CENTRAL EASTSIDE	EG1	1	1	Small
CENTRAL EASTSIDE	EG2	5	0	Small
CENTRAL EASTSIDE	EX	2	2	Small
CENTRAL EASTSIDE	IG1	2	2	Small
CENTRAL EASTSIDE	IH	0	1	Small
CENTRAL EASTSIDE	R1	1	1	Small
CENTRAL EASTSIDE	RX	2	1	Small
DOWNTOWN	CX	5	2	Medium
DOWNTOWN	OS	10	6	Medium
DOWNTOWN	RX	3	1	Medium
GOOSE HOLLOW	CX	3	1	Small
GOOSE HOLLOW	OS	22	12	Small
GOOSE HOLLOW	R1	1	1	Small
GOOSE HOLLOW	R2	0	0	Small
GOOSE HOLLOW	RH	3	3	Small
GOOSE HOLLOW	RX	5	1	Small
LLOYD DISTRICT	CX	7	2	Medium
LLOYD DISTRICT	EG1	0	7	Medium
LLOYD DISTRICT	IG1	1	2	Medium
LLOYD DISTRICT	OS	14	7	Medium
LLOYD DISTRICT	RH	2	1	Medium
LLOYD DISTRICT	RX	5	3	Medium
LOWER ALBINA	EX	2	1	Medium
LOWER ALBINA	IG1	1	2	Medium
LOWER ALBINA	IH	0	0	Medium
OLD TOWN / CHINATOWN	CX	5	1	Medium
OLD TOWN / CHINATOWN	RX	13	0	Medium
PEARL DISTRICT	CX	2	2	Medium
PEARL DISTRICT	EX	6	1	Medium
PEARL DISTRICT	IH	2	8	Medium
PEARL DISTRICT	OS	19	3	Medium
PEARL DISTRICT	RX	7	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	CX	6	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	OS	2	2	Medium
SOUTH DOWNTOWN/UNIVERSITY	RX	5	1	Medium
SOUTH WATERFRONT	CX	9	3	Medium
WEST END	CX	5	2	Medium
WEST END	EX	1	1	Medium
WEST END	RX	3	1	Medium

Central City Public Space Performance Target

By 2035, people will spend 20% more time in the Central City's public spaces.

INTRODUCTION

The Central City includes Portland's most urban and active spaces, ranging from Pioneer Courthouse Square to the Transit Mall to the Lloyd District. There are a range of different types of public urban spaces in the Central City, including parks or open areas, streets or rights-of-way, reconfigured segments of streets, building setbacks and others. The success of the Central City can be measured by the amount of time people spend in the Central City's urban spaces. More people spending more time in the Central City reflects a certain level of comfort, interest and variety offered by the character of the public realm and the desire of Portlanders to experience it.

Encouraging more Portlanders to spend more time in public spaces would also have transportation system benefits. Employees who choose to meet friends after work at a new park or go for an evening jog along an interesting path through the city reduce the demand on the surrounding street system during the peak rush hour, improving traffic flow.

Measuring the success of any part of the central city is complicated and requires a number of different types of analysis. Some components have data that is relatively easy to collect and calculate (e.g. jobs per acre, dollars spent in restaurants, Hotel occupancy) while others (amount of actual time people spend in parks) can be more difficult. It should be noted that the character of the public realm is profoundly affected by the adjacent building edges and functions, and so the use of the words "public realm" or "urban spaces" here is typically inclusive of the ground floor conditions of adjacent structures.

This target supports multiple goals and policies from the Central City 2035 Plan, calling for the creation of urban spaces that contribute to distinctive experiences in the Central City.

These goals and policies include:

REGIONAL CENTER

Goal 1.D The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.

TRANSPORTATION

Policy 3.6 **Street Diversity.** Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible.

WILLAMETTE RIVER

Policy 4.1 **Portland's commons.** Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.

Policy 4.2 **Willamette River recreation.** Provide for safe, enjoyable and valuable active and passive recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river.

URBAN DESIGN

Goal 5.C The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

Policy 5.8 **Public realm.** Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.

Policy 5.10 **Street hierarchy and development character.** Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible.

Policy 5.12 **"Green Loop" concept.** Create a "Green Loop" that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. Enhance connections to the "Green Loop" alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.

Policy 5.16 **Signature open spaces.** Enhance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.

Policy 5.17 **Open space network.** Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront. Encourage the provision of publicly accessible private plazas and pocket parks with new development.

EXISTING CONDITIONS

Data covering a range of public realm elements will be collected and analyzed to determine a "baseline" case. Subsequent to establishment of the baseline dataset, new additions or alterations as developed by projects can be recorded and collated. Examples of data that could be collected include:

Transportation

- Linear feet of separated bicycle facilities
- Linear feet of multi-use paths
- Amount (sf) sidewalk
- Linear feet of reclaimed ROW for public use
- On-street parking utilization

Parks/open space

- Amount (acres) of parks/open space

Buildings

- Linear feet of "retail storefront" building edge type
- Amount (sf or acres) of outdoor café seating area
- Hours of operation for retail businesses along "retail streets"

Collecting data on the numbers of people using a control set of public spaces will be necessary to measure and meet this target. The control set of spaces will include a yet-to-be-determined collection of streets, pathways, plazas, seating areas, parks or other open spaces. Data collection will need to be accomplished over a period of time, or a number of hours, to track use of public spaces and the amount of time spent in them.

In addition, a recurring survey could query Portlanders as to their use of public spaces in the Central City and the longevity of their stay(s) in them. The survey results would augment data collection numbers recorded in the preceding paragraph.

METHODOLOGY

The methodology for this target is under development by an interagency team that includes the Bureaus of Transportation (PBOT) Planning and Sustainability (BPS) and Environmental Services (BES) as well as the Portland Parks and Recreation (PPR), among other partners.

TARGET

By 2035, people will spend 20% more time in the Central City's public spaces.

B. Work Plans/Action Charts

1. Introduction

The following action charts describe projects, programs and other activities that City bureaus, agency partners, community organizations and others will undertake to implement the goals and policies of the CC2035 Plan. The action charts are adopted by City Council Resolution with the understanding that they are starting places and that some actions will need to be refined, amended or replaced over time.

Chart Order

The action charts are grouped by 4 categories of lead implementer: 1) City bureaus; 2) Other government entities; 3) other groups; and 4) the private sector. Within each of these groups, the actions are ordered alphabetically by bureau or group name. If an action has more than one lead implementer it will be listed in the chart for each of the leads.

Action Identifier

Actions are identified using the first two columns of each table: Geography and Code. **The Geography column** will list "Citywide," "Central City" or one of ten subdistricts:

Central Eastside	Downtown
Goose Hollow	Lloyd
Lower Albina	Old Town/Chinatown
The Pearl	University District/South Downtown
South Waterfront	West End

The Code column provides the action's unique identifier. Each code begins with two letters, which correspond to the policy area most closely related to the action. These six policy areas, and their corresponding letter code, are as follows:

- **EN** Health & Environment
- **HN** Housing and Neighborhoods
- **RC** Regional Center
- **TR** Transportation
- **WR** Willamette River
- **UD** Urban Design

The policy area code for each action is followed by a number. The numbering of actions does not in any way correlate to importance or a priority ranking system. Note that this numbering system is different from what was used in the quadrant plans and earlier drafts of the CC2035 Plan. New numbers will be assigned once the action charts are finalized through the City Council adoption process.

Some codes are followed by an asterisk (*), indicating that additional information on that action can be found in Section 3 Additional Details, following the action charts.

Timeline

Each action identifies a proposed implementation timeline: Ongoing, Next 5 years, and 6 – 20 years.

Implementers

Each action identifies one or more lead and partner implementers. Implementers include:

AHC	Architectural Heritage Center
BDS	Portland Bureau of Development Services
BES	Portland Bureau of Environmental Services
BPS	Portland Bureau of Planning and Sustainability
CEIC	Central Eastside Industrial Council
City Attorney	Portland City Attorney
County	Multnomah County
DEQ	Oregon Department of Environmental Quality
DNA	Downtown Neighborhood Association
DSL	Oregon Department of State Lands
ENA	Eliot Neighborhood Association
GHFL	Goose Hollow Foothills League
Go Lloyd	Go Lloyd Transportation Management Association
LDCA	Lloyd District Community Association
LED	Lloyd EcoDistrict
Metro	Metro (regional government)
NWDA	Northwest District Association
NOAA	National Oceanic and Atmospheric Administration
ODOT	Oregon Department of Transportation
OHSU	Oregon Health and Science University
OMF	Portland Office of Management and Finance
OMSI	Oregon Museum of Science and Industry
ONI	Portland Office of Neighborhood Involvement
OTCTCA	Old Town/Chinatown Community Association
OTHG	Old Town Heritage Group
PBA	Portland Business Alliance
PBEM	Portland Bureau of Emergency Management
PBOT	Portland Bureau of Transportation
PDNA	Pearl District Neighborhood Association
PFR	Portland Fire and Rescue
PHB	Portland Housing Bureau
PPB	Portland Police Bureau
Prosper	Prosper Portland (formerly the Portland Development Commission)
PPR	Portland Parks and Recreation
PPS	Portland Public Schools
PSU	Portland State University
PWB	Portland Water Bureau
Private	Private sector
RACC	Regional Arts and Culture Council
SPNA	South Portland Neighborhood Association
Travel	Travel Portland (destination marketing organization)
TriMet	TriMet (regional transit)
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
VOZ	VOZ Workers' Rights Education Project

1. Action Charts by Lead Implementer

City Bureaus and Offices

Portland Bureau of Development Services (BDS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BDS, BPS, BES**	
Citywide	TR118*	Adopt and implement a proposed administrative rule that establishes a formula for determining rough proportionality for major public trail exactions from specific proposed developments.	X			**BDS**	PBOT, PPR, City Attorney
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**BDS, PHB, BPS**	
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize the size, reducing the spread, therefore reducing the loss of life.			X	**BDS, PFR**	
Central Eastside	RC4*	Review and consider amendments to building code requirements applicable to non-industrial development along the IG1/EXd Interface throughout the district.	X			**BDS**	BPS
Downtown	EN22	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BDS, BPS**	Private
Old Town/Chinatown	RC55	Consider revising seismic regulations to allow for more incremental upgrades.	X			**BDS, PBEM**	

Portland Bureau of Emergency Management (PBEM)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	RC1	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**PBEM, BPS**	Prosper
Old Town/Chinatown	RC55	Consider revising seismic regulations to allow for more incremental upgrades.	X			**PBEM, BDS**	

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN8*	Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion.	X			**BES, BPS**	BES, BDS
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BES, BPS, BDS**	
Citywide	EN51*	Evaluate the potential for the establishment of a “mitigation bank” to offset future development in the 100-year floodplain.	X		X	**BES, BPS**	BDS
Central City	EN3	Identify tree preservation and planting opportunities and implement strategies (e.g., street tree planting and maintenance programs) that meet multiple objectives, including reducing urban heat island, improving local air quality, intercepting rainfall to reduce stormwater runoff and providing habitat.			X	**BES**	BPS, PPR, BDS, PBOT, PWB, Prosper
Central City	EN5	Implement projects that increase habitat in public rights-of-ways and development.			X	**BES, PBOT**	PPR

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN6	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BES, BPS**	
Central City	EN7	Improve water quality in the Willamette River by integrating green infrastructure with streetscape improvements in areas served by the separated storm system.		X		**BES**	PBOT, BPS, PPR
Central City	EN12	Develop strategies to increase the amount of green-infrastructure in areas served by the combined sewer system that have a risk of sewer backups.	X			**BES**	
Central City	EN14	Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**BES, PPR**	PBOT, BPS
Central City	EN53	Research the use of ecoroofs on wood frame buildings. Include an analysis of design considerations, structural requirements and construction costs relative to other construction types.	X			**BES**	
Central City	EN54	As part of the next revision of the Stormwater Management Manual, evaluate the potential stormwater management effectiveness of "green" roof features (e.g. roof gardens and vegetated landscaped and grassy areas) that do not meet the current ecoroof requirements.	X			**BES**	
Central City	TR6	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**BES, PBOT**	BPS
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**BES, BPS, PPR**	Private
Central City	WR6*	Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.	X			**BES, BPS**	PPR, State & Federal Agencies, Private
Central City	WR7*	Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.	X			**BES, BPS**	PPR, State & Federal Agencies, Private
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**BES, BPS, PPR, Prosper**	OMSI, Private

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**BES, BPS, PPR**	Prosper, ODOT
Downtown	EN17	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**BES, PPR**	
Goose Hollow	UD32	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BES, BPS**	
Pearl	UD60	Integrate habitat, including rerouting and daylighting the end of Tanner Creek to create in-water and riparian habitat into development.		X		**BES**	Prosper
University District/ South Downtown	UD64	Support further enhancements of the SW Montgomery Green Street.			X	**BES, BPS**	PPR, PBOT
West End	UD79	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BES, BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN8*	Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion.	X			**BPS, BES**	
Citywide	EN9*	Amend the flood-related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements.	X			**BPS, BES, BDS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	EN51*	Evaluate the potential for the establishment of a “mitigation bank” to offset future development in the 100-year floodplain.	X		X	**BPS, BES**	BDS
Citywide	EN55	Pursue new regulatory tools that would encourage or require large multi-family and commercial development projects to include EV-ready conduit and electrical capacity for electric vehicles when parking is provided.	X			**BPS**	
Central City	EN1	Develop new regulatory and incentive tools to increase the use of green building technologies and innovative stormwater management techniques (e.g., ecoroofs, green walls, trees on private property, impervious surface standards), renewable energy and energy efficiency in both new development and rehabilitations.	X			**BPS**	BES, PPR
Central City	EN6	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BPS, BES**	
Central City	EN10	Explore opportunities for new multi-family and commercial development to create provisions for community gardens and food gardening.			X	**BPS**	Private
Central City	EN11	Explore opportunities for new multi-family and commercial property developments to consider building designs that allow for the capturing and reuse of water.			X	**BPS**	Private
Central City	EN13	Consider a “Dark Skies” initiative and identify best practices to reduce the impacts of nighttime lighting and sky glare on human health and well-being, wildlife and energy consumption.	X			**BPS**	PBOT, BES
Central City	EN15	Analyze options to apply Title 11 Tree Preservation Standards and Tree Density Standards in commercial, employment, and industrial zones that are currently exempt from the standards. Consider benefits associated with additional tree canopy and impacts on development potential, housing affordability and other city goals and policies.	X			**BPS**	BES, BDS, PPR
Central City	EN36	Evaluate progress toward tree canopy targets by assessing existing tree canopy every five years and monitoring change in total canopy over time. Revisit tree canopy targets, as necessary.			X	**BPS**	BES, PPR
Central City	EN41	Study the impacts of building glass reflectivity and identify tools to limit highly reflective glass in order to reduce the urban heat island effect and negative impacts on humans and wildlife.	X			**BPS**	BES, BDS

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN3	Develop a strategy for accommodating food cart pods as infill development displaces them.	X			**BPS**	PPR, Private
Central City	HN40	Support PPS in the development of new Pre-K through 12th grade school facilities to serve the significant growth of families with children living in the Central City.	X			**BPS**	PPS, Prosper
Central City	HN43	Encourage the development of affordable family housing projects with two-bedroom units or larger that are compatible with the needs of families with children at all income levels.			X	**BPS, PHB**	Prosper, Private
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**BPS, PHB, BDS**	
Central City	RC1	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**BPS, PBEM**	Prosper
Central City	TR4	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**BPS, PBOT**	Private
Central City	UD1*	Update the Central City Fundamental Design Guidelines to reflect the urban design goals and policies of the CC2035 Plan.	X			**BPS**	
Central City	UD2	Advocate for the passage of a state historic rehabilitation tax credit.			X	**BPS**	Non-profit, Private
Central City	UD3	Develop a strategy to implement the “Green Loop” through the Central City.	X			**BPS**	PBOT, PPR, BES
Central City	UD4*	Update the Historic Resources Inventory for the Central City, prioritizing the West End and Goose Hollow.	X			**BPS**	
Central City	UD86	Consider incentives to encourage the provision of open space, including public open space, publicly-accessible private open space with new residential and mixed use development, and pocket parks.	X			**BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	UD88	Develop an integrated strategy to implement the Street and Development Character concept, to include direction for street trees, streetscape design and relationships of adjacent buildings, among others.	X			**BPS**	BES, PPR, PBOT, BDS
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**BPS, BES, PPR**	
Central City	WR3	Continue to periodically convene a Central Reach Working Group that includes NGOs, civil society groups, neighborhood associations to serve as a sounding board for staff on the development of river-related policies and implementation actions for the Central Reach of the Willamette River.			X	**BPS**	BES, PPR, BDS, Prosper, PBOT
Central City	WR6*	Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.	X			**BPS, BES**	PPR, State & Federal Agencies, Private
Central City	WR7*	Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.	X			**BPS, BES**	PPR, State & Federal Agencies, Private
Central Eastside	RC3*	Review and consider amendments to development standards and design guidelines applicable to development along the IG1/EXd Interface throughout the district.	X			**BPS**	BDS
Central Eastside	TR12	Coordinate planning and implementation of green infrastructure and active transportation improvements on east-west streets and the “Green Loop”.		X		**BPS**	PBOT, BES
Central Eastside	TR32	Require identification of how lighting within public realm and ground floor programming will be designed to create a safe and attractive environment for pedestrians through the day and night with an emphasis on hours of transit service as part of new Master Plan provisions for OMSI and Clinton Station areas.	X			**BPS**	PBOT, Private
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**BPS, PPR, Private**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	UD15	Develop a strategy to incorporate green-infrastructure, furnishings, wayfinding tools, and other elements to draw people to the river on key east-west routes leading to the Willamette River.	X			**BPS**	PBOT, BES
Central Eastside	UD16*	Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district. Conduct analysis to identify potential route alignments and impacts to freight operations.	X			**BPS**	PBOT
Central Eastside	UD8	Update existing East Portland Grand Avenue Historic Design Guidelines.		X		**BPS**	BDS
Central Eastside	UD9	Update development regulations to support the Ground Floor Character Concept, including active use requirements and design guidelines.	X			**BPS**	
Central Eastside	UD11*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**BPS, PBOT**	Prosper
Central Eastside	UD87	Update the existing Central Eastside Design Guidelines and adopt new guidelines specific to the OMSI and Clinton station areas, mixed-use development along the IG1/EX interface, and recognition of the historic Morrison and Belmont main streets.	X			**BPS**	
Central Eastside	WR9	Within the Willamette Greenway, but outside the Greenway setback, allow small commercial uses along or near the riverfront including food kiosks, bicycle and boat rentals and other retail that support an active riverfront in the Central Eastside.			X	**BPS**	PPR
Central Eastside	WR10	Increase the width of the greenway trail including possible separation of bicyclists and pedestrians especially north of the Tilikum Bridge area by OMSI as redevelopment happens.			X	**BPS**	PPR, PBOT
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**BPS, PPR, Prosper, BES**	OMSI, Private
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**BPS, BES, PPR**	Prosper, ODOT

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	EN22	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BPS, BDS**	Private
Downtown	EN18	Consider seasonal restrictions on human activity in-water around the Hawthorne Bowl to minimize the impacts of boating and swimming on juvenile fish migration, if such activity is shown to create undesirable impacts.	X			**BPS**	PPR, BES, DSL, USACE, NOAA, Marine Board
Downtown	EN19	Evaluate the feasibility of adding deep-water mooring structures at Hawthorne Bowl to reduce the impacts of boating and swimming on juvenile fish migration as part of an overall plan for the Hawthorne Bowl.	X			**BPS**	PPR, BES, DSL, USACE, NOAA, Marine Board
Downtown	HN46	Provide incentives to increase residential development along SW Naito Parkway and the South Park Blocks.	X			**BPS**	PHB
Downtown	RC26	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**BPS, PPR**	DSL
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**BPS, PPR, Private**	
Downtown	RC18	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**BPS, Prosper**	
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**BPS, PBOT, Prosper**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**BPS, Private, PBOT, PPR, Prosper, County**	
Downtown	RC83	Develop regulatory and financial incentives to encourage new office development and businesses.	X			**BPS**	Prosper

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	TR41	Study the feasibility of installing new or repurposing existing docks to accommodate commercial and recreational boating and river transit.	X			**BPS**	PPR, PBOT, Prosper, Private
Downtown	UD17	Implement the Park Avenue Urban Design Vision (2004).			X	**BPS**	PBOT, PPR
Downtown	UD27	Develop a set of special design guidelines and streetscape improvements for the Cultural District.		X		**BPS**	PBOT, PPR, Private
Downtown	UD24*	Study the feasibility of creating an urban civic space at the intersection of West Burnside and Broadway.	X			**BPS**	Prosper, PBOT, PPR
Goose Hollow	EN24	Encourage and promote an environmental "high performance area" on the redeveloped Lincoln High School site through incentives, public-private partnerships and/or master planning.			X	**BPS, PPS**	Prosper
Goose Hollow	HN13	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**BPS, PBOT**	BES, PGE, Private
Goose Hollow	RC29	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**BPS, Prosper**	
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**BPS, Prosper, Private**	
Goose Hollow	RC31	Explore opportunities for activating the Providence Park street perimeter, particularly S.W. 18th, when events are not taking place.	X			**BPS, Private**	
Goose Hollow	UD32	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BPS, BES**	
Goose Hollow	UD33	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**BPS, PPR**	Private
Goose Hollow	UD35	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**BPS, Private**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN27	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way.		X		**BPS, PPR**	UF, BES, BPS, PBOT, PWB, Private
Lloyd	EN25	Explore approaches to improve the environmental performance of the district. Possible tools include technical assistance and incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, connections to district energy, and reduced nighttime lighting. Seattle's "Green Factor" is an example of flexible regulations geared toward green infrastructure.	X			**BPS**	BDS, BES, LED
Lloyd	EN30	Coordinate capital improvements and "green systems" planning with the work of the Lloyd EcoDistrict.			X	**BPS**	LED
Lloyd	HN18	Address potential displacement of residents and businesses in the Lloyd District and in adjacent at risk neighborhoods, such as Eliot, through citywide programs developed as part of the Comprehensive Plan. Potential programs include housing and small business assistance programs targeted for areas at risk for displacement.			X	**BPS**	PHB, Prosper, POE
Lloyd	HN38	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**BPS, Prosper**	Private
Lloyd	TR74	Explore water transportation options, including a Willamette River water taxi, and investigate the feasibility of a landing in the Lloyd District. Such a landing should include a safe and direct pedestrian connection to the Convention Center and the Rose Quarter.		X		**BPS**	PBOT, PPR, Private
Lloyd	UD40*	Update the Lloyd District's 1991 design guidelines: Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan to reflect the district concept.	X			**BPS**	BDS, BES, PBOT, Prosper
Lloyd	UD44	Work with property owners and developers to further the development of NE 7th and NE Multnomah as district retail/commercial streets.			X	**BPS**	Prosper

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	UD42*	Work with the property owner/developer of the "Thunderbird" site to craft a development agreement that incorporates public open space and the greenway trail on the riverfront. See related action TR72.	X			**BPS**	PPR, BPS, ODOT, Private
Lloyd	UD39	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**BPS, PPR**	Prosper
Lloyd	RC19	Consider incentives to encourage new development that supports the Convention Center such as new or expanded hotel development, retail and other services on adjacent blocks.	X			**BPS, Prosper**	
Lower Albina	EN34	Target outreach to industrial businesses regarding sustainable business practices.			X	**BPS**	
Lower Albina	EN33	Explore approaches to improve the environmental performance of the industrial district. Possible tools include incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, and connections to district energy		X		**BPS**	BDS, BES
Lower Albina	EN32	Develop and implement a strategy to install community gathering spaces, trees, and other green infrastructure in existing streets and underutilized space within rights-of-way (e.g. freeway ROW, Broadway bridgehead, west end of Russell Street). Ensure improvements do not compromise operations for industrial businesses. Also ensure that improvements help implement the City's equity goals and strategies, especially as they relate to the history of impacts to Portland's African-American community.		X		**BPS**	PPR, UF, BES, PBOT, PWB, ODOT, Private
Lower Albina	RC38	Identify potential brownfield sites and identify clean-up and redevelopment strategies to bring them back into economic use.	X			**BPS**	Prosper, BES, Private

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	RC82	Consider zoning provisions for the IG1 zone east of the Union Pacific railroad alignment that allow compatible office-like uses, similar to the Industrial Office allowances in the Central Eastside. Implementation of these provisions should be accompanied by a Lower Albina parking strategy that explores on- and off-street parking strategies for workers and visitors.		X		**BPS, PBOT**	
Lower Albina	UD49*	Encourage and assist Lower Albina property owners to nominate their historic properties for designation as landmarks.			X	**BPS**	AHC, SHPO, ENA
Lower Albina	UD46*	Improve the design review approval criteria used for development proposals within the Russell Street Conservation District and design overlay zone within Lower Albina.	X			**BPS**	BDS
Old Town/Chinatown	HN19	Provide a housing tax abatement program for OT/CT.			X	**BPS, PHB**	County
Old Town/Chinatown	HN20	Encourage social service providers to locate queuing indoors.			X	**BPS**	PHB, County
Old Town/Chinatown	HN21	Encourage social service providers to locate retail uses on the ground floor with services above.			X	**BPS**	PHB, County
Old Town/Chinatown	HN47	Develop incentives that encourage new housing in the Naito Parkway/riverfront area.	X			**BPS, Prosper**	
Old Town/Chinatown	RC52	Develop and implement strategies, e.g. good neighbor agreements, to mitigate negative impacts of nightlife uses.			X	**BPS**	Prosper
Old Town/Chinatown	TR89	Improve access through the US Postal Service site to Union Station as it redevelops.		X		**BPS**	PBOT, Prosper
Old Town/Chinatown	UD54	Review and revise as appropriate the 4th Ave. “Bright Lights District” provisions of the Central City Fundamental Design Guidelines.	X			**BPS**	
Old Town/Chinatown	UD52	Update the National Register nomination for the New Chinatown/Japantown historic district. Review and revise as appropriate district boundaries, period and areas of significance, and list of contributing properties.		X		**BPS**	OTCTCA
Old Town/Chinatown	UD56	Explore opportunities for direct access to the Willamette River, (e.g. a beach), near the Steel Bridge.		X		**BPS**	PPR, Private, HAP, PWA
Old Town/Chinatown	UD84	Evaluate options for preserving public views of the White Stag sign from the Burnside Bridge and Eastbank Esplanade.		X		**BPS**	PPR

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	EN39	Recognize the Brewery Blocks as a "high performance area" and encourage new adjacent development to build on the existing district energy system.			X	**BPS**	
Pearl	EN40	Encourage and promote an environmental "high performance area" on the redeveloped US Postal Service site through incentives, public-private partnerships and/or master planning.	X			**BPS**	Prosper, BES
Pearl	HN24	Develop a new K-8 public school to serve the district.			X	**BPS**	Prosper, PPS, Private
Pearl	RC66	Explore the possibility of building a public boat house.	X			**BPS**	PPR, Private
University District/ South Downtown	HN27	Identify opportunities for locating a new public school within the district, particularly an elementary school and/or middle school.		X		**BPS, PPS**	PSU
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**BPS, PSU, PBA, Prosper, Private**	
University District/ South Downtown	HN39	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**BPS, Prosper**	Private
University District/ South Downtown	RC67	Develop incentives to foster partnerships between PSU and private development.	X			**BPS**	PSU, Prosper, Private
University District/ South Downtown	TR108	Implement the "Green Loop" Concept through the district, connecting the Tilikum Crossing Bridge to the South Park Blocks, and locations further north as well as improved opportunities for habitat movement.	X			**BPS**	PBOT, PPR, BES
University District/ South Downtown	TR70	Develop and implement a new design for the Willamette Greenway Trail through the RiverPlace development that improves safe pedestrian and bicycle access and reduces conflicts with RiverPlace visitors. Until such improvements are constructed, bicycle access through the area will be re-routed to local streets to reduce conflicts at RiverPlace		X		**BPS, PBOT**	PPR
University District/ South Downtown	UD64	Support further enhancements of the SW Montgomery Green Street.			X	**BPS, BES**	PPR, PBOT

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	UD69	Complete a Development Opportunity Strategy for the remnant properties on SW Naito/Harbor Drive.	X			**BPS**	Prosper
University District/ South Downtown	UD65*	Review and update South Auditorium Plan District development standards and guidelines, specifically those related to landscaping and setback requirements.	X			**BPS**	Prosper, BDS
University District/ South Downtown	UD61	Develop a district open space strategy that emphasizes ways to better use and access existing space while exploring opportunities for new spaces (e.g., potential freeway caps, "Green Loop")	X			**BPS**	PPR
University District/ South Downtown	UD68	Collaborate with PSU on historic preservation efforts.			X	**BPS, PSU**	SHPO
South Waterfront	EN46	Explore district energy opportunities in the northern half of district and consider how such systems might be connected to the southern half of the district.			X	**BPS**	
South Waterfront	EN47	Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.			X	**BPS, Prosper**	BES, PBOT
West End	EN49	Encourage the continued improvement and expansion of the Brewery Blocks' district energy system, along with other opportunities for locally produced distributed energy, e.g., solar, wind, combined heat and power, sewer heat recovery and geothermal exchange.			X	**BPS**	
West End	HN34	Explore opportunities for shared community use of PSU and Lincoln HS recreational facilities.	X			**BPS**	PPR, PSU, PPS
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**BPS, PBOT, PPR, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**BPS, PBOT, Prosper, OMF, Private, DNA**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	UD78*	Review and revise as appropriate the two National Register Multiple Property Documentation forms for Downtown development to encompass a broader range of potential historic resources in the West End.	X			**BPS**	
West End	UD79	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BPS, BES**	
West End	UD81	Develop a set of special design guidelines and streetscape improvements for the Cultural District.	X			**BPS**	PBOT
West End	UD83	Develop and implement a strategy to encourage main-street friendly streetscape and green infrastructure improvements on SW Jefferson Street.	X			**BPS, PBOT**	BES

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Citywide	TR119	Explore tools and strategies to reduce development-related vehicle trip and parking impacts. These could include Transportation Demand Management, parking management, or other strategies, to be implemented in partnership with new or existing developments.			X	**PBOT**	BPS, BDS
Central City	EN5	Implement projects that increase habitat in public rights-of-ways and development.			X	**PBOT, BES**	PPR
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PBOT, ONI, PPR, PPB**	Private
Central City	TR1	Pursue streetscape projects that enhance walking, urban greenery, community uses of the right-of-way and place-making.			X	**PBOT**	BES, BPS
Central City	TR2	Improve bicycle and pedestrian access and connectivity throughout and complement access to transit and Bike Share systems.	X		X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	TR3	As the bicycle network improves, expand the area of the Central City in which bicyclists are not allowed to ride on the sidewalk.			X	**PBOT**	
Central City	TR4	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**PBOT, BPS**	Private
Central City	TR6	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**PBOT, BES**	
Central City	TR77	Monitor the effectiveness of maximum parking ratios in meeting CC2035 transportation and land use goals and summarize key findings and recommendations every seven years.			X	**PBOT**	BPS
Central City	UD5	Pursue public-private partnerships to provide publically accessible restrooms at locations near transit stations, the Willamette Greenway, public parks, plazas, and open space features.			X	**PBOT, PPR**	TriMet, BPS, Prosper, Private
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PBOT, PPR**	
Central Eastside	TR15	Improve access for cyclists traveling west from the Central Eastside to the Burnside and Morrison Bridges.	X			**PBOT**	
Central Eastside	TR18	Analyze loading needs and develop new loading guidelines.	X			**PBOT**	
Central Eastside	TR19	Explore ways to adopt the Ground Floor Edge Concept, including three street types: retail, boulevard and flexible. Create design standards that result in more practical building designs in transition areas between different base zones. This may include updates to the Transportation System Plan Street Design Classifications.	X			**PBOT**	
Central Eastside	TR21	Include an analysis of the feasibility for river transit service in the 2016-2018 update to the Regional Transportation Plan.	X			**PBOT**	Metro
Central Eastside	TR22	Establish criteria for further deployment of parking meters in the district and establish pricing for parking necessary to facilitate future structured parking facilities.			X	**PBOT**	Private
Central Eastside	TR23	Conduct a study every 2 years to ensure parking capacity is meeting needs as the district continues to grow and evolve. This would include studying opportunities for the provision of structured parking.			X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR24	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PBOT, PPR**	
Central Eastside	TR25	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	X			**PBOT, County**	Prosper
Central Eastside	TR26	Update Transportation System Plan functional classifications by reclassifying SE Martin Luther King, Jr. Blvd., SE Grand Ave., SE Stark St., SE Morrison St., SE Belmont St., SE Division Pl., and SE Water Ave. to Priority Truck Streets. Reclassify NE Davis, SE Sandy and SE 7th Ave to Major Truck Streets. All other streets in the CEID would remain Freight District Streets.	X			**PBOT**	
Central Eastside	TR27	Remove left turn from westbound SE Clay St onto southbound SE MLK Blvd and direct traffic to SE Mill St to reduce backups on Clay.	X			**PBOT**	
Central Eastside	TR29	Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.	X			**PBOT**	Prosper, Private
Central Eastside	TR33	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**PBOT, TriMet**	
Central Eastside	TR34	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**PBOT, ODOT**	Prosper, BPS
Central Eastside	TR8*	Alleviate congestion and improve freight, auto and non-auto mobility and accessibility by installing traffic control devices on Sandy at Ankeny St., MLK at Ankeny St., on MLK/Grand at Salmon St., on Water Ave at the I-5 off ramp.	X			**PBOT**	Prosper
Central Eastside	TR36	Study the potential for shuttle bus service along SE Water Avenue.	X			**PBOT, TriMet**	Metro (TPAC)
Central Eastside	TR37	Pursue funding and implementation of north-south and east-west bicycle routes adopted by the Bicycle Master Plan and identified by the Transportation System Plan to ensure cyclists commuting to and through the district have a diversity of safe and recognizable routes to access the Central Eastside. Pursue implementation actions that enhance the safety of cyclists but that do not conflict with efficient freight mobility.			X	**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR9*	Create a one-way couplet on Yamhill/Taylor to alleviate congestion at signalized intersections.	X			**PBOT**	Prosper
Central Eastside	TR10*	Enhance existing east-west pedestrian and bicycle access by installing traffic signals or other traffic control devices at key crossings of 11th/12th such as Ankeny St., Salmon St., Clay St., and Harrison St.	X			**PBOT**	Prosper
Central Eastside	TR11	Consider pedestrian and bicycle access between Grand/MLK and the Tilikum Crossing in the vicinity of the streetcar bridge.		X		**PBOT**	Prosper
Central Eastside	TR13	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**PBOT, Prosper**	TriMet, ODOT
Central Eastside	TR14	Build a bicycle/pedestrian bridge that connects the Central Eastside to the Lloyd District across I-84.	X			**PBOT**	Prosper
Central Eastside	UD11*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**PBOT, BPS**	Prosper
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**PBOT, Prosper, BPS**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**PBOT, Private, PPR, BPS, Prosper, County**	
Downtown	TR42*	Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety.	X	X		**PBOT**	
Downtown	TR47	Develop a strategy for maintaining large passenger vehicle (e.g., tour bus, school bus) access to area attractions as other redevelopment occurs.	X			**PBOT**	
Downtown	TR49	Study the feasibility of partial to full closure and public use of segments of Naito Parkway during evenings and on weekends.	X			**PBOT**	
Downtown	TR50	Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	TR38	Study and address pedestrian connectivity issues at the base of the Morrison Bridge. (see also action TR50)	X			**PBOT**	BPS, MC
Downtown	TR48	Develop a parking strategy that promotes multiple use and the sharing of existing resources.	X			**PBOT**	BPS, Prosper
Downtown	TR44	Implement the "Green Loop" Concept through the district connecting the South and North Park Blocks and creating wildlife habitats between the Willamette River, park blocks and the West Hills.	X			**PBOT**	BPS, PPR
Downtown	TR45	Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces.		X		**PBOT**	BPS, Private
Downtown	TR39	Develop and implement changes to bicycle and pedestrian circulation on Naito Parkway and the Waterfront Park Greenway Trail to reduce conflicts and improve safety and access.	X			**PBOT**	PPR
Downtown	TR46	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated flexible streets.			X	**PBOT**	PPR
Downtown	TR43	Implement a Bike Share program with Downtown as its core that includes numerous rental locations and complements transit.	X			**PBOT**	Private
Downtown	UD25	Improve Salmon Street with active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Downtown	UD26	Develop SW Ankeny as a great pedestrian street.	X			**PBOT**	BPS, Private
Goose Hollow	EN23	Incorporate native vegetation within existing public open spaces including Collins Circle, Firefighters Park and the stadium plazas, and with redevelopment of the Lincoln High School site.		X		**PBOT**	PPS
Goose Hollow	HN13	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**PBOT, BPS**	BES, PGE, Private
Goose Hollow	TR52	Improve bicycle and pedestrian infrastructure and safety on I-405 overpasses and at Collins Circle.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	TR53*	Improve West Burnside streetscape quality; multimodal access; and bicycle and pedestrian problem areas, particularly at SW Vista, Providence Park access areas and by I-405.	X			**PBOT**	
Goose Hollow	TR59	Explore traffic calming opportunities for SW 20th. Incorporate pedestrian and bicycle-oriented features where feasible.	X			**PBOT**	
Goose Hollow	TR60	Renovate the Vista Bridge.		X		**PBOT**	
Goose Hollow	TR54	Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including one-way vs. two-way streets east of SW 18th, including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.	X			**PBOT**	BPS
Goose Hollow	TR55	Improve bicycle and pedestrian connectivity throughout the district, including new connections on SW 16th through the LHS site.	X			**PBOT, PPS**	
Goose Hollow	TR58	Develop and implement a district parking strategy that promotes multiple-use and shared parking resources in the district.	X			**PBOT**	Private
Goose Hollow	TR56	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**PBOT, TriMet**	
Goose Hollow	UD36	Improve Salmon Street with active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Goose Hollow	UD34*	Improve Collins Circle and Firefighters Park to make these public spaces more accessible and engaging for the community.		X		**PBOT**	PPR, BPS, Private
Goose Hollow	UD85	Improve Collins Circle by increasing usable public space, adding amenities such as seating, improving pedestrian connectivity and enhancing the view of the Vista Bridge.	X			**PBOT**	TriMet, PPR
Goose Hollow	RC32	At viewpoint SW07 identified in the Scenic Resources Inventory (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**PBOT**	BPS
Lloyd	EN28	Develop a multi-objective management strategy for enhancing Sullivan's Gulch that includes trail development, removal of invasive species and revegetation.	X			**PBOT, PPR**	BES, BPS, Private, ODOT, Railroad

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN31*	Design infrastructure, such as the proposed Clackamas I-5 overcrossing and street improvements to accommodate district energy infrastructure where appropriate.			X	**PBOT**	ODOT, Prosper
Lloyd	TR65	Review the 1996 *Broadway-Weidler Corridor Plan* to identify any needed updates to implement the N/NE Quadrant Plan, as well as the stretch of the corridor east of 16th to the Hollywood area. Implement the plan emphasizing pedestrian safety projects, installation of traffic signals and maintenance of parking supply.	X			**PBOT**	
Lloyd	TR62	Update the *Lloyd District Standard Plans and Details within the Right-of-Way* document to implement the Street and Development Character Concept for the district (see Appendix A, Map A3).	X			**PBOT**	BPS, BES, PPR, UF, PWB
Lloyd	TR69*	Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.		X		**PBOT**	BPS, Prosper, ODOT, LED, Private
Lloyd	TR68*	Implement a 7th Ave pedestrian/bike bridge over I-84 connecting to either 7th or 8th in the Central Eastside.		X		**PBOT**	ODOT
Lloyd	TR66	Install electric vehicle charging stations in the Lloyd District.	X			**PBOT**	Prosper
Lloyd	TR63	Study and install additional signalized pedestrian crossings, on-street parking, and reduced speed traffic progression on Martin Luther King, Jr. Blvd. and Grand Avenue.	X			**PBOT**	TMA
Lloyd	TR75	Expand the Central City wayfinding system in the Lloyd District to include river destinations and other local and regional attractions, as opportunities arise to add or replace signage.			X	**PBOT**	PPR, Private
Lloyd	TR76	Continue City of Portland partnership with the TMA (TMA) to encourage workers and residents to use transit and active transportation modes.			X	**PBOT**	TMA
Lloyd	TR61*	Develop and revise parking management strategies.	X			**PBOT**	TMA, Private
Lloyd	TR87	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947.		X		**PBOT, PPR**	Private, ODOT, UPRR

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	TR120	As part of the implementation of the Broadway/Weidler I-5 Interchange Plan (TSP Projects #20119, #20120, #20121), the following conditions are placed on the City's participation. City of Portland support for the project is: 1. Contingent on the project containing all elements identified in the Facility Plan, in particular the local surface transportation elements such as the lids over the freeway, a future east-west pedestrian and bicycle bridge in the vicinity of Clackamas St., and new bridge connections that include high quality pedestrian and bicycle facilities and improved signalized crossings. 2. Conditioned on the development of a City Council supported equity strategy addressing issues related to the Broadway/Weidler I-5 Interchange project specifically – including, historically African American community impacts, low-income housing solutions and MWESB community benefits. 3. Transparency and public discussion about the City of Portland's funding sources and tradeoffs is essential. City funding will be limited to multimodal aspects of the project and to funding sources that do not reduce planned investments to fund transportation improvements in support of Vision Zero and safety and livability investments in East Portland. 4. ODOT and PBOT are encouraged to evaluate congestion pricing and TDM options to mitigate for climate impacts.	X			**PBOT**	BPS
Lloyd	UD43	Enhance the pedestrian and cycling environment under the I-5 Freeway at NE Lloyd Blvd and Multnomah, Holladay and Oregon Streets.		X		**PBOT**	TriMet, ODOT, TMA
Lloyd	RC36	At viewpoint NE01 identified in the Scenic Resources Inventory (BPS), construct a viewing area, including a belvedere with bench and marker, on the new bike/pedestrian I84 overpass at NE 7th. The view is of downtown Portland. The viewing area should be separated from lanes of travel.	X			**PBOT**	BPS, ODOT, UPRR
Lower Albina	TR79	Rebuild N River Street from the Tillamook overpass to Essex Street.		X		**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	TR81	Enhance and maintain streets in working condition to facilitate access and circulation in the district.			X	**PBOT**	
Lower Albina	TR78*	Develop a street design plan for the "the Strand" and alternative routes to provide a lower stress connection between N. Russell Street and the Rose Quarter.	X			**PBOT**	BPS
Lower Albina	TR80	Study the need for pedestrian improvements to facilitate employee access to transit on Russell, Interstate and Broadway/Weidler.		X		**PBOT**	TriMet
Lower Albina	RC82	Consider zoning provisions for the IG1 zone east of the Union Pacific railroad alignment that allow compatible office-like uses, similar to the Industrial Office allowances in the Central Eastside. Implementation of these provisions should be accompanied by a Lower Albina parking strategy that explores on- and off-street parking strategies for workers and visitors.		X		**BPS, PBOT**	
Lower Albina	UD48	Improve the character of N Russell under the I-5 freeway. Consider lighting improvements, public art, sustainable landscaping and stormwater management, and screening of adjacent publically-owned storage yards.		X		**PBOT**	ODOT
Lower Albina	UD50	Improve the appearance of publically-owned storage yards located under and adjacent to the I-5 and I-405 freeways.	X			**PBOT**	ODOT
Old Town/Chinatown	EN35	Complete a green connection between the North Park Blocks and the Willamette River, potentially to include street trees, stormwater planters, ecoroofs, and native plants in public open spaces.		X		**PBOT**	BES, PPR
Old Town/Chinatown	RC44*	Develop and implement an on- and off-street parking strategy for OT/CT that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, Prosper
Old Town/Chinatown	RC58	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**PBOT, Prosper**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	TR83	Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.	X			**PBOT**	
Old Town/Chinatown	TR86	Improve bicycle and pedestrian connectivity and safety throughout the district, including Davis and Flanders as primary east-west bicycle routes and to the Steel and Burnside Bridges.			X	**PBOT**	
Old Town/Chinatown	TR88*	Implement projects to improve pedestrian safety, multi-modal connectivity, and development conditions along West Burnside.	X	X		**PBOT**	
Old Town/Chinatown	TR84	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**PBOT, Prosper**	PPR, BPS, ODOT, UPRR, TriMet
Old Town/Chinatown	TR85	Improve connections between interurban buses and trains and between interurban and local transit. Consider relocation of interurban bus services closer to Union Station.		X		**PBOT, Prosper**	Greyhound
Old Town/Chinatown	UD51	Connect OT/CT to the "Green Loop" with pedestrian and design improvements to NW Davis and Flanders.		X		**PBOT**	
Pearl	TR90	Implement the *Pearl District Access and Circulation Plan* (Adopted by Portland City Council, June 13, 2012)	X			**PBOT**	
Pearl	TR94	Improve bike/pedestrian access to/from Centennial Mills including greenway trail continuity as outlined in the *Centennial Mills Framework Plan* (adopted by Portland City Council, Fall 2006)	X			**PBOT**	
Pearl	TR97*	Enhance West Burnside to improve streetscape quality; multimodal access; and bicycle and pedestrian safety.	X	X		**PBOT**	
Pearl	TR98	Improve NW 15th north of NW Flanders as a bicycle and pedestrian route.	X			**PBOT**	
Pearl	TR99	Implement the "Green Loop" through the district, connecting the North Park Blocks to the Willamette River as well as improved opportunities for wildlife movement; and improve connections to the Broadway Bridge.		X		**PBOT**	BPS, PPR

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	TR91	Improve pedestrian and bicycle connections over I-405 at Everett, Glisan and Couch.	X			**PBOT**	ODOT
Pearl	TR92	Develop a bike/pedestrian bridge connecting NW Flanders over I-405.	X			**PBOT**	ODOT
Pearl	TR96	Enhance connectivity across railroad tracks and Naito Parkway to access the River. Build new pedestrian bridges over the tracks at Marshall, connecting the Fields Park to Centennial Mills over Naito Parkway and explore a possible bridge that extends NW 13th to the River. Explore feasibility of connecting this future bridge to the Broadway Bridge to directly connect cyclists to the Marshall bikeway and pedestrians to Naito Parkway.		X		**PBOT**	Prosper, BPS, PPR, Private
University District/ South Downtown	TR107	Enhance pedestrian and bicycle connections to RiverPlace Marina and the Willamette River at key locations, especially Lincoln, Harrison, and Montgomery Streets.			X	**PBOT**	
University District/ South Downtown	TR102	Monitor progress on Southwest Corridor High Capacity Transit planning and advocate for district goals.			X	**PBOT**	BPS
University District/ South Downtown	TR104*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**PBOT, ODOT**	BPS
University District/ South Downtown	TR101	Implement recommendations from the *North Macadam Transportation Development Strategy (2009) and South Portland Circulation Study (2001).*			X	**PBOT**	Prosper
University District/ South Downtown	TR100	Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.	X			**PBOT**	PSU
University District/ South Downtown	TR103	Implement near-term I-405 Crossing Multimodal Improvements, especially at SW 1st Avenue/Naito Parkway, SW 4th Avenue, SW 6th Avenue and Terwilliger/Park.	X			**PBOT**	TriMet, ODOT
University District/ South Downtown	TR105	Develop a long-term parking strategy for PSU including on- and off-street parking resources.	X			**PBOT, PSU**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	TR70	Develop and implement a new design for the Willamette Greenway Trail through the RiverPlace development that improves safe pedestrian and bicycle access and reduces conflicts with RiverPlace visitors. Until such improvements are constructed, bicycle access through the area will be re-routed to local streets to reduce conflicts at RiverPlace		X		**PBOT, BPS**	PPR
University District/ South Downtown	RC69	At viewpoint SW24 identified in the *Scenic Resources Inventory* (BPS), add a bench and an information plaque that identifies area mountains and visually prominent buildings and structures.	X			**PBOT**	BPS
South Waterfront	EN45	Encourage planting of native vegetation and trees in right-of-way.			X	**PBOT, Prosper**	
South Waterfront	TR109	Implement the *South Waterfront District Street Plan, Criteria and Standards (2009)*			X	**PBOT**	
South Waterfront	TR110	Review, update and implement recommendations from the *North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)*			X	**PBOT**	Prosper
South Waterfront	TR111	Develop a phased development parking strategy to meet district goals for all parking types including office, retail, university, residential and visitor spaces. Explore multi-use and shared parking opportunities.	X			**PBOT**	Prosper, OMSI
South Waterfront	TR113	Extend Streetcar service to the south to John's Landing or beyond.		X		**PBOT**	Streetcar
South Waterfront	TR112	Coordinate transportation improvements in South Waterfront with regional transportation efforts such as the Southwest Corridor High Capacity Transit, Willamette Greenway Trail and the South Portland Circulation Study.	X			**PBOT**	TriMet
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**PBOT, Prosper, Private**	BPS, BES
West End	HN36	Explore options for additional public restroom facilities.	X			**PBOT, PWB, PPB**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, Prosper, BPS, OMF, Private, DNA**	
West End	TR115	Improve bicycle and pedestrian safety and access into and out of the district, particularly on and around W Burnside and I-405 crossings and ramps.	X			**PBOT**	
West End	TR116	Develop and implement a parking strategy for the West End that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, Private
West End	TR117	Work with area property owners, the Portland Art Museum and churches to develop a strategy to accommodate institutional parking needs, including weekend and evening church parking and allow shared use of church parking facilities during other hours.	X			**PBOT**	BPS, Private
West End	UD77	Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with active transportation, landscaping and green infrastructure facilities. Encourage additional, activating retail.		X		**PBOT**	BES, BPS
West End	UD83	Develop and implement a strategy to encourage main-street friendly streetscape and green infrastructure improvements on SW Jefferson Street.	X			**PBOT, BPS**	BES
West End	UD82	Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" into public spaces.		X		**PBOT**	BPS

Portland Fire and Rescue (PFR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize fire size and spread, therefore reducing the loss of life from fire.			X	**PFR, BDS**	

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN45	Create tools to help bridge the minority homeownership gap in the Central City.			X	**PHB**	
Central City	HN43	Encourage the development of affordable family housing projects with two-bedroom units or larger that are compatible with the needs of families with children at all income levels.			X	**PHB, BPS**	Prosper, Private
Central City	HN44	Establish and maintain a publicly accessible system to track and report on housing diversity and development in the Central City. The system must capture the number and type of all housing units created, the percent that are affordable and at what percent of MFI. Use this data to produce an annual report to the Planning and Sustainability Commission and Portland City Council.	X			**PHB, BDS, BPS**	
Central Eastside	HN7	Update the Central City Housing Inventory by 2016 and conduct periodic updates on a regular basis.			X	**PHB**	BPS
Central Eastside	HN9	Develop a sustainable source(s) of funding to create and preserve affordable housing throughout the Central City that aligns with geographic scope and time horizon of the City's affordable housing goals.	X		X	**PHB**	BPS
Lloyd	HN16	Support connections between district employers and employee housing within the district through employer-assisted housing programs and coordinated mixed-use development, particularly employer-assisted housing for service-level workers employed within the district.	X			**PHB**	Private

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	HN19	Provide a housing tax abatement program for OT/CT.			X	**PHB, BPS**	County
West End	HN32*	Develop and implement an affordable housing strategy for the West End that preserves or replaces existing affordable housing, including buildings that are privately owned.				**PHB**	BPS

Portland Office of Management and Finance (OMF)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	EN21	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**OMF, PPR**	BES, NOAA, USACE, DSL
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**OMF, Metro, Private**	
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**OMF, PBOT, Prosper, BPS, Private, DNA**	

Portland Office of Neighborhood Involvement (ONI)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN1	Support improved communication and cooperation between social service providers and surrounding neighborhoods concerning livability challenges for all. At a minimum, encourage social service providers to enter into Good Neighbor Agreements.			X	**ONI**	PHB, County, Private
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private
Old Town/Chinatown	HN22	Establish a working committee of the Police Bureau, Office of Neighborhood Involvement's Crime Prevention Coordinator, Clean & Safe, OT/CT Community Association, social service providers, and others to implement a comprehensive set of neighborhood policing actions.	X			**ONI**	PPB, OTCTCA

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN4	Encourage the planting of street trees in front of residential and mixed use buildings and around surface parking lots.	X			**PPR**	Private
Central City	EN14	Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**PPR, BES**	PBOT, BPS
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PPR, ONI, PBOT, PPB**	Private
Central City	HN41	Develop a community center that offers access to a range of services for residents of all ages and abilities in the Central City	X			**PPR**	
Central City	HN42	When public parks are created and upgraded in the Central City, explore opportunities to include recreation facilities and play grounds to promote active living and human health.			X	**PPR**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	UD5	Pursue public-private partnerships to provide publically accessible restrooms at locations near transit stations, the Willamette Greenway, public parks, plazas, and open space features.			X	**PPR, PBOT**	TriMet, BPS, Prosper, Private
Central City	UD7	Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management.			X	**PPR**	**BES, PBOT, County, State**
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PPR, PBOT**	
Central City	WR2	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**PPR, BES, BPS**	
Central City	WR4	Increase the efficient use of existing docks and river access points to avoid and minimize environmental impacts.			X	**PPR**	PBOT, Prosper, Private
Central City	WR5	Pursue locating and installing art, play areas, signage and attractions along the riverfront to showcase the river's past and present.			X	**PPR, RACC**	Public, Private
Central City	WR8	Expand opportunities for safe swimming in the Willamette River in the Central City in places where conflicts with natural resource protection and enhancement can be avoided or minimized.			X	**PPR**	BES, Private
Central Eastside	TR16	Improve connections between the Springwater Corridor Trail and the Greenway Trail/Eastbank Esplanade.			X	**PPR**	PBOT
Central Eastside	TR17	Develop and implement strategies to reduce bicycle and pedestrian conflicts as needed along the Willamette Greenway Trail and the Eastbank Esplanade.			X	**PPR**	PBOT, Private
Central Eastside	TR24	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PPR, PBOT**	
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**PPR, BPS, Private**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	UD12	Develop a districtwide strategy, including opportunities for public-private partnerships, that addresses the need for new open spaces, connections and access to existing open spaces and other amenities as residential and employment densities grow over time.			X	**PPR**	BPS, PBOT, Prosper, BES, State
Central Eastside	UD13	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**PPR, Private**	
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**PPR, BPS, Prosper, BES**	OMSI, Private
Central Eastside	WR12	Explore concepts and partnerships to enhance fish and wildlife habitat along the Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**PPR, BES, BPS**	Prosper, ODOT
Central Eastside	RC13	At viewpoint SE08 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Central Eastside	RC14	At viewpoint SE09 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Central Eastside	RC15	At viewpoint SE10 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Central Eastside	RC16	At viewpoint SE13 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**PPR, Private**	BPS
Downtown	EN20	Develop a strategy for inventorying, removing and replacing trees in the South Park Blocks to eliminate safety hazards while maintaining or enhancing canopy coverage and habitat.	X			**PPR**	
Downtown	EN16	Improve habitat by strategically incorporating native plants and trees in Tom McCall Waterfront Park.		X		**PPR**	BES
Downtown	EN17	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**PPR, BES**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	EN21	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**PPR, OMF**	BES, NOAA, USACE, DSL
Downtown	HN11	Provide and maintain safe public restrooms at convenient locations throughout the district.			X	**PPR**	PPB, PWB, PBOT, Private
Downtown	HN2	Encourage the development of a dog park to serve Downtown residents.		X		**PPR**	**Private**
Downtown	RC26	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**PPR, BPS**	**DSL**
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**PPR, BPS, Private**	
Downtown	RC22	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**PPR, Private**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**PPR, Private, PBOT, BPS, Prosper, County**	
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**PPR, Private, Travel, Prosper, TriMet**	
Downtown	UD18	Review and update the Waterfront Park Master Plan to enhance activities, amenities, and open spaces in the park and into the river. As part of the effort, develop a plan for the Hawthorne Bowl that addresses habitat enhancements, swimming, boating, special events and related amenities.		X		**PPR**	BPS

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	UD19	Develop a plan to improve the Hawthorne Bowl area of Waterfront Park to enhance accessibility in the park and into the river and better meet the needs of event goers, river users and habitat.	X			**PPR**	BPS, BES, State & Federal Agencies
Downtown	UD28	Rehabilitate/redesign O'Bryant Square. Explore design and management alternatives for developing the space as a signature stop on the "Green Loop."		X		**PPR**	BPS, Private
Downtown	UD21	Explore options for adjusting the duration, layout and frequency of large park events to allow for other types of park activities, in order to maximize public access, use and enjoyment of Waterfront Park.			X	**PPR**	Private
Downtown	UD22	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**PPR, Private**	
Downtown	UD23	Obtain Historic Designation for South Park Blocks; develop a strategy for maintenance and operations to be completed by 2023.		X		**PPR**	Private
Downtown	UD20	Explore options for creating visual cues, such as art installments, that can be seen down street corridors and attract people from the district to Waterfront Park as part of the Waterfront Park Master Plan update.		X		**PPR**	RACC, PBOT
Downtown	RC27	At viewpoint SW17 identified in the *Scenic Resources Inventory* (BPS), relocate one telescope to the center of the seating area and add an informational marker about the view of Mt Hood.	X			**PPR**	BPS
Goose Hollow	UD33	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**PPR, BPS**	Private
Lloyd	EN27	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way.		X		**PPR, BPS**	UF, BES, BPS, PBOT, PWB, Private
Lloyd	EN28	Develop a multi-objective management strategy for enhancing Sullivan's Gulch that includes trail development, removal of invasive species and revegetation.	X			**PPR, PBOT**	BES, BPS, Private, ODOT, Railroad
Lloyd	HN14	Improve the function and safety of Holladay Park through programming that increases its use and CPTED (Crime Prevention Through Environmental Design) improvements.	X			**PPR**	LBID, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	UD39	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**PPR, BPS**	Prosper
Lloyd	RC37	At viewpoint NE08 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR**	BPS
Lloyd	TR87	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947.		X		**PPR, PBOT**	Private, ODOT, UPRR
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**PPR, RACC, ODOT**	BES
Lower Albina	RC40	At viewpoint NO2 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area including a bench and an information marker	X			**PPR**	BPS
Lower Albina	RC41	At viewpoint NO4 identified in the Scenic Resources Inventory (BPS), develop a viewing area including a bench and an information marker	X			**PPR**	BPS
Lower Albina	RC42	When the Greenway Trail is developed, determine the best location for a formal viewing area with a view of the Willamette River, Central City Skyline and West Hills. This corresponds to viewpoint N14 identified in the *Scenic Resources Inventory* (BPS). Develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPS, Private**	BPS
Old Town/Chinatown	RC60	Develop strategies for activating the Saturday Market shelter in Waterfront Park and Ankeny Square with new small businesses, events and regular programming throughout the year.			X	**PPR**	OTCTCA, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	UD55	Improve and enhance boater access to/from the Willamette River and Waterfront Park by improving Ankeny Dock or possibly moving it to a nearby location and reactivating it for commercial, transportation and recreational use.		X		**PPR**	Federal and State Agencies
Pearl	TR95	Improve the greenway trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and improve access to and into the river.		X		**PPR**	PBOT, Prosper
Pearl	EN38	Strategically install native vegetation and trees within public open spaces, including the North Park Blocks.			X	**PPR**	
Pearl	UD58	Develop a new public park or plaza on the block between NW Glisan and NW Hoyt and NW 8th and NW Park.		X		**PPR**	Prosper, PPS, PNCA, Private
Pearl	UD59	Develop a strategy/plan to renovate the North Park Blocks to better meet community goals.		X		**PPR**	BPS
University District/ South Downtown	EN42	Improve the dock at RiverPlace Marina to provide for increased boating use by motorized and non-motorized crafts, while also reducing impacts to salmon.		X		**PPR**	BPS, BES, Private, PWA
University District/ South Downtown	UD63	Develop a strategy/plan to renovate the PSU-managed section of the South Park Blocks.	X			**PPR, PSU**	
South Waterfront	EN45	Encourage planting of native vegetation and trees in right-of-way.			X	**PPR, PBOT**	
South Waterfront	TR114	Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.		X		**PPR, Prosper**	BPS, Private
South Waterfront	UD73	Pursue a large park facility to provide active recreational opportunities for the district and surrounding area, in a location that has a physical and visual connection to the river.		X		**PPR**	BPS, Prosper, Private
South Waterfront	UD71	Integrate elements that reflect the district's history, including Portland's maritime history, into the development of the greenway and parks. Encourage the development of river-related public art, as well as cultural and ecological displays and attractions to connect people with the river.			X	**PPR**	BPS, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	UD75	Explore opportunities to make South Waterfront Greenway improvements, especially trail and dock improvements, in the near term and possibly in advance of development that would typically trigger such improvements.			X	**PPR**	Prosper, BPS
South Waterfront	UD76	Explore opportunities to provide amenities for boaters such as light watercraft storage and parking to coincide with installation of a new dock.			X	**PPR**	SPNA, Private
South Waterfront	UD70	Develop signature public art that supports the branding of the district as the cornerstone of the Innovation Quadrant.		X		**PPR, RACC**	Private
South Waterfront	RC73	When the Greenway Trail is developed, develop a viewing area at viewpoint SW42 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC74	When the Greenway Trail is developed, develop a viewing area at viewpoint SW44 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC75	When the Greenway Trail is developed, develop a viewing area at viewpoint SW48 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC76	When the Greenway Trail is developed, develop a viewing area at viewpoint SW52 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC77	When the Greenway Trail is developed, develop a viewing area at viewpoint SW59 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS
South Waterfront	RC78	When the Greenway Trail is developed, develop a viewing area at viewpoint SW71 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**PPR, Private**	BPS

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PPR, PBOT, BPS, Private**	
West End	HN6	Encourage the development of a dog park to serve West End residents.		X		**PPR**	**Private**

Portland Police Bureau (PPB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN4	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**PPB, ONI, PPR, PBOT**	Private
West End	HN36	Explore options for additional public restroom facilities.	X			**PPB, PBOT, PWB**	

Portland Water Bureau (PWB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	HN36	Explore options for additional public restroom facilities.	X			**PWB, PBOT, PPB**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC5	Continue efforts and initiatives within the Central City to organize and locate day laborer services, such as VOZ, that provide safe places for worker rights, education, and outreach and that protect the rights of laborers.	X			**Prosper, VOZ**	
Central Eastside	RC6	Initiate catalytic redevelopment projects along the Portland-Milwaukie light rail alignment to complement institutional growth and employment in research and development and other high tech industrial sectors.	X			**Prosper**	Private
Central Eastside	RC7	Support the growth and expansion of the Innovation Quadrant and economic opportunities associated with the growth of major institutions (such as OMSI, OHSU, PCC, and PSU), with an emphasis on partnerships and collaborations that facilitate economic development that supports the quadrant and city as a whole.			X	**Prosper**	BPS, Institutions
Central Eastside	RC8	Align public sector programs, financing tools, and physical assets to leverage city-wide innovation priorities such as the Innovation Quadrant, OHSU's Knight Cancer Challenge, and emerging cross-sector opportunities like "Internet of Things" and Health Technology.			X	**Prosper**	Institutions, Private
Central Eastside	RC9	Address skill gaps within high-growth, high-demand occupations and support individual career development. Form partnerships between CES employers and institutions such as CEIC, PCC, and PPS to provide/support on the job training for new employees and training for incumbent workers to advance to higher skilled, higher wage jobs.			X	**Prosper**	CEIC, OMSI, PPS, PCC, CEIC
Central Eastside	RC11	Study the feasibility and strategy for creating a new business improvement district for the Central Eastside.	X			**Prosper, CEIC**	
Central Eastside	RC12	Use best practices research to develop new strategies to create affordable space for craft manufacturers and new businesses in Portland.			X	**Prosper**	BPS, CEIC, Private
Central Eastside	TR7*	Explore tools that developers can use to pay for the construction of centralized structured parking where projects cannot feasibly provide on-site parking.	X			**Prosper**	BPS, PBOT
Central Eastside	TR28*	Establish wayfinding system for district that directs preferred routes for specific modes.	X			**Prosper**	PBOT

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR31	Develop a district parking facility at ODOT Blocks, if demand and financial support for project exists.	X			**Prosper**	
Central Eastside	TR13	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**Prosper, PBOT**	TriMet, ODOT
Central Eastside	UD14	Identify and pursue opportunities to create publicly accessible riverfront parks, open space, and recreation opportunities and east-west access ways as part of the redevelopment of the ODOT Blocks located west of SE Water Avenue.			X	**Prosper**	PPR, PBOT, BPS
Central Eastside	WR11*	Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail.			X	**Prosper, BPS, PPR, BES**	
Downtown	RC24	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**Prosper, PBOT, BPS**	
Downtown	RC18	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**Prosper, BPS**	
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Prosper, Private, PBOT, PPR, BPS, County**	
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Prosper, Private, Travel, PPR, TriMet**	
Goose Hollow	RC29	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**Prosper, BPS**	
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**Prosper, BPS, Private**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN26	Investigate opportunities for serving the PPS Blanchard site with district energy.	X			**Prosper**	BPS, PPS
Lloyd	HN38	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Prosper, BPS**	Private
Lloyd	RC33	Develop a strategy to promote the development of new hotels and the improvement of existing hotels in the vicinity of the Oregon Convention Center.	X			**Prosper**	BPS, Private
Lloyd	RC34	Pursue development on publically owned sites in and around the Rose Quarter through public-private partnerships.			X	**Prosper**	Private
Lloyd	RC19	Consider incentives to encourage new development that supports the Convention Center such as new or expanded hotel development, retail and other services on adjacent blocks.	X			**Prosper, BPS**	
Lower Albina	RC39	Assist small businesses and property owners through storefront grants, Development Opportunity Services grants, loans for tenant improvements, start-up and equipment, and other programs.			X	**Prosper**	
Old Town/Chinatown	HN47	Develop incentives that encourage new housing in the Naito Parkway/riverfront area.	X			**Prosper, BPS**	
Old Town/Chinatown	RC54	Explore the development of new and enhance existing financial tools to help fund seismic upgrades to the district's historic buildings.	X			**Prosper**	BPS
Old Town/Chinatown	RC45	Support continued project and development opportunities and help fund development gaps that can bring transformative development on large opportunity sites.			X	**Prosper**	
Old Town/Chinatown	RC49	Identify financing and business strategies to renovate and seismically upgrade Union Station and maximize the potential of the station and adjacent parcels.	X			**Prosper**	
Old Town/Chinatown	RC53	Pursue investment partnerships for seismic upgrading and other real estate development.	X			**Prosper**	
Old Town/Chinatown	RC56	Provide predevelopment funds and technical assistance to enable property owners to complete full due diligence on underutilized properties.			X	**Prosper**	

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC57	Implement incentives that encourage new development in the Naito Parkway/riverfront area including targeted clusters of commercial uses as identified in the Old Town/Chinatown Five Year Action Plan.	X			**Prosper**	
Old Town/Chinatown	RC43*	Implement the Old Town/Chinatown Five Year Action Plan.	X			**Prosper**	City
Old Town/Chinatown	RC47	Actively pursue developers for City and Prosper Portland-owned properties, including Block 8, Block 25, Block A&N and Block R.	X			**Prosper**	
Old Town/Chinatown	RC51	Establish a district management entity to coordinate public space and event programming, fundraising efforts and district branding and promotion.	X			**Prosper**	OTCTCA
Old Town/Chinatown	RC58	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**Prosper, PBOT**	
Old Town/Chinatown	RC48	Explore the potential redevelopment of the Greyhound Terminal site by continuing to pursue moving bus operations onto Block Y.	X			**Prosper**	Private
Old Town/Chinatown	TR84	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**Prosper, PBOT**	PPR, BPS, ODOT, UPRR, TriMet
Old Town/Chinatown	TR85	Improve connections between interurban buses and trains and between interurban and local transit. Consider relocation of interurban bus services closer to Union Station.		X		**Prosper, PBOT**	Greyhound
Pearl	EN37	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Prosper, Private**	BES, PPR
Pearl	RC62	Relocate the US Post Office and redevelop the site with a wide mix of urban uses including employment.		X		**Prosper**	Private
Pearl	RC63	Redevelop the Centennial Mills site to meet public goals including commercial uses, greenway trail continuity, and public access to the river as outlined in the Centennial Mills Framework Plan (adopted by Portland City Council, Fall 2006).	X			**Prosper**	Private

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**Prosper, BPS, PSU, PBA, Private**	
University District/ South Downtown	HN39	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Prosper, BPS**	Private
South Waterfront	EN47	Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.			x	**Prosper, BPS**	BES, PBOT
South Waterfront	EN48	Implement the Zidell Development Agreement which calls for Willamette River Greenway improvements.		X		**Prosper**	PPR
South Waterfront	RC71	Encourage partnerships between the area's educational/research institutions and private business.			X	**Prosper, OHSU**	OMSI, PSU, Private
South Waterfront	RC70	Promote public investments that leverage investments in traded-sector and other relevant businesses in the district, bring wealth into the region and create family-wage jobs.			X	**Prosper**	BPS, PBOT
South Waterfront	RC72	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**Prosper, Private**	
South Waterfront	TR114	Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.		X		**Prosper, PPR**	BPS, Private
South Waterfront	UD72	Explore potential for a major high-density mixed-use development at the Zidell site that brings together a variety of uses and activities, increases human access to/from the river and celebrates its maritime past.	X			**Prosper**	BPS, Private
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**Prosper, PBOT, Private**	BES, BPS

Prosper Portland (formerly Portland Development Commission)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**Prosper, PBOT, BPS, OMF, Private, DNA**	
West End	RC79	Implement the Downtown Retail Strategy in the West End.			X	**Prosper, PBA**	

Other Government Entities

Metro							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**Metro, OMF, Private**	

Multnomah County (County)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR30	Improve pedestrian and bicycle connections from the Morrison and Burnside Bridges to the Eastbank Esplanade to make it safer, accessible and more direct.		X		**County**	BPS, Parks, PBOT
Central Eastside	TR25	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	X			**County, PBOT**	Prosper

Multnomah County (County)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**County, Private, PBOT, PPR, BPS, Prosper**	

Oregon Department of Environmental Quality (DEQ)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	EN2	Continue to monitor air quality and ambient air temperature and develop strategies to reduce people's vulnerability to air pollution and urban heat island effects.			X	**DEQ**	

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN5	For residential areas, explore options to mitigate noise and air pollution from surrounding large transportation infrastructure.	X			**ODOT**	PBOT, BPS
Central Eastside	TR34	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**ODOT, PBOT**	Prosper, BPS
Central Eastside	WR15	Study the feasibility of building a long-term structure for the Portland Boathouse within the ODOT easement adjacent to the Willamette River.	X			**ODOT**	Prosper, BPS, PPR, Private
Lloyd	TR67*	Implement the I-5 Broadway/Weidler Interchange Plan improvements.	X			**ODOT**	PBOT

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	TR72*	Work with property owners to confirm the benefits and feasibility of straightening the "s-curve" in the Union Pacific rail tracks for freight and passenger rail operations. Options pursued should prioritize maintaining the development potential of the "Thunderbird" site. See action UD42.		X		**ODOT**	UPRR, Private, BPS
Lower Albina	TR82*	Implement the I-5 Broadway/Weidler Interchange Plan Improvements, including the proposed Hancock overcrossing, to improve regional and local freight access.		X		**ODOT**	PBOT
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**ODOT, PPR, RACC**	BES
University District/ South Downtown	TR104*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**ODOT, PBOT**	BPS
South Waterfront	EN44	Develop strategies for addressing environmental challenges including, but not limited to, soil contamination and freeway noise.	X			**ODOT**	PBOT
West End	EN50	Identify tree and shrub preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls, with an emphasis on native species, where appropriate.		X		**ODOT, Private**	PBOT, BES, PPR

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR33	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**TriMet, PBOT**	
Central Eastside	TR35	Study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter.	X			**TriMet**	PBOT, TPAC

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	TR36	Study the potential for shuttle bus service along SE Water Avenue.	X			**TriMet, PBOT**	TPAC
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**TriMet, Private, Travel, PPR, Prosper**	
Downtown	TR40	Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time.		X		**TriMet**	PBOT
Goose Hollow	TR56	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**TriMet, PBOT**	
Goose Hollow	TR57	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.		X		**TriMet**	PBOT, Private
Lloyd	TR71	Study the feasibility of adding a new light rail station on the Yellow line near Dixon to serve the N Broadway area and PPS Blanchard site.		X		**TriMet**	PBOT, BPS
Lloyd	TR73*	Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplanade, and development opportunities		X		**TriMet**	TMA, PBOT, BPS, Private
Pearl	TR93	Enhance existing service to meet demand and support the desired expansion of transit service to rapidly developing areas in the North Pearl and NW Portland.			X	**TriMet**	PBOT, Streetcar
University District/ South Downtown	TR106	Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall and on SW Lincoln and Naito Parkway.	X			**TriMet**	PBOT

Other

Architectural Heritage Center (AHC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lower Albina	UD45*	Prepare a National Register of Historic Places Multiple Property Documentation form for African-American historic resources based on the Cornerstones of Community inventory.	X			**AHC**	BPS

Central Eastside Industrial Council (CEIC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC11	Study the feasibility and strategy for creating a new business improvement district for the Central Eastside.	X			**CEIC, Prosper**	

Downtown Neighborhood Association (DNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**DNA, PBOT, Prosper, BPS, OMF, Private**	

Go Lloyd							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	TR64	Implement streetscape and circulation changes for Multnomah Street to facilitate a “retail/commercial street” environment.	X			**Go Lloyd**	PBOT

Goose Hollow Foothills League (GHFL)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	HN12	Identify sites for community building activities and pursue projects and activities such as weekend markets, cultural programming and public art.			X	**GHFL**	City
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**GHFL, OMF, NWDA, Private**	
Goose Hollow	UD38	Add appropriate trees to the list of designated heritage trees.			X	**GHFL**	PPR, Private

Lloyd District Community Association (LDCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	HN15	Identify sites for community building activities and pursue projects and activities that support community building, such as weekend markets, cultural programming in parks and public art.	X			**LDCA**	TMA, LED, City
Lloyd	UD41	Create and promote a strategy to activate public open space, rights-of-way and surface parking lots during off hours to bring in new people, interests and energy to the district.	X			**LDCA**	LED, TMA, Private, PPR, PBOT, BPS, Prosper

Lloyd EcoDistrict							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Lloyd	EN29	Continue to support the Lloyd EcoDistrict work program.			X	**LED**	City
Lloyd	RC35	Market the Lloyd District as a leader in sustainable development and business practices.			X	**LED**	Prosper, BPS, Private

Northwest District Association (NWDA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**NWDA, OMF, GHFL, Private**	

Old Town Heritage Group (OTHG)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC50	Explore the creation of a multicultural museum complex in Chinatown.		X		**OTHG**	OTCTCA

Old Town/Chinatown Community Association (OTCTCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	RC59	Create an Old Town Night Market and encourage a variety of evening cultural events to broaden the array of nighttime attractions in the district		X		**OTCTCA**	Private
Old Town/Chinatown	RC46	Implement the OT/CT Retail Program in coordination with cluster industry presence in the district.			X	**OTCTCA, PBA**	Prosper

Oregon Health and Science University (OHSU)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	RC71	Encourage partnerships between the area's educational/research institutions and private business.			X	**OHSU, Prosper**	OMSI, PSU, Private

Pearl District Neighborhood Association (PDNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Pearl	HN23	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**PDNA, Private**	PPR, BPS

Portland Business Alliance (PBA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	HN10	Support the Clean & Safe Program and other programs that increase safety and provide a welcoming atmosphere for visitors and residents.			X	**PBA**	Private, PPB, PPR
Old Town/Chinatown	RC46	Implement the OT/CT Retail Program in coordination with cluster industry presence in the district.			X	**PBA, OTCTCA**	Prosper
Pearl	RC65	Develop a coordinated district retail strategy that includes expansion of the Retail Core north to NW Glisan Street.	X			**PBA**	BPS, PDBA
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**PBA, Private, BPS, PSU, Prosper**	
West End	RC79	Implement the Downtown Retail Strategy in the West End.			X	**PBA, Prosper**	

Portland Public Schools (PPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Goose Hollow	EN24	Encourage and promote an environmental "high performance area" on the redeveloped LHS site through incentives, public-private partnerships and/or master planning.			X	**PPS, BPS**	Prosper
Goose Hollow	TR55	Improve bicycle and pedestrian connectivity throughout the district, including new connections on SW 16th through the LHS site.	X			**PPS, PBOT**	
Lloyd District	HN17	Monitor residential population growth and the related school needs of the district. Encourage space for early education programs in new development.			X	**PPS**	BPS
University District/ South Downtown	HN27	Identify opportunities for locating a new public school within the district, particularly an elementary school and/or middle school.		X		**PPS, BPS**	PSU

Portland State University (PSU)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
University District/ South Downtown	EN43	Encourage the continued improvement and expansion of PSU's district energy system			X	**PSU**	BPS
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**PSU, Private, BPS, PBA, Prosper**	
University District/ South Downtown	TR105	Develop a long-term parking strategy for PSU including on- and off-street parking resources.	X			**PSU, PBOT**	
University District/ South Downtown	UD63	Develop a strategy/plan to renovate the PSU-managed section of the South Park Blocks.	X			**PSU, PPR**	
University District/ South Downtown	UD67	Activate SW Broadway with ground floor retail and other active uses.			X	**PSU**	Private
University District/ South Downtown	UD68	Collaborate with PSU on historic preservation efforts.			X	**PSU, BPS**	SHPO

Regional Arts and Culture Council (RACC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	WR5	Pursue locating and installing art, play areas, signage and attractions along the riverfront to showcase the river's past and present.			X	**RACC, PPR**	Public, Private
Central City	UD6	Encourage the development of public art in the Central City, as well as cultural and ecological displays and attractions.			X	**RACC**	BES, Private
Downtown	UD29	Develop a Downtown Public Art Walking Tour.	X			**RACC**	BPS, Private
Goose Hollow	UD37	Prepare a strategy to mitigate the impact of blank walls on the pedestrian environment.	X			**RACC**	BPS, GHFL, Private
Lower Albina	UD47	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**RACC, PPR, ODOT**	BES

Regional Arts and Culture Council (RACC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/Chinatown	UD57	Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near the car-free segment of Ankeny.		X		**RACC, Private**	PBOT
Old Town/Chinatown	UD53	Install art and educational displays that highlight Native American and maritime history in the district and Waterfront Park.			X	**RACC**	Private, PPR
South Waterfront	UD70	Develop signature public art that supports the branding of the district as the cornerstone of the Innovation Quadrant.		X		**RACC, PPR**	Private

South Portland Neighborhood Association (SPNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	HN29	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**SPNA, Private**	PPR
South Waterfront	HN30	Identify sites for community building activities and pursue projects and activities such as weekend markets and cultural programming.	X			**SPNA**	Private, PPR

Travel Portland							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	RC23	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Travel, Private**	PPR, PBA
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Travel, Private, PPR, Prosper, TriMet**	

VOZ Workers' Rights Education Project							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	RC5	Continue efforts and initiatives within the Central City to organize and locate day laborer services, such as VOZ, that provide safe places for worker rights, education, and outreach and that protect the rights of laborers.	X			**VOZ, Prosper**	

Private

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central City	HN31	Develop daycare facilities for children.	X			**Private**	
Central City	TR5	Explore and encourage use of green passenger vessel technologies including low impact and restorative propulsion for river transit and other passenger vessels.		X		**Private**	PBOT, BPS
Central Eastside	HN8	Explore opportunities for new publicly accessible parks and recreation facilities that foster community interaction and exchange.			X	**Private**	PPR, BPS
Central Eastside	RC10	Identify and support opportunities and partnerships to bring major riverfront uses and attractions to the Southeast Quadrant.			X	**Private**	BPS, Prosper, PBOT
Central Eastside	RC16	At viewpoint SE13 identified in the *Scenic Resources Inventory* (BPS), develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.	X			**Private, PPR**	BPS
Central Eastside	TR20	Support the creation of a privately operated river transit operation in the Central Eastside.	X			**Private**	BPS, PBOT, Metro
Central Eastside	UD10*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**Private, PPR, BPS**	

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Central Eastside	UD13	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**Private, PPR**	
Central Eastside	WR13	Encourage more year round events and activities around the Madison Dock plaza and OMSI riverfront areas.			X	**Private**	PPR, Public
Central Eastside	WR14	Continue to enhance the riverfront greenway trail and open space system in the Central Eastside by providing amenities such as light water craft storage, bicycle parking, and public restrooms.			X	**Private**	PPR, PBOT
Downtown	RC17	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, BPS, PBOT, PPR, Prosper, County**	
Downtown	RC20	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**Private, BPS, PPR,**	
Downtown	RC21	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**Private, OMF, Metro**	
Downtown	RC22	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**Private, PPR**	
Downtown	RC23	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Private, Travel**	PPR, PBA
Downtown	RC25	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel, PPR, Prosper, TriMet**	

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Downtown	TR51	Explore funding mechanisms, phasing and the implementation of river transit in Downtown.		X		**Private**	PBOT, BPS, State & Federal Agencies
Downtown	UD22	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**Private, PPR**	PWA
Downtown	UD30	Incrementally improve building faces along the Transit Mall with active uses, windows, doors, landscaping, art, and amenities to enhance the pedestrian and transit rider experience.			X	**Private**	Prosper
Goose Hollow	RC28	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**Private, BPS, Prosper**	
Goose Hollow	RC31	Explore opportunities for activating the Providence Park street perimeter, particularly S.W. 18th, when events are not taking place.	X			**Private, BPS**	
Goose Hollow	RC30	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**Private, OMF, GHFL, NWDA**	
Goose Hollow	UD35	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**Private, BPS**	
Goose Hollow	UD31	Connect Goose Hollow with the West End and Downtown by capping I-405. Potential locations include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. The caps could support retail or open space. As capping occurs, improve the pedestrian environment on SW 13th and 14th to support cap access and development.		X		**Private**	BPS, ODOT, PBOT
Lower Albina	RC42	When the Greenway Trail is developed, determine the best location for a formal viewing area with a view of the Willamette River, Central City Skyline and West Hills. This corresponds to viewpoint N14 identified in the *Scenic Resources Inventory* (BPS). Develop a viewing area with space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPS**	BPS

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
Old Town/ Chinatown	RC61	Investigate the relocation of the Jantzen Beach Carousel to a site within the Central City.	X			**Private**	Prosper, BPS, PPR
Old Town/ Chinatown	UD57	Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near the car-free segment of Ankeny.		X		**Private, RACC**	PBOT
Pearl	EN37	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Private, Prosper**	BES, PPR
Pearl	HN23	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**Private, PDNA**	PPR, BPS
Pearl	RC64	Encourage improvements at Centennial Mills to bring more boaters and visitors to the riverfront/Naito Parkway area supporting current and new businesses.	X			**Private**	BPS, Prosper, PWA
University District/ South Downtown	HN26	Develop a district retail strategy.	X			**Private, BPS, PSU, PBA, Prosper**	
University District/ South Downtown	RC68	Improve RiverPlace Marina to bring more boaters and visitors to the area while minimizing impacts to fish.		X		**Private**	PPR, PWA
University District/ South Downtown	UD66	Connect South Downtown with South Portland by capping I-405 between SW 1st and SW 3rd, and improving the connections to Terwilliger from the South Park Blocks.		X		**Private**	BPS, ODOT
University District/ South Downtown	UD62	Promote new low-impact water-related recreation activities near the Marquam Bridge.	X			**Private**	PPR, BPS
South Waterfront	HN28	Identify a site for a future grocery store to directly serve residents and workers in the district.	X			**Private**	Prosper, BPS
South Waterfront	HN29	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**Private, SPNA**	PPR
South Waterfront	RC72	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**Prosper, Private**	

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
South Waterfront	RC73	When the Greenway Trail is developed, develop a viewing area at viewpoint SW42 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC74	When the Greenway Trail is developed, develop a viewing area at viewpoint SW44 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC75	When the Greenway Trail is developed, develop a viewing area at viewpoint SW48 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC76	When the Greenway Trail is developed, develop a viewing area at viewpoint SW52 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC77	When the Greenway Trail is developed, develop a viewing area at viewpoint SW59 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	RC78	When the Greenway Trail is developed, develop a viewing area at viewpoint SW71 identified in the *Scenic Resources Inventory* (BPS). Include space for people to move out of the flow of traffic and add a bench and an informational marker.		X		**Private, PPR**	BPS
South Waterfront	UD74	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**Private, Prosper, PBOT**	BES, BPS
West End	EN50	Identify tree and shrub preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls, with an emphasis on native species, where appropriate.		X		**Private, ODOT**	PBOT, BES, PPR
West End	HN33	Identify opportunities for new playgrounds and other recreational facilities for children.	X			**Private**	PPR

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**Next 5 years**	**6-20 years**	**Ongoing**	**Lead**	**Partner**
West End	HN35	Explore options for a new publicly accessible neighborhood facility that fosters community interaction and exchange for West End residents.		X		**Private**	PPR, BPS
West End	RC81	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**Private, PBOT, BPS, PPR,**	
West End	RC80	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**Private, PBOT, Prosper, BPS, OMF, DNA**	
West End	UD80	Allow private development to connect the West End to Goose Hollow by capping I-405. Potential locations for the freeway cap include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. If capping occurs, identify opportunities to improve the pedestrian environment with tree canopy on SW 13th and SW 14th avenues.		X		**Private**	PPR, BPS, ODOT, PBOT

3. Additional Information for Actions Marked with an Asterisk (*)

This section contains additional information on all of the above actions marked with an asterisk (*). Some of these actions require elaboration on the technical, policy or implementation details. Others were identified during the Quadrant planning process as addressing prominent issues or concerns for many of the stakeholders involved.

The information below has for the most part been drawn directly from the various Central City2035 Quadrant Plans. The actions are listed below in alphabetical order by policy area. As noted earlier, the action codes have changed from those listed in the quadrant plans and Discussion Draft CC2035 Plan.

Health and Environment Actions (EN):

EN8 Work with FEMA to update the Willamette River Flood Insurance Rate Map (FIRM) to meet any updated National Flood Insurance Program (NFIP) requirements that are issued in response to the NOAA Fisheries biological opinion. **Lead Implementers: BES & BPS; Timeline: Next 5 years.**

EN9 Amend the flood related regulations and other guidelines to, a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the 100-year floodplain; b) avoid, minimize and mitigate the impacts of such development on floodplain functions; and, c) comply with updated NFIP requirements. **Lead Implementers: BES, BDS & BPS; Timeline: Next 5 years.**

EN51 Evaluate the potential for the establishment of a "mitigation bank" to offset future development in the 100-year floodplain. **Lead Implementers: BES & BPS; Timeline: Next 5 years/ongoing.**

Floodplain Management

Due to the release in April of 2016 of a NOAA-Fisheries biological opinion on the effects on endangered and threatened species of FEMA's National Flood Insurance Program (NFIP) in Oregon, the City's floodplain development requirements may need to be updated. Clarifications from and coordination with FEMA and NOAA-Fisheries will be needed to fully understand the steps necessary to comply with any NFIP requirements FEMA adopts in response to the biological opinion.

Actions EN12, EN13, and EN52 summarize key elements of the City of Portland's work plan for addressing possible FEMA requirements stemming from the biological opinion.

Flooding in Portland

Regionally situated in the Lower Columbia River Basin, the Willamette River Basin drains an 11,500 square mile watershed located between the Cascade Mountains to the east and the Coast Range to the west. The flows in the Willamette River are highest between December and February.

Flow patterns in both the Willamette and Columbia basins have been dramatically altered over time, largely due to dam and reservoir operations. Following floods in 1943 and 1945, the U.S. Army Corps of Engineers constructed 13 reservoirs, 11 of which have flood control functions. Operation of the reservoirs reduces winter peak flows in the Willamette River by as much as 30 to 50 percent, and augments summer flows to approximately double historical low-flow levels.
However, flooding still occurs. Very notable river floods in the Central City include:

- **1964:** Record-breaking precipitation on top of snow in the Cascades caused a December flood event that resulted in bridge failures and road and train closures. The lower deck of the Steel Bridge was underwater and logs and debris severely damaged the Hawthorne Bridge.
- **1996:** Flooding resulted from heavy snowfall followed by warm temperatures and four days of heavy rain across a large area of Oregon, Washington and Idaho. The Willamette River nearly crested the downtown seawall.

During these events many roads were closed due to water and landslides and the flood caused millions of dollars in damages. Climate change may exacerbate the frequency and duration of precipitation events and risk of riverine flooding due to warmer, wetter winters. In addition, the Willamette and Columbia Rivers are tidally influenced, so sea level rise may affect flooding as well.

FEMA/NOAA-Fisheries National Flood Insurance Program (NFIP) Biological Opinion

After a number of years working with the Federal Emergency Management Agency (FEMA), the National Oceanic and Atmospheric Administration Fisheries Service (NOAA-Fisheries) issued a biological opinion in April of 2016 related to reducing impacts of FEMA's National Flood Insurance Program (NFIP) in Oregon. The biological opinion provides a reasonable and prudent alternative (RPA) to FEMA to reduce the NFIP's impacts on Endangered Species Act (ESA)-listed species. The RPA identifies six "elements" to achieve three goals: (1) update existing maps to more accurately identify the current floodplains of relevant rivers and streams; (2) modify NFIP development and mitigation criteria to more effectively discourage floodplain development and, when appropriate, reduce the impacts of redevelopment and development in floodplains; and (3) strengthen accountability and tracking of implementation.

The six elements of the RPA include both interim and long-term, permanent measures to minimize the identified impacts of the NFIP. In the short term (implemented by March 15, 2018, at the latest), NOAA-Fisheries directs FEMA to do the following:

- Increase development mitigation to a level greater than "balanced cut-and-fill" (where an equal volume of material must be removed to match the volume of fill added as a part of site development);
- Modify tree density standards for areas in the "riparian buffer zone" (defined as 170 feet or less from the ordinary high water mark), or RBZ, and, to a lesser degree, those properties within the FEMA 100-year floodplain but beyond the RBZ; and
- Establish regulations to mitigate the impact of new impervious surfaces (including roofs, driveways, sidewalks, roads, etc.).

In the long term, according to NOAA-Fisheries, additional modifications to the NFIP regulations will be needed. For example, development within "high hazard areas" will not be allowed, except for water-dependent uses, open space, habitat restoration, recreational uses, and bioengineered bank protection. Creation of new parcels completely within the 100-year floodplain will also not be allowed and, in those cases where a lot partially or completely in the floodplain is to be developed, the footprint of new

structures must be limited to 10 percent or less of the lot. Mitigation of any new impervious surfaces will also be required. Other changes to the NFIP requirements are still to be confirmed by FEMA.

To provide for the necessary mitigation to offset future development in the FEMA floodplain, the development of a "mitigation bank" is an option identified in the biological opinion. The Environmental Protection Agency (EPA) defines a mitigation bank as "a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources." Research will be needed to identify implementation strategies available to the City and/or its partners, if it is deemed a viable option for complying with NFIP requirements.

To support the possible interim and long-term changes to NFIP requirements, FEMA's mapping processes may need to be revisited and new Flood Insurance Rate Maps (FIRM) developed. NOAA-Fisheries provided specific guidance to FEMA on appropriate mapping protocols and models to be used to ensure an accurate determination of flood risk moving forward. FEMA will now be required to map flood-related erosion hazard zones, including channel migration zones (CMZ), high hazard areas, and the "Area of Future Conditions Flood Hazard" (AFCFH), which depicts flood hazard projections for the year 2050 given potential climate changes. FEMA's mapping efforts must also address floodplains behind all non-accredited levees and the "residual flood hazard" behind FEMA-accredited levees. City staff will coordinate with and assist FEMA and the Oregon Department of Land Conservation and Development (DLCD) as needed during the preparation of these updated maps.

FEMA and the DLCD are currently working to develop direction to local governments on planning for and implementing necessary NFIP changes in response to the RPA directives. This detailed guidance is expected to be available in the fall of 2016. Once that guidance is available, City staff will determine the updates needed to floodplain development regulations throughout the city, and in the Central City 2035 Plan specifically (as necessary), to ensure compliance with any updated NFIP regulations.

EN31 Design infrastructure, such as the proposed Clackamas I-5 overcrossing and street improvements to accommodate district energy infrastructure where appropriate. **Lead Implementer: PBOT; Timeline: Ongoing.**

As of June 2012, the City of Portland, the Portland Development Commission, and the Portland Trailblazers are currently in the design process to develop an initial district energy node. Corix Utilities was selected to plan a phased Rose Quarter Shared Thermal Energy System (district energy). In its first phase, the system will provide heating and cooling services to the Rose Garden Arena and Veterans Memorial Coliseum. These services would be extended to the Oregon Convention Center in the second phase through underground piping. In the third phase, the system will expand east toward the Lloyd Center providing heating and cooling services through a network of pipe infrastructure. For this expansion to the greater Lloyd District, crossing I-5 poses a significant challenge that could be resolved by a Clackamas pedestrian/bike overcrossing. Connection to the Rose Quarter Shared Thermal Energy System would contribute to the redevelopment of Clackamas as a high performing green street. Additional district energy and water opportunities in the Lloyd District are also under consideration and could complement the Rose Quarter system.

EN51 Evaluate the potential for the establishment of a "mitigation bank" to offset future development in the 100-year floodplain. **Lead Implementer: BES & bps; Timeline: Next 5 years/Ongoing.**
See explanation above with Actions EN8 and EN9.

Regional Center Health & Environment Actions (RC):

RC3: Review and consider amendments to development standards and design guidelines applicable to development along the IG1/EXd interface throughout the district. **Lead Implementer: BPS; Timeline: Next 5 years.**

RC4: Review and consider amendments to building code requirements applicable to non-industrial development along the IG1/EXd Interface throughout the district. **Lead Implementer: BDS; Timeline: Next 5 years.**

Mixed-Use / Industrial Lands Interface

Although housing and higher density retail and commercial office uses have been allowed along several major corridors in the district for the last 25-years, only recently have these allowances been utilized for new development. For instance, in 2010 there were approximately 960 housing units in the entire district. In 2014, over 1,400 new housing units were either being developed or in early planning and design stage. Most of this development is either along the interface between the IG1 and EX zoned areas, or within a single block of this interface.

Stakeholders have asked that new tools be prepared to ensure that new mixed-use development is aware of the potential impacts and characteristics of locating close to industrial operations, and that new regulations, standards, and guidelines be developed to ensure potential conflicts between non-compatible land uses are mitigated or eliminated. Thus, the SE Quadrant Plan proposes the following actions to address these concerns:

Development Standards and Design Guidelines

The development standards and design guidelines for new uses and buildings in the IG1 zone differ from than those applicable to the EX zone. This is because the IG1 standards are intended to shape low-density light industrial uses, whereas the EX standards are intended to guide the development of high-density mixed-use development.

However, a series of potential problems arise when the boundary between these two zones occurs down the middle of the street (or right-of-way) and development applicable to one set of standards faces directly on development applicable to a different set of standards and expectations. Although these conditions have long existed in the Central Eastside, not until recently have these tensions been realized. Action RC3 has been included in the CC2035 Plan in response to these existing conditions.

Action RC3 proposes to further analyze of how development standards and design guidelines associated with parking, loading, sidewalks, active ground floor uses, building setbacks, and other provisions typically applied on development in the EX zone should potentially be modified to reduce or remove impacts on adjacent development located in the IG1 zone.

Potential Building Code Amendments

The Stakeholder Advisory Committee has stressed the importance of protecting industrial operations in the district from complaints originating from new residential and office development. Although the disclosure statement discussed above can help with this, there may be ways to change how new development is constructed to prevent impacts from being felt in the first place. The SE Quadrant Plan proposes a study of potential building code amendments that focus on the potential to require a higher level of sound insulation for new residential developments within 1,000 feet of the industrial uses. Action RC4 has been added to the Central City2035 Plan in order to accomplish these aims.

There is a similar requirement for residential structures near the Portland Airport as well as more recent code language (still in draft form, not adopted) for this type of requirement in the St. Johns, Cathedral Park area adjacent to industrial operations. Additional requirements for sound insulation for new construction has the potential to increase cost of construction, however the benefits to residents and/or employees in these buildings, protecting them impacts from noise, may help reduce the possible conflicts between industrial operations and other uses. This research and consultation with the building code staff at BDS will be performed in the next and final stage of the development of the Central City 2035 Plan.

RC43 Implement the Old Town/Chinatown Five Year Action Plan. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

The Portland Development Commission's draft Old Town/Chinatown Five Year Action Plan outlines a series of near term actions intended to create a vibrant, economically healthy neighborhood. The plan centers around three main objectives: 1) neighborhood investment, 2) business vitality, and 3) district livability. Its action agenda identifies resources that Prosper Portland and the City can bring to bear to achieve these objectives, but also recognizes the importance of district champions and long-term self-sufficiency. Identified actions include:

1. Neighborhood Investment
    - 1.1 Facilitate rehabilitation and development of privately-owned properties
    - 1.2 Promote development and/or occupancy of Prosper Portland-controlled properties
    - 1.3 Invest in strategic infrastructure and connectivity improvements, including structured parking to serve the district
    - 1.4 Strategically invest affordable housing resources in Portland Housing Bureau portfolio
    - 1.5 Sponsor a "best practices" tour with key property owners and firms to highlight exemplary development models and tenant spaces
2. Business Vitality
    - 2.1 Expand and enhance street-level uses within the district through partnerships and investment
    - 2.2 Foster a supportive environment for startup businesses
    - 2.3 Invest in Cluster Industry supportive initiatives

2.4 Engage educational institutions in opportunities for partnership, program support and expansion

3. District Livability

3.1 Identify strategic safety initiatives and/or improvements

3.2 Establish District Manager position to support district management and public space programming efforts

3.3 Establish district collateral for use by Prosper Portland and community partners

3.4 Honor and enhance the district's multi-ethnic history

In addition, the action plan includes a recommended tool kit that City bureaus can use to further the plan's objectives. These include, among others, proposals for waivers of system development charges for workforce housing projects, changes to the MULTE tax abatement program, and new development assistance services.

RC44 Develop and implement an on- and off-street parking strategy for Old Town/Chinatown that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs. **Lead Implementer: PBOT; Timeline: Next 5 years.**

Most of the buildings in Old Town/Chinatown were built before or during the streetcar era and rely on the area's existing surface parking lots and on-street parking. At the same time, stakeholders have consistently expressed the desire for infill development on the district's surface lots to bring additional activity and vitality to the area. However, future development on surface lots could potentially further reduce the supply of parking to serve the district's historic buildings. A comprehensive strategy is needed to both encourage infill development and maintain a supply of parking that meets the needs of existing buildings and future development.

A number of approaches have been suggested for further exploration as part of a parking strategy for Old Town/Chinatown. Some, but not all of the tools that could potentially be used include:

- Allow and promote the sharing of existing and future parking stalls between multiple buildings and uses
- Develop one or more publicly-owned parking structures to serve the district
- Provide public subsidies to support construction of parking facilities in new development that could serve nearby buildings
- Allow and encourage the use of existing underutilized or new structured parking facilities just outside the district by businesses and buildings within the district

RC46 Study preservation zoning transfer incentives that would allow additional height for new construction on the non-contributing (non-historic) Block 33 property in exchange for

preservation/rehabilitation of contributing historic properties in the New Chinatown/Japantown Historic District. A project that uses the preservation incentive could potentially build up to a maximum of 150'. Implement this incentive following the update of the historic district nomination and the development of new, culturally sensitive design guidelines and development standards. **Lead Implementer: BPS; Timeline: Next 5 years.**

This potential zoning incentive is intended to encourage new development on Block 33 in New Chinatown/Japantown Historic District, which could add vitality and catalyze additional investment in the district. Concerns regarding the scale and design of new infill development will be addressed through the development of new historic design guidelines and development standards, such as building wall step-back requirements along NW 4th Ave., that will help integrate new development with the historic character of the district.

Transportation Health & Environment Actions (TR):

TR7 Explore tools that developers can use to pay for the construction of centralized structured parking where projects cannot feasibly provide on-site parking. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

Incentives to Create Off-Street Parking

Many of the older multi-story industrial buildings in the Central Eastside were built prior to the automobile age, and those that were built since have minimal parking. Although the proposed expansion of the Employment Opportunity Subarea would increase the amount of the development allowed on any site, the cost of providing off-street structured parking as part of new development will be constrained by the high cost of providing structured parking. Also, because poor soil conditions will often require structured parking to be developed above-grade in this district, FAR that otherwise would be used to create employment space would be used to creating parking. Action TR7 has been included in the CC2035 Plan in order to study the potential to create incentives for the private sector to increase the supply of off-street parking in the district.

TR8 Alleviate congestion and improve freight, auto and non-auto mobility and accessibility by installing traffic control devices on Sandy at Ankeny St., MLK at Ankeny St., on MLK/Grand at Salmon St., and on Water Ave. at the I-5 off ramp. **Lead Implementer: PBOT; Timeline: Next 5 years.**

TR9 Create one-way couplets on Stark/Washington and Yamhill/Tayler to alleviate congestion at signalized intersections. **Lead Implementer: PBOT; Timeline: Next 5 years.**

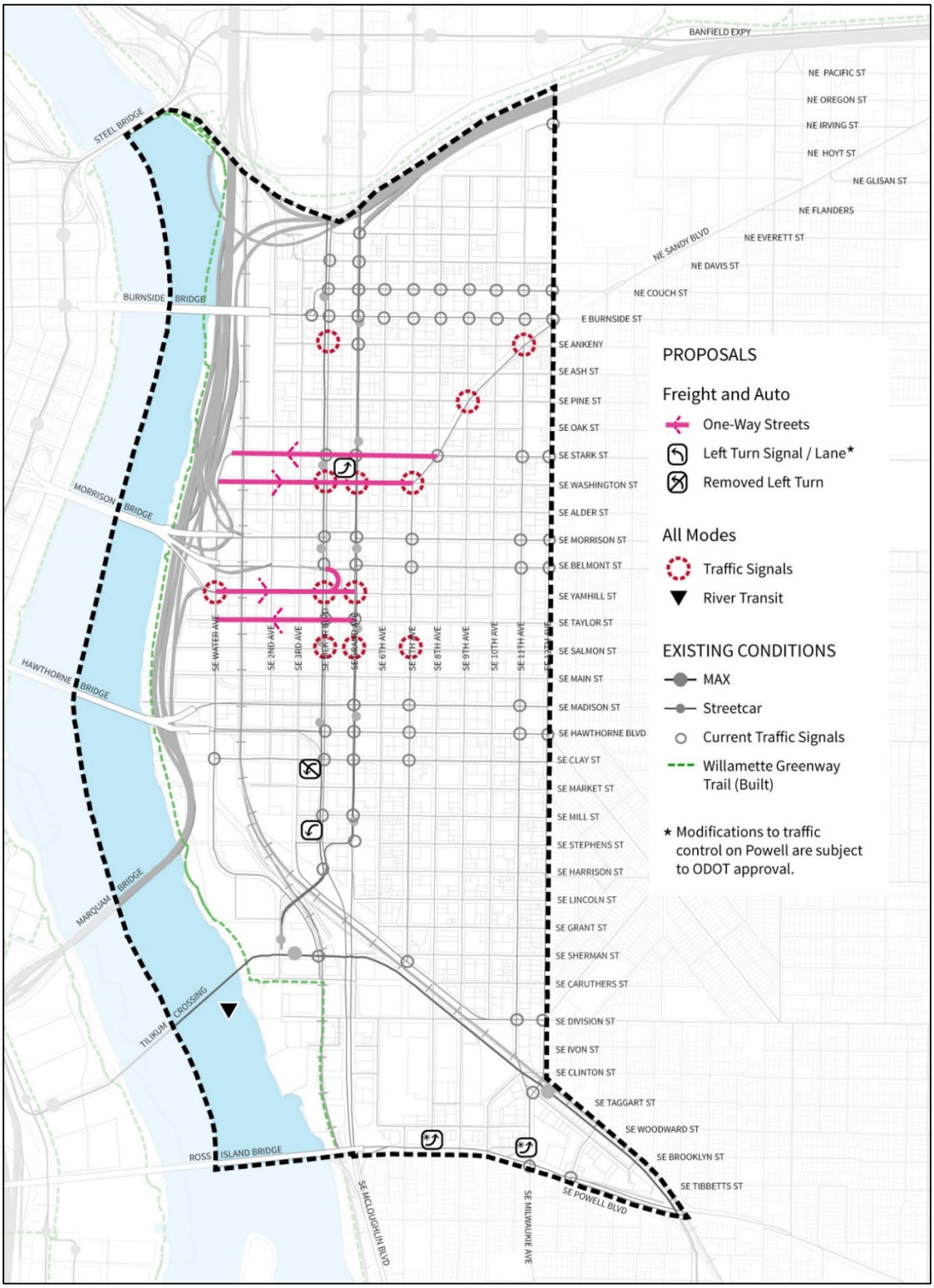
Freight Mobility

The Central Eastside is designated as a Freight District, meaning the transportation system supporting the district is intended to provide for safe and convenient truck mobility, access to industrial businesses and allow for high levels of truck traffic and to accommodate the needs of intermodal freight movement. The City's Transportation System Plan (TSP) further notes that Freight Streets should be designed to facilitate the movement of all truck types and over-dimensional loads, as practicable.

However, there are unique challenges to managing the district for freight. For instance, the Central Eastside is located in the center of the Portland metropolitan region and is directly between inner eastside neighborhoods where many people live and the Central Business District where many people work. Thus, a high number of multi-modal trips are made daily through the district. Further, in the late 1800's the district was developed as a 200' by 200' grid pattern. This pattern is not typical of most modern freight districts and can constrain the movement of large trucks. Lastly, because there are very few signalized intersections on the heaviest traveled north-south thoroughfares through the district, freight and other modes are forced to collect at the few intersections that allow east-west travel through the district. This impacts freight mobility significantly. In response to these existing conditions, Actions TR8 and TR9 have been included in the CC2035 Plan.

The map on the following page depicts these freight and auto circulation improvements.

Map 3-1: Freight and Auto Circulation Improvements



TR10 Enhance existing east-west bikeways by installing traffic signals or other traffic control devices at key crossings of 11th/12th such as Ankeny St., Salmon St., Clay St., and Harrison St. **Lead Implementer: PBOT; Timeline: Next 5 years.**

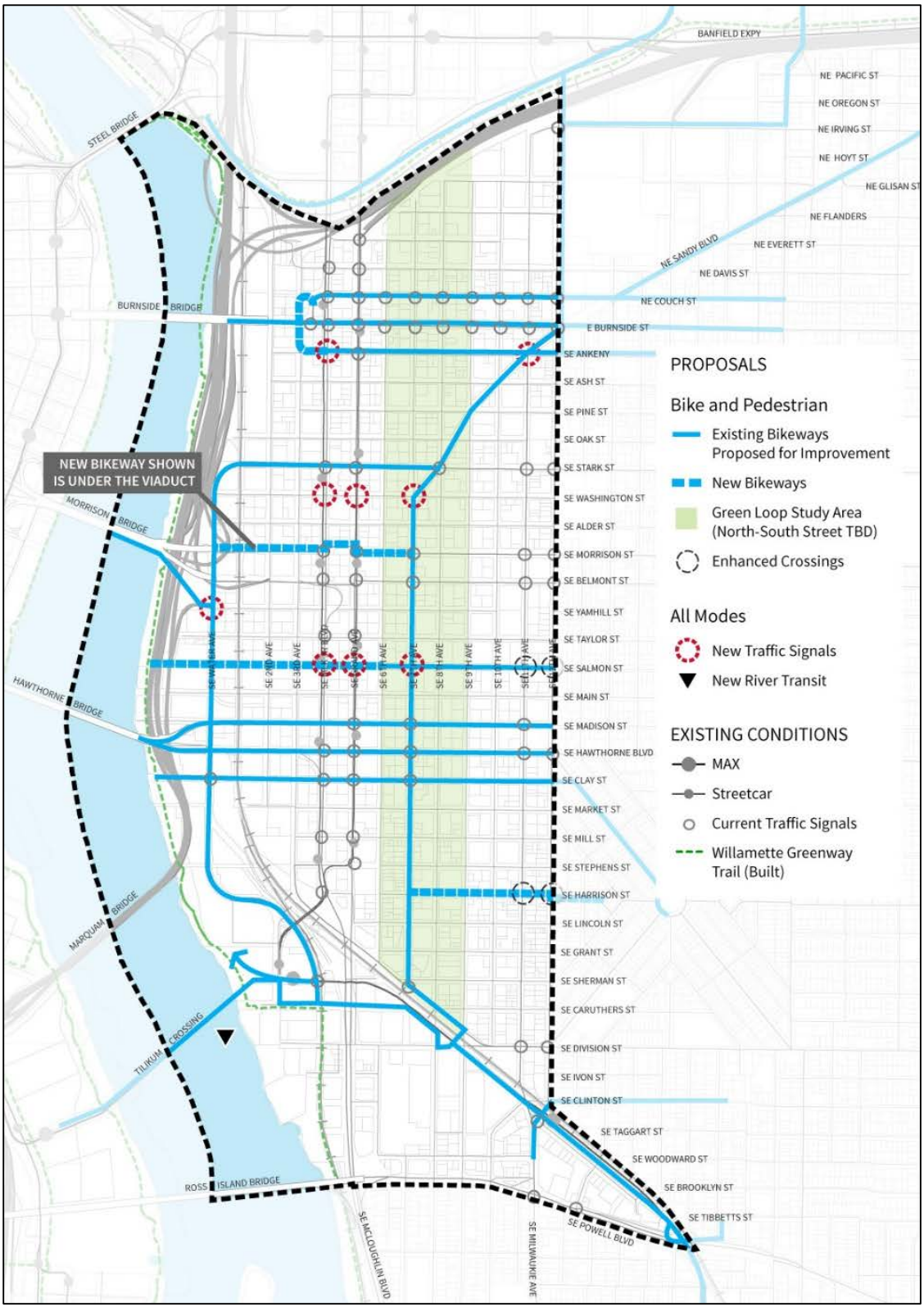
TR28 Establish a wayfinding system for district that directs preferred routes for specific modes. **Lead Implementer: Prosper Portland; Timeline: Next 5 years.**

Active Transportation Options: The Central Eastside is located in the middle of the commute route for thousands of Central City workers and many Central Eastside employees commute by bike. However, a lack of clearly defined routes, identified by bike supportive infrastructure and signage, results in many cyclists dispersing on multiple routes through the district. This increases conflicts with freight activities and raises significant safety concerns for cyclists. During the development of the SE Quadrant Plan stakeholders identified four east-west bicycle and pedestrian routes that should be improved to incent cyclists to stay on these routes as a means to reduce conflicts with other modes, especially freight:

- Salmon Street. This designated bikeway provides the only direct connection between Mt. Tabor and the Eastbank Esplanade. Adding signalization on Salmon at key intersections (12th, 11th, 7th, Grand and MLK) will provide protected crossings for bicyclists and pedestrians at streets with high traffic volumes, reinforce the role of Salmon as a major bike route, and provide a more predictable route for all road users.
- Harrison Street. Many stakeholders have expressed concern about the lack of signals on 11th/12th between Hawthorne and Division. A new signal at Harrison would be about halfway between Clay and Division, while serving to slow traffic through this exclusively residential area.
- Clay Street. This east-west bikeway connects Ladd's Addition to destinations such as the PCC CLIMB Center, RiverEast Center, and the Eastbank Esplanade. Recent stormwater-related improvements including swales, benches, new street trees, and small plazas have resulted in Clay becoming an important pedestrian route through the district as well. New bicycle and pedestrian signals at 11th and 12th, possibly rectangular rapid flashing beacons, would improve the safety for those crossing these busy streets.
- Ankeny Street. Ankeny is an east-west bikeway that does not have a good connection to the Burnside Bridge. A new signal at MLK would provide a protected crossing, and minor access improvements between 3rd and Couch would provide a direct connection to the Burnside Bridge.

In addition to the improvements listed above, the implementation of new wayfinding tools, including signage, was suggests a necessary means to better direct all modes to key attractions and preferred routes for different travel modes. The CC2035 Plan includes Actions TR10 and TR28 in response to these suggestions. The map on the following page illustrates some of the improvements suggested by these actions.

Map 3-2: Non-Auto Circulation Improvements



TR42 Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

West Burnside is an important access point into the Central City. It serves thousands of motor vehicles, pedestrians and several TriMet bus lines. Burnside's design emphasizes through movement of vehicles, which create challenges in terms of multimodal accessibility into its adjacent Central City districts. For one, Burnside provides very limited opportunities for left turns to access into Downtown, West End, Old Town, Pearl District, Goose Hollow and NW Portland. In addition, many intersections are hard for pedestrians and cyclists to cross and a large number of blocks have substandard sidewalks. On street parking is very limited. The Burnside corridor has historically been identified as having a large number of crashes and fatalities.

West Burnside from NW 2nd Avenue to NW 23rd Avenue has been extensively analyzed. A 10-year, highly visible public process recommended that West Burnside be improved to provide for better sidewalks, more on-street parking, and better crossings and access to adjacent areas, among other things. A couplet design using NW Couch Street was recommended from NW 2nd Avenue to NW 15th Avenue.

City Council twice adopted the plan (lastly in 2007) and directed City bureaus to make all street designation adjustments and technical amendments required. Council also directed PBOT to identify and implement as soon as possible appropriate and viable interim pedestrian safety improvements for the most dangerous parts of Burnside.

Finally, Council also directed PBOT to develop and bring back to Council 35% (percentage of work completion) engineering designs for the adopted couplet design as well as a Burnside-only less expensive design option. The Council resolution also instructed that the couplet not be built without streetcar and that the streetcar couplet be integrated into the Central City Plan.

Due to the inability to secure financing for the couplet as well as political opposition to changes to NW Couch in the Brewery Blocks, City Council never was presented with the 35% design of the Burnside/Couch couplet design or of the Burnside-only alternative.

Action TR42 recommends the continued implementation of short and longer term improvements for the Burnside/Couch corridor as directed by City Council in the stated time horizon.

TR53 Improve West Burnside streetscape quality; multimodal access; and bicycle and pedestrian problem areas, particularly at SW Vista, Providence Park access areas and by I-405. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR61 Develop and revise parking management strategies. **Lead Implementer: PBOT; Timeline: Next 5 years.**

Parking policy is a key component of a successful high density urban area. In the Central City, parking policy serves many purposes. It includes managing the supply of parking to encourage non-auto trips,

managing congestion, supporting retail uses, protecting livability, addressing air quality issues, supporting growth in the Central City and protecting historic buildings from underuse and demolition. As the Central City parking policy is updated as part of Central City 2035, the City will address the following in relation (though not exclusively) to the Lloyd District:

- Incentivizing mixed use development through the provision of shared parking facilities.
- Promoting the use of transit and active transportation modes by reducing the amount of parking spaces per capita in the district over time.
- Maintaining and enhancing parking to serve retail focused areas and streets.
- Addressing event parking issues through flexible options such as the use of variable pricing and event parking management. An example of this is the current parking plan for Providence Park during Portland Timbers games.

TR67 Implement the I-5 Broadway-Weidler Interchange Plan improvements. **Lead Implementer: ODOT; Timeline: Next 5 years.**

See Appendix C: I-5 Facility Plan in the N/NE Quadrant Plan, for a complete description of anticipated interchange improvements and implementation issues to be addressed in the next steps of project design and engineering. (Available at https://www.portlandoregon.gov/bps/60195).

TR68 Implement a 7th Ave pedestrian/bike bridge over I-84 connecting to either 7th or 8th in the Central Eastside. **Lead Implementer: PBOT; Timeline: 6-20 years.**

The Lloyd District is surrounded in the south and west by natural and manmade barriers. To the south there is Sullivan's Gulch, the active Union Pacific line, the light rail line and the I-84 freeway separating Lloyd from the Central Eastside.

Conceptual rendering looking east from Lloyd Blvd showing a potential design option for the 7th Avenue pedestrian/bicycle bridge. This rendering shows existing bike lanes on Lloyd Blvd. It does not depict the proposed Sullivan's Gulch Trail.

Three bridges connect these two areas: the overpasses at MLK and Grand and the 12th Avenue bridge. These bridges serve the needs of all modes, concentrating high numbers of vehicles with transit lines, trucks, pedestrians and cyclists. The Grand and MLK overpasses are loud and have substandard sidewalks and fast moving vehicles. Conflicts between vehicle and pedestrian needs are most present at Grand and Everett, where there is an on-ramp onto I-84 with a free right turn for vehicles. Pedestrian crossing is not allowed at this leg of the intersection.

There are no bicycle lanes on the MLK and Grand bridges. Streetcar tracks have been installed as part of the Streetcar Loop project, which precludes adding bike lanes adjacent to the curbs. The 12th avenue Bridge has recently received bicycle infrastructure improvements; however, the 12th Avenue bridge is located too far east to serve most travelers to and through the district.

These factors support the need for an additional crossing to serve pedestrians and cyclists with a safe and convenient new connection with direct access to the heart of the Lloyd District. Given the presence of existing bicycle lanes on NE 7th in the Lloyd District and of a building in good condition at the end of NE 9th in the Central Eastside that would need to be demolished to provide a 9th Avenue to 9th Avenue connection, the best alternative routes are from NE 7th in the Lloyd District to either 7th or 8th (shortest distance) in the Central Eastside.

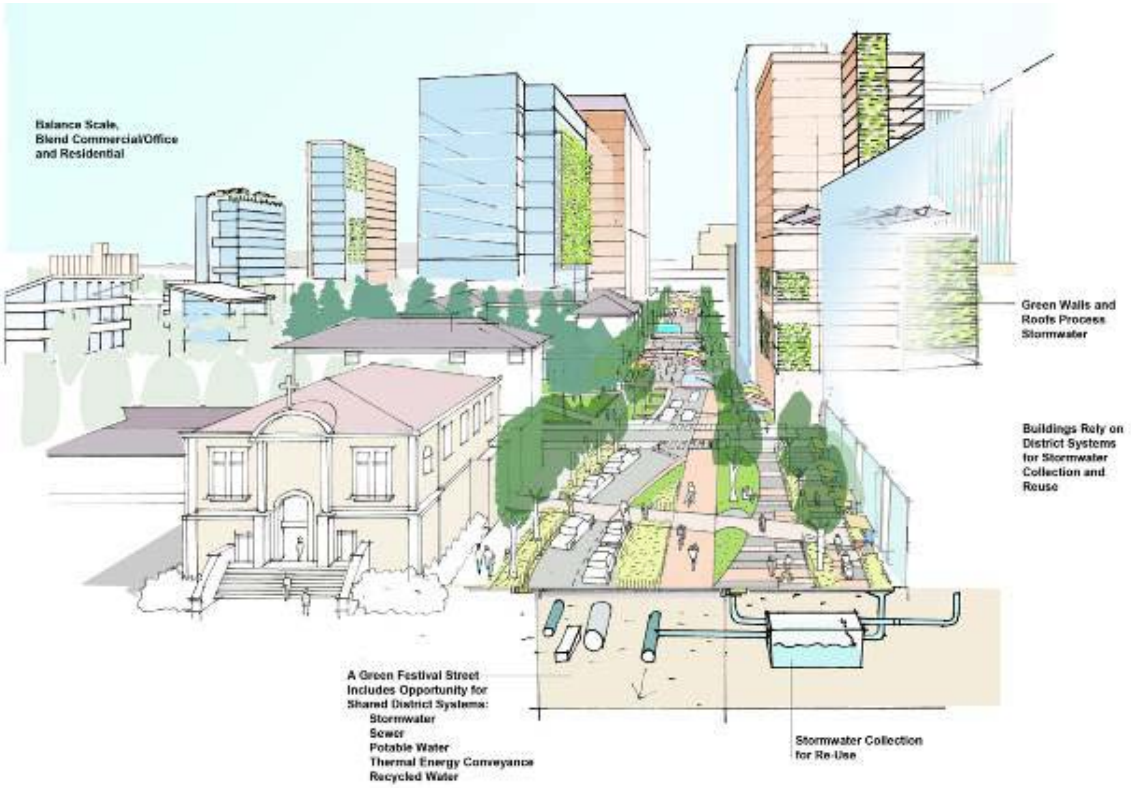
TR69 Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5. **Lead Implementer: PBOT; Timeline: 6-20 years.**

The concept for a Clackamas Flexible Street would create an intimate urban street that provides for a safe and pleasant place for people to gather, play, and socialize. The street would provide for slow local vehicle access, bicycle access, and street amenities geared toward improving the pedestrian experience and creating a district amenity. This project should showcase the Lloyd EcoDistrict as a sustainable district that would include district energy infrastructure, enhanced tree canopy, improved stormwater strategies and green building technologies. The project should be a public-private partnership effort that leverages public infrastructure investments to obtain private investments in high-density, mixed-use development that contribute to the goal of creating an urban neighborhood in the Central Lloyd area.

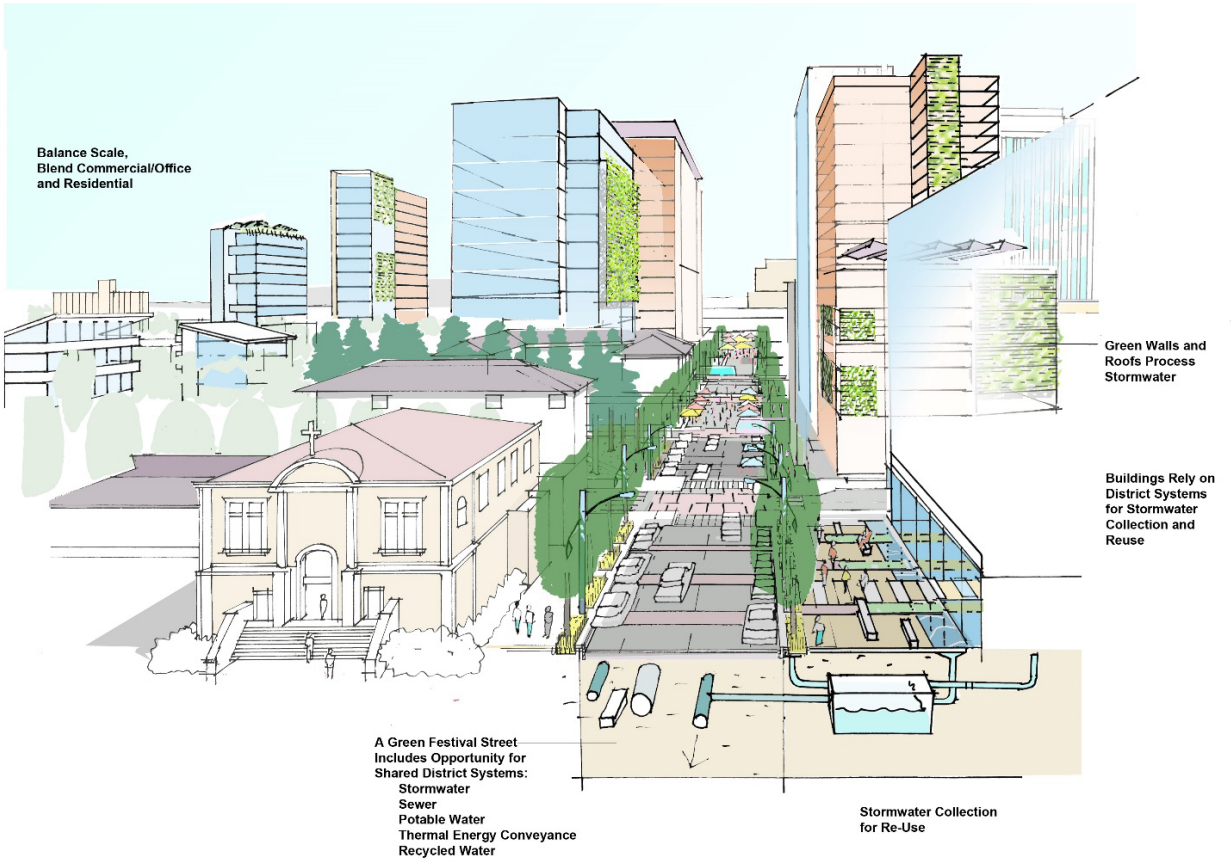
Development agreements may be part of this project's implementation program and should address public investments, private development, and sustainable design elements.

Additional plan elements that would increase the positive impact of the Clackamas Flexible Street include the parks and open space strategy called for in action UD5 and the proposed Clackamas Pedestrian and Bicycle I-5 Overcrossing included in the I-5 Broadway/Weider Interchange Improvements Facility Plan (See action TR67) that would link NE Clackamas Street with the Rose Quarter and potentially to the Willamette River. The Clackamas Flexible Street Project can occur separately from the bridge project.

The conceptual renderings below show two possible ways that Clackamas Street could be improved. There will be a future process to engage property owners and other stakeholders on design alternatives, access and parking needs.



Conceptual rendering of the Clackamas Flexible Street with a unique design and shared district systems.



Conceptual rendering of Clackamas Street as a festival street and with a decorative paving treatment.

TR72 Confirm the benefits and feasibility of straightening the "s-curve" in the Union Pacific rail tracks for freight and passenger rail operations. Options pursued should prioritize maintaining the development potential of the "Thunderbird" site. **Lead Implementer: ODOT; Timeline: 6-20 years.**

Currently, the "Thunderbird" site is separated from the riverbank by the Union Pacific Railroad mainline tracks. The tracks currently have a series of sharp curves around the Louis Dreyfus grain elevators near the Steel Bridge that dramatically slow train traffic. There may be mutual gain in a scenario that straightens the curves by placing the tracks in a trench or tunnel closer to Interstate Avenue. This would speed train traffic, reducing rail system congestion around the Steel Bridge. Relocating the train tracks would also open up the opportunity for public access to the riverbank at the Thunderbird site while still preserving some development potential. See action UD42 for a conceptual illustration of the site with trenched railroad tracks.

TR73 Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplanade, and development opportunities **Lead Implementer: TriMet; Timeline: 6-20 years**.

The present configuration of the Rose Quarter Transit Center (RQTC) is an evolution from a simple bus transfer center recommended by the City of Portland's Industrial Access Study in the late 1970's to a

major transit center for light rail and buses and a multi-modal hub to accommodate the spectators attending events at the Rose Quarter. The Interstate MAX Project was the most recent project to reconfigure the transit center.

With the construction of the Interstate MAX Project, City and TriMet staff acknowledged that the at-grade transit center was an interim solution and that a longer term solution would likely be needed in the future. In particular, as a transportation hub, the signal system would not have sufficient capacity to accommodate anticipated long-term growth in demand by any mode - light rail, bus and vehicle traffic, pedestrians, and bicyclists.

A key challenge for the RQTC also has been the need to better activate the center itself. This is particularly an issue as it relates to public safety. The current arrangement of the transit center and local streets inhibits development opportunities that would help activate the area.

The goals of this future work include exploring alternative configurations of street and rail infrastructure that:

- Improve the quality, safety and experience of the public realm, particularly for pedestrians, bicyclists and transit users.
- Improve transit capacity, readability, reliability and safety of the area – for MAX light rail and bus, as necessary.
- Improve development potential, creating developable parcels in the area of reasonable size and with good access and visibility.
- Increase access to and through the area – for vehicles, bikes and pedestrians.

In order to facilitate future reconfiguration of street and lot patterns near the transit center and improve the area's development potential, the plan recommends rezoning 3.3 acres of land west of the transit center from General Industrial 1 (IG1g) to Central Commercial (CXdg), as shown on the map below. The existing River General (g) overlay zone would remain. Approximately 93 percent of the area is in public rights-of-way. Most of the area is not currently developable but some of the land west of North Interstate could potentially be used for small or interim uses prior to a major reconfiguration of the area. Central Commercial zoning with the Design (d) overlay that matches the surrounding zoning will facilitate future development that takes advantage of regional transit access and supports the plan's vision of a highly urban and vital Lloyd District.

Map 3-3: Rose Quarter Transit Center Area Existing and Proposed Zoning

TR78 Develop a street design plan for the "the Strand" and alternative routes to provide a lower-stress connection between N. Russell Street and the Rose Quarter. **Lead Implementer: PBOT; Timeline: Next 5 years.**

The Lower Albina district concept calls for “the Strand”, which would provide a supplementary north-south, lower-stress connection between Lower Albina’s Russell Street commercial area and the Rose Quarter to the south and the Mississippi main street to the north. The Strand was developed as part of the Land Use Charrette for the N/NE Quadrant Plan held in February 2011.

Today, N Interstate Avenue is the main connection, but it is a high volume traffic street and has narrow sidewalks and an unpleasant pedestrian environment. The Strand is envisioned as a wayfinding system that is compatible with the industrial activities that take place in the southern portion of the Lower Albina’s industrial district. Potential design features of the Strand could include pedestrian and bicycle enhancements, such as continuous sidewalks and/or pavement markings that do not conflict with industrial operations. It could also celebrate the industrial heritage of the district through public art, murals and historical markers along its path. Possible elements of the wayfinding system could include signage, special street paving and art.

The route identified for the Strand generally runs in the north-south direction and zig-zags through the district on existing streets (see map B5). The one exception is a segment between N Page and N Thompson Streets, where the route would need to cross private property via an easement or acquired right-of-way. This private segment presents an additional challenge due to the grade.

The Strand should be pursued as a preliminary streetscape project to determine its feasibility and cost. The study should consider non-traditional streetscape treatments that integrate with the industrial character of the area and examine other possible routes that would provide the same benefit of a lower-stress connection through the district.

Map 3-4: Proposed Strand Alignment

Conceptual rendering of the Strand in Lower Albina. Art murals and special paving provide a wayfinding system through the district.

TR82 Implement the I-5 Broadway/Weidler Plan improvements, including the proposed Hancock overcrossing, to improve regional and local freight access. **Lead Implementer: ODOT; Timeline: 6-20 years.**

See Appendix C: I-5 Facility Plan in the N/NE Quadrant Plan, for a complete description of anticipated interchange improvements and implementation issues to be addressed in the next steps of project design and engineering. (Available at https://www.portlandoregon.gov/bps/60195).

TR88 Implement projects to improve pedestrian safety, multi-modal connectivity, and development conditions along W Burnside. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR97 Enhance West Burnside to improve streetscape quality; multimodal access; and bicycle and pedestrian safety. **Lead Implementer: PBOT; Timeline: Next 5 years and 6-20 years.**

See explanation details of action TR42.

TR104 Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges. **Lead Implementers: PBOT & ODOT; Timeline: Next 5 years.**

The completion of I-405 in 1973 dramatically changed traffic patterns in the area. On the upside, the added capacity facilitated the closure of Harbor Drive (99W) and replacement with what is now Naito Parkway and Tom McCall Waterfront Park, and provided an alternative to SW Market and SW Clay Streets to connect to US26.

However, the new freeway configurations created a significant barrier between the downtown and PSU area north of the freeway and the South Portland hills, particularly for pedestrians and cyclists. Growth in traffic in the following decades has also exposed the limitations in the freeway design, leading to congestion, short weaves and overreliance on local (and previously local) streets to carry regional traffic. Today, and for the foreseeable future, this stretch of the freeway experiences considerable safety and access issues for all modes, in the freeway mainline as well as at ramps, interchanges and overpasses. ODOT identifies this stretch of the freeway system as being in the top tier in terms of number and severity of crashes.

This action item calls for a joint study by ODOT and City agencies to study short- and long-term design solutions to improve freeway operations and access into the Central City, OHSU, the Portland VA Medical Center and South Portland by all modes, redistribute regional traffic onto regional facilities, and provide opportunities to humanize and reclaim freeway land (via, for example, capping of portions of the freeway or by street network redesign) for redevelopment, open space or other active uses.

TR118 Adopt and implement a proposed administrative rule that establishes a clear and objective formula for determining rough proportionality for major public trail exactions from specific proposed developments. **Lead Implementer: BDS; Timeline: Next 5 years.**

This action proposes the adoption and implementation of a rule that details how to calculate the scale of impact from a development on the major public trail system. It helps to ensure that the trail improvements required from a developer as part of a land use review or building permit approval are roughly proportional to the impacts of the proposed development. Below is a copy of the proposed draft rule.

City of Portland
Bureau of Development Services

1900 SW Fourth Avenue, Suite 5000
Portland, OR 97201
Telephone: (503) 823-7300 Fax: (503) 823-3018

Draft: PROPOSED RULE

DATE

RELATING TO
Title 33.272 Major Public Trails

FOR INFORMATION CONTACT
_____

TOPIC: Determination of Rough Proportionality for Major Public Trail Requirements

AUTHORITY:
The Bureau of Development Services (BDS) has the authority for application, implementation and enforcement of the provisions of Planning and Zoning Regulations, Title 33. Under Section 3.30.040 A, the Director of BDS has the authority to adopt written policies and procedures for the enforcement of applicable Code provisions and laws.

Section 33.272.020.A of Title 33 (Zoning Code) authorizes the Bureau of Development Services to develop and maintain Administrative Rules establishing a formula for making a determination of rough proportionality.

CITATION:
3.30.010 Duties of the Bureau of Development Services.

The Bureau of Development Services shall be responsible for:

B. The application and enforcement of the provisions of Planning and Zoning Regulations, Title 33 as delegated by the Director of the Bureau of Planning and Sustainability.

EFFECTIVE DATE_____: _____

Paul L. Scarlett, Director

Administrative Rule

Determination of Rough Proportionality for Major Public Trail Requirements

I. Purpose and Intent

This rule describes a formula that the Bureau of Development Services will use to make a determination of rough proportionality in the application of Chapter 33.272, Major Public Trails. The intent of the formula is to detail the impact on the trail system from a specific proposed development to the size and extent of the required trail improvement.

II. Background

The zoning code requirements in Chapter 33.272, prompt City staff to ask an applicant in a land use review or a building permit process to grant an easement that is related to (roughly proportional to) the impact of the applicant's development. Granting of an easement will be required when an applicant for new development on property that has a major public trail designation on the Official Zoning Maps, and that will increase the use of the existing trail facilities or increase the need for new trail facilities. The City of Portland desires to formalize a methodology that it uses to determine rough proportionality. The standards of this Administrative Rule determine the easement area required and construction required for the major public trail.

III. Process for Assessing Rough Proportionality

The following steps will be used to evaluate development proposals on properties that include a major public trail designation on the Official Zoning Maps. The steps will result in a determination of whether meeting the major public trail standards is roughly proportional to the impact of proposed development.

1) Determine the Impact

The impact of a proposed development on the major public trail system is the percentage of total bicyclist and pedestrian trips along a trail segment that will be generated as a result of a proposed development. This number is determined by dividing the number of trips to and from the site that will be made by bicyclists and pedestrians (**A**) by the total bike/pedestrian trips using the segment (**B**).

Formula: A / B = Percent of Impact (I)

A equals: The total number of expected daily trips to and from the site (based on data from the ITE Manual) multiplied by the percentage of those trips that are expected to be made by bicyclists and pedestrians (based on data from the most recent Oregon Household Activity Survey).[1]

B equals: The estimated number of daily bicyclist/pedestrian trips projected to use the major public trail system segment (based on City trail survey data).[2]

2) Determine the Percent of Easement Area

The percent of easement area is the percentage of average bicycle and pedestrian trip length that the length of the trail designation on the development site represents. The trail designation is represented by the trail stars on the Official Zoning Maps. The percent of easement area is determined by dividing the length of

major public trail designation on the site (**C**) by the weighted average length of bicyclist and pedestrian trips (**D**)[3].

Formula: C / D = Percent of Easement Area (E)

Example (steps 1 and 2): Fictional development on a site in South Waterfront—(1) 211 residential units, (2) a 5,000 square foot health club, and (3) a 5,000 square foot restaurant.

Impact (I):
(A) = 493 total average daily bicyclist/pedestrian trips based on rates listed in Attachment A, Rough Proportionality Formula Total Trips Table.

(1) 1.40 x 211= 295
(2) 6.92 x 15= 104
(3) 18.89 x 5 = 94

(B) = 1500 average daily trips along the trail segment, based on Attachment B, Bicyclist/Pedestrian Daily Trips Map (the segment is in the Central City)

(I) = 0.328 (493/1500: proposal represents 32.8% of bicyclist/pedestrian trips within the segment)

Exaction (E):
(C) = 650' (length of trail designation on the site)
(D) = 5800' (weighted average distance of bicyclist and pedestrian trips)
(E) = **0.112** (650/5800; the trail on the site is 11.2% of the trail segment)

3) Determine Proportionality

The finding of rough proportionality is determined by dividing the Percent of Impact (I) by the Percent of Easement Area (E). The extent of major public trail improvements that will be required as a result of a proposed development is based on the resulting Percent of Relative Impact, as indicated in the table below.

Formula: I / E = Relative Impact

Relative Impact		**Result**
If the Relative Impact is .66 or greater,	→	Meeting the trail requirements is roughly proportional. All trail requirements must be met.
If the Relative Impact is less than .66, but greater than .33,	→	Granting an easement for the trail is roughly proportional, but construction of the trail is not roughly proportional. Major public trail easement required, but construction of the trail is not required.
If the Relative Impact is .33 or less,	→	Meeting the trail requirements is not proportional. Project is not required to meet trail requirements.

Example (step 3): Fictional development on a site in South Waterfront – 211 multi-family residential units, 15,000 square feet of health club and 5,000 square feet of a restaurant.

(I) = .328
(E) = .112

The impact number is greater than the exaction number. In this case, granting an easement and building the trail is roughly proportional.

IV. Disputes

The applicant may dispute the number used for the total number of average daily bicyclist and pedestrian trips to and from the site, as determined above in section III.1), Determine the Impact. The applicant is required to provide an alternate rate study that documents the anticipated number of daily bicycle and pedestrian trips to and from the site, based on local data and conditions. Based on the technical information provided by the applicant, the Portland Bureau of Transportation Bureau Director or designee will make a determination of the total number of average daily bicyclist/pedestrian trips to and from the site.

The applicant may not dispute other aspects of the rough proportionality determination.

V. Appendix

Attachment A Rough Proportionality Formula Total Trips Table
Attachment B Bicyclist and Pedestrian Daily Trips Map

[1] For the rough proportionality formula, the percentage of trips expected to be made by bicyclists and pedestrians will be set at **21%** of the total number of daily trips to and from a site. This is based on Portland-specific data from the most recent Oregon Household Activity Survey.

[2] The number of bicyclist/pedestrian trips within the public trail system is estimated to be **1500** daily within the Central City and inner southeast and inner northeast neighborhoods. The number of bicyclist/pedestrian trips within the public trail system is estimated to be **750** daily in the outer neighborhoods. These estimates are based on daily bicyclist traffic counts conducted between 2001 and 2007 at multiple locations along the Willamette River Greenway, the Eastbank Esplanade and the Springwater Corridor. The estimates are also informed by Metro bicyclist and pedestrian trail counts data for locations in Portland.

[3] The average length of bicyclist and pedestrian trips is 5,800 feet based on Portland-specific data from the Oregon Household Activity Survey. The formula for calculating average trip length includes weighting bicyclist and pedestrian trip lengths by their relative proportions. Since 15% of all trips are pedestrian trips and 6% of all trips are bicyclist trips, pedestrian trips are weighted 2.5 times bicyclist trips (15/6 = 2.5). The average Portland pedestrian trip length is .45 miles and the average Portland bicyclist trip length is 2.72 miles. The average bicyclist/pedestrian trip length is calculated below:

> Average length of Portland pedestrian trips x (% of pedestrian trips/% of total bicyclist + pedestrian trips)
> +
> (Average length of Portland bicyclist trips x (% of bicyclist trips/% of total bicyclist + pedestrian trips).
>
> .45 miles x (15/21) + 2.72 x (6/21) = 1.09857 miles/5800 feet.

Attachment A
Rough Proportionality Formula
Total Trips Table

Note that general category rates should only be used if specific categories do not apply. Also, square feet of specific development is calculated as net square feet.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
Residential Categories					
	Household Living (General)	per Dwelling		2.00	
210	Single Family Residential (1-3 units)	per Dwelling	9.52	2.00	
220	Multi-Family Residential (4 or more units)	per Dwelling	6.65	1.40	
251	Senior Housing (retirement apartment)	per Dwelling	3.68	0.77	
210	Accessory Dwelling Unit (rate is .5 of 210 – single family)	per ADU	4.8	1.01	
230	Rowhouse/Condo/Townhouse	per Dwelling	5.81	1.22	
	Group Living (General)	per Bed		0.42	
253	Assisted Living/Congregate Care	per Bed	2.02	0.42	
620	Nursing Home	per Bed	3.26	0.68	
Commercial Categories					
	Retail Sales and Service (General)	per 1,000 sq. ft.			Applicant will submit a rate, PBOT will evaluate
911	Bank	per 1,000 sq. ft.	12.13[4]	2.55	See endnote. Peak-hour rate shown--No weekday rate in ITE
310	Hotel/Motel	per Room	8.92	1.87	
443	Movie Theatre	per Screen	220	46.2	
492	Health Club	per 1,000 sq. ft.	32.93	6.92	
931	Restaurant	per 1,000 sq. ft.	89.95	18.89	
934	Drive-Through Restaurant	per 1,000 sq. ft.	496.12	104.19	

[3] Estimated at 21% of Average Weekday Trips generated unless otherwise noted—rate from the Oregon Household Activity Survey.
[4] Peak hour trip generation rate shown here—no Average Weekday Trip generation rate available in ITE Trip Generation Handbook, 9th Edition

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
820	Shopping Center	per 1,000 sq. ft.	42.70	8.97	
850	Supermarket	per 1,000 sq. ft.	102.24	21.47	
851	Convenience Store (stand-alone)	per 1,000 sq. ft.	737.99	154.98	
815	Discount/Department Store	per 1,000 sq. ft.	57.24	12.02	
841	Car Sales New/Used	per establishment[5]	21.14	1.00	See endnote
732	Post Office	per 1,000 sq. ft.	108.19	22.72	
710	Office (General) and Industrial Office	per 1,000 sq. ft.	11.03	2.32	
720	Medical Office/Clinic	per 1,000 sq. ft.	36.13	7.59	
	Quick Vehicle Servicing (General)	per establishment[5]		1.00	See endnote
944	Service Station	per establishment[5]	168.56	1.00	See endnote
947	Carwash (stand-alone)	per establishment[5]	108.00	1.00	See endnote
942	Vehicle Repair	per establishment[5]	4.01	1.00	See endnote; no weekday rate in ITE
	Commercial Parking	per long-term bike parking space		1.00	Per 33.266, Table 266-6[6]
151	Self-Service Storage	per 1,000 sq. ft.	2.50	0.525	
	Commercial Outdoor Recreation (General)	per acre		1.15, or per CU requirements	
480	Amusement Park	per acre	75.76	15.91	
481	Zoo	per acre	114.88	24.12	
420	Marina	per Berth	2.96	0.62	
	Major Event Entertainment (General) • If use includes seating (i.e. stadium) • If use does not include seating (i.e. fairgrounds) • If use subject to Conditional Use Review	per seat per acre		• .03 per seat • .33 per acre • per CU requirements	
452-454	Racetracks	per seat	0.61	.03	Horse Racetrack
460	Arena	per acre	33.33	.33	
Industrial Categories					
	Industrial (General)	per 1,000 sq. ft.		1.43	

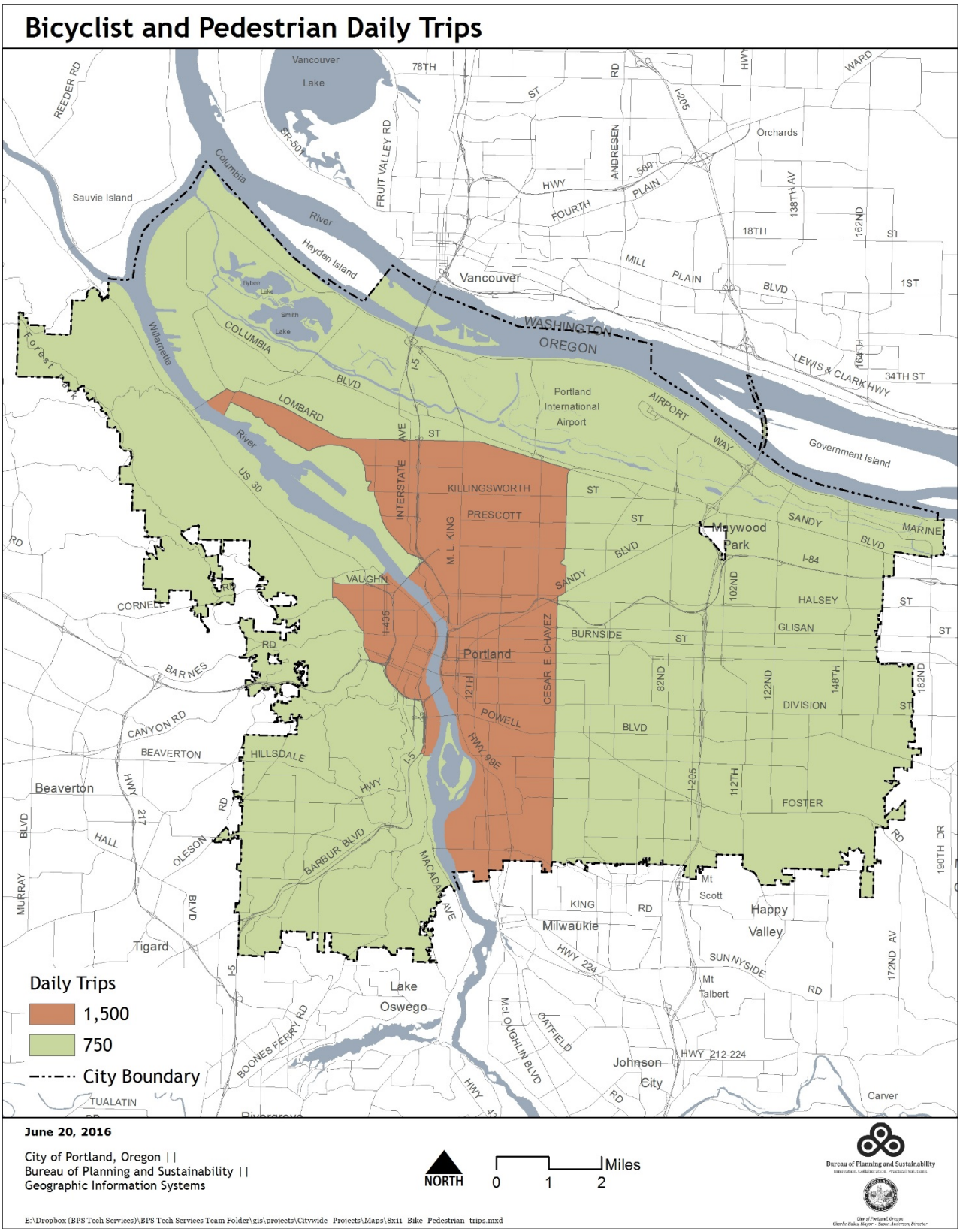
[5] This use has a disproportionately high number of auto trips, therefore the rate is not based on the ITE Manual, but on best professional judgment of 1 bike/ped visit per day.
[6] Assumes that all long-term bike parkers arrive and leave during peak hours and that no pedestrian trips are generated.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
130	Manufacturing and Production	per 1,000 sq. ft.	6.83	1.43	
150	Warehouse and Freight Movement	per 1,000 sq. ft.	3.56	0.75	
30	Truck Terminal	per truck berth[5]	6.79	1.00	See endnote
130	Industrial Service	per 1,000 sq. ft.			Industrial service not in ITE. Not in SDC table
	Railroad Yards			Exempt	Not in SDC table
	Waste-Related			Exempt	Not in SDC table
Institutional Categories					
	Institutional (General)	per 1,000 sq. ft.		.73	Peak rate
	Basic Utility			Exempt	Not in SDC table
	Community Service (General)			.73	
435	Community Center	per 1,000 sq. ft.	1.99	0.42	
590	Library	per 1,000 sq. ft.	56.24	11.81	
411	Parks and Open Areas	per Acre	1.89	0.95[7]	See endnote
520/530	Schools K-12 (average of 520/530)	per Student	1.50	0.32	
550	Colleges	per Student	1.71	0.36[8]	See endnote
610	Medical Centers	per 1,000 sq. ft.	13.22	2.78	
560	Religious Institutions	per 1,000 sq. ft.	9.11	1.91	
565	Daycare	Per 1,000 sq. ft.	74.06	15.55	
Other Categories					
	Agriculture			Exempt	Not in SDC table
	Aviation and Surface Passenger Terminals			Per CU requirements	Not in SDC table

[7] Parks and Open Areas by nature have a disproportionately high number of bicyclists and pedestrians. The bike/ped rate has been adjusted to be equal to half of the total Average Weekday Trips generated.
[8] Colleges have a disproportionately high number of students who walk or ride bikes. The bike/ped rate has been adjusted to be equal to half of the total Average Weekday Trips generated.

Use		Units	Average Weekday Trips (ITE)	Average Daily Bike/Ped Trips[3]	Notes
571	Detention Facilities	per Bed	0.10	Per CU requirements	Not in SDC table
	Mining			Exempt	Not in SDC table
	Radio Frequency Transmission Facilities			Exempt	Not in SDC table
	Rail Lines and Utility Corridors			Exempt	Not in SDC table

ATTACHMENT B



Urban Design Actions (UD):

UD1 Update the Central City Fundamental Design Guidelines to reflect the urban design goals and policies of the CC2035 Plan. **Lead Implementer: BPS; Timeline Next 5 Years.**

The Central City Fundamental Design Guidelines provide the foundational set of design guidelines used in Central City design review. The fundamental design guideline document includes a tripartite framework of the following headings: Portland Personality, Pedestrian Emphasis and Project Design. In addition, the guideline document includes four "special areas" design guidelines, one each for the Broadway and Chinatown "Bright Lights" districts, one for the South Waterfront Area (now RiverPlace) and one for the Park Blocks. Under separate covers, five sets of district design guidelines – and a handful of historic district design guidelines – nest within these 33 fundamental design guidelines.

In 2001, the fundamental design guidelines were refreshed and all narrative was reformatted in a new layout to include some background text updates, more explanation of the design review process and the incorporation of several photographic examples for each guideline. For the most part, the original content was not altered. The process to update the Central City Fundamental Design Guidelines, responding to new design direction from the Central City 2035 Plan and to reducing redundancies, will be the first comprehensive content update since their creation.

Guidance from DOZA

The Design Overlay Zone Assessment project (DOZA) is assessing the performance of the design review process citywide, including the Central City. The project deliverable is a set of recommendations for improving the process, determining applicability of the criteria, and clarifying the tools. DOZA will include specific guidance for design review in the Central City and strategies for how to improve the guidelines used in the process. Initial recommendations were published in January 2017.

Reducing Redundancies and Incorporating District and Willamette River Design Guidelines

There are 33 fundamental design guidelines under the Central City Fundamentals. Within this set, there are redundancies among design guidelines. For example, "A5 Enhance, Embellish and Identify Areas" has very similar design direction to "C4 Complement the Context of Existing Buildings." Reducing the number of redundant design guidelines should yield a more focused set of design criteria.

Currently, there are district design guideline documents for five Central City districts. Of the five, two (Pearl and South Waterfront) have been updated from their original forms and three remain as originally adopted, which precedes the update to the fundamentals. The districts with guidelines are:

- Goose Hollow, 1996
- South Waterfront, 2010
- Pearl, 2008
- Lloyd, 1993
- Central Eastside, 1991

Three districts do not have separate district design guidelines: Downtown, West End and University/South Downtown. All of the Old Town/Chinatown district is in one of either the

Skidmore/Old Town or New China/Japantown Historic Districts, each with their own sets of design guidelines (design guidelines for New China/Japantown Historic District currently in development). Lower Albina is mainly an industrial district and therefore does not have design guidelines, but guidelines for the Russell Street Conservation District are found in the Community Design Guidelines document.

Because some of the district guidelines have been updated recently, they have more contemporary design guidelines that may warrant inclusion in an updated set of fundamentals. As the Central City Fundamental Design Guidelines are updated, discussion of the districts at the same time could reconfirm what guidelines are worthy of application across the Central City as well as clarify the specific design differences among the districts. Reducing redundancies between the fundamental design guidelines and those in the district documents would yield a shorter set of design guidelines to address and administer, distilling the characteristics and design outcomes that make each district unique. Integrating the district design guidelines into an updated set of fundamentals would reduce confusion on the part of applicants trying to understand which design guidelines are applicable where.

With the adoption of the CC2035 Plan, properties within the Willamette River Greenway in the Central City (Central Reach) will no longer be required to go through Greenway Review, with its associated design guidelines. Development proposals will go through Design Review (and River Review, as appropriate). It is important that the update to the Central City Fundamental Guidelines include clearer references to the Willamette River and appropriate design direction from the Willamette River Design Guidelines.

Addressing New Design Topics

Portland's Central City has changed dramatically since the early 1990s. While many of the design issues covered by the fundamentals remain important, many new topics have emerged that require design guidance. Current fundamental design guidelines do not adequately address these topics or provide clear guidance for applicants or the review bodies to design and/or assess building proposals.

Some of these topics include:

- Development Character along streets that have been defined as: Retail/Commercial, Boulevard, and Flexible
- Landscaped building setbacks
- Residential edge designs at the ground floors of buildings
- Descriptions of design intent for elements at specific locations from Central City 2035 Plan urban design diagrams and maps – gateways, key intersections, etc.
- Bird (and other wildlife) safe design – exploring window and building façade treatments that are responsive to native species of wildlife and their natural movement patterns
- Integration of "green" or sustainable building features such as solar panels, stormwater management facilities or wind turbines, and consistency with the city's green building policies
- Consideration of wind (or other environmentally-generated factors) mitigation strategies on building designs
- Location of building bulk on parcels adjacent to the Park Blocks
- Desire for ground floor windows and active uses facing parks and open spaces
- Crime Prevention Through Environmental Design (CPTED) principles
- Relationship of development to the Willamette River

UD4 Update the Historic Resources Inventory for the Central City, prioritizing the West End and Goose Hollow. **Lead Implementer: BPS; Timeline: Next 5 years.**

See discussion under UD79, below.

UD10 Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside. **Lead Implementers: BPS, PPR and Private; Timeline: Next 5 years.**

Incent Creation of Publicly Accessible Parks, Open Space, and Recreation Opportunities

Because the Central Eastside is park-deficient there is significant interest from district residents and businesses alike to see more parks, open space, and recreation opportunities established as the district grows. There have been recent discussions among city bureaus and members of the Pelett Family, a long standing property owner in the district, about creating new open space amenities on sites they own.

Specifically, this family has approached the City about converting a quarter block parcel on the northwestern corner of Block 84 (parcels 1 and 2) between SE 3rd Ave, MLK, SE Alder St, and SE Morrison St to publicly accessible open space. This part of the Central Eastside has been identified by Portland Parks and Recreation as park deficient. This area is also within an EXd zoned mixed-use corridor where the highest residential and commercial office densities are already allowed. Therefore, it is likely there will be an increased demand for parks, open space, and recreation opportunities.

In response, the CC2035 Plan includes Action UD10.

As an aspect of this action, City bureaus will provide information and assistance to the Pelett Family to establish a privately owned public space, connect them with relevant organizations, and potentially use a Development Opportunity Study (DOS) coordinated by the Portland Development Commission. Such an open space would require careful programming to ensure safety and access is maintained during the day and early evening hours. City access to the big pipe shaft must be maintained, but the City should work with the Pelett Family and other partners on identifying creative solutions that meet the needs of park users, property owners, as well as City infrastructure maintenance.

UD11 Develop an urban design concept and implementation strategy to enhance the role, use and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne St. viaducts, and the area under I-5. **Lead Implementers: BPS and PBOT; Timeline: Next 5 years.**

Enhance Space under Viaducts

Significant portions of the area west of 3rd Avenue are hidden under the viaducts connecting MLK and Grand to the Hawthorne and Morrison bridges and carrying I-5 along the waterfront. Stakeholders often consider these spaces unsafe barriers between more active spaces. These areas are dark, feel isolated,

and often attract homeless camping and pan handling activities. Local businesses complain that the character of these places make customers and employees want to avoid them, and businesses that are large enough to have main entrances on adjacent streets often reorient towards these streets, abandoning grand entrances that once fronted the Morrison and Hawthorne main streets that lead down to the Willamette River.

During the development of the SE Quadrant Plan, stakeholders such as the Portland Landmarks Commission, Bosco-Mulligan Foundation, and the Pellet Family who own City Liquidators and other properties under the Morrison Viaduct, became interested in the concept of improving these street environments under the viaducts by hosting nighttime markets that showcase locally produced goods, allowing for outdoor restaurant seating, and bring the community of makers and doers together in a shared space that showcase the products produced in the Central Eastside.

These strategies could also include infrastructure improvements such as new sidewalks, stormwater treatment, lighting, signage and other wayfinding tools such as pavement markings, and potentially removable bollards that restrict vehicle access during events. These elements could be publicly funded, but should be tied to investments by property owners of existing and new buildings. Such buildings could open onto these spaces with active ground floor uses, and activity that "spills" into the shared space for events. The rehabilitation of under-utilized multi-story buildings along the viaducts, including the restoration of facades and main entrances of some of the grandest buildings, would help to reactivate these streets.

Former John Deere Headquarters, now Portland Storage building under the Morrison Bridge viaduct.

Similarly, the area under I-5 is often considered underutilized because it provides only a small amount of parking in an area that many feel should provide more park-like amenities or river-related recreation opportunities. The area under I-5 represents a tremendous open space and recreation opportunity along the riverfront that could connect the district to the Willamette River through more active uses.

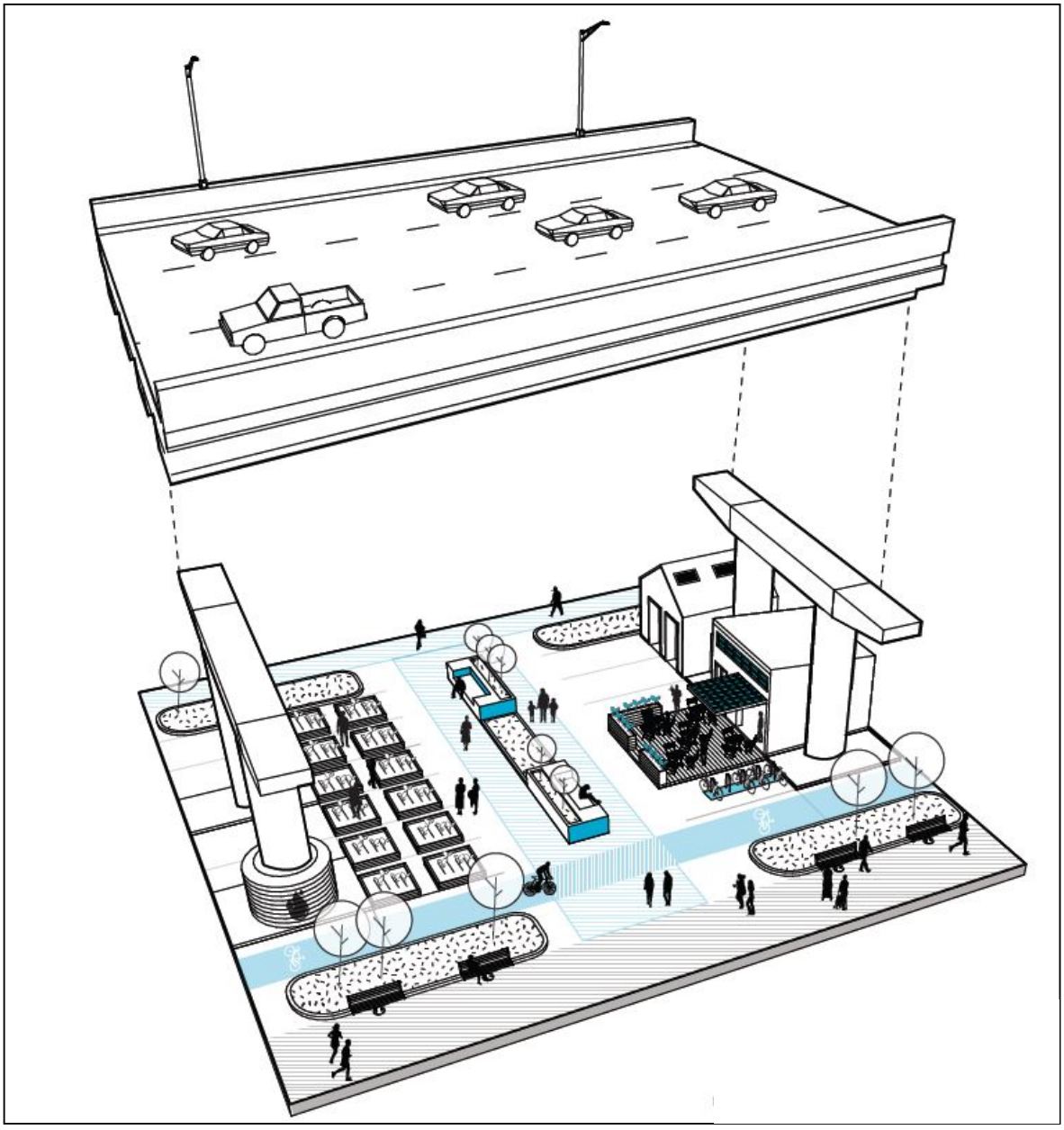


Illustration showing activity under the area under the I-5 viaduct using small and inexpensive modular structures. By Chris Kline, School of Architecture, Portland State University.

UD16 Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district. Conduct analysis to identify potential route alignments and impacts to freight operations. **Lead Implementer: BPS; Timeline: Next 5 years.**

Green Loop

The Central City 2035 Concept Plan approved by City Council in 2012 included the proposal for a new pedestrian and bicycle loop referred to as the "Green Loop" that would connect existing attractions, open space amenities and districts with a continuous comfortable bicycle and pedestrian pathway. The

need for such infrastructure is likely to increase in the decades ahead as projected development in the Central City and the surrounding region take place.

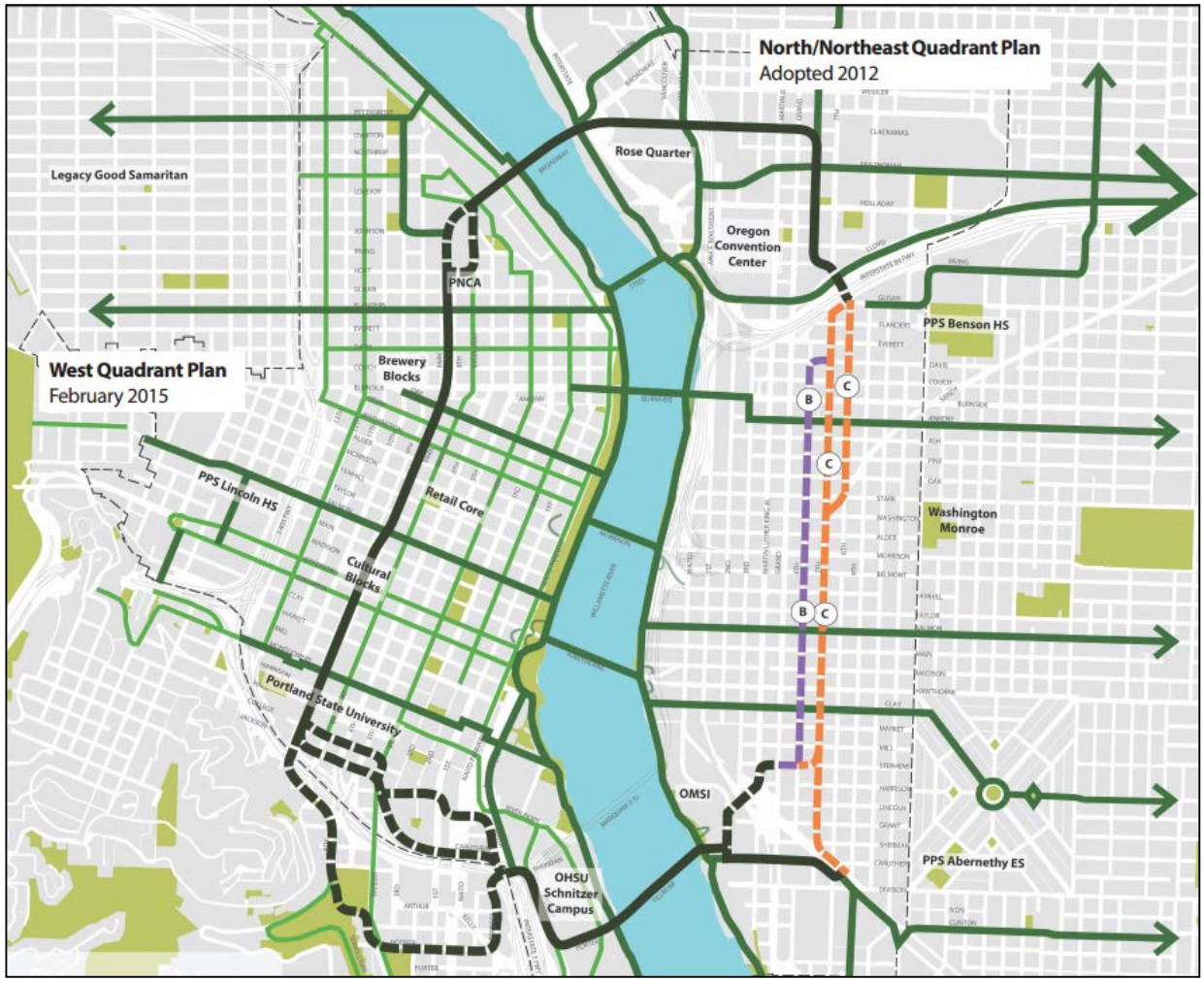
The Central Eastside has long been at the center of citywide and regional growth and is predicted to add 9,000 new jobs and 3,500 new households by 2035. Furthermore, it lies between two bridges: the Tilikum Crossing Bridge, scheduled to open in September 2015 connecting it to OHSU and South Waterfront, and the new pedestrian/bicycle bridge over I-84, identified on PBOT's Transportation System Plan (TSP) which will connect it to the Lloyd District.

Staff rendering depicting a potential Green Loop on SE 7th Ave.

With more people working and living in the Central Eastside and increased access to adjacent areas, there will be further demands for its roads. While the Portland Plan and other City of Portland goals seek to meet growing demands by increasing the share of those using active transportation, the lack of clear routes with good infrastructure and wayfinding today results in cyclists dispersing throughout the district once they enter from surrounding areas. This causes conflicts between cyclists and freight operations and raises significant safety concerns.

This action would require the study of potential Green Loop alignments that could serve as a north-south spine to the existing east-west bikeways into and through the district, while providing open space, recreation opportunities and pedestrian amenities for employees and residents. Improving active transportation options is essential to maintaining the district's freight movement and other core functions. The Green Loop will help channel cyclists onto one path, reducing dispersion and increasing predictability for all modes.

The Green Loop and proposals to improve and concentrate existing east-west bicycle routes are practical solutions to respond to ever-increasing demand. They are based on a strategy developed with the SE Quadrant SAC's Transportation Working Group that seeks to identify existing priority freight routes that could be further enhanced for trucks through new signals, one-way streets, and signage; and improve a small number of lower priority streets to make them attractive for pedestrian and bicycle movement in the district. The strategy would focus seating and other furnishings, tree canopy or stormwater treatment on these streets where they will have the least impact on freight.



Map 3-5: Green Loop Routes Proposed for Further Study

A preferred route through the Central Eastside has not been identified because additional analysis and outreach to district stakeholders will be required. However, to ensure the Green Loop will be sensitive to the unique functions and role the Central Eastside plays as an industrial/employment district, the following evaluation criteria are proposed to be used to identify the best route the loop might take as it transverses north-south through the district between the new Tilikum Crossing and a new pedestrian/bike bridge proposed to connect the Central Eastside and Lloyd Districts over Interstate 84.

The route for the Green Loop in the Central Eastside will be based on evaluating different options against criteria identified through the SE Quadrant Plan process:

- Avoid Freight Impacts: Freight movement may be impacted by the loss of travel lanes, reduced lane widths and potential loading conflicts with bicycles. Analysis will prioritize alignments with the least negative impact to freight. Where cycle-tracks cross driveways used by businesses, design elements will be included such as colored and textured surfaces, signage, and maintaining sight triangles.
- Facilitate 2-Way Cycle Track: When fully built out, the Green Loop concept envisions physically separated paths to minimize conflicts between cyclists, pedestrians and freight vehicles.
- Adequate Right-of-Way: The right-of-way required to meet these needs can be accommodated by taking up a large portion of a narrow street or a smaller portion of a wide street. Pros and cons for each approach will be considered.
- Proximity to Retail, Commercial, and Residential Development: In the Central Eastside, many stakeholders have expressed that proximity to Grand and MLK and other mixed-use zoned areas is desired over an alignment that diverts cyclists through industrial areas.
- Open Space Opportunities: Where available, stakeholders have made it clear that areas adjacent to the Green Loop should accommodate pedestrians and bicyclists with amenities such as gathering spaces and seating. Throughout the SE Quadrant planning process, participants preferred that these opportunities be within the mixed-use areas of the district.
- Ease of Implementation: The Green Loop will likely be implemented in steps. Therefore, the ability for a street to accommodate bicycles more readily and the direct benefit for pedestrians as the project is built out over time should be considered as alignment options are studied.
- Directness: The Green Loop in the Central Eastside must connect the future pedestrian/bicycle bridge over I-84 to the new Tilikum Crossing Bridge in the most direct and flat route possible so that cyclists will choose it over other streets. The number of turns and grade changes the route requires will be considered.

UD24 Study the feasibility of creating an urban civic space at the intersection of West Burnside and Broadway. **Lead Implementer: BPS; Timeline: Next 5 years.**

The idea for this action came from West Quadrant Plan Charrette work done in June, 2013. Many cities have a signature civic space at "Main and Main," the intersection at which the major east-west and north-south thoroughfares intersect. In Portland, this key intersection could be considered Broadway and Burnside.

Aside from the area's high visibility, the Central City's differently-aligned grids meet at Burnside, creating a dynamic area with different street configurations, irregular lots and a unique feel. In the heart of downtown's core, the area could additionally connect to activity in Waterfront Park and Saturday Market along a unique, pedestrian-oriented SW Ankeny. See the concept diagram in Chapter 1, The Big Ideas.

UD34 Improve Collins Circle and Firefighters Park to make these public spaces more accessible and engaging for the community. **Lead Implementer: PBOT; Timeline: 6-20 years.**

Both Collins Circle and Firefighters Park are located in the public right-of-way and are owned by the City of Portland. Collins Circle contains a rock sculpture by Japanese American landscape architect Robert

Murase; Firefighters Park contains the David Campbell Memorial, built in memory of the Portland Fire Chief killed in the line of duty in 1911.

Both areas are difficult to access and provide little opportunity for active use or community gathering. Neighbors have expressed further concern that the height of the Murase sculpture, in combination with the intersection configuration at SW Jefferson Street and 18th Avenue, results in poor visibility, creating a safety hazard for pedestrians and cyclists.

A study of potential improvement opportunities could look at items such as:

a. design and landscaping changes within each park to create more usable open space.
b. traffic calming efforts in the surrounding area to slow traffic near the parks.
c. changes to intersection configurations, including potential street segment closures, to improve access and multimodal safety.

UD40 Update the Lloyd District's 1991 design guidelines: Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan to reflect the district concept. **Lead Implementer: BPS; Timeline: Next 5 years.**

The Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan is recommended to be amended to reflect the design direction described in the district plan's urban design concept and supporting information. The existing document will be extensively revised and updated to feature new formatting, new illustrative examples of how to meet the guidelines and a new structure based on the Central City Fundamental Design Guidelines. New design issues to be addressed by the guidelines will include different street and development characters; providing design direction for gateways; incorporating/integrating green elements in site and building designs; and transitions to adjacent neighborhoods.

The "Street & Development Character" concept (see Appendix A of N/NE Quadrant Plan. Available at https://www.portlandoregon.gov/bps/60195) describes more intentional direction for the different streets in the Lloyd District. The concept proposes changes in both the street design standards as well as the adjacent building edges. The concept proposes three different types of street characters: retail/commercial, boulevard and flexible. New content in the design guidelines will address building edges of proposals along the different street types, illustrated with examples of desired building edge responses for each of the different street types. In addition, as some of the flexible network moves through private property, new design guidelines will speak to the character and orientation of new connections through these large blocks. More information is also available in a separate report: N/NE Quadrant Plan: Street and Development Character Concept (2012).

The Lloyd District includes a number of entry points or "gateway" locations, illustrated on Map A4 in Appendix A of the N/NE Quadrant Plan. The updated design guidelines will describe more clearly the City's intentions for the desired experience at each gateway, and how new development can support the targeted character. While many of the gateways will be reinforced by buildings that are taller than the surrounding context to emphasize the civic significance of these places, others may feature special landscaping or trees, unique works of public art, and/or combinations of the above.

New design guidelines will address the incorporation of "green" site and/or building elements. These elements could include, but are not limited to, native vegetation, bird-friendly design approaches for

larger buildings, providing setback space for trees, building orientation to maximize solar performance, energy production systems and stormwater management facilities. The content of these design guidelines would be developed in coordination with the Lloyd Ecodistrict planning and infrastructure implementation efforts.

In addition to maximum floor area ratio (FAR) and height regulations that limit building form(s), new design guideline content will address desired transitions from the Lloyd District to adjacent neighborhoods including Eliot and Irvington. The guidelines will be crafted to speak to the unique characteristics of the edges along each of these neighborhoods, and how new development proposals should respond accordingly. Design issues described by the guidelines, with narrative and illustrative examples, will range from site/building patterns, façade articulation, attention to detail, quality of construction, and potential building step-downs to existing historically, culturally or architecturally significant resources. In addition, existing guidelines that address specific locations in the district, such as the Broadway/Weidler corridor, would be updated to reflect the Irvington Historic District designation and boundary change. Language in the guidelines would provide clearer direction for design compatibility with adjacent contributing properties.

UD42 Work with the property owner/developer of the "Thunderbird" site to craft a development agreement that incorporates public open space and the greenway trail on the riverfront. **Lead Implementer: BPS; Timeline: Next 5 years.**

On the Thunderbird site located between the Veterans' Memorial Coliseum and the Willamette River additional height above the 100' current maximum would be allowed in exchange for providing public open space – preferably in front of the Coliseum. In exchange for providing significant public open space, buildings would be allowed to be up to 250'. The existing floor area ratio (FAR) would remain at 4:1, therefore the total amount of development potential on the site would remain the same.

Thunderbird site with full build-out of existing current maximum height (100') and 4:1 FAR. Conceptual rendering only.

Thunderbird site with buildout to ~250' and 4:1 FAR, incorporating a new waterfront open space. The railroad tracks have been moved to accommodate riverfront access and increase rail efficiency in this conceptual rendering.

As described in Action TR72, one option being considered in this area is the relocation of the Union Pacific railroad tracks to improve freight and passenger rail operations. It will be important to work with ODOT rail and Union Pacific to ensure that any plans developed for rail relocation maintain access, the development potential of the site and provide park and riverbank enhancement opportunities.

UD45 Prepare a National Register of Historic Places Multiple Property Documentation form for African-American historic resources based on the Cornerstones of Community inventory. **Lead Implementer: AHC; Timeline: Next 5 years.**

In 1998, the Bosco-Milligan Foundation (Architectural Heritage Center) completed "Cornerstones of Community," a historical context statement and inventory of over 3,000 properties associated with African-American history in Portland. In 2010, as part of the N/NE Quadrant Plan process, Bosco-Milligan updated the inventory, reflecting recent demolitions, correcting information, and converting the data so that it may be used in computer-based Geographic Information Systems. The context statement and updated inventory are powerful preservation planning tools that can assist in public education and historic preservation efforts in the N/NE Quadrant and through-out the city. They can serve as the basis for the development of a Multiple Property Documentation (MPD) form for African-American historic resources in Portland. Such an MPD would provide contextual information about the African-American community and evaluation criteria that would assist property owners who wish to list their historic properties in the National Register of Historic Places.

UD46 Improve the design review approval criteria used for development proposals within the Russell Street Conversion District and design overlay zone within Lower Albina. **Lead Implementer: BPS; Timeline: Next 5 years.**

The Community Design Guidelines are currently used as the approval criteria for historic design reviews in the Russell Street Conservation District. This is the only situation in the Central City where the Central City Fundamental Design Guidelines are not used as historic design review criteria (in some cases, other criteria are used in addition to the Central City Fundamentals). In addition, Lower Albina is the only Central City area outside of the downtown core that lacks a district-specific set of design guidelines. In the area east of the conservation district proposed for EXd zoning, the Central City Fundamentals are the approval criteria. This results in a situation where different criteria are used in directly abutting areas that have similar characteristics

In general, the Community Design Guidelines were intended to be used in areas outside the Central City and may not be the most appropriate criteria in a Central City conservation district. Options to consider include: developing a new set of sub-district design guidelines for Lower Albina that would speak to the characteristics of the Russell Street area specifically; amending the Central City Fundamentals and applying them within the conservation district; or amending current language in the Community Design Guidelines to better address the character of the conservation district.

UD49 Encourage and assist Lower Albina property owners to nominate their historic properties for designation as landmarks. **Lead Implementer: BPS; Timeline: Ongoing.**

Two sources of information can assist Lower Albina property owners to list their properties in the National Register of Historic Places. The existing Multiple Property Documentation (MPD) form "Historic

and Architectural Properties in the Eliot Neighborhood" provides historical context and evaluation criteria for historic resources within the Eliot Neighborhood, including Lower Albina. The MPD reduces the National Register documentation requirements for properties that meet the criteria laid out in the MPD. This document is available from the Bureau of Planning and Sustainability.

Another helpful source is the historic resources inventory completed for the Albina Community Plan. This multi-volume set completed in the mid-1990s updated information in the City's 1984 adopted Historic Resources Inventory. It contains information on hundreds of historic properties in N and NE Portland, including the Lower Albina area. The inventory is housed at the Bureau of Planning and Sustainability.

UD66 Review and update South Auditorium plan district development standards and guidelines, specifically those related to landscaping and setback requirements. **Lead Implementer: BPS; Timeline: Next 5 years.**

The South Auditorium area is a unique part of the Central City. Once home to generations of Portland's Jewish and Italian immigrant communities, over 100 acres of the South Portland neighborhood was largely razed in the 1960s and subsequently redeveloped as part of the Portland's first urban renewal area. The area's large-scale residential and commercial buildings, generally set-back on large lots, are organized around a leafy open-space and pedestrian mall system designed by nationally recognized landscape architect Lawrence Halprin. The open space and pedestrian way sequence was listed recently in the National Register of Historic Places. The area's distinctly mid-century modernist cityscape stands in contrast to the more traditional, fine-grained urban fabric of other parts of the greater downtown area.

In order to protect its character defining features, the South Auditorium plan district, part of which overlaps with the Central City plan district, contains development standards intended to preserve landscaped areas, building setbacks and tree canopy. Floor area (FAR) standards are specified as well. The overlap between the two plan districts creates the potential for inconsistencies in the area's regulatory framework. The development standards in the plan district will be reviewed and revised as appropriate, and possibly integrated into the Central City plan district. New standards intended to extend the pedestrian way system where it remains incomplete will also be considered. In addition, design guidelines specific to the South Auditorium area may be developed as part of the update of the Central City Fundamental Design Guidelines.

UD79 Review and revise as appropriate two National Register Multiple Property Documentation forms for Downtown development to encompass a broader range of potential historic resources in the West End. **Lead Implementer: BPS; Timeline: Next 5 years.**

The West End is one of the most architecturally diverse parts of the Central City, with a range of building ages, styles, scales and uses. These range from Victorian houses and mid-sized streetcar-era apartments to taller residential and mixed-use buildings. Tables A1 and A2 show the range of building ages and scales.

The West End has 36 designated historic landmarks (see Table A3 and Map 3-6); most of these properties are listed in the National Register. Historic landmarks are protected by zoning code provisions

that require historic design review for major exterior alterations. Demolition requests for National Register properties must be approved by City Council. Unlike some parts of the Central City such as Old Town and the Pearl District, there are no designated historic districts. The City's Historic Resources Inventory includes 75 ranked properties in the West End, including the designated historic landmarks (see Table A3 and Map 3-6). The inventory was completed in 1984 and is now quite out of date. A number of buildings listed in the inventory have likely been demolished and some have been altered since 1984.

CC2035 West End policies call for retaining the distinctive urban character of the district by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras. Implementation action UD79 will help achieve these policies.

Action UD79 calls for reviewing and revising the two National Register Multiple Property Documentation (MPD) forms that were previously prepared for downtown Portland. Multiple Property Documentation forms are umbrella documents that establish the historical context and evaluation criteria that facilitate the listing of historic properties in the National Register.

Two existing MPDs cover the West End: Historic Resources in Downtown Portland, Oregon, 1906-1914 and Historic Resources in Downtown Portland, Oregon, 1915-1931. They present the history of downtown development from 1906 to 1931 (the post Lewis and Clark Exposition development "boom") and describe associated property types that are potentially eligible for listing, including office buildings, hotels, retail stores and apartment buildings.

Table A1: West End Buildings–Year Built

Year Built	Number
Pre-1900	12
1901-1930	93
1931-1960	21
1961-Present	32
Unknown	2
Total	160

Table A2: West End Buildings – Stories

Stories	Number
1-6	135
7-12	17
13-27	6
Unknown	3
Total	160

Table A3: West End Historic Resources

Type	Number
National Register Properties	30
Local Landmarks	6
Total Landmarks	36
Ranked HRI Properties	75
Parcels	207

Note: Most local landmarks and National Register properties are also included in the HRI. Many of the National Register properties are also local landmarks.

Following, or in conjunction with, development of an updated inventory of historic resources in the West End, these MPDs could be amended to encompass a broader range of potential historic resources in the district, for instance by expanding the period of significance or historical context statement, adding new property types, or revising the registration requirements.

Map 3-6: West End historic resources.

Willamette River Actions (WR):

WR6 Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach. **Lead Implementers: BES & PBOT; Timeline: Next 5 years.**

Issues

1. The problem: Boating, camping and other activities including excessive noise, are negatively impacting fish and wildlife habitat especially on publicly owned property and the Ross Island Lagoon. This situation is in part due to a larger issue related to homelessness. It will worsen if intervention is not taken as human access on the Willamette River is increasing.
2. Short term enforcement: Enforcement is hindered by multiple ownerships (Ross Island Sand and Gravel, City of Portland, Port of Portland, Department of State Lands), jurisdictions (US Coast Guard, State of Oregon, Multnomah County and City of Portland) and a lack of consistent regulations and enforcement.
3. Long Term management: There is no long-term management plan for the Ross Island, as part of the Ross Island-Holgate Channel-Oaks Bottom Complex. The City anticipates long-term management of the island when it has full ownership over it or when a long-term management plan has been completed and funding is available for resource management.
4. Property acquisition or donation: Large portion of the island is in private control and is used as a sorting operation. Also, the Port's property is not developed. Restoration and management will best be accomplished when under one public ownership.

Possible Solutions

Enforcement

1. Convene property owners and jurisdictional representatives to identify short and long term actions to address enforcement. Potential actions already identified include:
    - **a.** Petition the DSL Director and Land Board to prohibit Ross Island area camping/trespassing on lands governed by DSL and along the banks of the Willamette River from downtown to the Oaks Bottom Wildlife Refuge.
    - **b.** Review, develop and enact if necessary, policies and rules regarding human activity in the Ross Island area, e.g. noise abatement through an update to the *Willamette Greenway Plan*.
    - **c.** Identify actions that Ross Island Sand and Gravel and the Port of Portland can take to address the issue on their lands.

Long term management and Property Acquisition/Donation

2. Fund the development of a Natural Resources Management Plan for the Ross Island-Holgate Channel-Oaks Bottom Complex. The plan should be a multi-property owner plan that is developed when funds and staffing resources become available. If the other property owners are not willing or able to participate, it will be done when more of the island is under City ownership. It would include actions to maintain and restore the island and clarify public access use and restrictions. Portland Parks and Recreation staff are developing a schedule for completion of natural resource management plans and this area is part of the discussion.

3. Portland Parks and Recreation is exploring with the Port of Portland, a donation of the Port's property to the City.

Environmental Conditions

Ross Island, the main island of a four-island cluster (includes Hardtack, East Island and Toe Island) and is part of the Ross Island-Holgate Channel-Oaks Bottom Wildlife Refuge complex.
The Holgate Channel provides quality shallow water habitat for migrating and resident fish including seven federally listed endangered or threatened fish species and is used by at least 50 species of migratory (e.g., Osprey) and resident birds (e.g., eagles and herons). The majority of Holgate Channel is designated No Wake, from the tip of Ross Island to the northern entry into and including the lagoon, by the Oregon State Marine Board.
The City's Natural Resources Inventory Update (2012) showed a good portion of the island has high ranking resources (City of Portland and Port of Portland owned properties).
All of the island is within the 100 year flood plain and 1996 flood inundation area.

Recreation

This is a popular destination for boaters to view natural resources including wildlife and/or visit the island's beach and upland areas. Most are daytime visitors, but increasingly, the number of boaters are coming to the island to camp. Some of these campers may be homeless. Overnight camping, fires or access to City property is not allowed without prior approval. Signage on the shoreline communicates this information.

Ownership & Land Uses

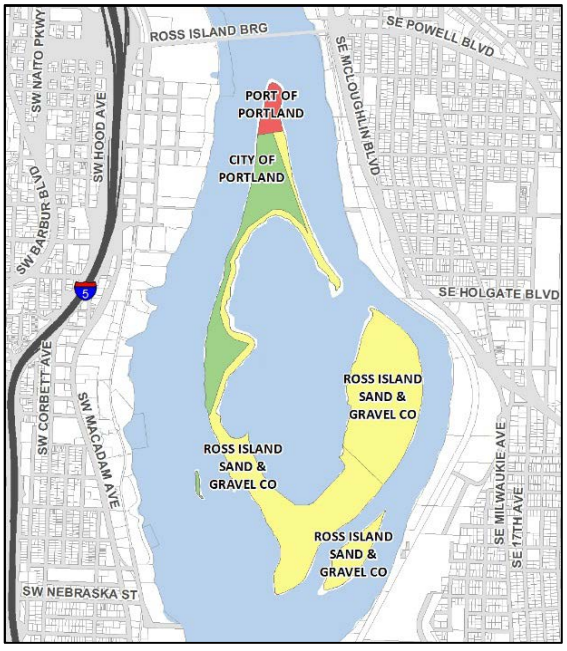
Ross Island Sand and Gravel owns Hardtack and East Island, for a total 50.7 acres of which 47 acres is above Ordinary High Water (OHW). Mined extensively until 2001. Timber logging took place.

Port of Portland owns 4.7 acres at the northern tip of which 2.6 acres is above OHW.

City of Portland owns 29 acres all of which is above OHW (donated by RISC in 2007 for a natural area) including Toe Island.

Zoning for island cluster is Open Space with River Natural and River Water Quality Overlay zones.

Map 3-7: Ross Island Property Ownership



Jurisdictions

Portland Parks and Recreation manages city-owned property on Ross Island. The City of Portland provides emergency fire and rescue response, and assists with law enforcement.

Multnomah County provides river patrol including emergency response, boat safety inspections and education.

The Oregon Department of State Lands (DSL) has jurisdiction over the beach areas that are below Ordinary High Water (OHW) and allows overnight camping for up to 30 days.

The Oregon State Marine Board establishes statewide boating regulations and funds/contracts with law enforcement such as with Multnomah County River Patrol. They also establish area for No Wake zones.

The US Coast Guard provides search and rescue and homeland security.

Additionally, a number of federal and state regulatory agencies have permitting and monitoring responsibilities depending on the activity being conducted.

Activities and Coordination

Between 1992 and 1998 the Port of Portland received state and federal authorization to bury contaminated dredge materials from the Portland shipyard and Port terminals in the Ross Island Lagoon. A subsequent study to determine the environmental impacts of this action was completed in 1998 after a gravel mining shovel breached one of the containment cells.

This contamination has been addressed through a remediation plan between RISC, the Port, the State Department of Environmental Quality (DEQ). The desired clean-up is completed and long-term monitoring and maintenance will continue.

WR7 Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach. **Lead Implementers: BPS & BES; Timeline: Next 5 years.**

Riverbank and in-water restoration

Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water areas without the river washing it away. There are seven (7) locations in the Central City with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I-5/I-84 Interchange
- Eastbank Esplanade
- Hawthorne Bowl
- Eastbank Crescent
- Cottonwood Bay

There are other goals and priorities for each of these sites including boating, commerce, swimming, events, etc. For restoration to be successful, public access to the restoration area must be limited, thus uses within a site will be need to be split. In addition, no feasibility study has been completed to determine what restoration actions can occur or the cost to restore (note – some areas may require

contamination clean-up prior to restoration). For all of these reasons, the riverbank restoration target is at least five (5) shallow water areas restored by 2035.

Determining the implementation tools and priority locations for enhancement and restoration will take additional planning, and this is the impetus for the inclusion of Action WR7 in the CC2035 Plan.

WR11 Partner with property owners and other stakeholders to seek funding and implement the concept plan for the Eastbank Crescent for fish and wildlife habitat, along with boating, swimming, educational opportunities, and enhanced greenway trail. **Lead Implementers: BPS, BES, PPR & Prosper; Timeline: Ongoing.**

The Eastbank Crescent is located on the east bank of the Willamette River and stretches from under the Hawthorne Bridge to the Marquam Bridge. This location has existing shallow water and riverbank habitat and is identified as one of seven potential restoration and enhancement sites in the Central City. This location also has existing recreational activities including the Holman Dock, which is leased by the Portland Boathouse for use by multiple racing and paddling clubs, and popular with sunbathers. It also includes the emergent beach just south of the Hawthorne Bridge, which is used for access into the river, and the Greenway Trail and Eastbank Esplanade, which is a heavily used section of the trail for commuting. In addition, the Portland Boathouse has a limited term lease for use of the Holman Dock and multiple rowing clubs as well as boat rental outfits operate out of the boathouse.

The goals for the Eastbank Crescent are to restore fish and wildlife habitat, improve public access into the Willamette River, reduce user conflicts along the Greenway Trail and create an area for learning about the river.

For all of these uses to be successful, the area must be strategically designed. Design considerations include:

1 Lay back the riverbank upstream of the dock to reduce the steepness and create more shallow water habitat;

2 Revegetate the riverbank with native plants and root wads and install driftwood in the shallow water.
3 Direct active public uses downstream and away from shallow and riverbank restoration;
4 Maintain viewpoints and additional access to the edges of the restoration area to facilitate education.
5 Replace the existing Holman Dock with a more stable structure with improved access for boat launchers.
6 Provide safe public access into the river for swimmers.
7 Redesign the Greenway Trail to reduce conflicts between cyclists and pedestrians.

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement

RESOLUTION No. 37361 As Amended

Adopt the Central City 2035 Plan Green Loop Concept Report. (Resolution)

WHEREAS, on October 24, 2012 the Portland City Council passed Resolution No. 36970 adopting the *Central City 2035 Concept Plan*, which provided a broad policy framework and urban design direction for the Central City, including a proposal for a new pedestrian and bicycle loop offering quieter, more protected walking and bicycling facilities around a set of inner streets and open space connections; and

WHEREAS, on October 25, 2012, Council passed Resolution No. 36972 adopting the *N/NE Quadrant Plan*, which called for a new street hierarchy system, new bridge connections across the I-5 and I-84 Freeways, and a new east-west open space spine running roughly along NE Clackamas Street; and

WHEREAS, on March 5, 2015, Council passed Resolution No. 37115 adopting the *West Quadrant Plan*, which called for the design and development of the Green Loop, a linear park that will link the Central City's districts; and

WHEREAS, on July 29, 2015, Council passed Resolution No. 37147 adopting the *Southeast Quadrant Plan*, which called for the creation of the Green Loop to intuitively and safely link the Tilikum Crossing and the future Sullivan's Gulch pedestrian/bicycle bridge; and

WHEREAS, the *Central City 2035 Plan* builds upon the *Central City 2035 Concept Plan* and three quadrant plans and provides a comprehensive land use, urban design and transportation policy and regulatory framework to guide future decision-making and public and private investment and development in the Central City; and

WHEREAS, the Green Loop is a major organizing feature of the *Central City 2035 Plan*'s urban design concepts and diagrams; and

WHEREAS, *Central City 2035 Plan* Policy 5.12 calls for the creation of the Green Loop to connect east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections and also calls for enhancing connections to the Green Loop on key corridors to improve access, create activity nodes and support neighborhood attractions and economic development; and

WHEREAS, there has been considerable public support for the Green Loop across a broad range of stakeholders, and numerous individuals, businesses and community organizations have directly engaged with the concept at public events, conferences, celebrations and gatherings; and

WHEREAS, the Green Loop will be a central hub of a citywide system of City Greenways called for in the *2035 Comprehensive Plan* that link centers, open spaces and similar community circuits, such as the Lents Green Ring; and

WHEREAS, the creation of the Green Loop will improve health outcomes, support business districts, expand inclusive access to regional destinations and support community development objectives and the growth of Portland's Central City; and

WHEREAS, on May 23, 2017, the Portland Planning and Sustainability Commission recommended that the Portland City Council adopt the *Central City 2035 Plan*, including Volume 5B, Implementation: Green Loop ("Green Loop Concept Report"), attached as Exhibit A;

NOW THEREFORE, BE IT RESOLVED, that the Portland City Council adopts Exhibit A, the Green Loop Concept Report, as Non-Binding City Policy and a starting point for more detailed design and engineering; and

BE IT FURTHER RESOLVED that the City Council authorizes the Bureau of Planning and Sustainability (BPS) and other City bureaus to further develop the alignment, key connections, design character and engineering of the Green Loop; and

BE IT FURTHER RESOLVED that City Bureaus and other public agencies with major capital improvement projects along the Green Loop alignment will integrate Green Loop facilities into project planning, design and construction; and

BE IT FURTHER RESOLVED that BPS and other City bureaus are authorized to work with community partners to explore the formation of a governance structure to lead the design, engineering, construction, fundraising, programming and ongoing management of the Green Loop and its associated facilities; and

BE IT FURTHER RESOLVED, that BPS and other City bureaus are authorized to continue to work with community partners on similar open space projects and active transportation circuits, such as the Lents Green Ring, the North Portland Greenway and the Sullivan's Gulch Trail; and

BE IT FINALLY RESOLVED, that this resolution will take effect on July 9, 2018

Passed by the Council: JUN 06 2018

Mayor Ted Wheeler
Prepared by: Mark Raggett
Date Prepared: May 15, 2018

Mary Hull Caballero
Auditor of the City of Portland
By Susan Parsons
Deputy

37361. As Amended

Agenda No. ~~999~~ ~~1024~~ ~~1043~~ ~~1148~~ ~~1197~~ ~~1275~~ ~~1310~~ ~~65~~ ~~231~~ ~~262~~ ~~291~~ ~~328~~ ~~355~~ ~~530~~ 614

RESOLUTION NO

Title

Adopt the Central City 2035 Plan Green Loop Concept Report. (Resolution)

INTRODUCED BY
Commissioner/Auditor:
Mayor Ted Wheeler

COMMISSIONER APPROVAL

Mayor—Finance & Administration – Wheeler

Position 1/Utilities - Fritz

Position 2/Works - Fish

Position 3/Affairs - Saltzman

Position 4/Safety - Eudaly

BUREAU APPROVAL

Bureau: Planning and Sustainability

Bureau Head: Susan Anderson

Susan Anderson

Prepared by: Mark Raggett

Date Prepared: 8/14/17

Impact Statement

Completed ☒ Amends Budget ☐

Portland Policy Document

If "Yes" requires City Policy paragraph stated in document.

Yes ☐ No ☒

City Auditor Office Approval:
required for Code Ordinances

City Attorney Approval:
required for contract, code, easement, franchise, charter, Comp Plan

Council Meeting Date **9/7/17**

CLERK USE: DATE FILED AUG 29 2017

Mary Hull Caballero
Auditor of the City of Portland

By: _____
Deputy

Action Taken:

Sep 07 2017	Continued to Sep 14 2017 2PM Time Certain
Sep 14 2017	Continued to Sep 20 2017 3PM Time Certain
Sept 20 2017	Continued to Oct 18 2017 2PM Time Certain
Oct 18 2017	Continued to Nov 2 2017 2PM Time Certain
Nov 2 2017	Rescheduled to Nov 29 2017 4PM Time Certain
Nov 29 2017	Continued to Dec 6 2017 2PM Time Certain
Dec 6 2017	Continued to Jan 18 2018 2PM Time Certain
Jan 18 2018	Continued to Mar 7 2018 2PM Time Certain
Mar 7 2018	Continued to Mar 15 2018 4PM Time Certain
Mar 15 2018	Continued to Mar 22 2018 2PM Time Certain
Mar 22 2018	Continued to Apr 4 2018 2PM Time Certain

APR 04 2018 **CONTINUED TO** APR 11 2018 4:30 PM Time Certain

APR 11 2018 **CONTINUED TO** MAY 24 2018 2:30 PM Time certain.

MAY 24 2018 **CONTINUED TO** JUN 06 2018 **2 P.M** "
As Amended

AGENDA

TIME CERTAIN ☒
Start time: 2:00 3 of 3

Total amount of time needed: 3 hours
(for presentation, testimony and discussion)

CONSENT ☐

REGULAR ☐
Total amount of time needed: _____
(for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	—	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

IMPACT STATEMENT

Legislation title: Adopt the Central City 2035 Plan Green Loop Concept Report. (Resolution)

Contact name: Mark Raggett, BPS
Contact phone: 503-823-6030
Presenter name: Rachael Hoy, BPS

Purpose of proposed legislation and background information:

The *Central City 2035 Plan* (CC2035) is the culmination of a multi-year effort to comprehensively update the 1988 *Central City Plan*. This resolution, a part of the larger CC2035 legislative package, adopts as non-binding policy the Green Loop Concept Report. One of the plan's "Big Ideas," the Green Loop will connect Central City neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. The concept report also calls for enhancing connections to the Green Loop on key corridors to improve access, create activity nodes and support neighborhood attractions and economic development. The concept report is starting point for more detailed future design and engineering.

Financial and budgetary impacts:

This resolution does not amend the budget or appropriate funding. Full implementation of the Green Loop will require project-specific funding implemented over a series of years. While specific funding has not been identified at the current time, anticipated funding sources include some combination of City financing, state and federal grants and private philanthropy. Council action will be required in the future to amend the budget and appropriate funding.

Some initial elements of the Green Loop are included in the *Transportation System Plan* project list amendments adopted with the *Central City 2035 Plan* ordinance, including the Sullivan's Crossing Pedestrian/Bicycle Bridge (20077), the South Park Blocks Bikeway (20129) and the Broadway/Weidler Interchange project (20119, 20120, 20121).

Community impacts and community involvement:

The Green Loop Concept Report is an element of the larger *Central City 2035 Plan*. In the broadest sense, the new policy framework created by the CC2035 Plan will impact all Portlanders over time, especially those who live, work and visit the Central City. Although the concept report itself will have minimal direct community impacts, to the extent that it furthers the implementation of bicycle and pedestrian facilities and other public realm improvements envisioned in the report, it will help improve access to the Central City's neighborhoods and improve their livability and economic vitality. Because the Green Loop is intended to provide quieter and protected bicycle facilities, it will improve accessibility for "interested but concerned" bicyclists, such as children and older adults, who might not otherwise choose to ride

in the Central City. In turn, the Green Loop is expected to encourage a broader spectrum of Portlanders to take advantage of the services and amenities of the region's core.

In its transmittal letter to City Council, the Planning and Sustainability Commission found that the Green Loop represents a "shrewd growth strategy. It will allow us to keep moving people and commerce in and out of the city core while building a web of connectivity throughout the city. It leverages existing and planned investments already on the books and string them together into a cohesive expression of green sustainable infrastructure."

The Central City 2035 planning process has included extensive public outreach. Volume 6 of the plan summarizes public involvement for the project prior to the release of the proposed draft. It includes a public engagement summary and an outreach log of activities. The planning process brought together thousands of people at outreach events and activities. Hundreds of Portlanders provided formal testimony to the Planning and Sustainability Commission and the City Council on the various projects that guided development of the plan. See Volume 6 for a description of the public outreach and engagement completed as part of the project.

The Outreach Activities Log provides an extensive list of events held or attended, with the organizations, dates and number of people in attendance. The log shows that CC2035 public outreach included engagement with:

- Community and interest-based organizations, e.g. Latino Network, Upstream Public Health, Urban League of Portland, Portland Commission on Disability Accessibility and Built Environment Committee, and Diversity and Civic Leadership Group;
- Neighborhood and business groups, e.g. Old Town/Chinatown Neighborhood Association, Lloyd District Community Association, Central Eastside Industrial Council and the Portland Business Alliance;
- Property owners, institutions, businesses, nonprofits representing diverse interests such as environment, urban design and transportation modes, etc.; and
- Governments, including the Confederated Tribes of the Grande Ronde, and public agencies such as the Oregon Department of Transportation, Portland Public Schools and TriMet.

In addition, a number of Green Loop specific outreach activities were undertaken, including the Oregon Active Transportation Summit (April 2014); Village Building Convergence (April 2015); New Partners for Smart Growth Conference (February 2016); Design Week Portland (April 2016); Activate the Block with Portland Northwest College of Art (May 2016); Oregon Walkways: Connect the Park Blocks (August 2016); and Design Week Portland (April 2017).

Throughout the CC2035 planning process, the Green Loop concept has been widely supported in the community. Testimony in favor of the concept report is expected from a number of individuals, community organizations and businesses. A few community members, including one Planning and Sustainability Commission member have expressed some reservations, concluding that it primarily benefits the Central City rather than other deserving neighborhoods, particularly those that have been historically underserved. Some testimony to this effect is anticipated.

Budgetary Impact Worksheet

Does this action change appropriations?

☐ **YES**: Please complete the information below.

X **NO**: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

37361

Testimony Note.

See Ordinance No. 189000 for Testimony on all Central City 2035 items, 610-614.

S-610	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Second Reading Agenda 538; introduced by Mayor Wheeler) 30 minutes requested for items 610 - 614 (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE 189000 AS AMENDED**
611	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Second Reading Agenda 539; introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**189001 AS AMENDED**
S-612	Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Second Reading 528; introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE 189002**
613	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 529; Resolution introduced by Mayor Wheeler) (Y-4)	**37360 AS AMENDED**
614	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 530; Resolution introduced by Mayor Wheeler) (Y-4)	**37361 AS AMENDED**

CC2035 Item 526-530

Motions & Votes 05/24/18 Refer to BPS staff 5/24/18 memo.

37361

S-526	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Previous Agenda 353; Ordinance introduced by Mayor Wheeler) 1. **Motion to accept substitute ordinance and all associated exhibits as described in Attachment B of the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-5) 2. **Motion to accept the minor and technical amendments shown in Attachment A of the May 24 BPS memo:** Moved by Fish and seconded by Fritz. (Y-5) 3. **Motion to adopt the New Chinatown/Japantown amendment as written in Attachment A, Part II of the May 24 BPS memo; the amendment includes Block 33 and the four blocks in the north end of the district and addresses height:** Moved by Saltzman and seconded by Wheeler. (Y-3 Saltzman, Eudaly, Wheeler. N-2 Fritz, Fish.) 4. **Motion to substitute a new Exhibit A to reflect motion #3:** Moved by Wheeler and seconded by Saltzman. (Y-4; N-1 Fritz) 5. **Motion to accept staff addendum to May 24 packet, Technical Amendment 9, regarding shadow studies, Map 510-4, map 3 of 3:** Moved by Wheeler and seconded by Fish. Vote not called. 6. **Motion to add "D" on page 3 of staff addendum to May 24 packet, Technical Amendment 9, Shadow study, sites shown on Map 510-3 to add "Adjustments and modifications to this standard are prohibited.":** Moved by Fritz and seconded by Fish. Vote not called.	**SUBSTITUTE CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN AS AMENDED**
527	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19)	**CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN**
S- 528	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 352; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) **Motion to accept substitute and all associated exhibits described in Attachment B to the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent)	**SUBSTITUTE PASSED TO SECOND READING JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
529	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 354; Resolution introduced by Mayor Wheeler) **Motion to accept amended Resolution to update effective date and accept substitute exhibits:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**
530	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 355; Resolution introduced by Mayor Wheeler) **Motion to amend Resolution to update effective date and accept previous motion to add resolved paragraph directing Bureaus to continue with with community partners on similar open space and transportation projects:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**

5-24-2018

Previous amendment.

New amendment- effective date.

RESOLUTION No.

Adopt the Central City 2035 Plan Green Loop Concept Report (Resolution)

WHEREAS, on October 24, 2012 the Portland City Council passed Resolution No. 36970 adopting the *Central City 2035 Concept Plan*, which provided a broad policy framework and urban design direction for the Central City, including a proposal for a new pedestrian and bicycle loop offering quieter, more protected walking and bicycling facilities around a set of inner streets and open space connections; and

WHEREAS, on October 25, 2012, Council passed Resolution No. 36972 adopting the *N/NE Quadrant Plan*, which called for a new street hierarchy system, new bridge connections across the I-5 and I-84 Freeways, and a new east-west open space spine running roughly along NE Clackamas Street; and

WHEREAS, on March 5, 2015, Council passed Resolution No. 37115 adopting the *West Quadrant Plan*, which called for the design and development of the Green Loop, a linear park that will link the Central City's districts; and

WHEREAS, on July 29, 2015, Council passed Resolution No. 37147 adopting the *Southeast Quadrant Plan*, which called for the creation of the Green Loop to intuitively and safely link the Tilikum Crossing and the future Sullivan's Gulch pedestrian/bicycle bridge; and

WHEREAS, the *Central City 2035 Plan* builds upon the *Central City 2035 Concept Plan* and three quadrant plans and provides a comprehensive land use, urban design and transportation policy and regulatory framework to guide future decision-making and public and private investment and development in the Central City; and

WHEREAS, the Green Loop is a major organizing feature of the *Central City 2035 Plan*'s urban design concepts and diagrams; and

WHEREAS, *Central City 2035 Plan* Policy 5.12 calls for the creation of the Green Loop to connect east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections and also calls for enhancing connections to the Green Loop on key corridors to improve access, create activity nodes and support neighborhood attractions and economic development; and

WHEREAS, there has been considerable public support for the Green Loop across a broad range of stakeholders, and numerous individuals, businesses and community organizations have directly engaged with the concept at public events, conferences, celebrations and gatherings; and

WHEREAS, the Green Loop will be a central hub of a citywide system of City Greenways called for in the *2035 Comprehensive Plan* that link centers, open spaces and similar community circuits, such as the Lents Green Ring; and

WHEREAS, the creation of the Green Loop will improve health outcomes, support business districts, expand inclusive access to regional destinations and support community development objectives and the growth of Portland's Central City; and

WHEREAS, on May 23, 2017, the Portland Planning and Sustainability Commission recommended that the Portland City Council adopt the *Central City 2035 Plan*, including Volume 5B, Implementation: Green Loop ("Green Loop Concept Report"), attached as Exhibit A;

NOW THEREFORE, BE IT RESOLVED, that the Portland City Council adopts Exhibit A, the Green Loop Concept Report, as Non-Binding City Policy and a starting point for more detailed design and engineering; and

BE IT FURTHER RESOLVED that the City Council authorizes the Bureau of Planning and Sustainability (BPS) and other City bureaus to further develop the alignment, key connections, design character and engineering of the Green Loop; and

BE IT FURTHER RESOLVED that City Bureaus and other public agencies with major capital improvement projects along the Green Loop alignment will integrate Green Loop facilities into project planning, design and construction; and

BE IT FURTHER RESOLVED that BPS and other City bureaus are authorized to work with community partners to explore the formation of a governance structure to lead the design, engineering, construction, fundraising, programming and ongoing management of the Green Loop and its associated facilities; and

BE IT FURTHER RESOLVED, that BPS and other City bureaus are authorized to continue to work with community partners on similar open space projects and active transportation circuits, such as the Lents Green Ring, the North Portland Greenway and the Sullivan's Gulch Trail; and

BE IT FINALLY RESOLVED, that this resolution will take effect on ~~March 1~~ July 9, 2018.

Passed by the Council:

Mayor Ted Wheeler
Prepared by: Mark Raggett
Date Prepared: May 15, 2018

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

There are no amendments to the Recommended Draft Volume 5B, Implementation: Green Loop Concept Report

37361

CENTRAL CITY 2035

Exhibit A

Volume 5B
IMPLEMENTATION: THE GREEN LOOP

Recommended Draft
June 2017

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Central City 2035 Plan

Exhibit A:
Volume 5B, Implementation: Green Loop Concept Report

There are no amendments to this volume, filed on September 7, 2017.

CENTRALCITY 2035

EXHIBIT A

Volume 5B
IMPLEMENTATION: THE GREEN LOOP

Recommended Draft
June 2017

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, interpretation or translation, please call 503-823-7700, the TTY at 503-823-6868 or the Oregon Relay Service at 711 within 48 hours prior to the event.

La Oficina de Planificación y Sostenibilidad se compromete a proporcionar un acceso equitativo a la información y audiencias. Si necesita acomodación especial, interpretación o traducción, por favor llame al 503-823-7700, al TTY al 503-823-6868 o al Servicio de Retransmisión de Oregon al 711 dentro de las 48 horas antes del evento.

规划和可持续发展管理局致力于提供获取信息和参加听证会的平等机遇。如果您需要特殊适应性服务、口译或翻译服务，请在活动开始前48小时内致电：503-823-7700、TTY：503-823-6868 或联系俄勒冈州中继服务：711。

Cục Quy Hoạch và Bền Vững (The Bureau of Planning and Sustainability) cam kết đem lại quyền tiếp cận thông tin và xét xử công bằng. Nếu quý vị cần nhà ở đặc biệt, dịch vụ thông dịch hoặc phiên dịch, vui lòng gọi số 503-823-7700, dịch vụ TTY theo số 503-823-6868 hoặc Dịch Vụ Tiếp Âm Oregon theo số 711 trong vòng 48 giờ trước khi diễn ra sự kiện.

Управление планирования и устойчивого развития предоставляет равный доступ к информации и к проводимым слушаниям. Если Вам требуются особые условия или устный или письменный перевод, обращайтесь по номеру 503-823-7700, по телетайпу для слабослышащих 503-823-6868 или через Орегонскую службу связи Oregon Relay по номеру 711 за 48 часов до мероприятия.

Xafiiska Qorshaynta iyo Sugnaanta waxay u-heellan yihiin bixinta helitaan loo-siman yahay ee macluumaad iyo dhagaysiyada. Haddii aad u baahan tahat qabanqaabo gaar ah, afcelin ama turumaad, fadlan wac 503-823-7700, TTY-ga 503-823-6868 ama Xafiiska Gudbinta Oregon ee 711 muddo ah 48 saac gudahood kahor xafladda.

企画環境整備課（The Bureau of Planning and Sustainability）は体に障害を持つ方にも情報や公聴会のアクセスの平等化を図る事をお約束します。もし、通訳、翻訳その他特別な調整が必要な方は503-823-7700か、TTY 、 503-823-6868、又はオレゴン・リレー・サービス、711に必要時の48時間前までにお電話ください。

ທ້ອງການແຜນການ ແລະຄວາມຍືນຍົງໃຫ້ຄຳໝັ້ນສັນຍາທີ່ຈະໃຫ້ການເຂົ້າເຖິງຂໍ້ມູນ ແລະການຮັບຟັງເທົ່າທຽມກັນ. ຖ້າທ່ານຕ້ອງການຢາກໄດ້ການແນະນຳຊ່ວຍເຫຼືອພິເສດ, ການແປພາສາ ຫຼືແປເອກະສານ, ກະລຸນາໂທຫາ 503-823-7700, ໂທດ້ວຍ TTY ທີ່ເບີ 503-823-6868 ຫຼືໜ່ວຍບໍລິການຣີເລເຊີວິສຂອງຣັຖອໍຣິກອນທີ່ເບີ 711 ພາຍໃນ 48 ຊົ່ວໂມງກ່ອນເວລາທີ່ທ່ານຕ້ອງການ.

يلتزم Bureau of Planning and Sustainability (مكتب التخطيط والاستدامة) بتقديم تكافؤ الوصول إلى المعلومات وجلسات الاستماع. إذا كنتم تحتاجون إلى مواءمات خاصة أو لترجمة شفهية أو تحريرية، فيُرجى الاتصال برقم الهاتف 503-823-7700 ، أو خط TTY (الهاتف النصي) على رقم الهاتف 503-823-6868 أو خدمة مرحّل أوريغون على الرقم 711 في غضون 48 ساعة قبل موعد الحدث.

Biroul de Planificare si Dezvoltare Durabila asigura acces egal la informatii si audieri publice. Daca aveti nevoie de aranjament special, translatare sau traducere, va rugam sa sunati la 503-823-7700, la 503-823-6868 pentru persoane cu probleme de auz sau la 711 la Serviciul de Releu Oregan cu 48 de ore inainte de eveniment.

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It is the policy of the City of Portland that no person shall be denied the benefits of or be subjected to discrimination in any City program, service, or activity on the grounds of race, religion, color, national origin, English proficiency, sex, age, disability, religion, sexual orientation, gender identity, or source of income. The City of Portland also requires its contractors and grantees to comply with this policy.

HOW TO TESTIFY

You may submit testimony to the Portland City Council on the Recommended Draft CC2035 Plan in any of the following ways:

By Email
Send an email to cc2035@portlandoregon.gov
Subject: CC2035 Testimony

By U.S. Mail
Portland City Council
c/o Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, Oregon 97201
Attn: CC2035 Testimony

Through the Map App
To review and testify on property-specific zoning, height and FAR provisions of the Recommended Draft CC2035 Plan: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035

To review and testify on the TSP Project List from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSP

To review and testify on the TSP Street Classifications from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSPClass

In person at the public hearing
September 7, 2017 at 2 p.m.
City Council Chambers
1221 SW 4th Avenue, Portland

(additional hearing dates may be scheduled)

Confirm hearing dates and times
Council may hear testimony on different elements of the CC2035 Plan on different dates and times. Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997.

To testify, please provide your full name and address. Testimony to City Council is considered public record. Testifiers' names, addresses and any other information included in the testimony will be posted on the website.

Review testimony as it comes in
www.portlandmaps.com/bps/testimony

For more information
- Visit project website: www.portlandoregon.gov/bps/cc2035
- Email the project team: cc2035@portlandoregon.gov
- Call the CC2035 helpline: 503-823-4286

If you need special accommodation, translation or interpretation, please call 503-823-4086 at least 48 hours before the hearing.

Para obtener más información, por favor llame al 503-823-4286.

如需更多資訊，請致電：503-823-4286。

За дополнительной информацией обращайтесь по номеру 503-823-4286.

Để biết thêm thông tin, vui lòng gọi 503-823-4286.

Wixii macluumaad dheeraad ah, fadlan wac 503-823-4286

Call the helpline at 503-823-4286 for more information.

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ترجمة تحريرية أو شفهية:	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda	ການແປພາສາ ຫຼື ການອະທິບາຍ

503-823-7700

ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

Portland City Council

Ted Wheeler, Mayor

Chloe Eudaly, Commissioner

Nick Fish, Commissioner

Amanda Fritz, Commissioner

Dan Saltzman, Commissioner

Portland Planning and Sustainability Commission

Katherine Schultz (Chair)

André Baugh (Vice Chair)

Chris Smith (Vice Chair)

Jeff Bachrach

Mike Houck

Katie Larsell

Gary Oxman

Michelle Rudd

Eli Spevak

Teresa St Martin

Margaret Tallmadge

Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Bureau of Planning and Sustainability

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Sallie Edmunds, Central City,
River and Environmental Planning Manager

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Lora Lillard, City Planner II, Urban Design

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Prosper Portland: Geraldene Moyle, Lisa Abuaf, Sarah Harpole, Shelly Haack, Peter Englander, Lew Bowers, Irene Bowers

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Bureau of Environmental Services: Kaitlin Lovell, Paul Ketcham, Amy Chomowicz, Alice Coker, Marie Walkiewicz, Amber Clayton, Matt Burlin and Stephen Himes

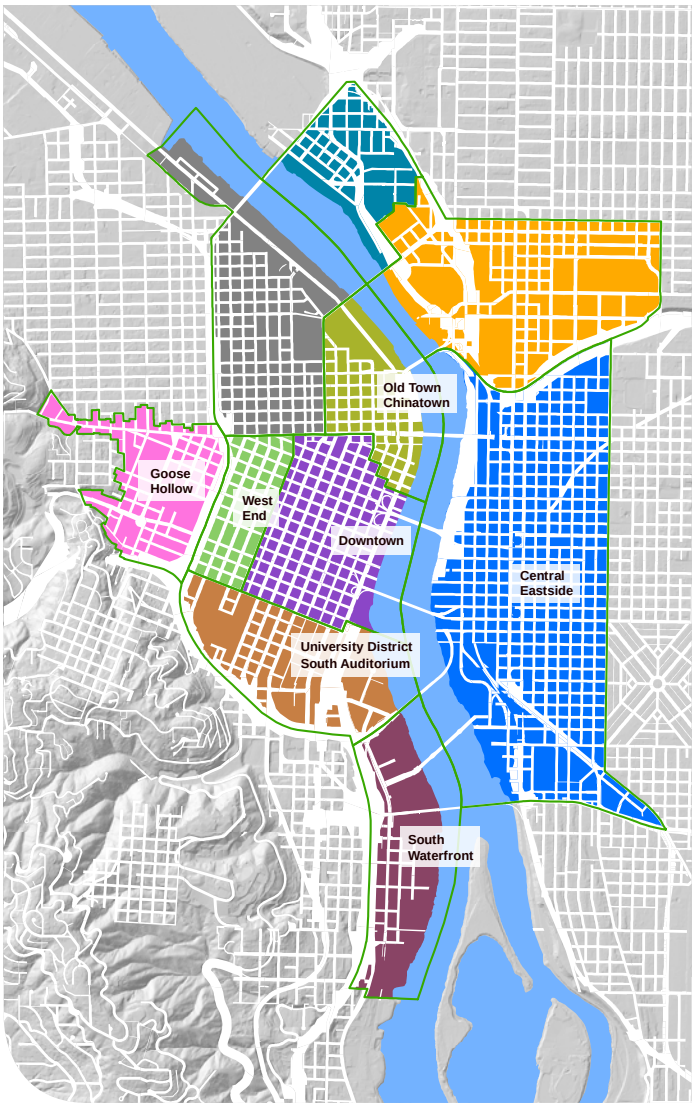
Portland Housing Bureau: Kurt Kreager, Javier Mena, Matthew Tschabold, Kim McCarty, Barbara Shaw, David Sheern

Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.



Girls sledding in the Park Blocks, 1890

THE 'GREEN LOOP'

A 21ST CENTURY PUBLIC WORKS PROJECT FOR PORTLAND

CENTRAL CITY 2035

Bureau of Planning and Sustainability
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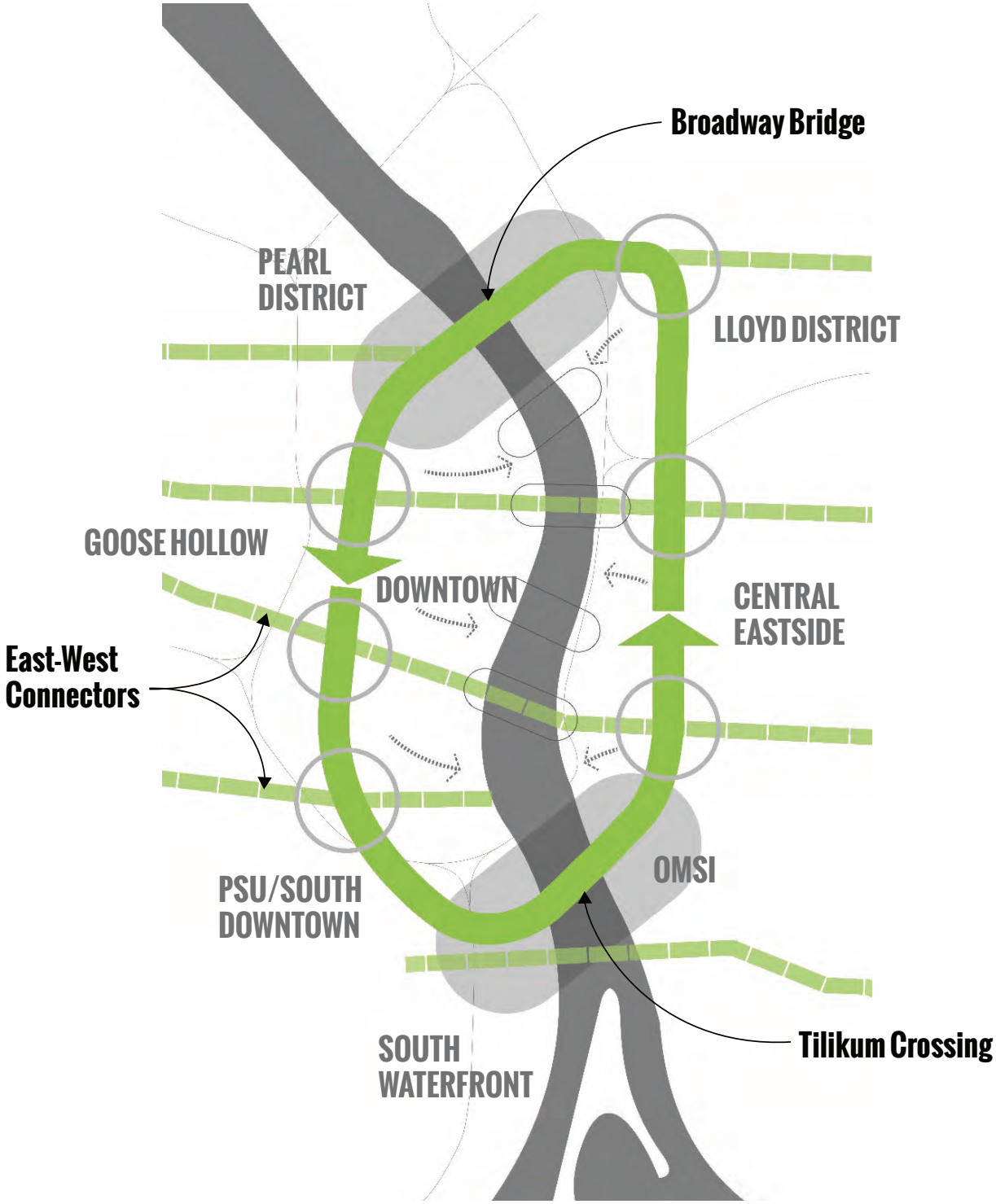
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

URBAN DESIGN STUDIO


Broadway Bridge
PEARL DISTRICT
LLOYD DISTRICT
GOOSE HOLLOW
DOWNTOWN
CENTRAL EASTSIDE
East-West Connectors
PSU/SOUTH DOWNTOWN
OMSI
SOUTH WATERFRONT
Tilikum Crossing

THE GREEN LOOP CONCEPT IS A SIX MILE LINEAR PARK THAT INVITES RESIDENTS, EMPLOYEES, AND VISITORS TO EXPERIENCE PORTLAND'S CENTRAL CITY IN AN ENTIRELY NEW WAY.

The Green Loop concept emerged as part of the Central City 2035 Plan, a partnership between the Bureau of Planning and Sustainability, Portland Parks and Recreation, Portland Bureau of Transportation and the Bureau of Environmental Services.

THE GREEN LOOP

THE CONCEPT IS...

Envisioned as an easy and smooth pathway through the Central City's parks and open spaces, the "Green Loop" is a six mile linear park that invites residents, employees and visitors to experience Portland's urban core in an entirely new way.

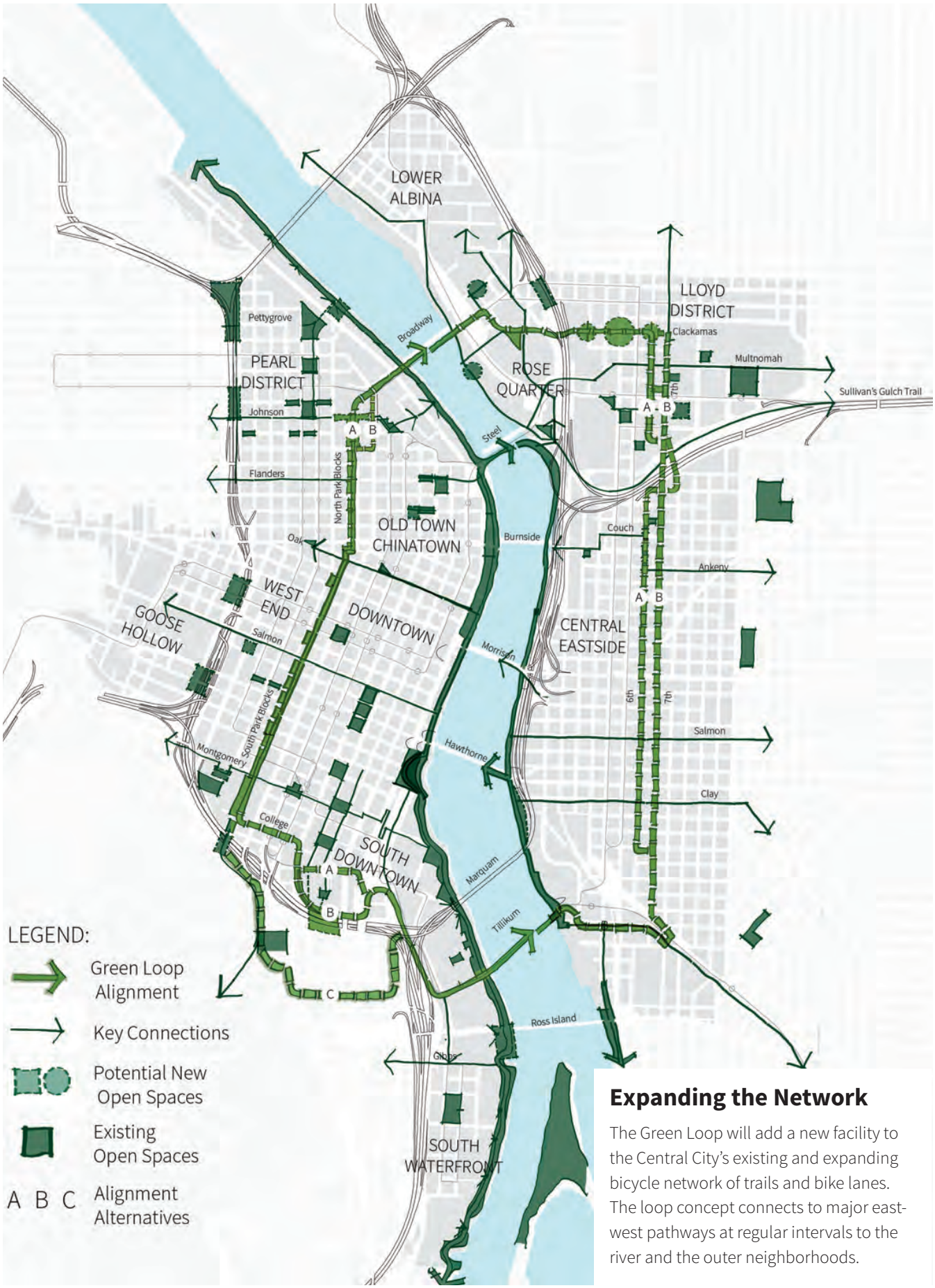
The path invites people to take a break from work, walk, run or ride among trees and in beautiful parks, enjoy restaurants and shops, or just breathe fresh air and get some exercise. On both sides of the river, people can see, touch and learn about cutting-edge technologies and fabrications, new street design, high performance buildings and experience civic works of art. For many, the Loop will become part of their regular commute from home to work in the Central City.

A signature 21st century place, completely unique to Portland and open to all, this "Central Path" embodies community aspirations to be a greener, healthier and more sustainable city. It reflects the best of Portland: people being active, living, working and visiting in the Central City, enjoying parks, trees and gardens, spending time at food carts, coffee bars, and riding bikes.

It will be our "Urban Promenade," promoting walking, jogging, biking and connecting people to light rail and streetcar as ways to get to hard-to-reach places. It will be an amenity that draws people from around the region to a different kind of recreational destination, an urban trek through the city — safe, green, active, vibrant and fun for all ages and abilities.

This "Way Around" takes advantage of existing public rights-of-way and proposes to bring new life and energy to connecting the Park Blocks, Tillikum Crossing, the Central Eastside and the Lloyd District to the Central Business District. A relatively low cost opportunity; it increases efficiency and expands access to many of the Central City's most distinctive places.

It is the next big idea in a list of innovative and collaborative successes; places that include Tom McCall Waterfront Park, Pioneer Courthouse Square and the Portland Transit Mall. Someday soon, it could well stand as the latest in a long history of wonderful examples of this community's ability to work together to bring big ideas to fruition.



Expanding the Network

The Green Loop will add a new facility to the Central City's existing and expanding bicycle network of trails and bike lanes. The loop concept connects to major east-west pathways at regular intervals to the river and the outer neighborhoods.

6230

BUILDING ON SUCCESS

The Vera Katz Eastbank Esplanade

Portland is a national leader in developing a culture of walking and bicycling.

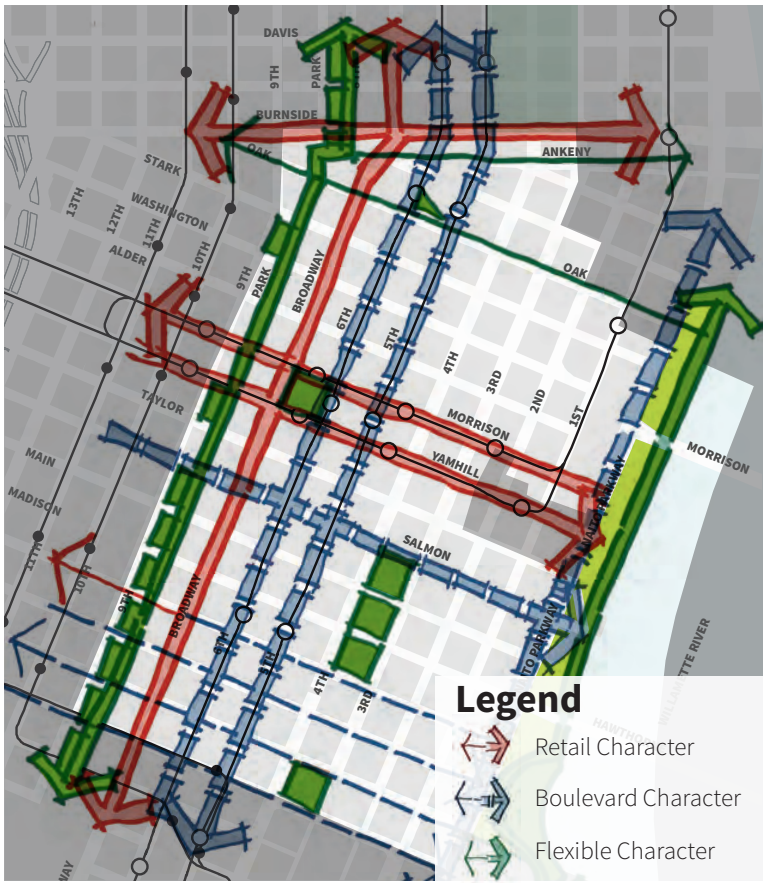
Today, Portland boasts one of the nation's highest percentage of bicycle commuters with a 7.2% work commute rate in 2015, but other American cities are catching up fast. While the Central City includes numerous streets with striped bicycle lanes, it has relatively few physically separated paths and trails, mostly found along the riverfront, blocks away from the concentration of retail, businesses, and attractions. This limits Central City ridership from a large swath of less confident cyclists who are looking for a more park-like, low stress experience. While 40% of the Central City land area is made up of streets, most look and function the same and face similar challenges to accomodate all modes of transportation. The uniformity of the streets also presents wayfinding concerns for 'interested but concerned bicyclists as well as walkers and joggers who are less confident navigating in the Central City.

Intentional Street Design

The Green Loop is part of the street hierarchy and character development concept which advocates for more diverse streets in the Central City. More intentional street design can create new urban experiences and help prioritize different functions for different streets.

Existing Separated Paths

The proposed Green Loop alignments, which will enhance and add new linear parks, will add a new system to the concentration of walkers, joggers, and bikers currently most comfortable along the riverfront, through the heart of downtown and the east side of the Central City.



Downtown District Map, Central City 2035 Plan

THE GREEN LOOP IS ABOUT...

HEALTHY CONNECTED CITY

City Greenways Network

The Green Loop serves as the hub of the network, linking the city's communities safely and directly to regional attractions and destinations. The system will provide safe and attractive pedestrian, jogging and bicycle connections between natural areas, parks, neighborhoods, schools, and commercial districts. Distinctive street design, landscaping, tree plantings, and sequences of parks along the greenways extend the experience of open spaces and nature into the streets of neighborhoods.

Citywide Trail
Springwater Corridor

Raised Cycle Track and Sidewalk
NE Cully Avenue

Enhanced Greenway Corridors
NE Klickitat Street

6232

THE GREEN LOOP IS ABOUT...

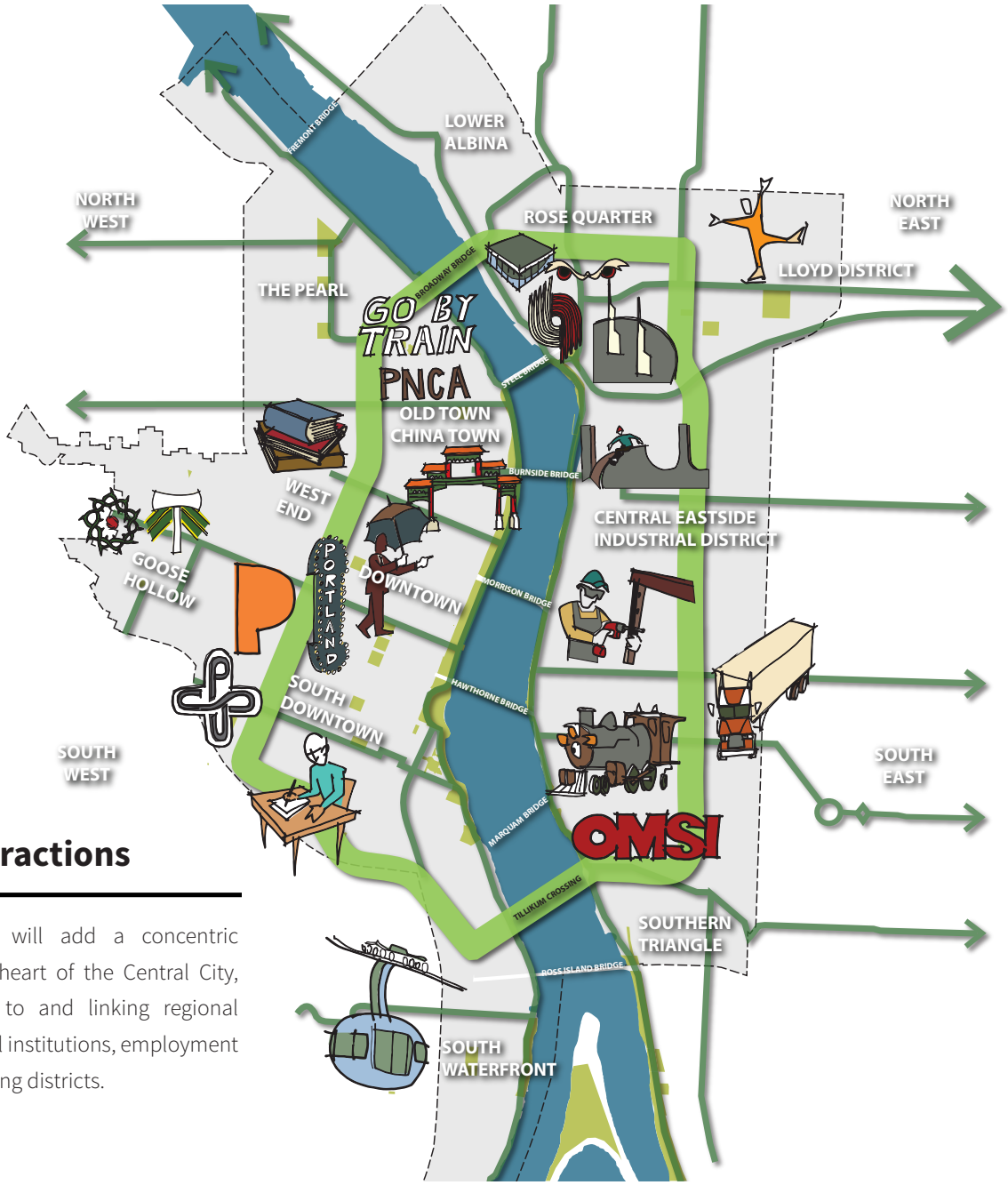
ADVANCING EQUITY

The Green Loop will increase accessibility and activity for all Portlanders.

While Portland is projected to grow substantially over the next few decades, it is safe to say that many of Portland's major public institutions, cultural attractions and regional destinations will remain in the Central City. The Green Loop will be free to use and will help Portlanders reduce transportation costs while helping to promote a healthy lifestyle. The ways that Portlanders will use the Green Loop will be as different as the people themselves.

How the Loop will Advance Equity

- Increases affordable, healthy access to Central City destinations/ attractions.
- Builds a system of facilities targeting 8-80 year old rides and accomodates all abilities.
- Provides pathways attractive to non-typical walk/bike commuters.



Linking Attractions

The Green Loop will add a concentric loop through the heart of the Central City, improving access to and linking regional attractions, cultural institutions, employment centers and shopping districts.

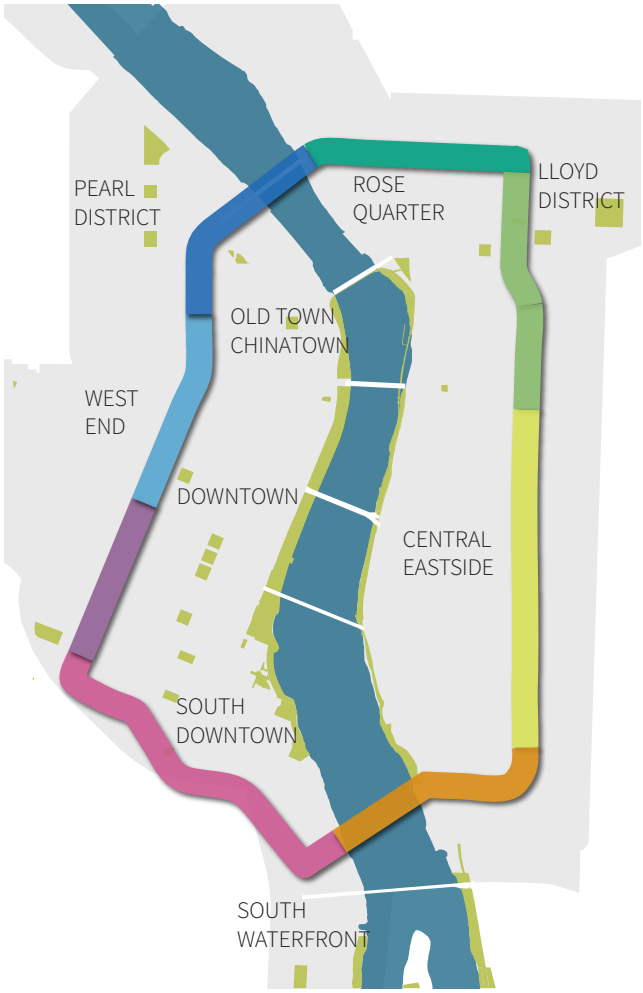
- **Supports and advances community sourced design.**
- **Linked to transit hubs for easy connections.**
- **Hub of future City Greenways system, reaching all neighborhoods of Portland.**

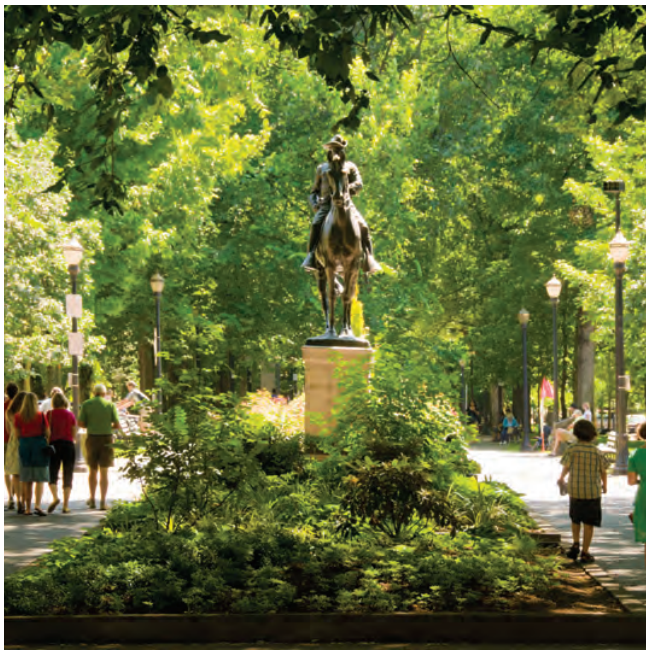
THE GREEN LOOP IS ABOUT...

PLACEMAKING

The Green Loop will move through the Central City districts.

The distinct identities and conditions of each district will help inform the design and placemaking strategies for the loop's different segments, creating a variety of experiences. Pathway design, furnishings and plantings will respond to local context, helping to contribute and stregthen the distinct identities of Central City's districts from the downtown retail core to the industrial eastside to the Rose Quarter.





TOBIN

PORTLAN
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RIP CITY
1971

KEY OBJECTIVES

Improve Health

Promoting daily physical exercise by walking, biking or jogging into and around the Central City.

The loop concept elevates the public health of Portlanders by creating an active transportation corridor and a recreational walking and jogging route through the Central City, expanding opportunities for healthy activities to a large population of employees, visitors, and residents.

Connect and Create Parks

Developing strong connections between existing parks and creating new ones.

The Central City features a wide variety of different open spaces, ranging from historic parks to newer designs that blend the boundary between park and street space. The Green Loop is a connected park system, providing a continuous link to open spaces and within areas of the Central City that lack public open spaces, it could catalyze the creation of future open spaces and gathering areas.

Support Businesses

Bringing people closer to local businesses, employment districts, institutions and attractions.

The Green Loop works within existing infrastructure to expand transportation options for workers commuting to jobs on both sides of the Willamette River. The loop and its connections will create higher visibility for local business, stores, and shops. New examples of Portland's street furniture (benches, streetlights, water fountains, tree grates, etc.) designed and manufactured in Portland, showcase local creativity, design talent and skilled craftsmanship.

Increase Pathways

Adding safer, more intuitive park-like pedestrian pathways through the Central City.

The small blocks and numerous streets of the Central City contribute to its reputation as a highly pedestrian-friendly environment. The Green Loop will be a safe, accessible path separated from vehicular traffic that connects many places that are not currently navigable, accessible, or intuitive.

Encourage Biking

Increasing the amount of "Interested but Concerned" cyclists riding into the Central City.

The loop concept proposes a system of clear, physically separated routes that will provide potential new riders with greater comfort and access to more places. It will include strategies to reduce conflicts between cyclists and pedestrians and cars, offering greater safety. It builds on the bicycle infrastructure in place across the Central City and connects bridges.

Grow and Build Green

Providing a local response to global climate change for future generations.

Connections and public spaces along the Green Loop will feature more large canopy trees and state of the art surface stormwater management facilities. The improved landscape will increase habitat opportunities for native species of trees, birds, and pollinators, and it will encourage more active transportation, reducing auto dependence and Portland's overall carbon emissions Building and site development along the Loop will be encouraged to contribute to a 'living laboratory' that focuses on innovative ways to improve energy performance.

DESIGN PRINCIPLES

1 Building Orientation

New development will be encouraged to orient its storefronts or building lobbies toward the Green Loop. New ground floor activity will provide greater visibility to the loop and create a safe and more vibrant environment.

2 Multi-Use Path

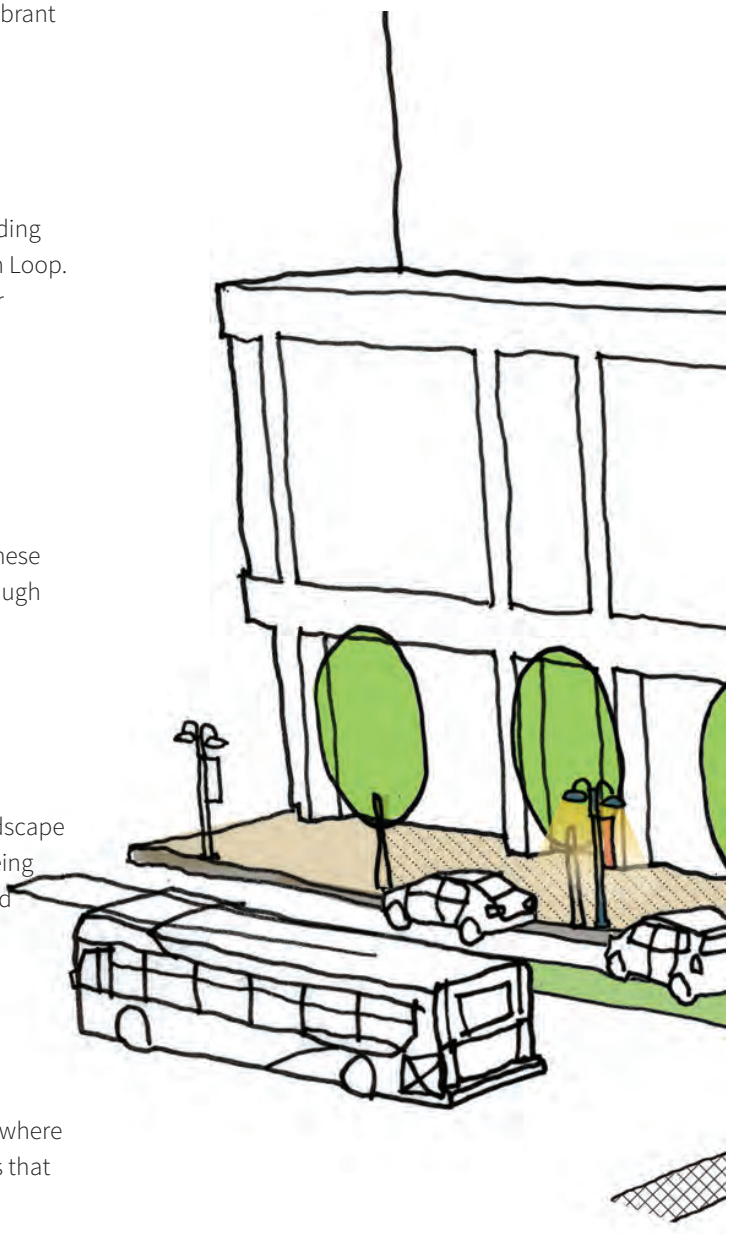
Paths that can accomodate a variety of different active uses including walking, jogging, and biking will be a defining feature of the Green Loop. Depending on the context these uses can be clustered together or separated by greenery or other features.

3 Physical Separation

The Green Loop concept includes physically separated paths to minimize conflicts between cyclists, pedestrians, and vehicles. These separated corridors will create safer, more intuitive pathways through the Central City for walkers, bikers and joggers.

4 Connected Canopy

A key wayfinding element of the Green Loop will be a distinctive approach to trees and other green features. The character of landscape plantings will vary along different segments of the Green Loop, being responsive to adjacent needs while helping to clarify the route and improve environmental performance.



5 Branding/Identity

The paths and adjacent properties will feature wayfinding and environmental design tools to help residents and visitors identify where they are while reflecting the local character of the various districts that the loop moves through.

6 Unique Street Furnishings

Street furnishings along the Green Loop will help distinguish the path, emphasizing its linear park environment and supporting activity nodes. The specific amenities and their locations will vary with right-of-way width and the adjacent ground floor uses.

HOW DO YOU KNOW YOU'RE ON THE GREEN LOOP?

APPENDIX

View of potential new Park Block over I-405

PRECEDENTS

Cultural Trail - Indianapolis, IN

The Indianapolis Cultural Trail is an 8 mile bike and pedestrian path in downtown Indianapolis. The goal of the trail is to connect neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for the city's greenway system. The path has been a catalyzing agent of economic development within the city's downtown districts, providing an estimated $864.5 million dollars in economic impact and approximately 11,000 new jobs.
Source: http://www.indyculturaltrail.org/about

Vester Volgade - Copenhagen, DK

Vester Voldgade has reduced vehicle traffic and increased the boulevard atmosphere with rows of trees, new open spaces, and wide promenades, making room for pedestrians and cyclists on the former high traffic road. Four lanes have been reduced to two, and a large strip of parking spaces has been removed to accomodate seating and other furnishings. Three new squares are connected physically and visually by Vester Volgade and its rows of trees and paving, which carry through to the squares themselves.

The 606 - Chicago, Ill

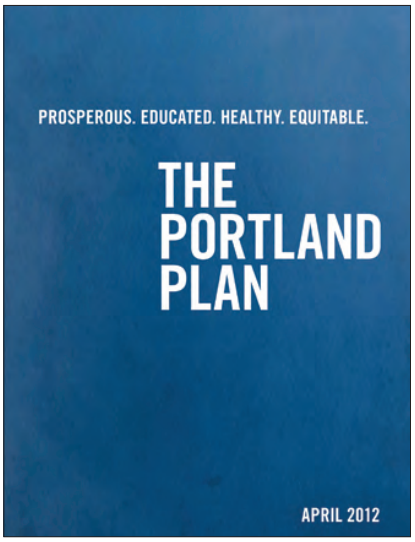
The 606 Trail is a 2.7 mile recreational trail that bisects four inner city Chicago neighborhoods. Similar to New York City's High Line, the infrastructure project converted a dormant elevated freight line into a unique urban park. However, unlike the High Line, which focuses more on passive open spaces, the 606 prominent feature is a multi-use path for walkers, joggers, and cyclists. The total cost of the project was $75 million, which was predominately provided by federal government funds to reduce traffic congestion and improve air quality in cities in addition to private donors and the local city government.

Brooklyn Waterfront Greenway - Brooklyn, NY

The proposed Brooklyn Greenway will add miles of new physically separated pathways in the predominately industrial naval yards. The collaborative effort between local government and the Regional Planning Association will help residents and tourists safely connect to existing and future parks along the Brooklyn pier.

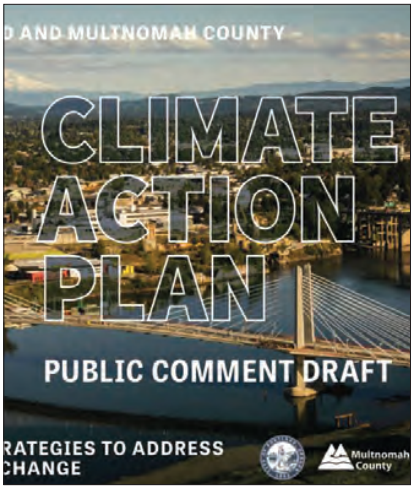
THE GREEN LOOP PRECEDENTS

Before I die...
#BIDSAV



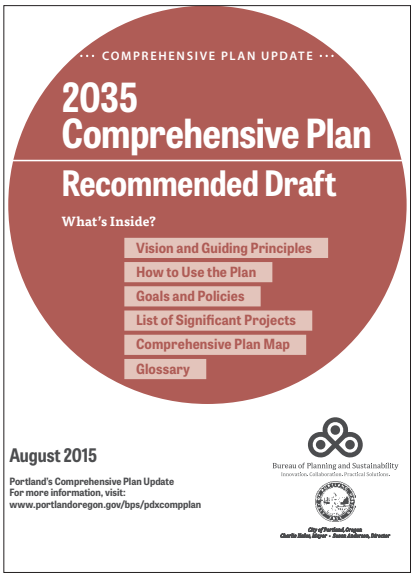
Portland Plan

The 2012 Portland Plan builds on extensive community involvement and envisions an equitable, healthy, educated and prosperous city that increases opportunities for all and includes a strategic plan of projects to help guide implementation. Its "Healthy Connected City" strategy describes a series of active neighborhoods, centers and signature natural areas, all connected by a comprehensive and diverse network of corridors and connections. The system of connections includes "greenways," a distinctive set of park-like corridors that are designed to encourage active transportation – walking, rolling, jogging and biking. These facilities offer a clear and different choice from the more urban, busy and transit-rich development corridors. They are intended to link people to parks, open spaces and natural resource areas.



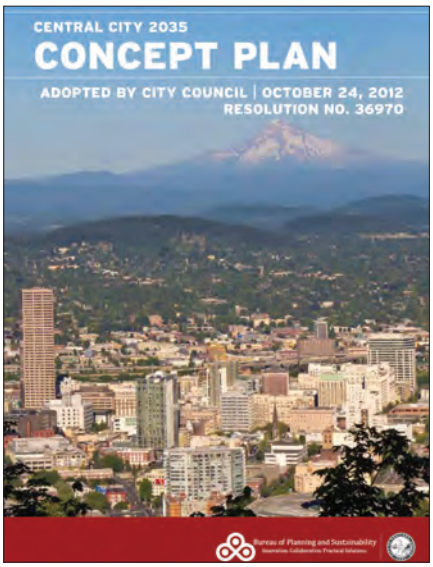
Climate Action Plan

The origins of the "green loop" concept can be traced back to larger planning initiatives that address much larger regional and societal trends and set aggressive growth and sustainability targets for the City of Portland. The 2015 Climate Action Plan set ambitious new goals for carbon and greenhouse gas reduction citywide. As transportation contributes to almost a third of the city's total generated carbon, part of the plan focuses on improvements existing movement systems and the creation of new facilities that will discourage single-occupancy auto trips. The "green loop" will create a connected system of public open spaces and connections that promote more walking, biking and transit trips, contributing to a smaller citywide carbon footprint.



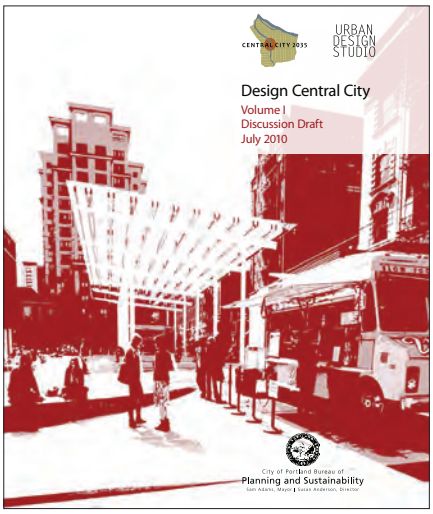
Comprehensive Plan Update

The 2035 Comprehensive Plan Update is a 20 year plan that sets the framework for the physical development of the city and will help implement the Portland Plan. Enhance Portland's public realm, integrate nature into the city, and link people, places, and wildlife through active transportation facilities, green infrastructure investments, urban tree canopy, and habitat connections.



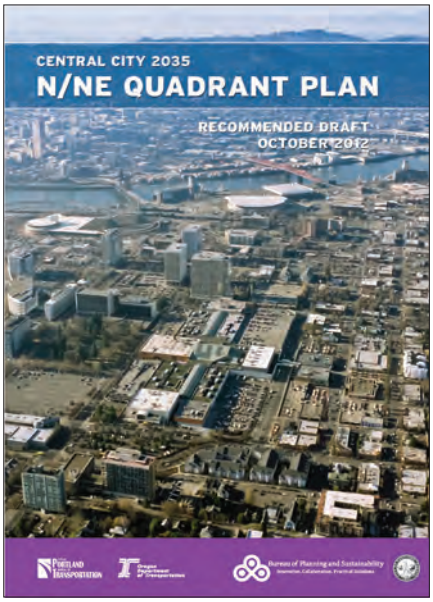
Central City 2035: Concept Plan

The specific “green loop” concept was the result of work by the urban design subcommittee of the CC2035 Concept planning process during the Spring and Summer of 2012. The urban design subcommittee included members of the steering committee, representatives from city agencies and invited design professionals. The subcommittee worked through multiple urban design alternatives, exploring and evaluating different directions, before helping to develop the proposed urban design concept diagram and framework map for the CC2035 Concept Plan.



Central City 2035: Design Central City

The background document for the Central City 2035 Concept Plan (CC2035) process, Design Central City Volume 1, identified three primary urban design issue areas in the Central City: the river, the east side and the public realm. The “public realm” section outlined issues facing the existing system of streets and parks, including active recreation space deficiencies, habitat opportunity areas, street homogeneity and unclear connectivity. These issues were tested and refined through a series of urban design workshops and stakeholder interviews, ultimately being finalized by the CC2035 advisory group in 2011.



Central City 2035: Quadrant Plans

The North/Northeast Quadrant Plan, adopted with CC2035 in the Fall of 2012, proposed a set of new street design typologies. The intent behind the proposal was to be more intentional about the relationship of land uses and the way buildings relate to the street. Called the “Street & Development Character Concept” it proposed three types of street environments: Retail/Commercial, Boulevard and Flexible. The “green loop” would be classified as signature part of the “flexible” design type, more oriented to walking and biking, inclusive of (or linking) open space opportunities, and a strong green character.

View of potential SE 6th Ave in the Central Eastside

SH2
GREEN LOOP
TO GRAND HISTORIC DISTRICT
TO OMSI

URBAN
DESIGN
STUDIO

Our mission is to advance the design quality of places citywide.

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt June 6, 2018 Items 610-614

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF JUNE, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4.

Commissioner Eudaly left at 12:00 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 585 and 589 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 10:25 a.m. and reconvened at 10:30 a.m.

		Disposition:
	COMMUNICATIONS	
577	Request of Tabitha Ponciano to address Council regarding supporting human rights in the Philippines (Communication)	**PLACED ON FILE**
578	Request of Dante Haruna to address Council regarding supporting human rights in the Philippines (Communication)	**PLACED ON FILE**
579	Request of Melissa Munoz to address Council regarding supporting human rights in the Philippines (Communication)	**PLACED ON FILE**
580	Request of Nikki De Leon to address Council regarding supporting human rights in the Philippines (Communication)	**PLACED ON FILE**
581	Request of Dr. Alma Trinidad to address Council regarding supporting human rights in the Philippines (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
582	**TIME CERTAIN: 9:45 AM –** Proclaim June 4-10 to be Timbers, Thorns FC and T2 Stand Together Week (Proclamation introduced by Mayor Wheeler and Commissioner Fish) 10 minutes requested	**PLACED ON FILE**

583	**TIME CERTAIN: 10:00 AM –** Accept a $188,000 award from Metro Nature in Neighborhoods Capital Grants Program for improvements at Leach Botanical Garden (Ordinance introduced by Mayor Wheeler and Commissioner Fritz) 20 minutes requested	**PASSED TO SECOND READING JUNE 13, 2018 AT 9:30 AM**
	CONSENT AGENDA – NO DISCUSSION	
	Bureau of Transportation	
***584**	Authorize a contract with the lowest responsible bidder for SW Bond Ave: SW Porter St SW River Pkwy Road Construction (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman) (Y-4)	**188979**
	Mayor Ted Wheeler	
	Bureau of Emergency Management	
***585**	Authorize application to the Department of Homeland Security Urban Areas Security Initiative Grant program for a grant in the amount of $2,500,000 to enhance emergency preparedness through planning, training and equipping of emergency responders in the Portland Urban Area (Ordinance) (Y-4)	**188993**
	Bureau of Environmental Services	
586	Authorize the Director of the Bureau of Environmental Services to enter into an Intergovernmental Agreement with the City of Lake Oswego and Metro to work cooperatively on a Trail Master Plan for Tryon Creek State Natural Area to Willamette River Greenway (Second Reading Agenda 542) (Y-4)	**188980**
	Bureau of Planning & Sustainability	
***587**	Authorize an Intergovernmental Agreement with Multnomah County for $60,000 to provide funding for an Air Quality Feasibility Study (Ordinance) (Y-4)	**188981**
***588**	Authorize application to the Oregon Department of Transportation for grants in the amount of $470,000 as part of the 2018 Transportation and Growth Management Program (Ordinance) (Y-4)	**188982**
	Office of Management and Finance	
***589**	Pay employment discrimination lawsuit of Chaunci King in the sum of $120,000 involving the Bureau of Human Resources (Ordinance) (Y-4)	**188994**
***590**	Authorize an Intergovernmental Agreement to provide the Multnomah County Department of Health Services $61,908 in FY 2017-18 for efforts related to the enforcement of specified animal regulations in the City of Portland (Ordinance) (Y-4)	**188983**

591	Extend term of a franchise granted to NewPath Networks, LLC to build and operate wireless facilities within City streets (Second Reading Agenda 550; amend Ordinance No. 180376) (Y-4)	**188984**
592	Extend term of right-of-way use agreement granted to Verizon Wireless LLC dba Verizon Wireless for mobile telecommunications services (Second Reading Agenda 551; amend Ordinance No. 180379) (Y-4)	**188985**
593	Extend term of a right-of-way use agreement granted to Sprint Spectrum, L.P. for mobile telecommunications services (Second Reading Agenda 552; amend Contract No. 185717) (Y-4)	**188986**
594	Extend term of right-of-way use agreement granted to New Cingular Wireless PCS, LLC for mobile telecommunications services (Second Reading Agenda 553; amend Contract No. 185789) (Y-4)	**188987**
595	Extend term of right-of-way use agreement granted to T-Mobile West Corporation, Inc. for mobile telecommunications services (Second Reading Agenda 554; amend Contract No. 185790) (Y-4)	**188988**
	REGULAR AGENDA **Bureau of Parks & Recreation**	
***596**	Increase contract with FFA Architecture & Interiors, Inc. in amount of $107,500 for services for the Peninsula Park Community Center Pool Improvements Project No. P30128 (Ordinance introduced by Mayor Wheeler and Commissioner Fritz; amend Contract No. 31000799) 15 minutes requested (Y-4)	**188989**
	Bureau of Transportation	
597	Rename streets west of the Willamette River and east of SW Naito Pkwy, SW View Point Terr and Tryon Creek State Natural Area from Southwest to South, creating a sixth addressing sextant in the City of Portland and Multnomah County; and rename SW Aventine Circus, SW Esquiline Circus, SW Front Ave, SW Northgate Ct and SW South Ridge Dr (Second Reading Agenda 574; introduced by Mayor Wheeler and Commissioner Saltzman; amend Ordinance No. 61325; amend Code Chapter 24.75.010) (Y-3; Eudaly absent)	**188995** **AS AMENDED**
598	Rename SE Martin Ct for consistency with SE Martins Ct and SE Martins St; and rename SW Radcliff St for consistency with SW Radcliffe Ct, SW Radcliffe Ln and SW Radcliffe Rd (Second Reading Agenda 575; introduced by Mayor Wheeler and Commissioner Saltzman) (Y-3; Eudaly absent)	**188996**
	Mayor Ted Wheeler **Bureau of Environmental Services**	

599	Authorize contract with CDM Smith Inc. to provide engineering services for the Columbia Boulevard Wastewater Treatment Plant Headworks Screening Improvements Project, BES Project No. E10805, in the amount of $3,286,837 (Ordinance) 10 minutes requested	**PASSED TO SECOND READING JUNE 13, 2018 AT 9:30 AM**
	Bureau of Police	
***600**	Authorize an Intergovernmental Agreement with Multnomah County to continue to provide House Bill 3194 offender law enforcement supervision and support (Ordinance) 15 minutes requested (Y-4)	**188990**
***601**	Extend contract with VCA Antech, Inc., dba Southeast Portland Animal Hospital to June 30, 2023 and increase by not-to-exceed amount to $175,000 for Veterinary Care of Police Bureau Canines (Ordinance; amend Contract No. 30003480) 15 minutes requested (Y-4)	**188991**
***602**	Extend contract with Cascadia Behavioral Healthcare, Inc. to June 30, 2019 and increase the not-to-exceed amount to $1,613,724 for mental health clinician services (Ordinance; amend Contract No. 30003831) 15 minutes requested (Y-4)	**188992**
603	Accept a grant in the amount of $162,635 from the State of Oregon, Oregon Military Department, Office of Emergency Management for the FY 2017 State Homeland Security Grant Program Phase Seven to fund joint bomb teams equipment and training (Ordinance) 20 minutes requested for items 603 and 604	**PASSED TO SECOND READING JUNE 13, 2018 AT 9:30 AM**
604	Authorize an Intergovernmental Agreement between the City of Portland, City of Gresham, City of Vancouver, Clackamas County, Port of Portland, and Clark County, Washington to maintain and equip a unit capable of an immediate response to situations involving explosives and explosive disposal (Ordinance)	**PASSED TO SECOND READING JUNE 13, 2018 AT 9:30 AM**
	Bureau of Transportation	
605	Vacate a portion of SE Grant St west of SE Water Ave subject to certain conditions and reservations (Second Reading Agenda 559; VAC-10117) Continued to June 6, 2018 at 2:00 p.m. (Y-4)	**188999**
606	Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 55th-57th Aves and Killingsworth St Local Improvement District (Second Reading Agenda 560; C-10062) (Y-3; Eudaly absent)	**188997** **AS AMENDED**
	City Budget Office	
607	What Works Cities Report (Report) 30 minutes requested **Motion to accept the report:** Moved by Fritz and seconded by Fish. (Y-4)	**ACCEPTED**

	Office of Management and Finance	
608	Amend the Business License Law to increase the tax rate and increase the Owners Compensation Deduction (Ordinance; amend Code Chapter 7.02) 15 minutes requested Rescheduled to June 7, 2018 at 2:45 p.m. Time Certain.	**PASSED TO SECOND READING JUNE 13, 2018 AT 9:30 AM**
	Water Bureau	
609	Extend contract with Schneider Electric Systems USA, Inc. for the supervisory control and Data Acquisition system upgrade, and increase compensation in the amount of $826,035 (Second Reading Agenda 570; amend Contract No. 30005924) (Y-3; Eudaly absent)	**188998**

At 12:13 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF JUNE, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
S-610	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Second Reading Agenda 538; introduced by Mayor Wheeler) 30 minutes requested for items 610 - 614 (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189000** **AS AMENDED**
611	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Second Reading Agenda 539; introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**189001** **AS AMENDED**
S-612	Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Second Reading 528; introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE** **189002**
613	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 529; Resolution introduced by Mayor Wheeler) (Y-4)	**37360** **AS AMENDED**
614	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 530; Resolution introduced by Mayor Wheeler) (Y-4)	**37361** **AS AMENDED**

At 2:53 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF JUNE, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4. Commissioner Fish arrived at 3:15 p.m., 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Ovie Griggs and John Paolazzi, Sergeants at Arms.

The meeting recessed at 2:57 p.m. and reconvened at 3:17 p.m.

		Disposition:
615	**TIME CERTAIN: 2:00 PM –** Accept the 2018 Annual Report on Sister City Activities (Report introduced by Mayor Wheeler) 45 minutes requested **Motion to accept report:** Moved by Saltzman and seconded by Fritz. (Y-4)	**ACCEPTED**
616	**TIME CERTAIN: 3:00 PM –** Conduct a Proposed Use Hearing on State Shared Revenue (Hearing introduced by Mayor Wheeler) 1.5 hours requested for items 616-621	**PLACED ON FILE**
617	Certify that certain services are provided by the City to establish eligibility for State Shared Revenues (Resolution introduced by Mayor Wheeler) (Y-5)	**37362**
***618**	Approve accepting funds from the State of Oregon under State Revenue Sharing Program for the fiscal year beginning July 1, 2018 and ending June 30, 2019 (Ordinance introduced by Mayor Wheeler) (Y-5)	**189003**
***619**	Create and rename various funds and update the fund statements of purpose for various funds (Ordinance introduced by Mayor Wheeler; amend Code Sections 5.04.515, 6.07.060 and 6.07.145) (Y-5)	**189004**
	Continued next page.	

***620**	Adopt the annual budget of the City and establish appropriations for the fiscal year beginning July 1, 2018 and ending June 30, 2019 (Ordinance introduced by Mayor Wheeler) **1. Motion to increase Special Appropriations budget by $350,000 in one-time General Fund resources for competitive grants. The funding source will be an increase in beginning fund balance resulting from underspending on those grants in FY 2017-18; amend attachments B, C, and E as necessary:** Moved by Wheeler and seconded by Fritz. (Y-5) **2. Increase the position authority for the Portland Bureau of Transportation (Transportation Operating Fund) by 29 FTE. The funding sources for these positions include internal reallocations of existing appropriation and a reduction to bureau contingency of $289,554. The positions were approved by Council in the FY 2017-18 Spring Supplemental Budget, but were inadvertently excluded from the Adopted Budget Change memo. Amend Attachments B, C, and E as necessary:** Moved by Wheeler and seconded by Saltzman. (Y-5) **3. Reallocate $58 million from unappropriated ending fund balance in the Development Services Fund of the Bureau of Development Services to contingency in order to facilitate an interfund loan with the Housing Capital Fund. This amendment does not result in an increase to either fund's FY 2018-19 budget. Amend Attachments B, C, and E as necessary:** Moved by Wheeler and seconded by Fish. (Y-5) **4. In accordance with a budget note in the FY 2017-18 Adopted Budget, an external consultant was engaged to evaluate options and make recommendations to Council on the optimal location and structure for the Office for Community Technology (OCT) within the City's organizational framework. Based on these recommendations and consultation with City staff, Council directs that the OCT be established as a stand-alone office beginning in September 2018. Council directs the Revenue Division and OCT staff to bring forward budgetary and position changes in the FY 2018-19 Fall Budget Monitoring Process for Council consideration. Council further directs OMF-Facilities to develop options and plan for the physical relocation of OCT staff, with the relevant budgetary actions also brought forward during the FY 2018-19 Fall Budget Monitoring Process:** Moved by Wheeler and seconded by Fritz. (Y-5) (Y-5)	**189005** **AS AMENDED**
***621**	Approve levying taxes for the City for the fiscal year beginning July 1, 2018 and ending June 30, 2019 (Ordinance introduced by Mayor Wheeler) (Y-5)	**189006**

At 4:09 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

JUNE 6, 2018 2:00 PM

Wheeler: Karla, please call the roll. [roll call taken]
Wheeler: The message of the day.
Lauren King, Deputy City Attorney: Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. Presiding officer preserves order and decorum so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may sign up for public testimony on resolutions or first readings of ordinances. Your testimony should address the matter being discussed at the time. Please state your name for the record. Please disclose if you're a lobbyist. If you're representing an organization please identify it. The presiding officer determines length of testimony. Individuals generally have three minutes to testify unless other I would stated. You are in the audience and would like to show support for inning feel free to do thumbs up. If you want to express you do not support something, thumbs down. Disruptive conduct will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel comfortable, welcome, respected and safe.
Wheeler: I'm so glad I don't have to read that any more. You're thrilled too.
King: Wondering how long it will take before I have it memorized. Not yet.
Wheeler: You did it brilliantly. Before we get to the agenda at hand there's one item carried over from this morning. It's a second reading so it will be quick but we needed four people present. Could you please read 605, which is the continuation from this morning, Karla.
Item 605.
Wheeler: So this is a second reading. There's already been extensive presentation and testimony on this item. Please call the roll.
Fish: Aye. **Eudaly:** Aye. **Fritz:** Aye.
Wheeler: Aye. The ordinance is adopted.
Wheeler: All right, so we're back today to wrap up our work on the central city 2035 plan. Just a reminder that the record is closed. That no further testimony will be accepted at this point. Karla, please read item 610.
Item 610.
Wheeler: Joe, why don't you introduce this.
Joe Zehnder, Bureau of Planning and Sustainability: Good afternoon, mayor. Joe zehnder with the bureau of planning and sustainability. This first item today is the heart of the central city plan, it’s most of the plan. The policies, goals, code that you have been working on diligently. As the core of the plan, this has been I just wanted to mention a major development, major effort to pull this plan together. Thousands of hours of the

public's time, thousands of decisions on big issues and small issues. The reason that this level of effort was mounted for the central city was not just because it's a special place but because its success is essential for the success of the whole city. There's a link between our central city and the entire rest of the city. That success is the ability of the city to meet our goals to be prosperous, healthy, equitable and resilient. At the end of a project this large, especially we can lose perspective on what we'll accomplishing. This is a major revision, a major tool put in place so that we'll be able to accomplish these goals for all of Portland.
Wheeler: Very good. With that, Karla, please call the roll.
Fish: Well, I know we have a number of votes. I think as joe reminded us, this is the big one. So I want to take a moment to say a few things and thank a few people. This has been a long and actually fascinating process. I want to begin by thanking sally edmunds, mindy brooks, rachel hoy at bps in particular. But also joe zehnder, all the people who throughout this process have taken the time to help me better understand the issues, the policy choices, and also want to thank susan anderson for the work that she did on this and during my entire service on this council. So I don't mean to leave anybody out on the staff side but to everyone at bps, thank you very much. You know, you do very difficult work. You do it very well. I think you have actually come up with a model about how to deal with complex issues with lots of amendments and moving pieces. The cheat sheets and briefings we get are in my opinion best in class. Thank you very much for all the work that you do and have done to get us to this point. I want to thank kaitlin lovell and the bureau of environmental services for their work drilling down on some of the environmental things that we have agreed to. A number of them are really path breaking. They are significant not just locally but nationally. So i'm very proud that we have had a small role in that. I want to thank my colleagues. As long as I have been on the council there have been people conspicuously smarter on land and zoning issues than I am. One of the joys of this job is learning from people that have different experiences, different history, who served on regulatory bodies, who have brought their own values and passion to our conversations and while we reach consensus on a startlingly -- on many of the most important issues that came before us -- [laughter] we also had some passionate debates about some other issues. I just appreciate the thought and care which all my colleagues bring to these kinds of discussions and i'm proud to be on a council where people are so thoughtful about them. I'm not going to single out just my list of favorites. Although there's a lot in here that i'm really proud of. I do want to say that the person who has helped me the most throughout this is jamie dunphy. I want to thank jamie for all the work that he's done. It's a big load on staff to have this. We have five or six notebooks. I think I have further aggravated a chronic back problem carrying these around from meeting to meeting. Jamie has been wonderful interface, talking to the community and preparing me for the meetings. I appreciate jamie's good work. I continue to believe that in the main, what we're trying to do here starting with the west quad plan and then through to today is we're trying to figure out a way to balance growth in a sensible way in the city. You know, it's easy to say we're going to put growth where we can accommodate it like downtown and town centers. Corridors. Things like that. But while that is sort of the touchstone that we follow, it still requires very difficult choices. And tradeoffs. Sometimes there are winners and losers. I will continue while i'm on council to want to focus height and density where it can be best accommodated, but i'm also learning through this process that you can't just -- that we're reaching a point where there are not easy choices about where we build. That in fact we have to think about the city as a whole. One of the reasons I think that's important is that if we really believe in equity and opportunity there has to be a chance for every neighborhood to be open to people who want to live there regardless of income or

circumstances. We'll obviously more to say on that as we move to the -- less controversial items on our agenda starting this fall like the residential infill project. [laughter] I have learned on this council that one of the things we generally do well is once we have identified a problem, and a glitch in the system, we're pretty effective at addressing and fixing it. Now, in the world we live in that and 2.50 gets you on the max. Or better check with maurice on that. I think that's right. But I think in government we have to acknowledge there are always going to be flaws that we identify. And glitches. The question is, do we then take the time to fix them and to get them right going forward. I think one of the things that we learned a couple years ago is that we had been for too long neglecting a big look at our boards and commissions. The burdens we were putting on people. We had not asked basic questions, are we giving people the tools they need to be successful, are they getting the support, do we have uniform standards like bylaws and other things. Most importantly, do we have clear rules about conflicts of interest, and when they have to be disclosed. Through this process we have actually been able to do a pretty significant upgrade of how we look at boards and commissions city-wide, which I think is very important. If we're going to demand a lot of our community volunteers we odd to make sure their time is respected and valued. One way is we're clear about what role they have, what their responsibility is, what support they get from us. At the end of the day it's up to us to weigh the advice we get and make our best judgment. Throughout the course of this we have had a chance to do a big look at boards and commissions and make some significant changes. I want to thank judy prosper and some other folks in particular for working on that. Finally, I continue to feel a certain amount of regret that this extraordinary process ended on what I consider somewhat of a sour note around old town chinatown. I don't say that because i'm a sore loser although randy leonard once told someone that was being nasty to me, he said I can deal with sore losers. I don't like sore winners. [laughter] that was a very great insight. But I regret that we sort of ended on what I consider a sour note because old town chinatown was one of a host of very complicated things that we worked on. I know that it has provoked some passion in the community. I reserve the right to say, as I continue to believe, that we got it wrong. But that is the beauty of our system. We have five people who make the best judgment call that they can and I respectfully disagree with two of my colleagues. That doesn't prevent us from working effectively on a host of other things. I think personally we got this wrong. I wish we had not rushed it. I wish we had not added four additional blocks. I think it was a mistake. But again, I don't believe in monday morning quarterbacking indefinitely, just for a little while. I wish that was an issue that we could revisit. It's not in the cards. But I do feel it's important because a number of people have misrepresented my position and a number of people have expressed lack of confidence in future council. I do think it's important to put on the record something equivalent to what the mayor put on the record, essentially stating his values, what you can expect from him while he served on this council. He put down some markers, here's what I will be looking for and I get lan su chinese garden is a city treasure, a national, global treasure, and the mayor said, you know, i'm not going to be cavalier about this issue when it comes up. It comes to council from landmarks or wherever, and I understand the concern. So I make the same commitment. My hope is I get to serve the next 4.5 years. Some people, my joke is you're stuck with me for 4.5 years. My commitment is over the next 4.5 years, if there is development proximate to the lan su chinese garden, I commit that I will be vigilant in working with the community to make sure there's no adverse impact. And to confirm, I hope, with some of my friends that this is not something that is just a passing fancy because I have a long record of being a friend and supporter of lan su chinese garden. I just want to take a moment to reflect on the fact that we have existing code that actually when you revisit it is quite promising. I have checked

with linley that I can say a few of these things because this is not putting something new in the record, just citing to existing code. I'm citing to existing law. Going back to 1985 we have had some requirements that dealing with shadows and studies and we have had standards that have been in place. In 1988 we expanded those standards to open spaces in the central city and we did a couple things that I think were important. Today's code is similar to 1988 but also been updated to include some additional restrictions, but even if that did not give someone solace, I think it's worth noting that that's not the only tool in our kit. The design review process allows for consideration of shadow impacts even if the shadow standard is met. Let me say that again. The design review process allows consideration of the shadow impact even if the shadow standard is met. Bds, bureau of development services, and the design commission have often expanded on the zoning code standard when development is adjacent to open spaces and there's a rich history of us doing that and I hope we continue. The central city fundamental design guidelines are used both by design commission and the landmarks commission. Guideline b5 reads, make plazas, parks and open spaces successful. I think that if a plaza, park or open space was deprived of light for much of the day we would hardly be able to claim that's a successful space. The guidelines by the way apply to all blocks surrounding the lan su chinese garden. We also have the new chinatown/japantown historic district guidelines, and while the garden is outside of the historic district there's, after all, guideline a6, which states, reflect the desired landscape character of the district in rights of way at building entries and special places. I think I know what they were referring to when they said special places. Specific to the garden the description states where northwest 3rd avenue buildings face the lan su chinese garden or where northwest 4th avenue buildings are in proximity to the chinatown gate, providing respectful, contextual responses to these important places. That's pretty powerful language that even I can understand. Under the river district design guidelines, guideline b5-2, b5-2, which is used by the design commission in reviewing projects within 400 feet of the garden, strengthen the significance of the classical chinese garden. I think I know what that means and I will tell you that I won't be shy about interpreting that in a way to the great advantage of our treasure there. Now, I could go on and on because there are additional things that we have discovered and researched with the help of the bureau of planning and sustainability. But mayor and colleagues, I think there's an additional opportunity, which we will not decide today, but I think it would be smart of us to address this in short order as part of a work plan. The bureau of planning and sustainability will be updating its central city fundamental design guidelines. That is an opportunity to revisit and update a number of design guidelines and to do it the right way, which is with lots of public input and consideration of tradeoffs and other type of things. And I hope that we have an opportunity later this summer to consider whether that should be in the work plan that we ask bps to undertake over the next year and a half. So to be very clear, under the existing standards, if there is development proximate to the lan su chinese garden that has an impact on shadows during different times of the day, this commissioner as long as I have the honor of serving here will be vigilant in enforcing our rules for the benefit of a garden that we consider a treasure of this city. While that may not be satisfactory to some, it's the most significant commitment that I can make given the fact that I do not control a majority of the council on the question of height. I respect my colleagues on where they landed, but the next best thing I can do is take that position going forward and during the balance of my service on the council i'm making a public commitment to do so. So with that, and i'm sorry to spend so much time on it but I think it's important, I thought the mayor made an eloquent statement to that similar effect recently and I thought it was important the public heard from a number of us to that end. I'm proud of the work we have done. It's not always our most heralded work.

There will be a one-sentence reference and sources say we got this thing done but it's probably one of the most core things we do. After all, many the the two parts of our job that I think are so fundamental are having a vision for what Portland will be in the future and then having the skill set to get us from here to there. I think to be good in these jobs you have to have a little bit of the vision and a little bit of the projectmanager side of your brain to be effective. What we're doing is setting a vision. It's a bold vision, a green vision, a vision that i'm proud to lend my name to. I'm pleased to vote aye.
Eudaly: Well, this has been a crash course in planning. I'm going to apply for college credits for this. I want to thank the bps staff for always being so willing and ready to brief me on the many issues that arose during this process and to quickly answer my many, many questions. So thank you. Thank my staff for bearing with me and for all the community members that gave input on this issue. I really think that we as a body share the same goals and values as many of our community members do and we don't necessarily agree on how to get there. But I think this is a reasonable road map for the time being. It's rare for commissioner Fish and I to disagree, which has come to some surprise to me I admit. Probably best for our street cred if every once in a while we don't disagree. The public knows this is not a rigged system. We need to take principled stands and we have respectful disagreements. I just want to say that I join him in committing to protecting the garden from any detrimental impact by development on the adjacent blocks. We are not engineers. We are not architects. I was not comfortable with restricting development potential on this block more than we are today, to be clear we chose to lower, decrease the height less than we had planned, which was decreasing from over 300 to 160. We settled at two. I think it's in the best interests of the neighborhood and the business community down there for this site to -- the development potential to be maximized while protecting the garden. Commissioner Fish already detailed many of the safeguards that are already in place. And the fact is this site was never developed to its full height despite the fact that they could have almost doubled the height that we're allowing them today. So I feel like some of the fears are very likely to be unwarranted. I know that this council at least is committed to protecting the garden. If this process is anything like the budget process i'll see you guys in september to talk about 2070. It was an honor to participate in this process. When I would get bogged down in the details I would try to think about 100 years out, when a time -- sorry, I don't mean to be morbid but we'll all be gone. We will probably be forgotten by anyone not related to us, but our fingerprints are going to be all over the city, and I can only hope and really strive toward ensuring that the choices we make now are the choices that are beneficial to Portland 100 years from now. Hopefully donald trump will not still be our president. We'll see. [laughter] So yeah. I think i'm done. Sometimes I have to write on these tiny pieces of paper and get a little lost in thought. Thank you again and I vote aye.
Fritz: Let me start by thanking director susan anderson and her staff from the bureau of planning and sustainability. All of you have done an amazing job and I'm glad you are gathered here today. I'm going to start by recognizing those who specifically worked with my staff and me. Joe zehnder, sally edmunds, rachel hoy, mindy brooks, mark asnis and brandon spencer-hartle. And also Hillary adam in the bureau of development services. Thanks to the planning and sustainability commission, design review commission and historic landmarks commission. Thanks to brett horner and parks bureau staff. Thanks to claire Adamsick and tim crail on my team, formerly tom bizeau who has been doing this for a really, really long time. Finally thank you to all the community members who served on strategic advisory committees for the original quadrant plan which informed this. Thank you to community members at large who took the time to sit in testimony throughout these past nine months and past four years. Thank you in particular for those of you here today

to observe this hour. With the adoption of of the central city plan today we will increase housing supply by 2,000 units and that's in addition to the 37,000 units of capacity that currently zoned in the central city. This brings a total zone capacity city-wide to 249,000 units city-wide. 39,000 of which are in the city, that's additional units. Another accomplishment of the central city plan it will allow density transfers from open zoned properties thanks to joe zehnder and lauren king and others in the city attorney's office and everyone working on that project. This opens up a marketplace for city-owned properties and pairing with developers seeking to purchase additional floor area ratio or building capacity. This program is in development, will include a community stakeholder conversation about what community benefits should be included in density transfer agreements. I'm very excited by that. Concerns were raised by the community about conflicts of interest on the stakeholder advisory committee. My staff and I did a careful explanation of conflict of interest around zoning changes and height allowances for whether any developer represented on an advisory body was inappropriately rewarded with height increases. We found there were no conflicts with the possible exception of the morrison bridge head property. Thank you to mindy brooks and sally edmunds for your work allaying council’s concern about conflicts of interest. But for the changes made this year I would have been happy to support whole plan. Sadly, the latest amendments to the plan over the past five months have the appearance of supporting particular property owners to the detriment of others. We are in dire need of affordable housing options that serve all Portlanders, particularly those who are low income and at risk of displacement. These options need not come at such a high price as the destruction of the unique cultural and historic assets of the new chinatown/japan town historic district and the lan su chinese garden. Council's decision to increase height on five of the ten historic district blocks undermines years of public process and recently developed design guidelines to right size the district, guidelines designed with 125 feet as the maximum height in mind. Thank you to the planning and sustainability commission for recommending the 125 feet. This action violates the comprehensive plan policies regarding historic and cultural resources specifically or including policy 4.48, encourages development that fills in vacant and understand utilized gaps within the established urban fabric while preserving and complementing historic resources. 4.49, refine base zoning in historic districts to take into account the character of the historic resources of the district. It also violates number of central city policies including 5.19, historic resources in districts. Enhanced identity of historically, culturally and architecturally significant buildings and spaces while promoting conceptually sensitive infill development on vacant and surface parking lots. Old town chinatown district policy 1.0T-3, Cultural Assets, support protection and enhancement of the rich cultural and multiethnic history and diversity of old town chinatown including its unique physical characteristics, cultural and arts institutions, community organizations and mix of businesses. To be clear, this is not just about garden visitors enjoying late afternoon sun. This is about the health and sustainability of a fragile botanical collection with 270 special and rare species. It's about a allowing enough sunlight on the koy pond so the fish can thrive and the lotus flowers don't go dormant. It's also about protecting a unique cultural aspect and an urban sanctuary for humans, birds and other life forms. The time to protect lan su chinese garden for sure was now. Considering the council has changed its mind on three significant zoning issues in the past five months I have no confidence that no future council will dare to say no to a 200’ building shading lan su chinese garden. Commissioner Saltzman even proposed an asterisk not allowing the design or landmarks commission to deny an application of 200 feet. Ironically, with our sister city presentation tomorrow I believe this gesture disrespects our friendship with our sister city. This final catering to single developer request erodes the city's investment in the historic chinese

and japanese american community in Portland. Undermines the role of the historic landmarks commission and ignores the guiding principles we supported for this fragile historic district. So therefore, I'm sorry, I cannot put my name down as supporting it. No. **Wheeler:** I would like to read a prepared statement then i'm going to go off my script and share some personal thoughts. Central city 2035 lays the groundwork for Portland to continue to be a thriving economic, cultural, educational and recreational hub for the region for the next 20-plus years. It carries on the tradition of previous plans that resulted in transforming harbor front drive into waterfront park, a parking garage into the pioneer courthouse square, and brownfields into the pearl district and south waterfront. What this plan does differently is that it sets the stage for more affordable housing. Increased resilience in the face of climate change, more and better jobs through a synergistic mix of old and new industry on the central east side, better protection of our iconic scenic views and deeper focus on our greatest natural feature, the willamette river. I want to thank the bureau of planning and sustainability for guiding the city through a thorough planning process over the past seven years from concept plan, quadrant plans and several drafts before the one before us today. You spent a lot of time working with stakeholders and the community to make sure that central city 2035 embodies the best thinking and planning that Portlanders have to offer. I appreciate staff's knowledge and experience of the central city. And their understanding of the issues that need addressing, their creativity, their research, analytical skills that allowed us to find the best solutions to address the issues and their ability maybe more importantly than anything else to work through these issues, many of which are complex, many of which balance different competing values, many of which are highly charged and often emotional. You worked through those issues with the public, the planning and sustainability commission, and the city council. In particular, I want to express my gratitude to susan anderson. She's at a conference this week so could not be here today, and her team, joe zehnder, sally edmunds, rachel hoy, mindy brooks, troy doss, nicholas starin. Mike raggett, mark asnis, debbie bischoff and brandon spencer hartle. Thank you very much for your dedication to this process. I also want to thank all of team wheeler past and present, especially kyle chiseck, nathan howard, andrea valderrama and michelle plambeck. Thank you for your leadership on this. Now i'm jumping off my script a bit. I can already hear my team cringing. To commissioner eudaly's point, if we all agree on everything you should be very concerned. I think it is actually very important that we bring different life experiences, different perspectives, different points of view to some degree maybe even some different constituencies to the table. So I second what she said. I think it's healthy for the democracy and healthy for the debate that we have these conversations. That's thing number one. Thing number two, people always say where are the leaders? I will except myself because I want to shout out my colleagues here, there's nothing about this plan that any elected official would ever voluntarily step up and do. There are some jobs in politics where you get to pick your issues. Pick your battles, pick your messaging then you stick your head up and you do what you need to do and then you go back down. You can avoid a whole bunch of incoming mortars and bombshells. That doesn't happen here particularly in a planning process where we are defining the future, the look, the feel, the character, the priorities of this city for the next 20 years. Every decision we made in this plan was controversial. The process itself in many regards was controversial. And yet people all across the country and frankly we have had people coming from other parts of the world to watch this process and see how it unfolds and how you create not unanimity but a community consensus on the direction, the path forward. I think that's really special about this process. Yes, the lan su chinese garden issue dominated the last few conversations, but think about this for a moment. This started off with a big picture. We are growing as a city. We cannot stop the growth. People are

going to continue to come here. This is going to continue to be a bigger city. But we all acknowledged there are better places than others for height and density. That's as far as the happy talking points go. After that it's all tradeoffs. It's all making tough decisions. It's all about vision. It's about selling that vision. I want you to know this about the lan su chinese garden. I'm a little sad about something my wife said the other day. She said we're probably not welcome there anymore. The reason that's sad to me is I chose that location of all places in this city to ask her to marry me. I care deeply about the lan su chinese garden. I have an honest disagreement, honest disagreement about all of these checks and balances and codes that prior city councils created to help us answer these questions. Our legal team. Our planning and sustainability bureau, zoning experts. I trust them. They are experts. And I sent to you, colleagues, a letter, and nick hit on many of the finer points and i'm appreciative of his putting these on the record. There are many checks and balances. We as a council I hope have made very clear it's an important asset to all of us. Commissioner Fish used the term vigilance. I second it. Commissioner eudaly said this was important to her. I second that. And I respectfully disagree with my colleague who said we are destroying the asset. I do not buy that. I don't agree with that. I want to say one more thing. It's important that we hear each other. I will again offer to come and speak to the board at the lan su chinese garden with our legal team, with our planning and sustainability team and walk you through why I feel confident and you may at the end of the day still disagree with that, and that's fair. You have to be you and take the facts and weigh them and come to your own conclusions, but let's acknowledge a reality here. Before this process started we didn't really know what we had, did we? I don't think most people in this city knew before this process started you could build a building next door to lan su that was 425 feet tall. After I cast my vote in a second, you can only build a 200 feet. We are more than reducing by half the height, and yet i'm being told i'm destroying an important historic asset in this community. I don't buy it. Not for a second. Nor should you. I vote aye. The ordinance is adopted. Next let's vote on river place ordinance. [laughter] Karla, please read item 611.

Item 611.

Wheeler: Any further discussion before I ask to call the roll? Any further questions? Seeing none, Karla, please call the roll.

Fish: We have had extensive discussions about this and we have all made extensive statements on the record. I think the particular feature of this action that I appreciate the most is the requirement of a master planning process. I think that's our insurance policy that we have a chance to get this right. Aye.

Eudaly: Aye.

Fritz: The council elects to make a decision based on the promise by a particular development proposal by a particular property owner, ignoring adopted policies regarding stepdown to the river. No.

Wheeler: I vote aye. The ordinance is adopted. Next item, 612, the ordinance that applies to the area outside of the central city. Karla, could you please read that ordinance.

Item 612.

Wheeler: Any further discussion?

Fish: You introduced this as being outside the central city?

Wheeler: That’s correct.

Fritz: Not all of them.

Fish: I want to make sure we're voting on the same thing.

Wheeler: 612.

Fish: Adopt the Central City Plan Vol 2A.

Moore-Love: Yes, that's the one I just read. 612.

Wheeler: Correct. Any further discussion? Nick, do you have a question.
Fish: I thought I understood you to say this applied to outside of the city 2035.
Mindy Brooks, Bureau of Planning and Sustainability: Yes. In order to implement some of the policies around vegetation management we needed to address some of the codes that will affect areas outside of the central city as well as inside the central city. So since these codes affect everywhere in Portland that's why it's called outside.
Fish: That's very important because the title would not lead you to that conclusion. The mayor's introduction does. Now you've reconciled them. Thank you.
Fritz: It does include the changes on the scenic resources within the central city.
Brooks: It does. It includes both.
Wheeler: Any further questions?
Wheeler: I think we're good. Could you please call the roll?
Moore-Love: For clarification I believe the substitute has a different title on it and that should have been on the agenda. Is that correct? Okay.
Fish: Thank you for throwing me a lifeline. There is a lot in what we have worked on together that is really visionary around the environment. It may or may not be in this section but since I want to do a tip of the hat to the environment, bird safety design. Mandatory eco-roofs. A pretty aggressive policy on greenways and setbacks and the public benefit of access to the river and the list could go on and on. I appreciate the values that my colleagues have brought to this discussion. I appreciate the briefings from the bureau of environmental services and from planning and sustainability. I appreciate people like mike houck and bob sallinger who for a long time have really been pushing us to do more and better. I know that on a number of these things we won't end up being number one on the biophilic cities list but we'll be in the top ten. I think it's important that we continue to lead and not follow if we really want to become the most sustainability, healthy, livable city in the country. I'm very proud to vote aye.
Eudaly: I share many of commissioner Fish's remarks and i'll just say that serving on city council is one of the few times that I allow my competitive nature to fully emerge, and I do like being number one and I do like being first and I do not like hearing from constituents about how much better other cities are doing. So I was really excited to introduce the green roofs amendment, which was at the time, perhaps, the most -- the strongest policy in the country. Someone may have beat us by now. But i'm still proud of it. Aye.
Fritz: I'm glad that mindy brooks came to the microphone to answer our questions because her skill along with the team at planning and sustainability in identifying the view corridors nothing short of spectacular. Absolutely amazing. I'm in awe of your ability to not only tell me the information but to make it clear to me. Thank you for that. I also appreciate the work of brett horner and other staff at the parks bureau working with community partners to address concerns from the greenway setback and shallow water habitat to the necessary tree trimming to preserve views of mount hood from the japanese garden. Thanks in particular to bob sallinger from the audubon society who was particularly helpful providing conservation focused policy suggestions which is a polite way of saying pushing us all in the right direction and telling us exactly what should be in the code. I appreciate the audubon society and all their supporters. We failed to protect a view of mount adams also from upper hall. Doing so would have had very limited negative development impacts and it's currently the only view of three mountains accessible on foot from downtown Portland. The reason I can't support this is because the plan fails to designate a single protected view of mount hood from the waterfront. There are currently many and there will be none. This is a missed opportunity particularly at salmon street springs to protect one of the key cultural and way finding assets named in the policy. No.

Wheeler: Thank you for the hard work, great work. I think this fundamentally moves the city forward in many positive ways around the environment. Commissioner eudaly, I share your sense of competition. We can always catch up in need be the case. I vote aye. The ordinance is adopted. Sorry. Have to say that. Next item, could you please read it up 613, the resolution that relates to the action items and urban design framework.
Item 613.
Wheeler: Thank you. Could you call the roll unless there's any other questions? I don't see any. Please call the roll.
Fish: Aye. **Eudaly:** Aye.
Fritz: I'm very happy to enthusiastically support this one. I really do appreciate the work you've done. In fact it's not coincidental this is the one that I can most enthusiastically support. It's attention to detail, setting out the action charts, performance targets, the design diagrams. It's a really detailed and necessary addendum to all the other work that's been done. Thanks to your entire team for your good work. Aye.
Wheeler: The legislative process for central city 2035 is complete after this vote. There's a lot of important work that is obviously ahead in order to complete the plan. Volume 5a, the exciting volume 5a, which I know you have read or may be waiting for it to come out on dvd, either way it lists hundreds of actions that are necessary to carry out the various components of this plan. I'll certainly be working with my staff to help prioritize those next steps. I vote aye. The ordinance is adopted. Karla, could you please read item 614, the green loop resolution title.
Item 614.
Wheeler: Karla, could you please call the roll on the resolution.
Fish: Aye. **Eudaly:** Aye.
Fritz: Thank you to the community partners, commissioner Saltzman and his staff, director leah treat and the Portland bureau of transportation staff for your leadership and vision. This project has been a great community collaboration. I look forward to seeing it come to fruition. Aye.
Wheeler: As I said last week I think the green loop is one of the key legacies of the central city 2035 plan. It's not only going to provide safe route around the city for pedestrians and bicycles but I think it's also going to create many new iconic places for people to gather in our community. I'm very excited about it. I vote aye. The resolution is adopted. Okay, so that concludes our work on the central city 2035 plan. Council was first briefed on this project last july. We have now held seven public hearings on a variety of subjects. Altogether the plan has been in front of us 15 times including today. That says nothing about the thousands and thousands and thousands of hours of work that our bureaus and interested folks in the community have put in that led up to this day. Thanks again to the bureau of planning and sustainability and all the other incredible city staffers who worked so hard on this. To all of the Portlanders out there who contributed their time and energy into creating this amazing blueprint for our central city. Thank you to all of you. With that, we are adjourned. [applause]

At 2:53 p.m. Council recessed.

[end excerpt]

From:	Plambeck, Michelle
To:	City Elected Officials Exec"s
Cc:	Adamsick, Claire; Duhamel, Jamey; Dunphy, Jamie
Subject:	Central City 2035/Shadow Analysis
Date:	Wednesday, June 6, 2018 12:28:24 PM
Attachments:	Shadow Analysis requirement history_BPS.DOCX

Good afternoon,

After discussing thoroughly with BPS and the City Attorney's office, the Mayor is satisfied that the Lan Su Chinese Garden has protections from shadows. As he has stated previously, the Mayor will ensure Lan Su is protected. Attached is a write-up from BPS on shadow analysis requirement history, guidelines, and recourse/process we requested.

Below is a general summary of the attached write-up.

- There are many guidelines that can be used to address shadow impacts on parks, plazas and other public and private open spaces. Several of these guidelines have provisions that specifically address preventing or managing impacts on the Lan Su Chinese Garden.
  These include:
  - New Chinatown/Japantown Historic District Design Guidelines
  - Central City Fundamental Design Guidelines
  - River District Design Guidelines
- The recourse/process for development includes multiple possible checks.
  - All blocks w/in New Chinatown/Japantown Historic District are subject to review by the Landmarks Commission.
    - These blocks are reviewed under the New Chinatown/Japantown Historic District Design Guidelines and the Central City Fundamental Design Guidelines.
    - This applies to the Menashe block and the block south of this block on 4th Ave.
  - The block south of the Lan Su garden in not in the historic district but is still subject to the shadow standard and to design review by the Design Commission.
    - For this block the Central City Fundamental Design Guidelines and the River District Design Guidelines apply.
  - New development on all these blocks are likely to be a Type III permits, which are subject to Design or Landmarks review and appealable to City Council.

Additionally, through the Central City 2035 Plan we have reduced the height from 425' to 200' on the blocks north of Everett.

Please let me know if you have any questions.

Michelle R. Plambeck
Senior Advisor
Office of Portland Mayor Ted Wheeler
1221 SW Fourth Avenue, Suite 340

Portland, OR 97204
503-823-4740

Shadow Analysis requirement history

1) The first shadow study requirements in the zoning code were in the Northwest Triangle Plan (1985).
    - That standard said a building may not cast shadows that cover more than 50% of a park or plaza at 12:00 noon and 75% at 3pm on April 21 and August 21.
2) The 1988 Central City Plan expanded this protection to other open spaces in the Central City.
    - The performance standard limited the amount of shadow cast on an open space from building heights to the south and west of areas designated open space if increased height is requested above the base height of a property.
    - The amount of shadow cast on the open space must be less than or equal to the shadow that would result from a building constructed to the maximum height specified on the zoning map.
    - Shadow analysis is conducted at noon and 3pm on April 21.
    - Exceptions for heights over 460 are prohibited.
3) The standard in today's code:
    - Very similar to 1988 but there was an update at some point to restrict projections into established view corridors.
    - North Pearl subarea – in 2009 adopted similar open area standard and shadow analysis requirement as the Northwest Triangle plan.
4) The shadow standard is not the only tool in the City design review process that can be used to address shadow impacts.
    - The Design Review process allows consideration of shadow impacts even if the shadow standard is met or the impacts are on private plazas or other open space elements where the standard does not apply.
    - BDS and Design Commission have often expanded upon the zoning code standard when developments adjacent to open spaces must also meet design guidelines related to creating successful plazas, parks and open spaces.
    - The Central City Fundamental Design Guidelines are used by both the Design Commission and Landmarks Commission.
        i. Guideline B5 reads "Make plazas, parks and open space successful" discusses the importance of protecting public spaces from excessive shadow during anticipated high use periods.
        ii. The guideline suggests that a way in which an applicant can meet the guideline is to orient open spaces within developments to receive sunlight which is critical to the success of public open spaces.
        iii. This guideline applies on all blocks surrounding the Lan Su Chinese Garden.
    - New Chinatown/Japantown Historic District Design Guidelines.

i. Lan Su Chinese Garden is outside of the historic district but there is a guideline, A8, which states "Reflect the desired streetscape character of the district in rights-of-way, at building entries, and special places."

ii. Specific to the garden, the description of the guideline states: "Where NW 3rd Avenue buildings face the Lan Su Garden, or where NW 4th Avenue buildings are in proximity to the Chinatown Gate, providing respectful contextual responses to these important places."

- The River District Design Guidelines.

    i. These guidelines, adopted in 1996 and amended in 2008, also apply to the blocks surrounding the Lan Su Chinese Garden that are not located in a historic district.

    ii. The following guideline, B5-2, is used by the Design Commission in reviewing projects within 400' of the garden: "Strengthen the significance of the Classical Chinese Garden."

5) The changes proposed in CC2035:

- Through West Quadrant process discussions more properties are added that will be required to do a shadow analysis adjacent to open spaces.
- Standard is expanded based on feedback received from BDS and Design Commission to expand dates and times.
- CC2035 requirement combined coverage percentages of 50% and 75% utilized in past provisions since the 1980s but added new dates and times to include spring and fall equinoxes and summer and winter solstices. These dates and times were chosen because the sun is at different positions at noon and 3 pm on each of these dates and it offers different times of day when the park will likely be in use.

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt May 30, 2018, Items 538 and 539.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **30TH DAY OF MAY, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Eudaly left at 12:00 p.m. and returned at 12:20 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Denis Vannier, Senior Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 544, 545, 547 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 10:57 a.m. and reconvened at 10:59 a.m.

		Disposition:
	COMMUNICATIONS	
531	Request of David Kif Davis to address Council regarding City sponsored political terrorism (Communication)	**PLACED ON FILE**
532	Request of Jim Braly to address Council regarding Waiver of Remonstrance (Communication)	**PLACED ON FILE**
533	Request of Russell Senior to address Council regarding public telecommunications utility (Communication)	**PLACED ON FILE**
534	Request of Xi Jie Ng to address Council regarding Portland State University MFA in Art & Social Practice Program activities (Communication)	**PLACED ON FILE**
535	Request of Larry Snell to address Council regarding hiring/dismissal procedures (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
536	**TIME CERTAIN: 9:45 AM –** Proclaim May 30-June 12 to be 32nd Annual Great Blue Heron Week (Proclamation introduced by Mayor Wheeler) 15 minutes requested	**PLACED ON FILE**

*537	**TIME CERTAIN: 10:00 AM –** Accept donation of goods and services from Downtown Clean & Safe for the improvement of downtown public solid waste and recycling collection (Ordinance introduced by Mayor Wheeler) 15 minutes requested	**188968**
S-538	**TIME CERTAIN: 10:15 AM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Previous Agenda 526; Ordinance introduced by Mayor Wheeler) 30 minutes requested for items 538 and 539 **1. Mayor withdrew his motion of May 24, 2018, Technical Amendment 9.** **2. Motion to accept the amended commentary, code and maps shown in the May 30, 2018 BPS memo regarding shadow analysis:** Moved by Wheeler and seconded by Saltzman. (Y-5) **3. Commissioner Fritz withdrew her motion of May 24, 2018 regarding Technical Amendment 9, sites on Map 510-3, prohibiting adjustments to the shade study for Lan Su Chinese Garden.** **4. Motion to limit the shadow analysis for sites on Map 510-3 to 20% of the adjacent open space at any hour of the day June 21 and September 21:** Moved by Fritz and seconded by Wheeler. (Y-1 Fritz; N-4) Motion failed.	**SUBSTITUTE PASSED TO SECOND READING AS AMENDED JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
539	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Previous Agenda 527; ordinance introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) **Motion to amend shadow study map 510-4 to be consistent with Item 538 motion #2:** Moved by Wheeler and seconded by Fish. (Y-3; Fritz and Saltzman absent)	**PASSED TO SECOND READING AS AMENDED JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
	CONSENT AGENDA – NO DISCUSSION	
	Bureau of Parks & Recreation	
*540	Amend contract with Stacy and Witbeck, Inc. of Oregon for Construction Manger/General Contractor Pre-Construction Services to perform early site work for the Portland Open Space Sequence Restoration Project No. P00721 for $58,000 (Ordinance introduced by Mayor Wheeler and Commissioner Fritz; amend Contract No. 30006003) (Y-5)	**188961**
	Bureau of Transportation	
*541	Authorize an Intergovernmental Agreement for grant funding in the amount of $200,000 from Metro to the City for construction of the Wildwood Trail Pedestrian Bridge (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman) (Y-5)	**188962**
	Mayor Ted Wheeler	

	Bureau of Environmental Services	
542	Authorize the Director of the Bureau of Environmental Services to enter into an Intergovernmental Agreement with the City of Lake Oswego and Metro to work cooperatively on a Trail Master Plan for Tryon Creek State Natural Area to Willamette River Greenway (Ordinance)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
	Bureau of Planning & Sustainability	
***543**	Authorize application to Metro Regional Government for grants in the amount of $730,000 for a package of three projects as part of the Cycle 6, 2040 Planning and Development Grant Program (Ordinance) (Y-5)	**188963**
	City Attorney	
544	Authorize the City Attorney to institute legal proceedings against Clark County, Washington, to seek an injunction prohibiting the release of City records without further redaction (Resolution) (Y-5)	**37358**
	Office of Management and Finance	
545	Authorize five-year Price Agreements for construction management, inspection, and project support personnel services for an amount not-to-exceed $25,000,000 over five years (Procurement Report – Project No. 122285) **Motion to accept report:** Moved by Saltzman and seconded by Fish. (Y-5)	**ACCEPTED PREPARE CONTRACT**
***546**	Pay bodily injury claim of Patricia Olson in the sum of $15,000 resulting from a motor vehicle collision involving the Portland Police Bureau (Ordinance) (Y-5)	**188964**
***547**	Amend Moorage/Berthage agreement with Mike Allen for lease of berth space at the Columbia Point Yacht Club through May 31, 2019 at an annual cost of $3,600 for moorage of Portland Fire & Rescue Vessel Fire Boat 17 (Ordinance; amend Contract No. 30004750) (Y-5)	**188977**
***548**	Amend lease agreement with Multnomah County School District No. 1J for space at 6745 SE 60th Ave through May 31, 2019 at an annual cost of $7,392 for the storage and repair of bicycles used for the Portland Bureau of Transportation Safe Routes to School Bike Safety Program (Ordinance; amend Contract No. 30005377) (Y-5)	**188965**
***549**	Amend Code to allow eligible City-Partnered Nonprofits to participate in the Citywide Charitable Campaign (Ordinance; replace Code Chapter 5.10) (Y-5)	**188966**
550	Extend term of a franchise granted to NewPath Networks, LLC to build and operate wireless facilities within City streets (Ordinance; amend Ordinance No. 180376)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**

551	Extend term of right-of-way use agreement granted to Verizon Wireless LLC dba Verizon Wireless for mobile telecommunications services (Ordinance; amend Ordinance No. 180379)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
552	Extend term of a right-of-way use agreement granted to Sprint Spectrum, L.P. for mobile telecommunications services (Ordinance; amend Ordinance No. 185717)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
553	Extend term of right-of-way use agreement granted to New Cingular Wireless PCS, LLC for mobile telecommunications services (Ordinance; amend Ordinance No. 185789)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
554	Extend term of right-of-way use agreement granted to T-Mobile West Corporation, Inc. for mobile telecommunications services (Ordinance; amend Ordinance No. 185790)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
	Office of Neighborhood Involvement	
***555**	Authorize grant agreement with Kenton Action Plan totaling $13,329 for Neighborhood Small Grants within the target area of North Portland Neighborhood Services (Ordinance) (Y-5)	**188967**
	REGULAR AGENDA	
556	Appoint Bonnie Gee Yosick, Katy Holland and Tamara Layden and reappoint Tonya Booker and Ian Jaquiss to the Portland Parks Board for terms to expire June 30, 2021 (Report introduced by Mayor Wheeler and Commissioner Fritz) 10 minutes requested **Motion to accept report:** Moved by Fritz and seconded by Fish. (Y-5)	**CONFIRMED**
	Bureau of Parks & Recreation	
557	Extend grant agreements by one year and provide additional grant funding not to exceed $350,000 in aggregate, with seven organizations providing services to youth in partnership with Portland Parks & Recreation (Second Reading Agenda 502; introduced by Mayor Wheeler and Commissioner Fritz; amend Contract Nos. 3005318, 3005319, 30005362, 30005363, 30005364, 30005366, 30005367) (Y-5)	**188969**
558	Amend fee schedules for tree permits (Second Reading Agenda 507; introduced by Mayor Wheeler and Commissioner Fritz) (Y-5)	**188970**
	Bureau of Transportation	
559	Vacate a portion of SE Grant St west of SE Water Ave subject to certain conditions and reservations (Hearing; Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; VAC-10117) 10 minutes requested	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**

560	Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 55th-57th Aves and Killingsworth St Local Improvement District (Hearing; Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; Ordinance; C-10062) 10 minutes requested **Motion to replace draft Exhibit A with the final exhibit:** Moved by Wheeler and seconded by Saltzman. (Y-5)	**PASSED TO SECOND READING AS AMENDED JUNE 06, 2018 AT 9:30 AM**
561	Revise transportation fees, rates and charges for FY 2018-19 and fix an effective date (Second Reading Agenda 509; Introduced by Mayor Wheeler and Commissioner Saltzman; amend TRN-3.450) (Y-5)	**188971**
562	Amend Code pertaining to private for-hire transportation in the city (Second Reading Agenda 518; introduced by Mayor Wheeler and Commissioner Saltzman; amend Code Chapter 16.40) (Y-5)	**188972 AS AMENDED**
	Water Bureau	
563	Authorize an Intergovernmental Agreement with Home Forward for an annual amount of $640,000 to assist City of Portland utility customers that encounter barriers in paying water and sewer services (Second Reading Agenda 500; Introduced by Mayor Wheeler and Commissioner Fish) (Y-5)	**188973**
	Mayor Ted Wheeler	
	Bureau of Environmental Services	
564	Authorize a competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the Structural Rehabilitation of Taggart Outfall 30 Project No. E10220 for an estimated cost of $8 million (Second Reading Agenda 510) (Y-5)	**188974**
	Office of Management and Finance	
565	Accept bid of James W. Fowler for the Montavilla South Sewer Rehabilitation project for $2,974,850 (Procurement Report - Bid No. 00000850) **Motion to accept report:** Moved by Fritz and seconded by Fish. (Y-4; Eudaly absent)	**ACCEPTED PREPARE CONTRACT**
566	Accept bid of Landis & Landis Construction, LLC for the St. John's Cathedral Park Sewer Rehabilitation Project for $7,115,144 (Procurement Report - Bid No. 00000863) 10 minutes requested **Motion to accept report:** Moved by Fritz and seconded by Saltzman. (Y-4; Eudaly absent)	**ACCEPTED PREPARE CONTRACT**
567	Accept bid of Raimore Construction, LLC for the Couch Park Play Area Improvements and Loo Project for $1,056,403 (Procurement Report - Bid No 00000879) 10 minutes requested **Motion to accept report:** Moved by Saltzman and seconded by Fritz. (Y-4; Eudaly absent)	**ACCEPTED PREPARE CONTRACT**

568	Approve FY 2018-19 cost of living adjustments to pay rates for nonrepresented classifications and Elected Officials, specify the effect upon employees in the classifications involved, and provide for payment (Second Reading Agenda 514) (Y-4; Eudaly absent)	**188975**
569	Revise Secondhand Dealer regulations to accept Consular ID cards as identification, add Gift Cards as regulated property and other housekeeping changes (Second Reading Agenda 515; amend Code Chapter 14B.90) (Y-4; Eudaly absent)	**188976**
	Water Bureau	
570	Extend contract with Schneider Electric Systems USA, Inc. for the supervisory control and Data Acquisition system upgrade, and increase compensation in the amount of $826,035 (Ordinance; amend Contract No. 30005924) 10 minutes requested	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**
	FOUR-FIFTHS AGENDA **Mayor Ted Wheeler** **City Attorney**	
570-1	Authorize City Attorney to appear as amicus curiae on an amicus brief to be filed in support of the National Fair Housing Alliance in the case of *National Fair Housing Alliance, el al. v. Carson,* seeking a preliminary injunction requiring the United States Department of Housing and Urban Development to immediately rescind its order suspending the requirements of the Affirmatively Furthering Fair Housing Rule (Resolution)	**37359**

At 12:30 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **30TH DAY OF MAY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Karen Moynahan, Chief Deputy City Attorney; and Nicholas Livingston, Sergeant at Arms.

		Disposition:
571	**TIME CERTAIN: 2:00 PM –** Transmit East Portland Action Plan 2018 annual presentation (Report introduced by Mayor Wheeler) 1 hour 15 minutes requested for items 571-572 **Motion to accept report:** Moved by Eudaly and seconded by Fritz. (Y-4)	**ACCEPTED**
***572**	Authorize $169,491 total in grant funds for the Office of Neighborhood Involvement East Portland Action Plan 2018 Grant Program and Municipal Partnership (Ordinance introduced by Mayor Wheeler) (Y-4)	**188978**

At 3:33 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **31ST DAY OF MAY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Fritz left at 3:30 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Chief Deputy City Attorney from 2:05 p.m.-2:10 p.m.; Robert Taylor, Chief Deputy City Attorney; and Adam Cuellar and John Paolazzi, Sergeants at Arms.

		Disposition:
573	**TIME CERTAIN: 2:00 PM –** Appeal on behalf of the Pearl District Neighborhood Association against Design Commission's decision of approval for design review with modifications and concurrent greenway review for the Fremont Apartments, a 17-story mixed-use building at 1650 NW Naito Pkwy (Findings; Previous Agenda 459; introduced by Commissioner Eudaly; LU 16-278621 DZM GW) 5 minutes requested **Motion to deny the appeal, uphold the decision of the Design Commission, as modified by the design revisions submitted by the applicant and adopt the findings:** Moved by Wheeler and seconded by Fritz. (Y-5)	**FINDINGS ADOPTED**
574	**TIME CERTAIN: 2:05 PM –** Rename streets west of the Willamette River and east of SW Naito Pkwy, SW View Point Terr and Tryon Creek State Natural Area from Southwest to South, creating a sixth addressing sextant in the City of Portland and Multnomah County; and rename SW Aventine Circus, SW Esquiline Circus, SW Front Ave, SW Northgate Ct and SW South Ridge Dr (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; amend Ordinance No. 61325; amend Code Chapter 24.75.010) 1 hour 30 minutes requested for items 574 and 575 **Motion to adopt technical amendments in PBOT staff memo dated May 31, 2018:** Moved by Saltzman and seconded by Fritz. (Y-5)	**PASSED TO SECOND READING AS AMENDED JUNE 06, 2018 AT 9:30 AM**
575	Rename SE Martin Ct for consistency with SE Martins Ct and SE Martins St; and rename SW Radcliff St for consistency with SW Radcliffe Ct, SW Radcliffe Ln and SW Radcliffe Rd (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman)	**PASSED TO SECOND READING JUNE 06, 2018 AT 9:30 AM**

576	**TIME CERTAIN: 3:30 PM –** Authorize a five-year Price Agreement with Wells Fargo Bank N.A. for Banking Services for a not-to-exceed amount of $675,000 (Procurement Report introduced by Mayor Wheeler – Project No. 121892) 1 hour requested **Motion to accept report:** Moved by Fish and seconded by Wheeler. (Y-3 Eudaly, Fish, Wheeler. N-1 Saltzman. Fritz absent)	**ACCEPTED PREPARE CONTRACT**

At 4:30 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Susan Parsons
Acting Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt May 30, 2018, Items 538 and 539.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

MAY 30, 2018 9:30 AM

Items 538 and 539.
Wheeler: Just a reminder that the record is closed and no further testimony will be accepted. Sue, can you please read both items 538 and 539.
Wheeler: Very good. Sally, want to kick us off today?
Sally Edmunds, Bureau of Planning and Sustainability: Yes. Thank you very much. On may 24 council took a number of actions to move central city 2035 toward final adoption. But there are a few additional items we need to accomplish today to prepare for that final vote on june 6. All of the items today relate to the requirement for a shadow study adjacent to parks and open spaces. One relates to the main ordinance and one to the Riverplace ordinance. Then I understand commissioner Fritz has an amendment or two that she would like to introduce. You have a packet dated may 30, 2018, revised. That continues contains these amendments. Also just as a reminder all 25 boxes of the legal record are in the balcony today. Thank you so much.
Wheeler: First I hope the balcony holds up. I will get to commissioner Fritz's amendments in a moment. I would like to begin by withdrawing my motion on what we referred to as technical amendment 9 to the main central city 2035 ordinance from the may 24th meeting. The reason for that is that staff has a new, simpler proposal to address the shadow study that we identified. I understand rachael is going to describe the new amendment.
Rachael Hoy, Bureau of Planning and Sustainability: Yes, thank you. Rachael with the bureau of planning and sustainability. So the amendment on the table as mentioned through the central city 2035 plan we added more parks and open spaces that will be required to conduct a shadow study. This came out of the west quadrant planning process. The requirement was expanded north of burnside since the '80s we have had the requirement along the park blocks so we looked throughout the west quadrant and from that public process it was determined expanding the requirement to other parks and open spaces would be valuable. So what this amendment does is it clarifies that the requirement applies to properties with both base and bonus height. We needed to add the requirement to both maps. We have two new height maps, a base height map and bonus height map. That's part of the requirement to add it to those maps. As I said it's also to apply it to properties that have both just a base height and those that also have base plus a bonus height. The changes we have made also confirm that the shadow analysis is adjustable. We have added some language to confirm as well that you cannot adjust heights on your maps. So base heights are prohibited from being adjusted and bonus heights are prohibited from being adjusted. The code has read that before. This was just clarifying and confirming by clearly noting in the code what's adjustable and what's not.
Wheeler: Very good. I move in amendment including amended commentary code and maps as shown in the may 30, 2018 bps memo, when everyone should have in front of them.

Saltzman: Second.
Wheeler: We have a second from commissioner Saltzman. Any discussion on this item?
Fritz: Is this the whole of the packet you just gave me? This whole packet that I just got.
Hoy: Yes, starting on page 3, at the bottom of the page, it's the full -- I should have mentioned it's the full height section, which is quite a bit of code but we have highlighted the few areas where the changes needed to be made that I just mentioned. As well as the height maps are included in the packet, which reflect those changes.
Linly Rees, Chief Deputy City Attorney: Commissioner Fritz, if I may, if you're trying to clarify, I believe it's pages 3 through 15 of the packet that you have. So it's amendment A of that packet, which is sponsored by the mayor, not amendment b, which is on the last page or page 16 of the packet.
Fritz: I was focused on something else. Have I had this before?
Hoy: This is an update to the amendment number nine that mayor wheeler referred to. As that's been removed this is a replacement. We have simplified it and highlighted for you the areas and the maps where the code needed to be updated to apply the shadow study to properties with base heights as well as properties with bonus heights.
Fritz: All of this is underlined. I have seen that before?
Hoy: That's correct. Everything that's underlined. It's been in the draft, the recommended draft that has been before council.
Fritz: Thank you. Right. Okay.
Wheeler: Please call the roll, sue.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye. **Fritz:** Aye.
Wheeler: Aye. Amendment is adopted. Now moving on, I understand commissioner Fritz has an amendment or amendments.
Fritz: I do. Rachel has part of it to hand out for me, the language. And then these are the shadow studies that the bureau has put together for me.
Wheeler: Each person gets one packet?
Fritz: Yes.
Wheeler: There's one extra packet here.
Fritz: I have a copy for the record. This is with respect to the lan su chinese garden that was discussed last week. My previous amendment was to say that for lan su chinese garden, the adjustments to the shade study are prohibited and I would like to withdraw that amendment because it's meaningless. The shading of the lan sue Chinese garden isn't at the particular times that are specified in the rest of the code. If you look at the smaller document showing the shade studies at 4:00 p.m. June 21 and 5:00 p.m. On june 21st, particularly 5:00 p.m. June 21. Sue, if you could put this forward so the cameras can see it, please. Can you make it so that -- i'm withdrawing this amendment that's on the screen right now.
Edmunds: Can you take the power point down so that the camera is on commissioner Fritz?
Fritz: That's the amendment i'm withdrawing because adjustments being propertied doesn't make a hill of beans because there's no shadow at those particular times. The challenge is for the garden that the shadow from the new building is at 4:00, 5:00 and 6:00 with the most at 5:00. So yes, I know it's until 7:00 but if it's okay at 5:00 it will be okay at 7:00. That's why I have a new amendment, which you just got, did you? Yes. That's for the shadow study to basically be the same as before except adding limiting the shadow analysis to 20% of the adjacent open space at any hour of the day june 21 and september 21st. You'll notice that I have not made this with adjustments being prohibited, so somebody who wanted to shade the garden more than 20% at any time of day could come to council or ask the historic landmarks commission and the council to do that.

Hoy: Commissioner Fritz, if I may, to clarify, everything that's shaded here under the standard that commissioner Fritz has passed out, it's just c1 a, which commissioner Fritz read, the new information. Everything else that is shaded is the same as the existing dates and times.
Fritz: Could I get a second to my amendment, please?
Wheeler: I'll second it for discussion purposes, but I have a bunch of questions about this. First of all, are we looking at 200 feet here in this picture? What are we looking at?
Fritz: Yes. 200 feet.
Wheeler: Under current zoning what is allowed?
Fritz: 450, and that was for the last several years we have been working to make sure the heights were consistent with the historic district and not shading the chinese garden.
Wheeler: I'm looking at the shadow analysis, that you sent around yesterday. It shows 200 feet, it shows 160 feet, and on these analyses there's no difference that I can see between 160 feet and 200 feet.
Fritz: Correct. Very little. The issue is it's not shaded at 3:00 currently specified in the code. The issue is it's shaded at 4:00 and 5:00.
Wheeler: Here's my question. Is one of these -- do we have a picture for 160 feet versus 200 at this particular time scenario? There's very little difference on the other scenarios. I'm wondering how significant the difference is on this.
Joe Zehnder: We did not do the 4:00 and 5:00 for 160 feet. We just were trying to get one version done so we went with 200, which was what was on the table. It would be less than what you see, but we don't know the exact percentages.
Wheeler: It would still cast shade at that particular hour on that date.
Zehnder: Yes, **i**f you look at the analysis we provided earlier, at 3:00 p.m. On march -- get to the right one. Excuse me. September 21, 3:00 p.m., 160 feet does 10%. But we did not do -- 200 feet does 12%.
Wheeler: If I could just ask a follow-up question then i'll cede to commissioner Fish. In our conversations you had indicated you created a worst case scenario on this block. Could you explain what you meant by that?
Zehnder: I believe you all have copies of the massing diagrams. That, where we put the tower on that block is in the southeast corner. So if you're trying to cast shade on something adjacent, south and east are where you'll have your most impactful shadows. We put it there because the west side of that block is where the contributing structures are. When we originally started this analysis we were trying to think let's give it height and see how much you can build, protect the park but also create the opportunity maybe to preserve those structures. You could conceivably like is proposed on block 33 push the height to the west and it would cast less shadows to the west. To the east. Sorry. On to the lan su.
Fish: I have two questions, joe. One, i'm sort of somewhat familiar with this discussion in the context of what we did at bud clark commons. The building could have been on broadway or in the back side of the lot. There was a question about where you put it to maximize urban form. Putting the return on investment aside for a second, is there a stronger argument to put it on the west side to maintain urban form along that corridor, or is there just as much an argument that it be on the east side now that we have given height increases to the four adjacent blocks?
Zehnder: Commissioner, putting it on the west side puts it close to places where we have already built tall buildings. That's responsive to that. Mitigates or pushes, lowers the height, which is a problem for us on the parts of the block where it's adjacent frontages are shorter. We just adopted design guidelines for chinatown. This is just a massing. This is not a building. We haven't examined that in detail. What would happen with the

amendment is a building proposed on this site and two other sites would go to the landmarks commission in this case because the block is in the historic district. The landmarks commission would apply those guidelines that we just adopted. The landmarks commission would also examine the shadow analysis, which is a standard that exists separately from the design guidelines. At 20%, if a building was going to at any time during the day it's very -- for a 200 foot building for sure, the landmarks commission is going to have to give an adjustment of some sort. Probably. We just don't know because we haven't done all the different permutations. They have the ability to adjust that standard. What that means is they are going to say it doesn't meet the 20% shading standard. But it does these things that we feel mitigate that somehow. And on balance with the other guidelines and things we're trying to accomplish in the district, we can accept this adjustment to 25%, for instance. That's the level of adjustment you're usually talking about. That's what would happen. If that was not acceptable, as a result to the applicant it would be appealed and come to you all because it would be a type 3 permit and you would all have the same discussion. The one thing it doesn't -- the question we have that is inherent in the proposition that commissioner Fritz has put on the table is that there's a level of shading on lan su gardens that's acceptable to us and it's less than 75% at 3:00 p.m. on those dates. Commissioner Fritz is proposing it's 20%. We have not objectively looked at that one way or the other to say what's the right number or to say what's the impact on development around it. Like how big of a building could you build under that standard? Because in part we would want to give both the landmarks commission and the city council a sense of what to base your decision down the road on how much shading to allow, what would you base that on? 20%? It can't -- 75% is too much. What's the right spot? That work has not been done, but that's the principle embedded in commissioner Fritz's amendment.
Eudaly: Mayor? Joe, thank you for that explanation. I'm somewhat relieved that you are not prepared to extrapolate backwards from this restriction and tell us what kind of building we could build because i'm not either and that would be my number one question. I want to make it clear that i'm very committed to protecting the garden. I can't imagine a scenario where city council would be willing to sacrifice such a valuable asset and a community amenity and a cultural landmark. I'm not concerned with the impact on the property owner or developer as much as i'm concerned with affording the landmarks commission the flexibility that they need to allow the best scenario possible for the garden and for the adjoining blocks. Or block.
Fritz: That's why I am not making it adjustments prohibited.
Fish: Joe, can I ask you two questions? The only reason we're having this conversation, I think, is that last week the clock struck midnight we extended the height increase to adjacent parcels, and on the diagram we have, and I guess i'm confused. What are the parcels that get the additional height in addition to menashe? What are the four parcels in play?
Zehnder: Four parcels. The shadow analysis applies to properties on the west, the southwest and south side of the park you're trying to protect because that's where the shadows come from in our part of the globe. We don't do the east or the north.
Fish: Can you just tell me off of this diagram that we have which are the blocks that we extended the additional height to?
Zehnder: The additional height is just extended to the block with the red tower, commissioner. It's the whole block, though. If you look at page 2 of your packet, you're going to see a block, a full from 3rd to 5th. It's four blocks there. I'm sorry, I was misunderstanding your question. It's from 3rd to 5th, from everett to glisan. Those four blocks get 200 feet. The blocks that are adjacent to lan su among those blocks the only

one that would trigger the shade analysis is the block at 3rd and everett. Then also, though, if you're looking at that map on page 2 you see the shading is applied to the southwest corner and the southern edge of lan su we do shade analysis for all of those too. Those are limited to 100 feet. We did the analysis. It would be hard for them not to pass the standard. So we think it works for those properties. It's really the third and everett block that's the issue.
Fish: If at some point in the future mr. Menashe decides to develop his lot, at this point I think it would be perfectly understandable if he sold it and moved to hawaii. If he did choose to develop his lot, it would likely raise issues at historic landmarks. Those could come to us. Could we at that point as a condition of approval modify the shadow analysis?
Zehnder: Yes. The same sort of set of considerations on appeal that the landmarks commission considered would come to you. You all would be the judges like you just --
Fish: We would have another bite of the apple if we go with the mayor's amendment and later evaluated if assuming something came to us on appeal evaluated that recommendation based on things like shadow analysis.
Zehnder: I believe you would. The building would -- your grounds for doing it would be a little less, but I believe you would still have the ability to affect the design of the building. Technically if it was set to 75% at 3:00 p.m., those two dates, what our analysis shows is that you can design a 200 foot building and it will meet that standard. The 20% standard at any time during the day, it's not going to be able to meet that. You have to give it an adjustment. Is that making sense?
Fish: Yes.
Fritz: The intent is let's preserve the sunlight in our lovely lan su chinese garden in the evenings all summer long.
Wheeler: Very good. Any further discussion? We have a motion and second. Please call the roll.
Fish: No. **Saltzman:** No. **Eudaly:** No. **Fritz:** Aye.
Wheeler: No. The motion fails. Commissioner Saltzman, this is where you take a walk.
Saltzman: Oh. Okay. [Saltzman leaves due to conflict of interest.]
Wheeler: We need to amend the river place ordinance to replace one of the maps to ensure that the shadow study amendments we just adopted remain in place. Rachel, would you like to briefly explain this?
Hoy: Yes. This is the amendment that the mayor moved forward previously and you all voted for. We just need to replace one of the maps from the river place ordinance to make sure it's not undone. The amendment that you just moved. That's the extent of this. I'm showing the map here. It's map three of three -- sorry. That's not the right one. It's map 3 of three of 510-4 and in your packet that is on page 17.
Wheeler: Do I have a second?
Fish: Second.
Wheeler: A second from commissioner Fish. Any further discussion? Sue, could you please call the roll.
Fish: Aye. **Eudaly:** Aye. **Fritz:** [not present]
Wheeler: Aye. That amendment passes, we'll be back on june 6 for the final vote on the central city 2035 plan ordinances and resolutions. That includes the central city 2035 matter for today.
Wheeler: Next item will be -- go to the regular agenda.
Fritz: Just before you move on I would like to thank joe zender, rachel hoy, sally edmunds and marcus anis for your work on this over the last week. I appreciate also brandon spencer-hartle and Hillary adam on the historic landmarks commission. Nice try.
Wheeler: Very good. Next up is 556. [end of excerpt]

CENTRALCITY
2035
Preparation for Final City Council Final Votes
May 30, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Overview

Final amendments on CC2035
May 30, 2018
10:15 p.m., time certain

Final Vote on CC2035
June 6, 2018
2 p.m., time certain

CC2035 Effective Date
July 9, 2018

Today's Agenda

Final Amendments

1. **Main Ordinance, Item 538**
   A. *Technical amendment: Shadow Study Requirement: Code and Map 510-3 and 4 updates.*
   B. *Prohibit adjustments around the Lan Su Garden.*

2. **RiverPlace Ordinance, Item 539**
   - *Replaces Map 510-4, 3 of 3 to incorporate shadow study updates.*

Main Ordinance:

Technical Amendment

Amendments to Height Maps 510-3 and 510-4

- Shadow studies apply to properties shown on the revised Maps 510-3 and 510-4.

Amendments to Height Code 33.510.210

- Clarifies that this applies to properties with both base and bonus height.
- Confirming that the shadow study standard is adjustable.
- Confirming that Adjustments are prohibited to base and bonus height limits shown on maps 510-3 and 510-4.

Existing Standard

- **Existing Shadow Standard**
  - **Noon**: no more than 50 percent of the adjacent open space on March 21, June 21 and September 21, and not more than 75 percent of the adjacent open space on December 21
  - **3:00 pm**: not more than 75 percent on March 21, June 21, and September 21

Commissioner Fritz Amendment

Shadow Study Requirement for properties adjacent to Lan Su Chinese Garden

33.510.210.C Height

C. Shadow study. Sites shown on Map 510-3 as requiring a shadow analysis must provide a shadow study that shows that the shadow cast by the proposed buildings or other structures does not cover more than 50 percent of the adjacent open space at noon on March 21, June 21 and September 21, and not more than 75 percent of the adjacent open space at noon on December 21, and 3:00 pm on March 21, June 21, and September 21. Adjacent includes open space across a right-of-way from the site subject to the shadow study standard. Adjustments are prohibited on sites adjacent to the block bounded by NW Everett and Flanders Streets and NW 2nd and 3rd Avenues.

RiverPlace Ordinance

Replace Map 510-4, 3 of 3 to reflect the changes to the shadow study requirement.

Next Steps

Final Vote on CC2035 Package
June 6, 2018
2 p.m., time certain

Effective date of CC2035 Package
July 9, 2018

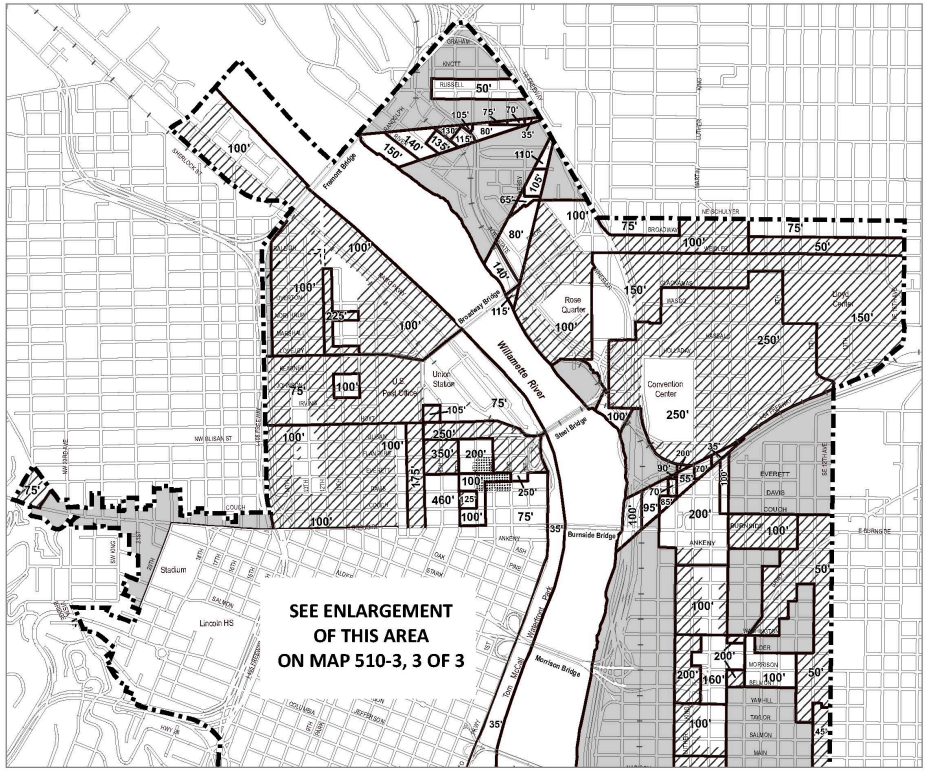
Height Maps

Base Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Base building height
- Areas where height is determined by base zone
- Area eligible for height increase
- Base height limit of 75' for first 125 feet from top of bank
- Areas where a shadow analysis is required

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Height Maps

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Bonus Heights

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X

Legend

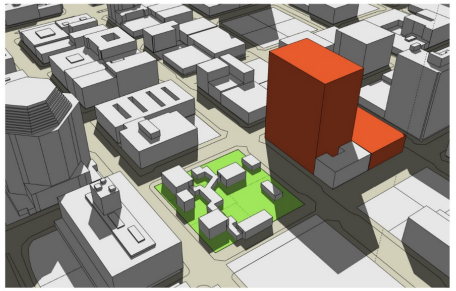
- Central City Plan District boundary
- X' Maximum bonus height
- Areas where height is determined by base zone
- Area where residential required
- UL Unlimited height allowed
- Areas where a shadow analysis is required
- Area eligible for additonal height under 33.510.210.D.2

NORTH

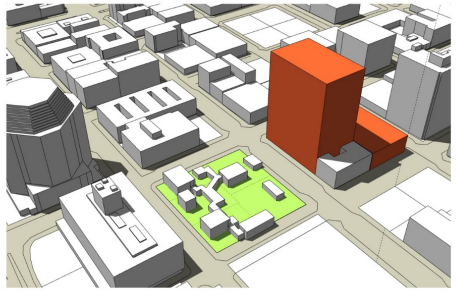
Block 26 - 200’ Tower on 3rd Ave

Shadow Analysis

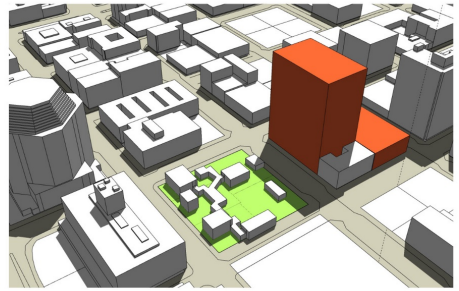
March 21 - 12 pm
0% Shadow



March 21 - 3 pm
7.9% Shadow



June 21 - 12 pm
0% Shadow



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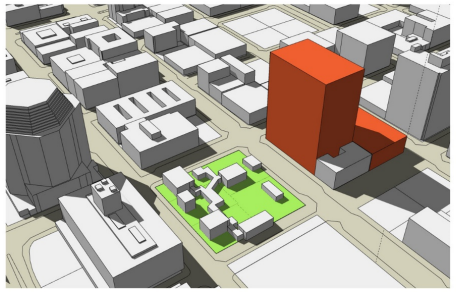
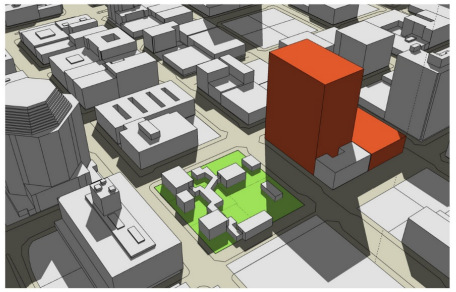
9% Shadow



September 21 - 12 pm
0% Shadow



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December 21 - 12 pm
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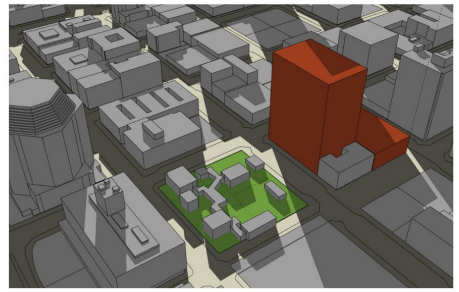

December 21 - 3 pm
2% Shadow

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Block 26 - March

Shadow Analysis

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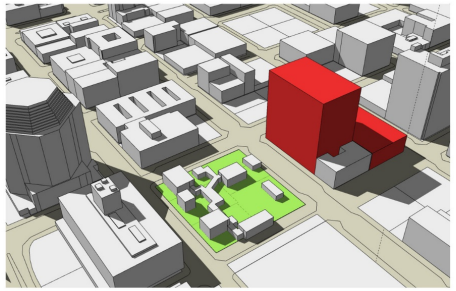		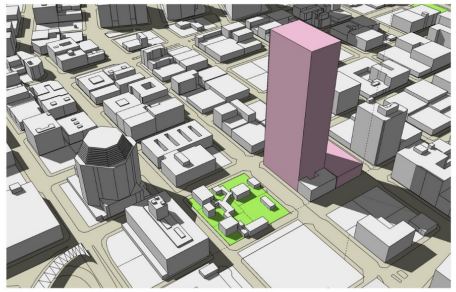
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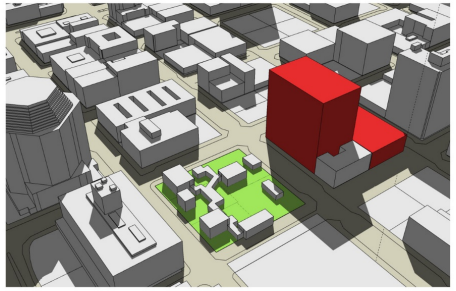	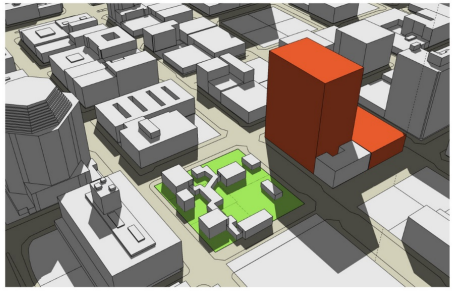	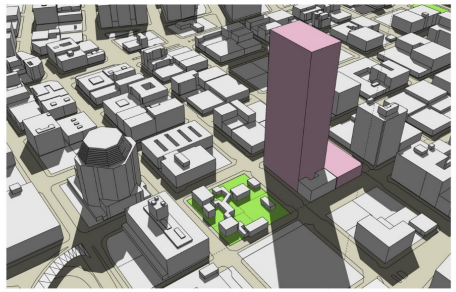
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Block 26 - June

Shadow Analysis

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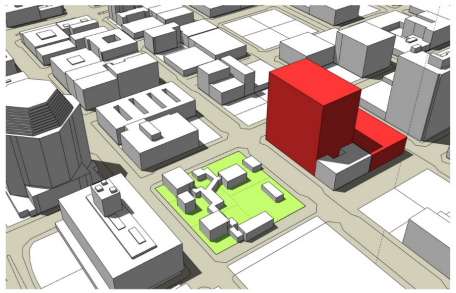	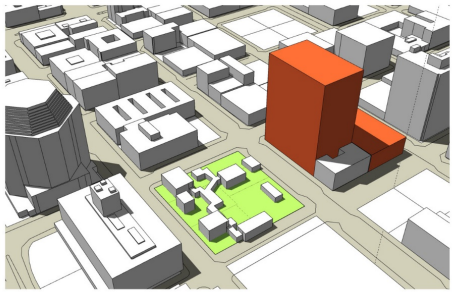	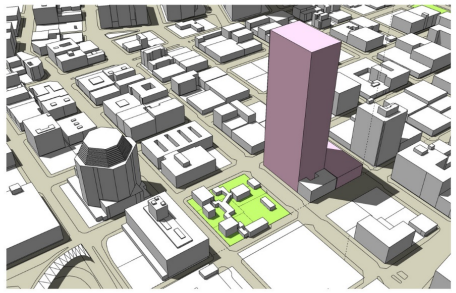
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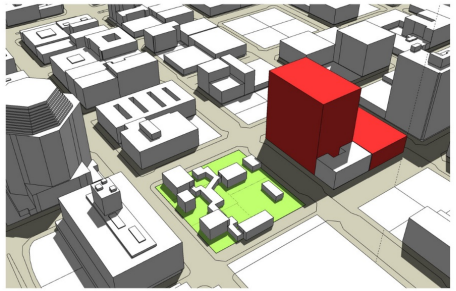	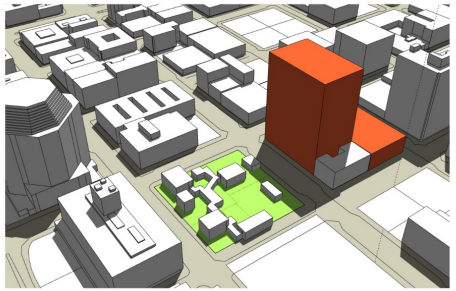	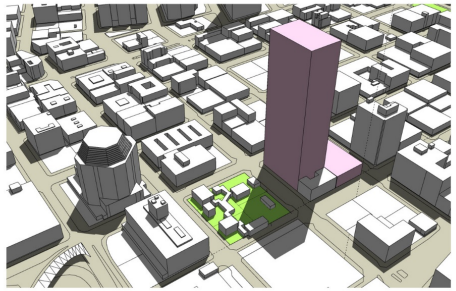
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Block 26 - September

Shadow Analysis

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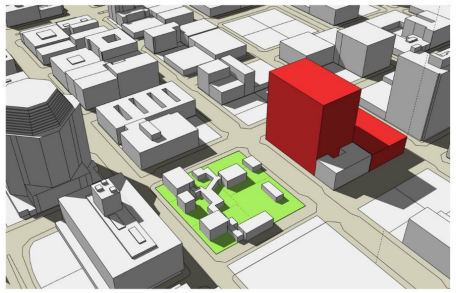		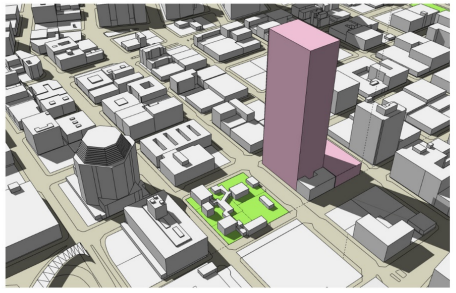
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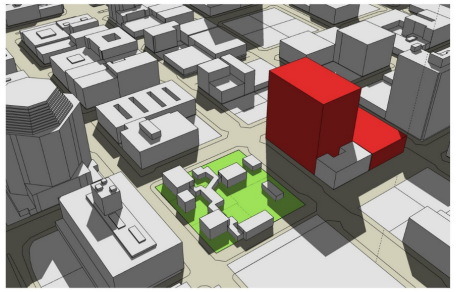	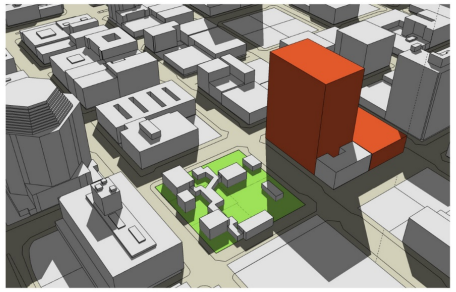	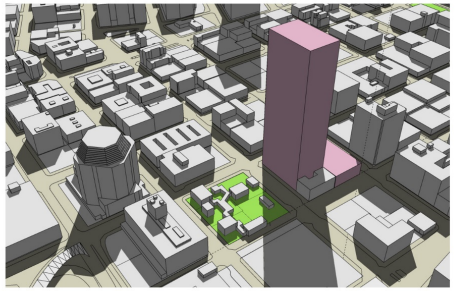
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Block 26 - December

Shadow Analysis

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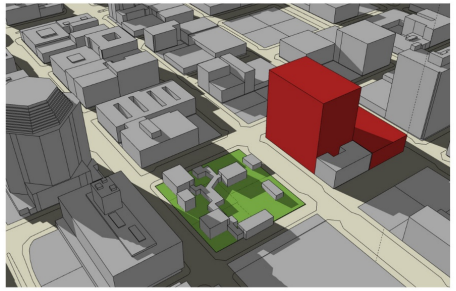		
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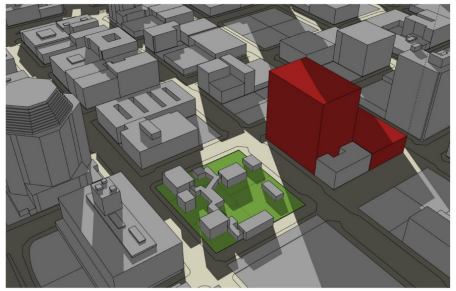	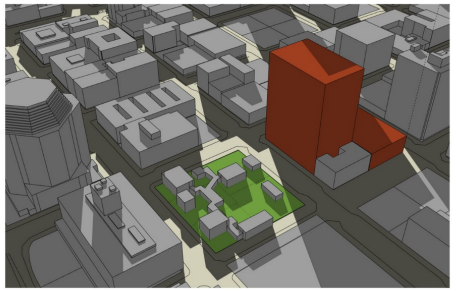	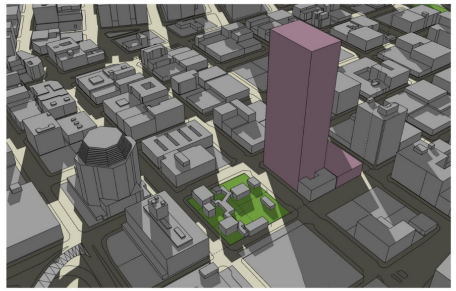
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CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt May 24, 2018 Items 526-530

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **23RD DAY OF MAY, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioners Fish and Eudaly arrived at 9:50 a.m.
Commissioner Eudaly left at 11:10 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lory Kraut, Senior Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 502-505 (all Consent Agenda items) were pulled for discussion.

The meeting recessed at 11:10 a.m. and reconvened at 11:14 a.m.

		Disposition:
	COMMUNICATIONS	
492	Request of Michael O'Connor to address Council regarding Last Thursday on Alberta (Communication)	**PLACED ON FILE**
493	Request of Sarah Hobbs to address Council regarding purpose of assault weapons ban (Communication)	**PLACED ON FILE**
494	Request of Stan Herman to address Council regarding redevelopment of 1300 N River St (Communication)	**PLACED ON FILE**
495	Request of Injured and Pissedoff to address Council regarding civil conspiracy and conflict of interest in seven service animal attacks (Communication)	**PLACED ON FILE**
496	Request of Eileen Kennedy to address Council regarding citizens privacy issues, contact information and transparency (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	

497	**TIME CERTAIN: 9:45 AM –** 2018 Rose Festival and Rose Festival Court (Presentation introduced by Commissioner Fish) 30 minutes requested	**PLACED ON FILE**
498	**TIME CERTAIN: 10:15 AM –** Proclaim May 30, 2018 to be Vanport Day of Remembrance (Proclamation introduced by Mayor Wheeler and Commissioner Fish) 15 minutes requested	**PLACED ON FILE**
499	**TIME CERTAIN: 10:30 AM –** Proclaim May 23, 2018 to be Jewel Lansing Day (Proclamation introduced by Mayor Wheeler and Auditor Hull Caballero) 15 minutes requested	**PLACED ON FILE**
500	**TIME CERTAIN: 10:45 AM –** Authorize an Intergovernmental Agreement with Home Forward for an annual amount of $640,000 to assist City of Portland utility customers that encounter barriers in paying water and sewer services (Ordinance introduced by Mayor Wheeler and Commissioner Fish) 15 minutes requested	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
501	**TIME CERTAIN: 11:00 AM –** Amend City Comprehensive Financial Management Policy 2.04 (Previous Agenda 489; Resolution introduced by Commissioner Saltzman; amend FIN-2.04) 15 minutes requested	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
	CONSENT AGENDA – NO DISCUSSION	
	Bureau of Parks & Recreation	
502	Extend grant agreements by one year and provide additional grant funding not to exceed $350,000 in aggregate, with seven organizations providing services to youth in partnership with Portland Parks & Recreation (Ordinance introduced by Mayor Wheeler and Commissioner Fritz; amend Contract Nos. 3005318, 3005319, 30005362, 30005363, 30005364, 30005366, 30005367)	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
	Mayor Ted Wheeler	
	Office of Management and Finance	
***503**	Pay property damage claim of Nguyet Le in the sum of $25,514 involving the Portland Police Bureau (Ordinance) (Y-4; Eudaly absent)	**188954**
***504**	Authorize a grant agreement with Central City Concern, in an amount not to exceed $47,500 for their community volunteer corps program (Ordinance) (Y-4; Eudaly absent)	**188955**
	City Auditor Mary Hull Caballero	
505	Approve Council Minutes for January-June 2017 (Report) **Motion to approve report:** Moved by Fish and seconded by Saltzman. (Y-4; Eudaly absent)	**APPROVED**

	REGULAR AGENDA	
	Bureau of Development Services	
506	Amend fee schedules for Building, Electrical, Mechanical, Plumbing, and Land Use Services (Second Reading Agenda 465 introduced by Mayor Wheeler and Commissioner Eudaly) (Y-3; Eudaly and Saltzman absent)	**188949**
	Bureau of Parks & Recreation	
507	Amend fee schedules for tree permits (Ordinance introduced by Mayor Wheeler and Commissioner Fritz) 10 minutes requested	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
	Bureau of Transportation	
***508**	Amend the Transportation Fee Schedule to incorporate the Multimodal Incentive Fee for the Pre-Approved Transportation Demand Management Plan per Code Chapter 17.107, and exempt Affordable Dwelling Units from the Multimodal Incentive Fee until June 30, 2020 (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; amend TRN-3.450) 20 minutes requested **Rescheduled to May 24, 2018 at 2:00 pm Time Certain.** **Motion to add new directive d regarding Multimodal Incentive Fees:** Moved by Wheeler, seconded by Saltzman, and further amended by Fritz. (Y-5) **Motion to add new directive f to direct PBOT to report to Council by September 30, 2018 with options for how to fund an equivalent level of multimodal incentives for the exempt units for the duration of the exemption period:** Moved by Wheeler, seconded by Saltzman, and further amended by Fritz. (Y-5) (Y-5)	**188956 AS AMENDED**
509	Revise transportation fees, rates and charges for FY 2018-19 and fix an effective date (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; amend TRN-3.450) 15 minutes requested	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
	Mayor Ted Wheeler	
	Bureau of Environmental Services	
510	Authorize a competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the Structural Rehabilitation of Taggart Outfall 30 Project No. E10220 for an estimated cost of $8 million (Ordinance) 15 minutes requested	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
511	Authorize a competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the Sunnyside North Reconstruction & Green Streets Project No. E10367 for an estimated cost of $9.9 million (Second Reading Agenda 478) (Y-4; Eudaly absent)	**188950**

512	Revise sewer and stormwater rates, charges and fees in accordance with the 2018-2019 Sewer User Rate Study (Second Reading Agenda 491) (Y-4; Eudaly absent)	**188951**
	Office of Management and Finance	
513	Accept bids of Titan Utilities, LLC and Iron Horse Excavation, LLC dba Oxbow Construction for the Price Agreements for construction services at Columbia Boulevard Wastewater Treatment Plant, Tryon Creek Wastewater Treatment Plant, and associated pump stations for $6 million (Report - Bid No. 00000806) **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-4; Eudaly absent)	**ACCEPTED PREPARE CONTRACT**
514	Approve FY 2018-19 cost of living adjustments to pay rates for nonrepresented classifications and Elected Officials, specify the effect upon employees in the classifications involved, and provide for payment (Ordinance) 10 minutes requested.	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
515	Revise Secondhand Dealer regulations to accept Consular ID cards as identification, add Gift Cards as regulated property and other housekeeping changes (Ordinance; amend Code Chapter 14B.90) 20 minutes requested	**PASSED TO SECOND READING MAY 30, 2018 AT 9:30 AM**
516	Authorize limited tax revenue bonds in an amount not to exceed $10.5 million to finance replacement of aging fueling system infrastructure at multiple locations across the City (Second Reading Agenda 485) (Y-4; Eudaly absent)	**188953**
	Water Bureau	
517	Authorize the rates and charges for water and water-related services during the FY beginning July 1, 2018 to June 30, 2019 and fix an effective date (Second Reading Agenda 490) (Y-4; Eudaly absent)	**188952**

At 12:21p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **23RD DAY OF MAY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
518	**TIME CERTAIN: 2:00 PM –** Amend Code pertaining to private for-hire transportation in the city (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; amend Code Chapter 16.40) 2 hours requested for items 518-520 **Motion to accept amendments in PBOT 5/23/18 memo:** Moved by Saltzman and seconded by Fish. (Y-5)	**PASSED TO SECOND READING AS AMENDED MAY 30, 2018 AT 9:30 AM**
519	Study Transportation Network Company liability and personal injury protection insurance coverage and develop a proposal for a driver regulatory board (Resolution introduced by Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman) **Motion to add rideshare data to last resolved section and add focus requirements for oversight body:** Moved by Fish and seconded by Eudaly. (Y-5) **Motion to add resolved section to require PBOT to report to Council in six months on the insurance study:** Moved by Fritz and seconded by Eudaly. (Y-5) (Y-5)	**37355 AS AMENDED**
520	Conduct a traffic congestion study of the City of Portland with an emphasis on understanding taxi and transportation network company service (Resolution introduced by Mayor Wheeler and Commissioner Saltzman) (Y-5)	**37356**

At 5:26 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **24TH DAY OF MAY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Eudaly teleconferenced.

Commissioner Fish left at 4:21.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Chief Deputy City Attorney; and Ovie Griggs and John Paolazzi, Sergeants at Arms.

The meeting recessed at 3:50 p.m. and reconvened at 4:07 p.m.

		Disposition
521-525 TIME CERTAIN: 2:00 PM 30 minutes requested 2035 Comprehensive Plan related reconciliation and updates: Transportation System Plan, Codes and Zoning Map.		
521	Amend the Transportation System Plan consistent with the 2035 Comprehensive Plan and in compliance with the Regional Transportation Plan; amend River District Master Street Plan; add policies for Automated Vehicles; adopt findings of compliance; adopt corrections; amend Transportation and Parking Demand Management code to clarify requirements (Previous Agenda 348; Ordinance introduced by Commissioner Saltzman; amend Ordinance Nos. 187832, 188177; amend Code Chapter 17.107) (Y-5)	**188957** **AS AMENDED**
522	Amend the Transportation System Plan to update Introduction, Modal Plans, Implementation Strategies, and Glossary (Previous Agenda 349; Resolution introduced by Commissioner Saltzman) (Y-5)	**37357**
***S-523**	Amend Zoning regulations to implement the 2035 Comprehensive Plan through the Code Reconciliation Project (Previous Agenda 398; Ordinance introduced by Mayor Wheeler; amend Title 33)	**SUBSTITUTE** **188958**
***S-524**	Amend Tree, Noise and Sign regulations to effectively implement Portland City Code through the Code Reconciliation Project (Previous Agenda 399; Ordinance introduced by Mayor Wheeler; amend Title 11, 18 and 32) (Y-5)	**SUBSTITUTE** **188959**
***S-525**	Amend the 2035 Comprehensive Plan Map and amend the Official City Zoning Map to carry out Portland's 2035 Comprehensive Plan (Previous Agenda 427; Ordinance introduced by Mayor Wheeler; amend Ordinance No. 188177) (Y-5)	**SUBSTITUTE** **188960** **AS AMENDED**

526-530 TIME CERTAIN: 2:30 PM – Central City 2035 Plan. 1.5 hours requested. Central City 2035 Plan items are continued from April 11, with an additional Riverplace ordinance, for Council adoption. The final vote will be on June 6. For more information see project website www.portlandoregon.gov/bps/cc2035		
S-526	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Previous Agenda 353; Ordinance introduced by Mayor Wheeler) 1. **Motion to accept substitute ordinance and all associated exhibits as described in Attachment B of the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-5) 2. **Motion to accept the minor and technical amendments shown in Attachment A of the May 24 BPS memo:** Moved by Fish and seconded by Fritz. (Y-5) 3. **Motion to adopt the New Chinatown/Japantown amendment as written in Attachment A, Part II of the May 24 BPS memo; the amendment includes Block 33 and the four blocks in the north end of the district and addresses height:** Moved by Saltzman and seconded by Wheeler. (Y-3 Saltzman, Eudaly, Wheeler. N-2 Fritz, Fish.) 4. **Motion to substitute a new Exhibit A to reflect motion #3:** Moved by Wheeler and seconded by Saltzman. (Y-4; N-1 Fritz) 5. **Motion to accept staff addendum to May 24 packet, Technical Amendment 9, regarding shadow studies, Map 510-4, map 3 of 3:** Moved by Wheeler and seconded by Fish. Vote not called. 6. **Motion to add "D" on page 3 of staff addendum to May 24 packet, Technical Amendment 9, Shadow study, sites shown on Map 510-3 to add "Adjustments and modifications to this standard are prohibited.":** Moved by Fritz and seconded by Fish. Vote not called.	**SUBSTITUTE CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN AS AMENDED**
527	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Ordinance introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19)	**CONTINUED TO MAY 30, 2018 AT 10:15 AM TIME CERTAIN**
S- 528	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 352; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) **Motion to accept substitute and all associated exhibits described in Attachment B to the May 24 BPS memo:** Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent)	**SUBSTITUTE PASSED TO SECOND READING JUNE 6, 2018 AT 2:00 PM TIME CERTAIN**
529	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 354; Resolution introduced by Mayor Wheeler) **Motion to accept amended Resolution to update effective date and accept substitute exhibits:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**

530	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 355; Resolution introduced by Mayor Wheeler) **Motion to amend Resolution to update effective date and accept previous motion to add resolved paragraph directing Bureaus to continue with with community partners on similar open space and transportation projects:** Moved by Wheeler and seconded by Fritz. (Y-4; Saltzman absent)	**CONTINUED TO JUNE 6, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**

At 4:37 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

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Key: ***** means unidentified speaker.

MAY 24, 2018 2:00 PM

Item 526-530
Wheeler: Very good. Susan, you didn't get very much time to celebrate your last victory. Welcome back.
Susan Anderson, Director, Bureau of Planning and Sustainability: We have learned to party fast. Good afternoon, mayor, council Susan Anderson, director of bureau of planning and sustainability with the comprehensive plan now done and officially effective as of one hour and 48 minutes ago we are here to finalize the work on the central city plan. All along we knew that we wanted to line up all the other work we wanted to get done but we needed to get the comp plan done completed first. So we kind of worked on these things together and here it's worked out that we have the comp plan done and are able to bring the central city plan right on its heels. For some of you on council this has been a long road working through all of the different quadrant plans, policies and codes and new ideas that we brought you around housing and transportation and jobs and looking at industry in a new way. The creation of this plan provides a framework for the next 20 years to help ensure that the central city not only remains but it grows more prosperous with 10,000 new jobs, more safe and resilient, that its easy to get around, that it's green, healthy and beautiful and most importantly that it's a great place to call home for more than 10,000 new residents of all incomes. Two more big steps to get done. Today we'll review and vote on the last amendments and on June 6th you will take your final vote. Unfortunately we thought today might be the last day in the vote and so I have to be out of town next week. So I'm going to take just a minute to thank you and to thank several people who are here and who have worked on the plan. I'll keep the list relatively short. I do want to take this opportunity, there are literally hundreds of people who spent hundreds of hours on the central city plan working on committees, drafting plans, working in their neighborhood associations, working with environmental organizations, civic organizations and bringing their comments to us. So, thank you to all those who helped on the committees, also thank you to local residents and businesses for your thousands of comments. Thank you to council for your leadership and also to mayor Sam Adams, who sort of started this process and to mayor hales for continuing it and thank you to the planning and sustainability commission, especially the chairs of those commissions and I say chairs because we went through three chairs during this process. Thank you to Katherine Schultz, our current chair, Andre Baugh and don Hanson. Thank you to my fellow bureau directors. Leah treat, Kimberly Branam, Mike Abbate, mike Jordan, Rebecca Esau and their staff some of whom are here and lots of other bureau directors. This is not just bps's plan, this is the city's plan and will be the framework for much of the work that goes on in all of the bureaus. Last but most importantly I want to thank my staff. As you all know I'm going to leave this job in the fall and it's a hard job to leave because of the amazing staff, creative, talented, hardworking, knowledgeable, credible, very tenacious and it will be hard to leave. I do want to thank eight or ten special people who worked specifically on the central city plan. First of all, the planning manager for all of this effort, Sallie Edmunds, who often quietly and almost

behind the scenes makes it all work and then it just comes together, so appreciate her. Rachael Hoy, Mindy brooks, troy doss, Nicholas Starin, Mark Raggett, Debbie Bischoff and Shannon Buono and many others in my office and in the other offices around the city. Most importantly I want to thank my colleague and friend, joe zehnder. Over the past nine years when we started working together when we created the bureau of planning and sustainability joe and I and Eric and Deborah and Michael Armstrong, we have all kind of mentored each other. We brought very different skills to the table and a lot of different knowledge and I think this plan really reflects that. Great results. I would like you all if you would to give my staff a round of applause. [applause]
Fish: Can I just also acknowledge that anybody that has been watching the formal side of our process, which is council hearings and seeing all the technical things that we deal with on a regular basis, anyone watching that would think that that's a full-time job for the staff that you have just identified. I also want to acknowledge that each of us on this panel have different levels of experience and understanding of the very complicated issues that we have been dealing with, which means we have all been getting briefings in addition to these council proceedings, we've been getting briefings in our offices from key staff people at every juncture of the day. I would hate to add up all the time that, that has consumed of your staff, but it has allowed us to participate more deeply in this process and hopefully more thoughtfully. So, I just also want to add my thanks for all the extra work that your team does in getting us up to speed on these issues so that we have these what I think have been very high functioning council proceedings.
Anderson: Thank you. It's time to get this done. So, back to the mayor and Sallie.
Wheeler: Thank you again Susan and thank you for your incredible leadership and of course congratulations to you and your team and we look forward to continuing to hear great things from you in the future of course. So, now we'll move on to the business of the day, Sallie, do you want to go ahead and introduce today's session, please.
Sallie Edmunds, Bureau of Planning and Sustainability: Yes. Thank you very much. So as Susan said we're taking the final steps to prepare for our June 6th vote. I want to point out that the central city 2035 record is in the room and I think it's probably upstairs, there's 25 boxes or so. So I want to direct your attention to a revised memo that I believe Karla just distributed to you. There's a couple of things that we have added to that, so we'll want to take a look at that. In particular there's a new amendment on page 5 and then we revised a map to put the names of the streets were not properly named, so that's in there too. Since we saw you last in April we have been preparing a set of revised recommended drafts based on the actions that you took at our many meetings. So much of what you'll do today is to move, second and vote on amended and substitute ordinances, resolutions and exhibits. We also split the main ordinance into two parts to allow commissioner Saltzman to vote on the main ordinance and so he wouldn't have to vote on -- he could recuse himself from the river place ordinance. But as we prepared the final package we did identify a few things that need changing so we have a few minor amendments that are in the memo that I just distributed. Also since last time we met commissioner Saltzman developed one final major amendment that he would like council to consider so we'll get to that a little bit later. So, then on June 6th you'll take the final vote. We had also planned to have you adopt some administrative rules right after your final vote, but since the rules are so technical and detailed such as which bird-safe fritting pattern might be acceptable we found another path forward and added a directive to the main ordinance to provide bps with the authority to adopt administrative rules for both bird safe and low carbon and we'll begin that process as soon as council takes its final vote and we'll report back to council staff with the results there.
Wheeler: Very good. This makes sense and thank you for saving us for having to take up

a detailed and lengthy debate on window fritting patterns and I also want to acknowledge the work bureau of environmental services did with the Audubon society produce a draft of what I believe to be the first ever first bird safe administrative rule of its kind in the entire country.
Edmunds: That's our understanding.
Wheeler: That is buried in here as well and I want to acknowledge that. So okay, the first item of business is on 526.
Fish: Mayor I just have one question.
Wheeler: Commissioner Fish.
Fish: Sallie, we're not taking testimony today?
Edmunds: That's correct.
Fish: So when you identify something we're going to vote on as a minor or technical amendment or amendment package, what we can assume at least with respect to these issues is that we have not received any commentary from the public that's opposed to the action we're taking. Is that fair?
Edmunds: That's correct. These are truly errors that we found. For example in one case we found that you had adopted an additional map that you didn't need to adopt so we're removing that map. Couple of other cases there were missing words that were in an earlier draft and were not carried over into -- yeah.
Fish: That's helpful. Thank you.
Wheeler: Very good, first item of business is on item 526. That's to accept the substitute main central city 2035 ordinance. I move to accept the substitute main central city 2035 ordinance.
Fish: Second.
Wheeler: And all the associated exhibits as described in attachment b on the May 24th bps memorandum. I have a second from commissioner Fish. Is there any further discussion on these items? There being none, Karla, could you please call the roll on the vote to accept the substitute ordinance and exhibits.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye. **Fritz:** Aye.
Wheeler: Aye. Substitute ordinance and exhibits are approved. Next up are additional amendments to the substitute main ordinance on 526. Rachael, want to get us started?
Edmunds: Rachael is not here at the moment so as I said next we have a few minor and technical amendments that we found through the course of preparing the draft and think you could move as a package. If there are any you would like to know more about we would be happy to go over them.
Fish: I move them as a package.
Wheeler: Ok we have a motion and we have a second to approve the minor and technical amendments to the substitute main central 2035 ordinance. Is there any further discussion? There being none, Karla, could you please call the roll on the minor and technical amendments.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Fritz: Thanks again to staff and to Claire in my office for going through these with a fine tooth comb. Aye.
Wheeler: Aye. Motion carries. Next we have a major amendment to the amended substitute ordinance for item 526. Commissioner Saltzman, I believe, this is your amendment. Do you have a motion to make?
Saltzman: Yes, I do I move to adopt the new chinatown/japantown amendment as written in attachment a, part 2, of map 24 of the map 24 bps memo and this amendment increases the bonus height on the western half of block 33 to 200 feet. The base height remains at 125 feet for the full block. The affordable housing bonus is required to be used if the bonus

height is used. It also increases the base floor area ratio to 9-1 on the full block. If all floors above the ground floor on the western one half of the block are in a residential use. This amendment also increases base height on the four northern blocks of the new chinatown/japantown historic district to 200 feet, which is still a reduction to height on these blocks that exist today and I'm offering those because I do believe as when I offered it before that couple things. One, what sways in e to go from 160 to 200 feet is the extra affordable housing that we will get on block 33 and finally I just believe we need to infuse old town japantown with activity and there is none there now. We need people to live there as well as work there. It needs help and I believe these amendments will do that.
Wheeler: I will second this. I was persuaded the last time. I like the fact that this not only includes block 33 but also blocks to the north for consistency. It addresses the height, the far and the need for housing. I presume there will be discussion on this item.
Fritz: I would like to discuss it.
Wheeler: Commissioner Fritz.
Fritz: Thank you to everybody who came here today. Commissioner Eudaly you can't see there's more than a dozen people here who have signs saying things like quality for old town, bps got it right, 160 the max, keep the sun shining on lan su garden, shade, preserve history. The one that speaks to me most is, another Albina, question mark exclamation mark and I think this is a serious mistake that is going to repeat the mistakes that previous councils made in Albina, destroying an historic district and destroying a cultural district. This is the only cultural district, historic district that is specific to cultural communities in Portland. This amendment is opposed by the old town Chinatown association who previously supported the block 33. They are greatly concerned about the impact on the lan su Chinese garden which was developed by the city is our main asset one of the main assets in the city and this proposal is going to completely shade and destroy the atmosphere around it. It also will take out half of the historic district. Half of the historic district. It's a small historic district to start off with. It's now going to be just four blocks and that isn't a viable. I would like to read -- it reflects what I think that this is from terri chung, the Portland Chinatown history foundation board chairman and past chair of the old town community association. The new proposal to rezone four blocks of the district is no longer a death of the district by a thousand cuts but is now taking the sword and cutting the body in half. When it was presented by the developer that block 33's increasing heights would not endanger the historic district what will the removal of four of the eight blocks do if not lead to delist the historic status of the district? The removal of Portland's only recognized cultural district is a blow to the historic significance that Portland's ethnic minorities have played in the establishment of cultural enclaves in the city of Portland. We have lost the original Italian neighborhood, the Greek neighborhood, the african-americans enclaves, the Jewish and the German and white Russian enclaves. What will be left to make Portland unique? What is it that tourists will want to see when they visit a new city? Not more high-rises or shopping places that replicate what is at home. Portland needs to create a new unique brand for itself based on its historic diversity. Please maintain the historic district of the Chinese, the historical presence of the Chinese and Japanese within this cultural boundary. To that end there now exists within and close to this proximity the lan su Chinese gardens, Oregon Jewish museum, the nikkei legacy center, Japanese and new Portland Chinatown museum scheduled to open June 7th, Naito parkway and the memorial plaza within the cherry blossom tree's. Why does the city not help and encourage the addition of more historic or cultural sites within this district? The african-american community would like a site, encourage the Greek community to have a site. It could easily be a tourist magnet center with the city helping the development of more sites by offering incentives, cultural glance, seismic credits, land mark preservation grants,

development grants. Within five years Portland could join then ten's of thousands of additional tourists and then new dollars for businesses. Please think historic and cultural progress for Portland. This amendment put forward has no guarantee as to what will be developed. Gentrification is what is being promised at the expense of the cultural and historical perspective of its residents. And I also want to read some of what Lisa James the executive director of the Lan Su Chinese garden which is owned by the city of Portland. I might induce today as your partner, your operator and your advocate for the Chinese Lan Su Chinese garden, this garden is more than a tourist attraction that you own, it is a friendship garden with Suzhou China and a statement of historical recognition for the discrimination and inequities suffered by Chinese immigrants in a century in old town Chinatown. Why weren't we notified of the amendment today that would add four city blocks to get another height increase for block 33? These walls of 200 foot towers directly across the street on the west of the garden will undeniably have a detrimental impact on long term viability and our legitimate biological connection. This rushed spot zoning is disingenuous to all the community planning that went into the design guidelines recently approved by council which by the way cost the city $175,000 to develop the design guidelines. We entertain visitors from Seattle, Missouri, Texas and anywhere else striving for more than a decade to build something compatible. Tomorrow we entertain visitors again from the famous Huntington botanical gardens and library in Pasadena who are hiring our Suzhou designers to build something similar. The national arboretum has worked for more than a decade to build what we have that this and its care and maintenance are issues for another discussion on another day. Daily we have been trying to work with the developers. We above possibly anyone else want a thoughtful process to redevelop the neighborhood and we are currently poised to participate on a grand scale to address more than decades of planning for a needed world class cultural and heritage center. We have endeavored not only to meet and exceed the expectations of us as your partner and operater, but to assume your responsibilities for major capital repairs because we are dedicated to such a high degree to the preservation and mission of lan su. We hope you will rethink this rushed process. Then finally, I want to read from Helen Ying, the chair of the old town Chinatown association. At this time we cannot support the blanket amendment for the four northern blocks of new chinatown/japantown historic district that is proposed this Thursday. We've had no opportunity to discuss the merits or concerns of this amendment. We have not learned of any planning developments in the other blocks being considered and have not had the opportunity to examine the impacts of additional height on those blocks in the neighborhood. We have a very unique neighborhood with respect to cultural and historical aspects therefore we do not subscribe to the fairness premise discussed by council and the bureau of planning and sustainability. In this district each block should be evaluated uniquely with careful consideration of these matters. Of most impact is any impact on the lan su garden the protection of which may not be adequately addressed in the current or proposed zoning code. Therefore our support for the height and density increases only block 33 at this time. Knowing that three of the council have decided to approve this I looked into can we do something in the zoning code to protect the Lan Su Chinese garden and I believe the answer is no. When we're talking about affordable housing we're going to get affordable housing if there is residential development anyway, and what old town Chinatown community association has been on record saying that they don't need more affordable housing, they need more market rate housing and people coming to live there with a diversity of income. This change is against policies which we just adopted in the comprehensive plan and central city plan, policy 4.48 encourages development that fills in vacant and underutilized gaps within the established urban factory while preserving and complementing historic resources and policy 4.49 says

refine base zoning in historic district to take into account the character of the historic districts in this historic resources in the district. This amendment is in direct conflict with these policies. If the district's northern blocks are given 200 feet height for base height it would create incentive for demolition of smaller contributing properties in the 10-block new town Japan town historic district and will put the district at risk for being delisted when these contributing properties are gone. We have heard from historic preservation advocates and members of old town Chinatown community association that increasing the height on 40% of the districts, 50% with block 33, without any consultation with the district is unacceptable and we will be putting at risk the health and success of lan su Chinese garden. The property on block 26 to the west of the garden is not subject to the shadow study standard that intended to ensure that parks and open spaces are not negatively impacted by reducing access to light and warmth. Block 26 is not subject to the shadow study standard as it's not eligible for bonus height. And to that end and actually it's even beyond that with the increase in the floor area ratio there can be unlimited transfer floor area ratio from the historic properties which I believe will happen under this amendment. So, colleagues, let's not do another Albina, let's not rush into something because certain developers have asked us to. Why don't we see whether it works to increase the 130 which was the compromise and now its being asked to compromise in the compromise and come back if we don't get the kind of development we want?
Wheeler: Commissioner Fish.
Fish: Thank you.
[applause]
Wheeler: Folks just as a reminder the council rules, just let everybody speak. Thumbs up if you like something, thumbs down if you don't like something. Just helps us keep the flow going. Commissioner Fish then commissioner Eudaly.
Fish: Mayor, I have three questions and I don't know whether they are directed to staff or to the sponsor, but having -- joe, are you going to join us? Joe Zehnder?
Joe Zehnder, Bureau of Planning and Sustainability: Yes, sorry.
Fish: Are you going to join us for a second.
Zehnder: We're troubleshooting here.
Fish: So, I have three questions and I don't know whether they're appropriately directed to you or to the sponsor, but I'll pose the question and ask either of you to respond to it. Like commissioner Fritz, I have received a fair amount of correspondence mostly in the form of emails and letters from people raising significant principled objections to this amendment. First question I want to ask is do we have anything in the record currently from any community organization, any of our advisory bodies or anyone in the community that supports this amendment?
Zehnder: The amendment for the change of height north of Everett I'm not sure that we have testimony and support of that.
Fish: Ok, the second question that I want to raise.
Zehnder: Excuse me, commissioner. We have testimony absolutely in opposition of reducing the heights there from property owners. So, that's the other part of this.
Fish: The second question I want to raise is we spent a fair amount of time during this process addressing the concerns of one property owner at block 26, and I'll refer to that as the Menashe property because Mr. Menashe was the owner and potential developer who felt most aggrieved by a decision we made to reduce the height limit on his property from over 300 feet to 160 feet. We had some extensive conversations as a council about whether 160 feet was the proper limit or not. My recollection is despite Mr. Menashe's pleas and his lawyer's pleas the council finally agreed that 160 feet should be the height limit on his property. Is that correct?

Zehnder: Correct.
Fish: And joe would you remind me, what was the principal reason -- mr. Menashe is obviously in a different position than the developer in block 33. Because here we're contemplating increasing the height. In his instance, in his case he was faced with a significant reduction in the allowed height for his property. What was the principal reason that we settled on 160 feet at block 26?
Zehnder: It was based on the height of the existing structure just to the west of this block. So already in this district that could get up to 425 I believe with bonus there's an existing tower of 160. So, even though and the historic district is adopted I believe after the 160 foot tower was built. So, the datum, the ceiling has already been set there. If we're going to try to bring heights down to something closer to what the heights should be rather than the 425 that predates the historic district, we use that existing precedent to set the bar. Part of what we're thinking is if the precedent really now is what we're proposing to see done in block 33, we would just apply that. That's the new ceiling. There's no particular science to that.
Fish: Okay and I guess prior to this hearing my assumption was if you raise the height and I think it was the assumption of most of my colleagues after the last hearing, that if you made an adjustment on block 33, we would have to in all fairness make an adjustment on block 26. How did that grow to the four northern blocks? Why has this expanded to cover more space?
Zehnder: You know, one of the principles that we try to build into this kind of allowance decision is treating properties in like situations in a like way. So making the distinction between the other three blocks or four blocks in that area compared to this one, the menashe block is what we're calling it, we didn't see a clear case. One could make a policy case for that distinction. We chose to apply it to treat all like blocks in the same way.
Fish: My final question is probably maybe to the mayor. I was the author of the amendment that now requires that in order to access any bonus, height bonus the developer must use inclusionary housing. So whatever we decide today there is now baked into what we have decided a requirement that the height is linked to inclusionary housing. I think that's --
Zehnder: On block 33 that's true.
Fish: On block 33, but not on the other locations?
Zehnder: On the other locations it would be base height.
Fish: So it would not be subject to a bonus.
Zehnder: It would be subject -- well. They have 9-1 floor area, commissioner. To get to what it would take to build to that height they are going to need extra floor area, so they do have access, I believe, to the inclusionary housing bonus they just don't get bonus height. They have base height.
Fish: So, I guess the question that I would ask of the sponsors is now that we have settled the question that additional height is subject to inclusionary housing, I guess we can argue about whether there are some additional units to be gained between 160 and 200 feet, but I understood the bigger concern out of coming out of the last hearing was whether 160 feet and the terms we established were sufficient to generate development at that site. I guess my question is, has the developer informed anyone on council that the current zoning for that site would not be feasible for development? Commissioner Saltzman said this change could potentially give us additional housing. I care deeply about housing, and I was the author of the amendment, but what I understood the last time we had this discussion and this is beginning to feel like groundhog day, was that the concern was whether it would be economically viable to develop this site under the terms we set, and my question is, has the developer notified the city that it would not be feasible to develop under existing

zoning?
Wheeler: I will answer that question for my part. I have not had such a conversation with the developer, but that's not my reason for voting for this and I'm listening to the conversation and I'm still persuaded. You mentioned the difference between and we were talking about a 40 foot difference here. We're talking about a practical decrease in the existing heights to the north, and let's not forget what block 33 is and has been for decades. It's a surface parking lot. This city went to Salem along with others for the purpose of declaring surface parking lots to be defined as blight and therefore something that is not desirable. So we have waited for decades for there to be development on this site and we have not seen it. We're now near the end of the development cycle that is broadly accepted. I believe with 200 feet based on what I understand to be the process and I'm going to ask a few follow-up questions in a moment, there's not a substantial difference in terms of impact yet there's potentially a significant difference in terms of affordable housing opportunities as well as housing generally in this area where currently people could build higher to the north and there's nothing built on block 33. So I want to go through a couple of these cause commissioner Fritz made some very compelling statements and she read what I thought was some really thoughtful and detailed testimony, but I don't buy a lot of it and so I guess I want to ask a couple of questions. Could you tell us what the process is if a developer decides they want to develop let's say on block 33, what is the process they go through with regard to historic district, with regard to shading, with regard to lan su, and its impact things like that.
Zehnder: Well on block 33 what is intended is that it's in the historic district. So we go through landmarks commission review that would review the proposed building in light of both the allowances on the site and the historic district guidelines that were recently adopted and developed and adopted as part of this project. So, that's the process it goes through. It's a type 3 I believe.
Wheeler: Sorry to interrupt. I want to jump to the punch here. If the historic landmarks commission decided that what was being proposed would jeopardize the historic district wouldn't that be an opportunity for them to intervene?
Zehnder: The landmarks commission indeed could determine that the plan as submitted is not acceptable and that it would be appealed.
Wheeler: Tell me about shade particularly on Lan Su. We all love Lan Su. I was engaged at Lan Su. [speaking simultaneously]
Zehnder: It would be affected by the menashe building, not block 33 and we have a height or shade study requirement that defines certain days of the year where you have to model the design and massing of the building and demonstrate whether or not a certain percent of the affected parcel, the park, is in shade. I don't know the exact times and dates but staff does.
Fritz: The council is very familiar with that because we just waived that on the Fremont apartments. So, there's absolutely no guarantee that would protect lan su.
Wheeler: Is there anything we would be voting on that would change that requirement with regards to shading?
Zehnder: Not the ability not to -- the appeal -- if it was -- if it did not meet the standard --
Fritz: The standard could be modified or adjusted, right?
Zehnder: The standard could be modified and adjusted.
Wheeler: We could do that regardless.
Zehnder: It could be modified or adjusted or it could be chosen not to be modified or adjusted and then it would be kicked back to city council.
Wheeler: Thank you.
Eudaly: Mayor.

Wheeler: Commissioner Eudaly.
Eudaly: Thank you. Yeah I'm not buying many of these arguments either. First of all I just have to say, the raising the specter of Albina in this conversation is absurd. Albina was a thriving business and residential community, predominantly african-american, which was decimated by urban renewal and Emanuel hospital and the freeway and at the coliseum. Our Chinatown historic district unfortunately is not a thriving business or residential area. For anyone and businesses are struggling, and they could certainly use more housing. Secondly, I would never think that anyone who is remotely familiar with my position on housing would never think that the argument that we don't need affordable housing would fly with me. I frankly find that offensive. Market rate housing is affordable to people earning 120% or more of median income and when we're talking about affordable housing in regards to inclusionary zoning, we're talking about housing that's affordable to people at 60 and 80% of mfi, median family income. And those are many people who do vital work in our city and are not somehow less desirable neighbors than those who can afford market rate rents. Thanks for reading the letter, I'm going to read a letter from john tuft from the heritage consulting group. Dear mayor and commissioners I welcome the opportunity to comment regarding the proposal to modify the height limit on block 33. As many of you know my company heritage consulting group is a national leader in cultural resource evaluation and particularly in securing rehabilitation tax credits in the redevelopment of historic buildings. We count amount among our clients individuals, local and national developers, affordable housing agencies as well as local, state and federal governments. I founded heritage in 1982, for many years my office was in the merchant hotel in old town. I was fortunate the council, Naito and Bing Sheldon are personal friends have been involved in most major rehabilitation projects in Portland, our city hall, to the Multnomah hotel and the Benson house, Montgomery park. In total we evaluated thousands of buildings and have listed over 350 properties on the national register. The discussion before you is an interesting one. The first aspect I would like to comment on is the question of the national register district being delisted. It's put out every time there's a major change proposed in an historic district. You will recall that the same people today saying the district will be delisted said the same in the dirty discussion in 2010. To the best of my knowledge no national register district in the country has ever been delisted. Still there there have been individual properties removed from the national register. Only automatic removals are those situations where the building is removed from the national register. The only automatic removal are those situations where the building is moved or the entire resource is destroyed. I don't think a surface parking lot counts as a historic resource. The process to delist is a reverse of the listing process. Someone would need to proactively prepare a nomination that explains why the district no longer warrants historic designation. That nomination would be reviewed and commented on by the Portland landmarks commission, Oregon state preservation office and the Oregon state advisory committee. It would be unheralded for the national park service, the state historic preservation office or the national trust to undertake such an effort. I also want to remind you that the district was listed for its association with Japanese and Chinese communities in the city. Unlike a architectural resource the national register typically has greater flexibility when the site is important for its associative value. That’s from the 16 story 160 foot pacific tower apartments was built in 2003. Later the state historic preservation office, nor national park service felt compelled to question integrity or viability of the district. I can comfortably say I have never heard anyone denigrate the historic value of this district because of pacific tower. The second offset that I think is important here is that this development will not involve demolition or alteration of any historic building in the district specifically referring to block 33 to be cleared is not referring to the three other blocks. I just wanted to be fair and

note that. The property of the surface parking lot is a plan the district restated and has been named so for the past three decades. I think there's general agreement that developing block 33 would preferable to leaving it as a surface parking lot. There have been a number of development concepts explored but none have come to fruition. The way the reality is that the development cycle that the city has enjoyed for the past decade is trending down and that the cycle has a near term end. Put another way I believe this proposal is the best opportunity for this generation to see this site transformed for surface parking. Only specific to the question of height I would ask you to think specifically about how the district and neighborhood would be damaged by additional floors. Looking specifically at pacific towers would the district be any different if the towers was taller or shorter by a few floors? A need to impact the [in discernable] to actually distinct, rather the more important issue is to trust in the new design guidelines of how the subject connects to the surrounding street scape. I do believe that in granting a benefit the city could establish a higher bar in terms of lower level materials and design intergrading specifically the district and surrounding buildings. This project should not be an alternative architectural statement, but should integrate and promote the heritage and built environment of the district. In conclusion the fundamental question was whether the district on surrounding areas will benefit more or less by this project. It has been suggested that the height would be enjoy less, pacific towers tells me that is not so. Its also been said that the district has suffered and continues to suffer from economic challenges. Since turning the surface parking lot into apartments and commercial use, would substantially build the critical mass necessary for a viable retail environment moving demands for the properties and making the district more valuable. The way the added height does no damage to the district, but makes the project viable and enlarges the critical mass to make this one thriving neighborhood successful again. Sincerely John Tuft. So really what remains for me, because we know that any development on these properties will go through landmark commission, and will very likely be appealed and come to us eventually, is the question about the Lan Su garden and I have been assured by bps staff that we can prevent any impact to the garden. That is absolutely my only consideration, I find it hard to believe as a sense of justice that the future councils would sacrifice a valuable property and cultural gift to the city by making exceptions to our shadow standards, which unlike the situation with Fremont apartments could truly harm that area in the garden. So, I would like to hear from staff I guess a stronger reassurance that the concerns we are hearing raised about the garden are not credible threats.
Zehnder: So to paraphrase the question, is the allowing of taller buildings on these blocks in the context of having to do a shadow analysis sufficient protection for the garden?
Eudaly: Sure, that sounds good.
Zehnder: Ok, well, the shadow study would set a standard that the building would be designed, have to be designed to meet unless that standard is modified through the -- in this case, I guess it would be the landmarks review process, or at city council on appeal. But what this does is we have not done extensive analysis to know that it's impossible at these heights to design a building that can meet the standard. That's part of what -- how the shadow analysis and these standards work. It could have problems getting through -- so let's just focus on the shadow analysis. If it needs some modification, landmarks could allow that. If they found that it was an acceptable impact and was mitigated in a way that met the purposes of the shadow study requirement, and it then got appealed to city council, that decision and evaluation would be put in front of city council. To do, and you all could find yes, it is an adequate mitigation or acceptable impact or that no, it's not. We just haven't really designed all the permutations of what these kind of height limits would allow on that site to do that. And you know the other part of this is that we were always operating

from a context in which before we started the central city 2035, the allowances on these blocks was significantly taller than 160 or 200. So we were sort of counting on a version of this tool and this analysis to make the situation right anyway.
Eudaly: And that's something I think needs to be made clear to the public over and over again. We are actually significantly reducing the light on most of these blocks, and even with the increased height they were not redeveloped. I think it's also fair to say that even if we do grant 200 feet to block, is it 26 the Menashe building? They may not be able to fully realize that height. It might just not be possible to build that tall and comply with whatever the findings are through the shadow analysis. So I think that, that satisfies the remaining questions I have. I am sorry to hear that the association no longer supports this. They did support the increase on block 33, and I understand that they are concerned about the garden and concerned about the historic integrity of the district, and I certainly respect that. I do not, however, have not found compelling evidence proposed that the concerns are warranted.
Wheeler: Very good. Any further discussion, commissioner Fritz?
Fritz: Yes, I have a question for Joe, the height would be 200 feet by right would the shadow study even be required?
Zehnder: That's what the scurrying around right now that staff is doing is.
Wheeler: I'm gonna offer a technical amendment.
Zehnder: Right, we have a technical amendment to make it clear that it would apply to base height.
Fritz: Okay. Commissioner Eudaly thank you for reading that letter, that obviously just addressed block 33 and the four blocks that are additional all have contributing historic resources on them. So that is much more significant, that's half of the district. Commissioner Saltzman, I am wondering if it might be worth spitting out your amendment and doing block 33 as one amendment and then the other four blocks as a second one? Which would then comport with what old town Chinatown community association is asking us and also allow more time for the study of what the impact might be.
Saltzman: You know, my original interest was in block 33, but I've been persuaded sort of by the I guess the equity arguments around the other three blocks that has been made by staff. And I think the feelings on others, including yourself about, you know, spot zoning being a bad thing, so this seems to be the right balance in my opinion.
Wheeler: Call the roll.
Fish: We've been at this for a long time, and it's only appropriate that we conclude this process with a little drama. I want to thank everybody that took time to reach out to our offices and to express your concerns. I can't identify everybody in this room or who sent a communication, but I particularly appreciated hearing from the historic landmarks commission, from restore Oregon, from the community association, and from people in the neighborhood who have spent a lifetime working to preserve the cultural history of this section of our city. I believe we're making a mistake today in adopting this amendment, and I can't support it. I have a number of reasons, but I've made clear previously when this came up, and we've had multiple discussions about this particular block, that I thought that 160 feet was the limit, and at one point that was actually an amendment of one of my colleagues, and I was persuaded that, that was the right compromise. I acknowledge that the reasonable people can agree or disagree on any of these issues, but I have found the concerns raised by the community compelling, I have not felt that there was much community support for the amendment. I am a little bit taken aback that in the name of equity at the 11th hour we are extending it to other portions of the district without really doing any analysis or having much of a conversation I think that that's unfortunate. I guess for me there is two categories of concern. One is what I have heard from key stakeholders

about issues of history and process and equity and fairness and those are very important principles. Each of us are going to make our own judgments about how they apply to any issue before us, but I found in the totality those concerns compelling. While I appreciate the exchange that I had with joe zehnder, who has spent a lot of time coaching me on the basics of land use and zoning, I still frankly cannot reconcile the way that this council approached, block 26, and then block 33 and I thought that the council was very clear about why they thought 160 feet was appropriate at block 26 and after all Mr. Menashe came into this process at the beginning. He had a lawyer advocating for him throughout, he had a, I thought, a particularly compelling claim since he had owned the property for a long time with a height that was well above where we landed and yet, this council felt that 160 feet under those circumstances was appropriate. This is not even an 11th hour appeal to the council. Completely reversed equities, no promise of any future development. The only thing that we know for sure is that through this action, this land is going to become substantially more valuable with no promise of any future development. I can't square the two and because of the limited amount of time that we have to evaluate this, I have to go on my instinct and my instinct says that we are making a mistake. While I am very pleased and grateful that this council has made clear that whatever our decision, any future height increases will be linked to a bonus for affordable housing, and I think that was very important, and frankly, I compliment staff for having crafted that mechanism because we, essentially, imported something that did not really apply to a historic district from outside the district, and so regardless of the outcome of this vote, we have ensured that there will be affordable housing. I cannot support this amendment and therefore, I vote no.
Saltzman: Aye.
Eudaly: So we really don't have consensus in the neighborhood, with the residents, the community members, the businesses and even advocates for historic preservation are not in agreement on this item. So it's been a tough job to sort through these issues and we have spent many hours reading all the testimony, listening to the staff, and subject matters, and members of the community. And to be clear, there are many people, in particular business owners in that neighborhood that are desperate for change to come in order for it to become a more viable place to live and do a business. As I said before, my two primary concerns are the integrity of the historic district status, which is not necessarily at risk, and because any future developments will have to go through landmarks, I feel moderately comfortable with, and any impacts on the garden, which I think we all agree were committed to avoiding, and that may mean the developer doesn't get to take advantage of the full height that we are extending. What, I think what we have to consider today is what does the city need, and the city needs more housing and the city needs more vibrant neighborhood in Chinatown old town and the businesses need more people on the street. So I think, that's it I vote aye.
Fritz: This is a really sad day, and I am sorry, thank you for those of you who came representing the Chinese, Japanese communities, thank you for those who came for the Lan Su Chinese garden. We know what we are doing here, we are destroying the district. Half of the district will be gone and the developers would not have asked for the increased height if they did not plan to demolish the existing buildings, so four contributing buildings will be gone and four or five blocks does not make a historic district. There is no support. I have heard no support from the community for the additional four blocks. We are supposed to be doing treating zoning where people should be able to expect that they can develop something like what the zoning code allows them to do, and that was one of the reasons that we reduced the height because the historic landmarks commission told us that it was almost impossible. In fact, impossible to develop at the heights that were previously allowed. So that this whole central city plan and the comprehensive plan have

been looking at, let's be reasonable in our expectations and that people could reasonably be able to develop in a compatible manner at 200 feet or whatever it is set at. There was a proposal to develop on block 33 at 125 feet, which was just waiting for this central city plan to be adopted because the previous height limit was 100, and that proposal, that was what was all that was necessary. Now suddenly, not only is 125 not big enough, but 160 is not big enough, 200 is not big enough and to add insult to injury literally, we are destroying the district and I am really sorry. Thank you for testifying. Thank you for being here. No.
Wheeler: I actually think we're doing the opposite. I think we're vitalizing the district. I want to remind us what we are talking about. We are talking about lowering the height from existing height in part of it, and in the other part we are talking about a surface parking lot that has been a surface parking lot for many decades and that the city has been trying to have developed throughout that time having declared it blight. There are plenty of checks and balances in this process. I have heard lots of prognostications about how this ruins the district, how this will lead to demolition. How does lower the height actually further encourage the demolition of a building when the heights are actually being lowered over existing height requirements? We have heard that there is a check and a balance in terms of the shade and I'm in a few minutes going to offer technical amendment that will make that crystal clear. Third, the historic district will still have the responsibility to weigh in, and there will be a public process and that is just, that's the fact. So I actually am proud to support this amendment. I vote aye. The amendment is adopted. Now that we've made that decision I understand that we need to substitute a new exhibit A to the substitute ordinance on item 526 to replace the one that we just accepted. Karla will you please distribute the new version of substituted a, findings report and then colleagues I'm gonna suggest we vote on this and take a ten-minute break. Thank you.
Fish: Mayor, can you tell us again what this is?
Fritz: What the heck is this.
Wheeler: I will let staff do that. Sallie is eager to tell you all about it.
Edmunds: Yes, one moment.
Fish: Is this just everything we voted on?
Sallie Edmunds, Bureau of Planning and Sustainability: What you have before you is a replacement package of the findings for the central city plan and because you just made the decision that you just made, we need to update the findings package to support the decision that you just made. So the packet you have replaces the packet that was filed with the clerk's office earlier.
Fish: So, for this, may I ask legal counsel a question? Cause I want to make sure I get this right. The vote to make, to adopt the amendment was 32. Now we have this document, which includes the findings from that, and apparently other things. Is this now pro-forma? Even though I dissented on the amendment, is this now just a technical issue of adopting the findings, and so it should just be voted on?
Linly Rees, Chief Deputy City Attorney: I won't presume to tell you how to vote, but I will tell you that in order to defend council's decision, which was the decision to adopt those amendments, these findings are necessary to support that decision. So yes.
Fish: And does it extend beyond the amendment? Does it have the minor amendments and the major amendment?
Edmunds: The findings report that you have before you addresses all of the decisions that you made over the last number of months and.
Fish: Includes things any member of council may have agreed with or disagreed with?
Edmunds: That's correct and so we filed a packet with the clerk's office last week that included, that supported everything you had made so far. You have made some additional decisions today. So, you need to adopt this replacement.

Fish: Okay, thank you.
Wheeler: Very good, I move to substitute and accept this version of exhibit a. The findings report to replace the version that council accepted earlier today, do I have a second?
Saltzman: Second.
Wheeler: Any discussion? Karla please call the roll.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Fritz: This just excuses and has things in it which is completely not true, the testimony was received for and against the increased height and that it is in compliance with policy 4.47 and 4.48 which I read out before, no.
Wheeler: Aye. The motion carries. I recommend we take a ten-minute break. We are in recess.
At 3:50 p.m. council recessed.
At 4:07 p.m. council reconvened.
Wheeler: Very good, welcome. So colleagues as I promised a few moments ago I have a technical amendment number nine, it is a thick looking packet which you have all been provided, Rachael's going to give us a more technical explanation, but in short what it does is per the conversation we had earlier about the blocks in the north and in the district that we were discussing, this will ensure that those blocks are subject to a shadow study. Rachael you probably want to give us a better description than that?
Rachael Hoy, Bureau of Planning and Sustainability: Thank you, Rachael Hoy with the bureau of planning and sustainability, this is an amendment that we found bringing this forward to you. Just a little bit of background, in central city 2035 we have applied the shadow study requirement to more open spaces and parks around the central city and that is to have less shading on our parks. Today it applies mostly to the Park blocks. We have added it across the whole west side of the river and in doing that, the shadow study has always been tied to bonus height. Not every property in the central city is eligible for bonus height, so it was always our intent that this new shadow study requirement would apply to parks and open spaces that we have mapped through the central city 2035 process. So what this amendment does is it -- the code here and there's a lot more code than what's been changed. I have shaded the areas that actually have been changed. We have tied the shadow study requirement to our base height map, and the correction now applies to both base and bonus height. The other thing that I would just like to add to that is that while you have this section in front of you, base and bonus height in general base and bonus heights are not modifiable. The shadow study is a modifiable standard.
Fritz: So if I wanted to add, amend this to say adjustments and modifications to this standard are prohibited, where would I put that?
Hoy: So if you wanted to put that amendment forward specifically, it would be on page 3, letter d, at the end of that standard.
Fritz: So, colleagues, in order to be absolutely sure that we are not going to -- that future councils are not going to shade the Chinese garden I would move that we add to d on page 3, adjustments and modifications to this standard are prohibited.
Wheeler: Does the bureau have any problems with that amendment?
Hoy: The standard would then -- it would not be modifiable or adjustable. They would need to meet the standard at all of the parks across the central city.
Sallie Edmunds, Bureau of Planning and Sustainability: Not just the garden.
Hoy: Not just the garden if that's commissioner Fritz, if that's the was the intent of your amendment?
Fish: Can I make a suggestion? This has been a long week, and two weeks, and I am very loath to sign onto something where I don't understand the full implications, its one of the reasons why I actually voted against an amendment that was offered recently. And I

just wonder in the name of collegial functioning we can find some way to make what appears to be a fairly routine change just to kick this to next week and then we can have regular order. That's addressed to my colleagues, not to staff. I think from time to time we do push things forward even if we have a disagreement with the matter just to keep things on track, and I don't have the brain power right now to sort out all the implications of this. It just seems like the matter before us is not a big deal.
Wheeler: So sounds good but I'd like to know if there's implications you've heard there from the bureau or legal.
Fish: No, no I am suggesting that we keep it clean and not put a prohibition against any amendments or adjustments cause I don't know what that means, and under what circumstances that could be triggered.
Wheeler: Are you proposing just putting commissioner Fritz's amendment to next week or the whole technical amendment package?
Fish: I am saying if we can accept the technical amendment package without that amendment just so this matter goes to a second reading.
Wheeler: I see. Commissioner Fritz?
Fritz: Can it be changed at the second reading?
Linly Rees, Chief Deputy City Attorney: So, this is moving to its next reading on June 6th. If it were amended on June 6th, then it would have to be pushed to a further reading, which would push out the effective date so at this point it's June 6th so that it can become effective July 9th.
Fritz: The challenge commissioner is that I have just received this right now so I don't even know whether the base amendment is--.
Fish: I may be completely missing this right now but do we have the option of setting this over to next week?
Rees: Yes, cause that would just push us.
Fish: No, no without changing, cause it still give us.
Rees: Yeah, we have two weeks until June 6th.
Fish: That's what I was thinking, so if we set this over until next week, to give commissioner Fritz a chance to have her concerns addressed, and if she is satisfied, could we then vote on the amendment and still be on track to have the final vote on June 6th?
Fritz: Yeah, that's a good suggestion.
Rees: If there is a vote taken next week, yes.
Fish: Mayor, may ask to put this on for time certain next week?
Wheeler: Yeah, that's great and the time certain Karla would be?
Moore-Love: Its at 10:15 May 30th.
Edmunds: On Wednesday.
Wheeler: 10:15 a.m. Wednesday, May 30th. City hall, be there. Technical amendment 9 and any amendments and perhaps we can even work those in.
Fritz: And commissioner just so its published would you mind seconding my proposed amendments so we can discuss it?
Fish: Happy to.
Fritz: Thank you.
Wheeler: Very good, we have a motion from commissioner Fritz and second. The amendment is on the table. Very good. Next up is a new ordinance to separate out RiverPlace amendments. Commissioner? Next step is a new ordinance, you've got to come back in 30 seconds. Next up is a new ordinance to separate out the RiverPlace amendments from the substitute main ordinance. We just accepted so that commissioner Saltzman can participate in the vote on the main ordinance. As people are aware he has recused himself from the discussions around RiverPlace, but would like to participate in

the discussions and the vote for the main ordinance. We've already heard testimony on these amendments and a number of previous hearings barring any further discussion from council or staff.
Moore-Love: Excuse me mayor, commissioner Eudaly has requested to reconnect.
Wheeler: Do I need to read the script again? We have not adjourned the meeting so I assume --
Rees: You do notice need to but that certainly provides the opportunity to address the amendment issue with the map. So, you may wish to do that, allow staff to do that.
Wheeler: So this is with regard to RiverPlace specifically.
Rees: Correct.
Wheeler: Cause in the interest of collegiality, I think we've already put off technical amendment number 9 and any amendments to next week and I would like to uphold that commitment with, that we've made. Before I move this item to second reading on June 6th, there is a technical amendment that staff would like to present and commissioner Eudaly, this pertains to RiverPlace item 527.
Edmunds: Yes, mayor, we have an amended map 5104, map 3 of 3. That we need you to move and second.
Wheeler: So moved.
Fish: Second.
Fritz: What's the change in the map?
Wheeler: One moment, please.
Rees: I apologize. So this map reflects the shadow study, technical amendment number 9, so what I would suggest you do is pass this to second reading next week on the 30th at 10:15 along with the amendment.
Wheeler: Now there are two amendments, is that correct? Ok, so very good, so addendum to the May 24 packet, technical amendment number nine. Plus, two amendments, one from commissioner Fritz and one of a technical amendment pertaining to the map from staff. Those will be moved to next Wednesday, May 30th, time certain, 10:15. was that correct?
Moore-Love: Correct.
Wheeler: 10:15 a.m. Portland city hall.
Rees: So for clarity for Karla that would be both items 526 and 527.
Fish: Karla, what would we do without you?
Moore-Love: What would I do without them, I don't know.
Fish: What would we do without both of you?
Wheeler: A virtuous circle of extreme intense knowledge. Very good. So has this then included, the map that you had requested with regard to RiverPlace or do we also need to put that on the table?
Hoy: Mayor, that is the same map.
Wheeler: Very good. Very good. So then item 527 passes to second reading. June 6th.
Rees: May 30th at 10:15.
Wheeler: May 30 at 10:15, as well, thank you, good. I'm going to just will just quietly move away from that one now. So item 528, the -- commissioner Saltzman if you are listening, which he isn't, he's out in the hallway talking to his fans. He can come back in. Item 528 is the environmental and scenic ordinance outside of the central city. The reason that we have this ordinance is to clarify the process for managing vegetation to protect views. I move to accept the substitute ordinance and all associated exhibits described in attachment b to the May 24th, bps memo. Do I have a second?
Fish: Second.
Wheeler: We have a second from commissioner Fish, any discussion.

Fish: Mayor Hales, that's no problem happens all the time.
Fritz: I have a question and that is I noticed some of the open, the scenic resources being added to park properties, have these all been reviewed by parks staff?
Moore-Love: Turn the mic on. Press the green button.
Mindy Brooks, Bureau of Planning and Sustainability: Hi, Mindy Brooks with planning and sustainability. Yes, we've been in contact with parks about it, in fact, they were one of the ones who initiated the request for the standard to be applied back to the parks property, so they can better manage the vegetation.
Fritz: Thank you.
Wheeler: Very good. Karla, can you call the roll.
Fish: Aye. **Eudaly:** Aye. **Fritz:** Aye.
Wheeler: Aye. So we have accepted substitute ordinance and amendments. The next item up is item 529. It's the actions, urban design diagram, and target resolution. We need to move and second the amended resolution and substitute exhibits. I'll move to amend the resolution and associated exhibits as shown in the versions of these documents distributed to council and described in attachment b to the May 24th, bps memo. Do I have a second?
Fritz: Second.
Wheeler: We have a second from commissioner Fritz, any discussion? Karla, could you please call the roll on this resolution and Exhibits.
Fish: Aye. **Eudaly:** Aye. **Fritz:** Aye.
Wheeler: Aye. The resolution is adopted as amended. Next step, 530, the green loop resolution, with this resolution, the city council endorses moving forward with the green loop, one of the big ideas in my opinion in the central city plan. It's an initiative that will add to the central city network of great public spaces with formal and informal places to gather integrated into new developments like Broadway corridor, redevelopment of the old post office, and the omsi redevelopment of its riverfront campus. It can become a recognized and attractive route connecting central city destinations and neighborhoods like the park blocks, the Portland art museum, psu, the central east side, and the moda center and it starts to become a reality in the Lloyd district with some of the first projects to be completed after the plan. We're going to hear next from a panel of representatives from city bureaus, private business, and a nonprofit who are going to be part of this. I would like to welcome Susan Anderson, who we all know as the bps director. Leah treat, of course, the pbot, she is not here, she's being ably substituted in today, we appreciate it, thanks Art. Wade Lange vice president and regional manager for the American assets trust, and jenny Taylor, the administrative and transit program manager for go Lloyd. Good afternoon.
Susan Anderson, Director, Bureau of Planning and Sustainability: Thank you mayor. Susan Anderson director with the bureau of planning and sustainability. So now that the central city plan is almost adopted we wanted to showcase one of the initiatives, and you'll begin to see things being brought forth by council over the next few months that are represented in the central city plan, and this is one of the first initiatives that we wanted to feature. It will tie the central city together early on in the community process. There were many discussions about the idea of a pathway that could link all the disparate parts of the city, the central city together, it was called the green loop. Everything from starting over in the central east side, at south waterfront, past psu, along the park blocks, up to the post office over the Broadway bridge through the Lloyd district and then back down to the south back to the central east side and while the loop is about each of these individual places, it's also very much about what I call the spaces in between. These are the spaces, the green spaces, the businesses, the restaurants and stores that are along the route. We will create six miles of space as a green ribbon that will weave through the central city for

people to meander and walk and bike and shop and eat and work and play through some of the most urban and vibrant parts of the city. We've had many groups and organizations endorse the idea. They're very interested in the idea. Everyone from travel Portland to pnca, university of Oregon, psu, Oregon walks, American society of landscape architects, design week Portland and many others. Both in the private and public sector. It's also really important to note that the green loop is not just about the central city. It's not just the central city initiative. The new comp plan calls for a citywide system of greenways. I should say the new comp plan that was effective today at 1:00 p.m. It's a web, this whole system would be a web of loops and pathways to link neighborhoods, employment, parks and open spaces together. The idea is catching on, Lents green ring is pushing forward, in fact, in a couple of weeks city staff will join green Lents on June 2nd for a community forum, on the Lents green ring to nurture that vision. So today as the mayor mentioned we wanted to focus on a segment of the green loop where we think the first projects are likely to happen, and that's at the rose quarter and Lloyd district. There is already investments that are planned for that area such as the Sullivan crossing pedestrian and bike bridge across I-84, potential partners such as go Lloyd and the Albina vision trust, and others make this a really strong candidate as a place is to start. We have a few partners here today that want to provide their perspective and then art Pearce will talk a little bit about why this is important to pbot, and he may touch on this, but just in case, the green loop I wanted everyone to know is going to be open on a trial basis for one day only on July 22nd, and that's when Sunday parkways will weave through the central city on the future green loop route. I will turn it over to art and then to the members of the panel from the public. Thank you.

Art Pearce, Portland Bureau of Transportation: Good afternoon. Art Pearce, policy planning and project manager for pbot, standing in for Leah treat. So we're very happy to support this resolution. Pbot, we've been supporters of the green loop as it contributes significantly to the use of our central city and encourage the use of the streets in particular for people, which is great. When completed the green loop will be a signature thoroughfare for people walking and cycling to travel around the central city core, and importantly it will provide a much more comfortable system to navigate than our existing infrastructure, which is a great benefit to families, younger, younger citizens and older folks. It's very also important as a city dedicated to vision zero, half of our high crash intersections are in the central city, so half of those intersections for people walking and biking, and the green loop will emphasize those streets in particular making a very inviting route that can anchor around the districts of the central city. The green loop is also a major part of our central city in motion plan which is our investment strategy for streets in the central city that is underway and the goals will be making the entire system more navigable and consistent making the central city a more inviting place than it is today. The green loop will get people out of their cars, help encourage them to walk, bike, and stroll, to those destinations throughout the central city, and acknowledge the place that our streets are for the use for people. The green loop also is a very innovative approach to balancing the needs of our freight community and for people walking and cycling. In early conversations with the stakeholders in the central east side it became clear that the connections between the Tilikum and the recently funded Sullivan crossing over I-84 were going to be a key issue and so we knew we needed to work collaboratively with them and we have done so partnering with the central east side industrial council, the bureau of planning and sustainability we've studying in more detail the active transportation connection and how they may intersect with the freight mobility in that central east side. One of the first solutions as part of the green loop is the Sullivan's crossing so we are very excited that we are continuing to proceed with engineering on the Sullivan's crossing bridge over I-84, so

very excited that, that project continues to progress well and I think that will be complicated well with the Clackamas crossing bridge that will be implemented as part of the rose quarter i-5, I-84 project. So again, as Susan mentioned we have a chance to experience at least a taste of what the green loop will like in late July and so we certainly invite council to come and participate that with us.
Wheeler: That's be great.
Pearce: I will pass it on to wade Lange.
Wade Lange: Hi, I'm wade Lange with American assets trust thanks for letting me speak today. I've worked in the district for 21 years now, and I serve on the boards of go Lloyd, Lloyd and enhance service district, the Lloyd eco-district, the Holladay park partnership, Portland streetcar, among others, and all of those boards, all of those organizations have worked collectively together to really enhance the experience in Lloyd, and if you have not been over there lately, Lloyd is really changing. It is -- it's becoming all the things that 21 years ago and longer that we have discussed. We're actually seeing a hotel go up that we started talking about decades ago. So, we're excited about the changes, when I work on 2035 plan, a couple of years ago, a few years ago now, talking about what Lloyd could become, with the comprehensive plan and talking about the bridge the Clackamas street bridge, connecting moda center, which is part of Lloyd, which never gets referred to as such and connecting to our neighbors to the south and the central east side, and truly making us a, a more connected neighborhood. Our group, our neighborhood, our community got together about three years ago and asked the city to reduce the number of lanes in Multnomah. That does not happen very often, whereas the business community has to reduce street traffic. We did, we did that to enhance the pedestrian experience, the bicycle experience, and to activate the retail spaces, all of that has happened and more, and we see the green loop as a continuation of that vision of activation of the pedestrian experience within Lloyd. So, we are excited about it going forward. We are excited that Lloyd is among the first to experience this and we know it's going to be a public, private investment, and American assets trust is a developer in the area. Is looking forward to the next phase of development and looking forward to partnering in making this a vision that comes true. Thank you very much.
Jenny Taylor: Good afternoon. My name is jenny Taylor, I am a program manager at go Lloyd. Go Lloyd is the transportation management association for the Lloyd neighborhood representing 150 member businesses, more than 10,000 employees and a growing number of residents. Creating connections between people and places is what go Lloyd does, and we wholeheartedly support the green loop as a vital connection among central city neighborhoods. Moreover, we believe the Lloyd neighborhood would be an excellent first choice for the first segment of the loop. Access to Lloyd is constrained on multiple sides by freeways and arterials, by Sullivan's gulch and the Willamette river. The green loop will connect us to adjacent neighborhoods and provide people walking and biking with a convenient and safe way to move back and forth. Safety is a major priority for Lloyd as we have several high crash corridors and are a community of concern due to our low income and senior citizen populations. The green loop would be a tremendous amenity for our growing neighborhood. While Lloyd has been, long been a major business district the past several years have seen us transforming into one of the city's most accessible places to live. We currently have hundreds of residential units under construction, including home forward's 12-story affordable housing development and many more developments in the planning stage. In 2015 Lloyd had an 11:1 jobs to housing ratio. Our near term goal was to get that to 8:1 or better. By creating stronger connections to the rest of the central city and by adding some much needed public green space, the green loop will make Lloyd a more livable place for current and future residents and entice more developers to build there.

Unlike some other neighborhoods we do have an infrastructure system in Lloyd that can support high density development, both commercial and residential. Lloyd is a community that is engaged and open to partnerships, in fact, we have a long history of public, private partnerships as evidenced by the Lloyd partnership plan, the Broadway weidler quadrant plan and the Lloyd development plan among others. We see value in sharing ideas, listening to stakeholders, and brokering compromise in order to reap the highest public benefit. As part of this process, the Lloyd community would be willing to work with the city to explore funding strategies and help make the green loop a reality. In fact, much of the Lloyd success to date is due to our willingness to invest public and private dollars in our transportation network, that includes bringing Portland streetcar to the east side, creating protected bike lanes on northeast Multnomah street and northeast 16th avenue, installing transit trackers at most of our bus stops, investing $2 million annually and employee transit passes and providing support for the northeast 7th avenue bridge project currently known as Sullivan's crossing. We believe the green loop is a game changing innovation, and we want to support it the same way. This long-term investment in Lloyd and the greater central city will improve access for workers, residents and shoppers as well as visitors to Portland. Lloyd of course is home to several major regional attractors, including the Oregon convention center, the mode center and memorial coliseum and Lloyd center mall. The green loop will help to create stronger connections to our inner east side and downtown neighbors and encourage our interested but concerned populations to choose active modes of transportation and help make us a safer, healthier and more livable urban community. In addition to all of this by making Lloyd the first neighborhood to receive investment in the green loop, you get go Lloyd as a partner in promoting it. As a private nonprofit organization, with stable funding we are prepared to work with the city and all our partners to make the green loop a long-term success for Portland. Thank you.
Wheeler: Thank you. Commissioner Fritz.
Fritz: I just want to thank go Lloyd for your partnership for the excellence that you have demonstrated over many years in raising the money to tax yourself to put it back into the district it's one of my favorite areas, in particular, thank you for welcoming right 2 dream 2 to the area and for recognizing that everybody has to succeed. And so I very much appreciate that. Thank you.
Wheeler: Very good and I want to add my thanks and my praise. I think the green loop is a fantastic vision and it's one that I look forward to seeing being, perhaps, not completed during my tenure but I would certainly like to see it well underway, and see the city be engaged and excited by it, and committed to seeing the vision to its fulfillment. I think it really could be just an extraordinary iconic asset for this city, and I really appreciate those of you who are taking an early leadership and early advocacy position. It's always hard to beat the pointy end of the spear, but at the end of the day everybody will show up and say they were right with you all the time. Thank you for that. Colleagues any further discussion? I move to amend the resolution and accept the associated exhibits as shown in the versions of these documents distributed to council and described in attachment b to the May 21st bps memo. Do I have a second?
Saltzman: Second.
Wheeler: We have a motion and a second, any further discussion? If there is no more, Karla could you please call the roll on this vote to amend the resolution and exhibits.
Saltzman: Well, I appreciate all the work that's been done, and I don't know if that was a news headlines about this not be completed before your tenure's over, but I hope it is I hope your tenure still is going on when this gets completed.
Wheeler: We will see.
Saltzman: We'll see.

Wheeler: At my expense.
Saltzman: It's been a visionary project and it really will I think as the mayor said it's going to connect Portlanders in a way that they've never felt they've been able to connect safely throughout our city and around the city and I think it will be one of those projects that's going to really just really help redefine how we get and how we get keeping our residents safe, but protecting their abilities to get around as well. So good work. Aye.
Eudaly: Aye.
Fritz: This is a wonderful project. Thank you for explaining it at this late hour. Susan Anderson this is, since you're not going to be here next week, we're told you have a long list of thank you's for the comprehensive plan and central city plan. I pay tribute to the work you've done leading the bureau and really making a difference in your time here at the city over many years so thank you very much. Aye.
Wheeler: I, too, have enjoyed my very brief time with you, Susan. You have been an extraordinary leader and a visionary and a doer and you will be missed. As I said previously, but you are not really going anywhere, which is great. We'll see you when you get back from vacation. Thank you everybody. I vote aye. The amendment and related exhibit is approved. Okay. So listen patiently and make sure that I got this exactly right. We will be back on May 30th, 2015, at 10:15 a.m. for items 526, 527, and the remainder we're going to pass to June 6th to take the final vote on the central city 2035 plan ordinances and resolutions. Is that accurate? We are getting thumbs up. All right, that concludes the central city 2035 matter for today. We are adjourned.

At 4:37 p.m. council adjourned

CENTRALCITY
2035
Preparation for Final City Council Final Votes
May 24, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Overview

Preparation for Final Vote on CC2035
May 24, 2018
2:30 p.m., time certain

Final Vote on CC2035
June 6, 2018
2 p.m., time certain

CC2035 Effective Date
July 9, 2018

Today's Agenda

Move Central City 2035 to a final vote!

1. **Main Ordinance**
   - *Substitute ordinance*
   - *Consider additional amendments to main ordinance*
2. **RiverPlace Ordinance**
   - *Amends the main ordinance*
3. **Environmental/Scenic Ordinance: outside CC**
   - *Substitute ordinance*
4. **Actions, Urban Design Diagrams and Targets Resolution**
   - *Amended resolution*
5. **Green Loop Resolution**
   - *Amended resolution*

Main CC2035 Ordinance

Minor/Technical Amendment Package

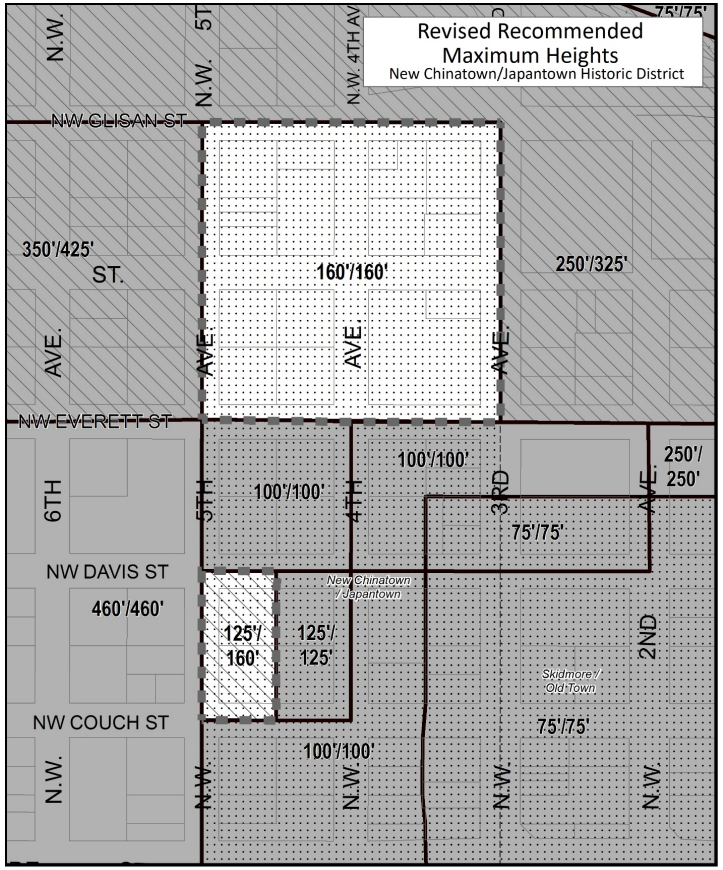
- Two amendments restore words inadvertently deleted from bonus height section and river review.
- Update threshold in Conditional Use chapter to match new CC2035 code standard
- Clarify exemption for the removal of debris in river e-zone
- Clarify when Greenway Goal Exemption is necessary
- Delete a map included by mistake
- Delete outdated glossary from Volume 1
- NEW: Clarify allowed heights in View Corridors
- NEW: Clarify that shadow studies are required for all stippled sites shown on the revised Map 510-3.

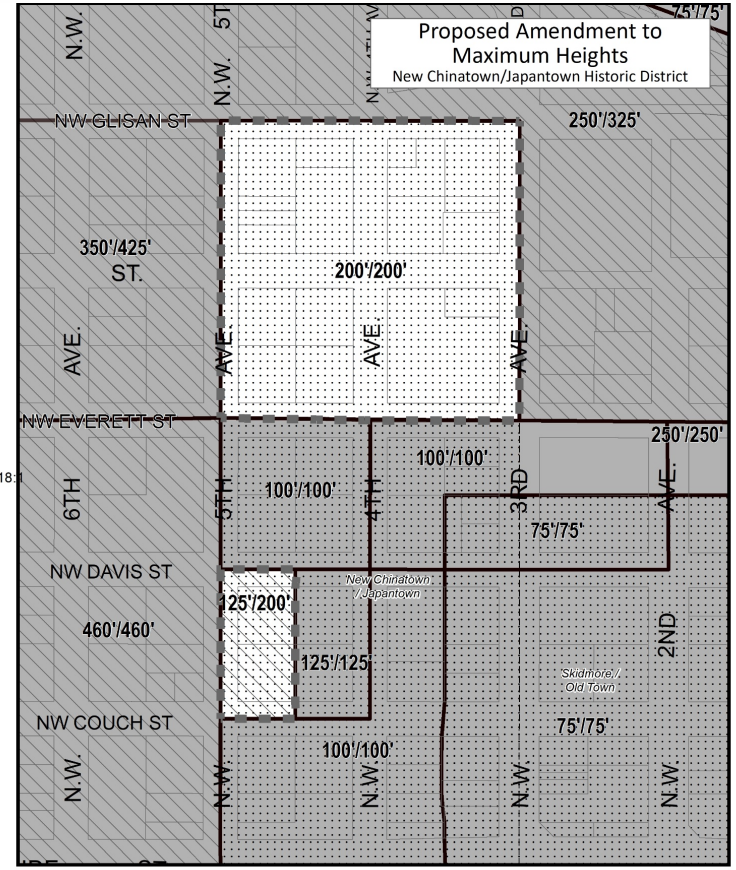
Major Amendment

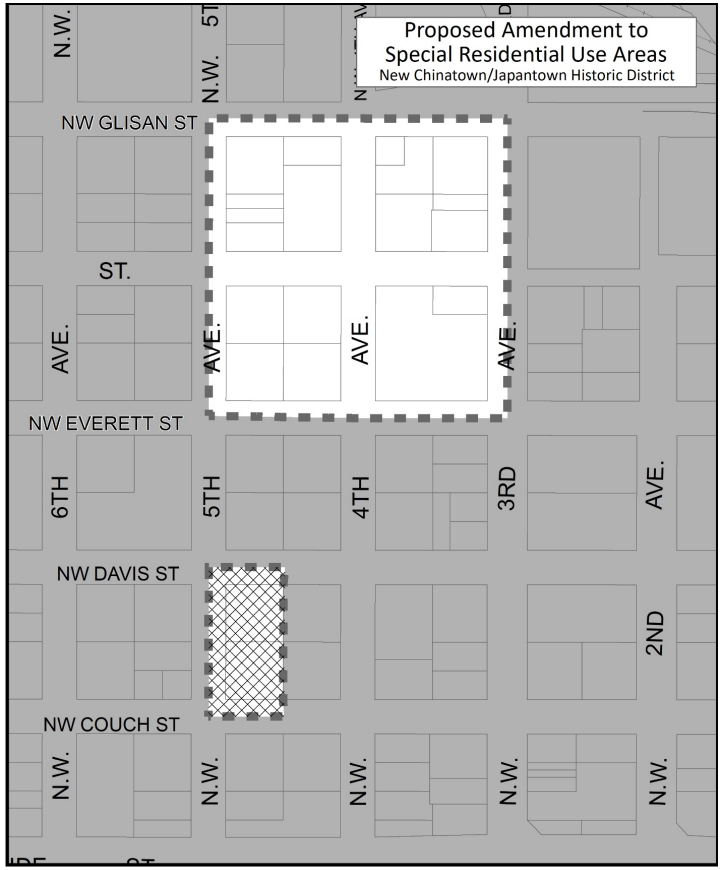
Height and FAR increases in New Chinatown/Japantown Historic District

1) **Four northern blocks of the district**: increase base height to 200 feet. No additional bonus height.
2) **Block 33:**
   - Maintain base height at 125’
   - Increase bonus height to 200’ on western ½ block
   - Affordable housing bonus required to access bonus height
   - Increase FAR to 9:1 on full block if all floors above ground floor on western ½ block are in residential use.

Height Increases in in New Chinatown/Japantown Historic District







May 24, 2018

Central City Plan District Boundary

Base/Maximum Heights Boundary

Area eligible for height increase

Proposed Amendment Area*

Historic District

*This map shows proposed amendments only within this area. Any proposed amendments outside this area are shown on separate maps.

NORTH

0 200 400

Scale in Feet

Area where residential is required

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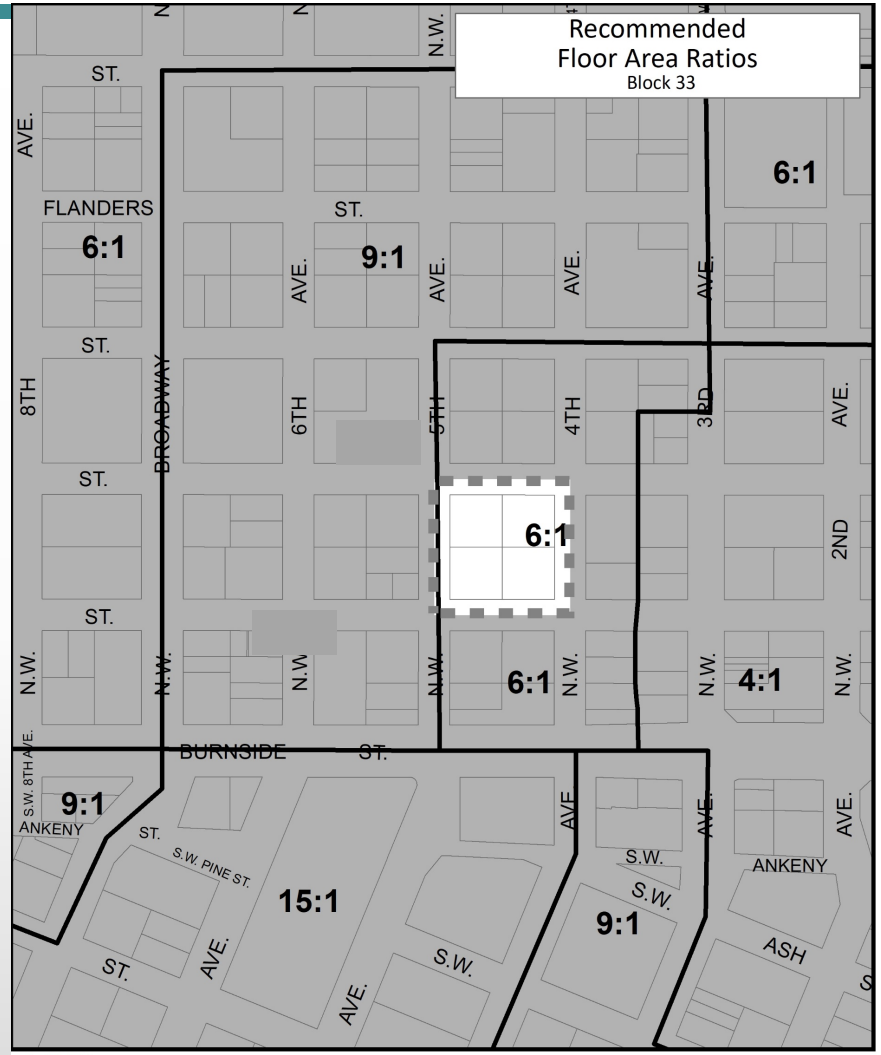
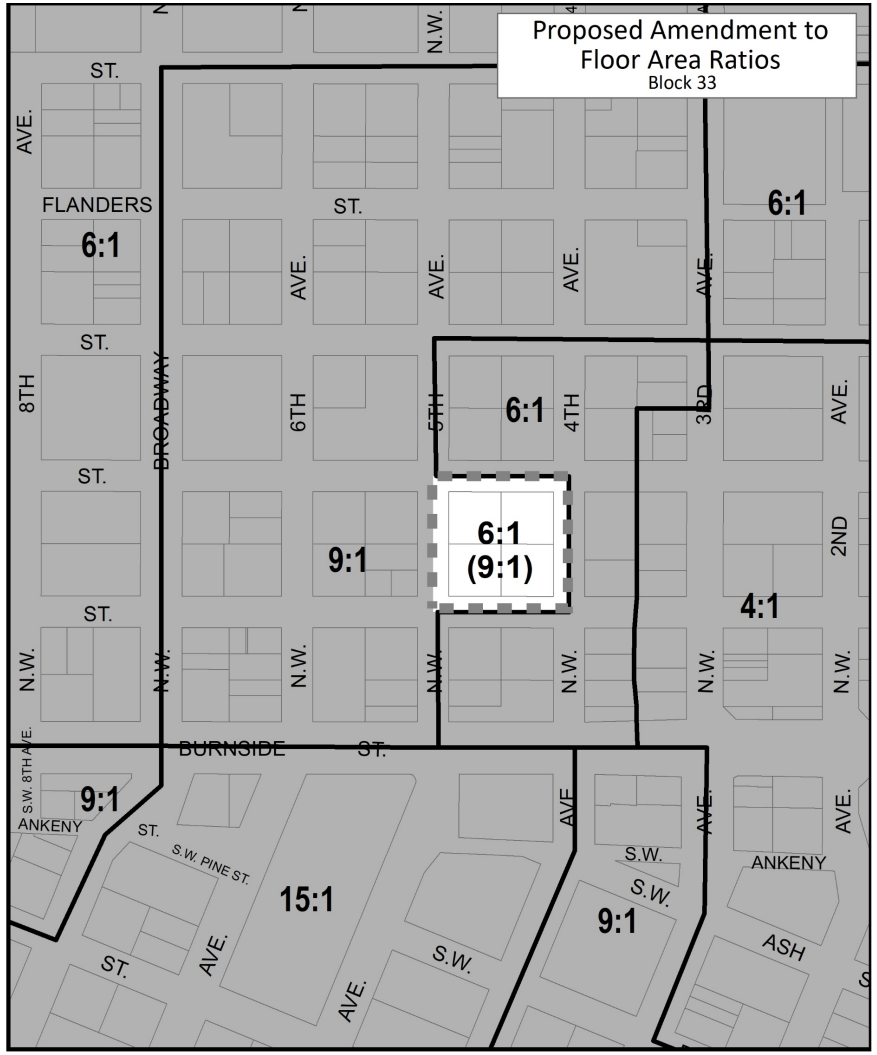
Block 33 FAR:

Increase FAR to 9:1 on full block if all floors above ground floor on western ½ of block are in residential use.





April 4, 2018

Central City Plan District boundary

FAR area boundary

Proposed Amendment Area*

(X:Y) Residential Required, see 33.510.200.C.2

*This map shows proposed amendments only within this area. Any proposed amendments outside this area are shown on separate maps.

NORTH

0 200 400

Scale in Feet

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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Block 33 FAR code amendments:

Code amendment:
33.510.200.C. Floor area ratio.

1. Generally, maximum floor area ratio (FAR) for sites in the Central City plan district are shown on Map 510-2. Maximum FAR can be increased on a site if FAR is transferred or earned through a bonus as allowed by 33.510.205, Floor Area Bonus and Transfer Options. Increases in FAR on a site are limited as described in Subsection D. Exemptions are in Subsection E.

2. On the site shown on Map 510-2 as requiring residential use, the maximum FAR for the entire site is 9 to 1 if all floors above the ground floor on the western half of the block are in a residential use.

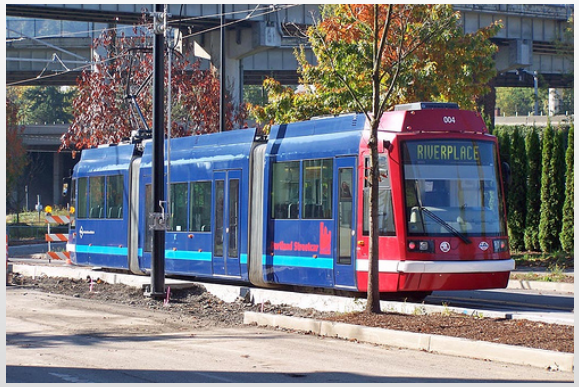
3. [2 re-numbered as 3].

Major Amendment

Summary of Height and FAR increases in New Chinatown/Japantown Historic District

	4 northern blocks	Block 33
Height **Maps 510-3 and 510-4**	Increase base height to 200’	-Maintain base height of 125’ -Bonus height up to 200’ on western ½ of block -Affordable housing bonus must be used
FAR **Map 510-2**	No change	Increase from 6:1 to 9:1 on entire block if all residential units above ground floor on western ½ of block
Code amendments	No changes	33.510.200.C. Floor area ratio

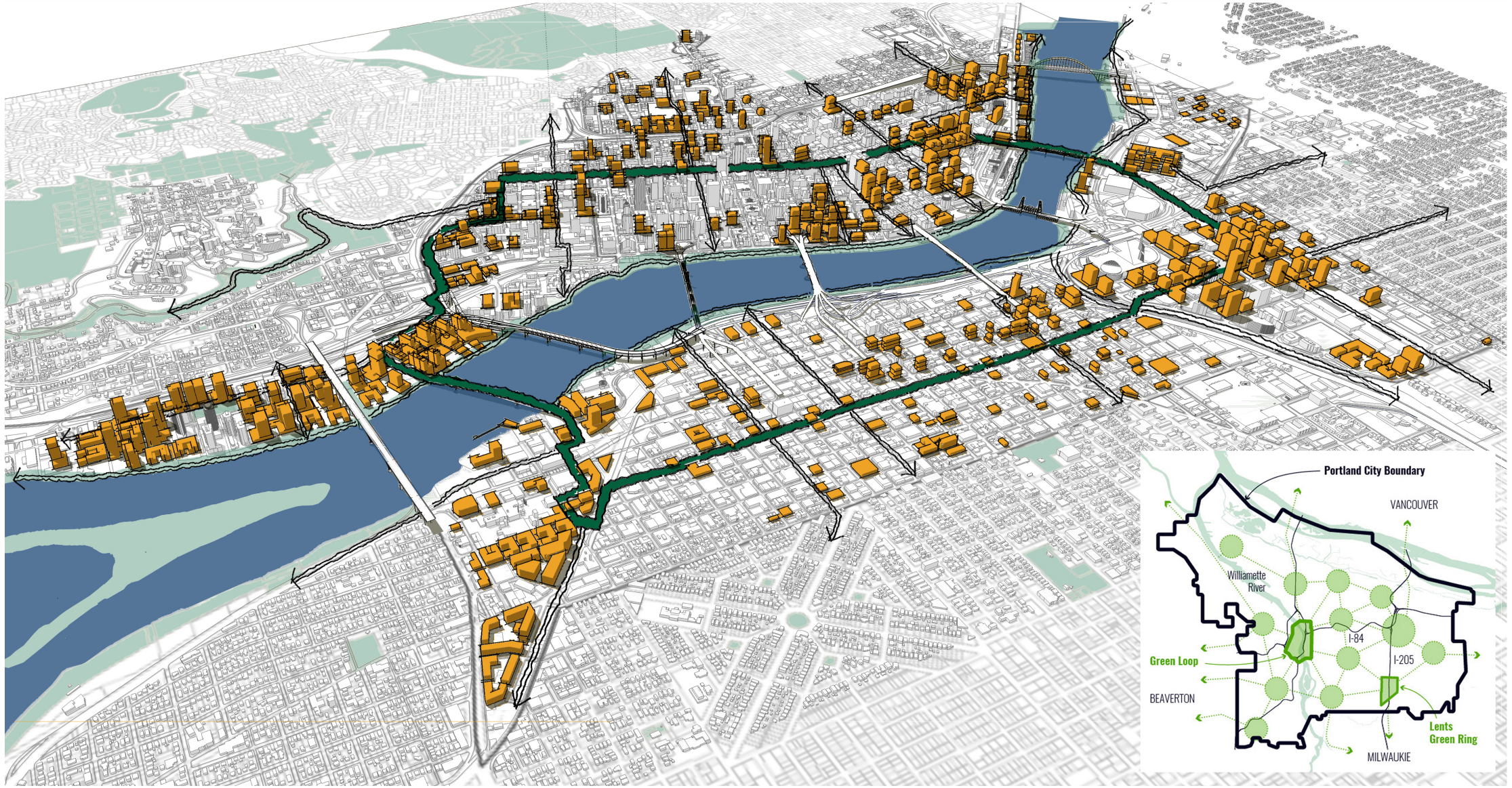
RiverPlace Ordinance



Environmental /Scenic Ordinance: Outside Central City

Actions/Urban Design/Targets Resolution

Green Loop Resolution



Next Steps

Final Vote on CC2035 Package
June 6, 2018
2 p.m., time certain

Effective date of CC2035 Package
July 9, 2018

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Items 352-355

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **11TH DAY OF APRIL, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Karen Moynahan, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item No. 337 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
330	Request of Norm Santana to address Council regarding a municipal broadband district in Portland (Communication)	**PLACED ON FILE**
331	Request of Michael O'Callaghan to address Council regarding Council treatment of humans (Communication)	**PLACED ON FILE**
332	Request of JoAnn Herrigel to address Council regarding Elders in Action Civics 101 training (Communication)	**PLACED ON FILE**
333	Request of Injured and Pissedoff to address Council regarding wasting tax payers dollars--two publications of City Council meetings (Communication)	**PLACED ON FILE**
334	Request of Gloria Ngezaho to address Council regarding Community Forum on Participatory Budgeting (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
335	**TIME CERTAIN: 9:45 AM –** Report on recent work from the City Auditor: Recreation Scholarships; Street Improvement Projects; Police Gang Enforcement Team (Report introduced by Auditor Hull Caballero) 45 minutes requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-5)	**ACCEPTED**
	CONSENT AGENDA – NO DISCUSSION	

	Mayor Ted Wheeler	
336	Reappoint Kerrie Standlee to the Noise Review Board for term to expire April 1, 2021 (Report) (Y-5)	**CONFIRMED**
	Bureau of Emergency Management	
***337**	Accept and appropriate the FY 2017 Urban Areas Security Initiative Grant in the amount of $2,496,835 from the Oregon Office of Emergency Management to enhance emergency preparedness through planning, training and equipping emergency responders in the Portland Urban Area (Ordinance) (Y-5)	**188893**
	Office of Management and Finance	
***338**	Pay bodily injury claim of James Shaw in the sum of $50,000 involving the Portland Water Bureau (Ordinance) (Y-5)	**188887**
***339**	Pay property damage claim of United Way of the Columbia Willamette in the sum of $42,485 involving the Bureau of Environmental Services (Ordinance) (Y-5)	**188888**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
340	Authorize a contract with the lowest responsible bidder for the 2018 Heavy Vehicle Use Tax Paving Projects (Ordinance)	**PASSED TO SECOND READING APRIL 18, 2018 AT 9:30 A.M.**
	REGULAR AGENDA	
***341**	Establish emergency speed for SE Stark St from SE 109th to SE 162nd at the city limits to support safe travel (Ordinance introduced by Mayor Wheeler and Commissioner Saltzman) 30 minutes requested (Y-5)	**188889**
***342**	Grant revocable permits to the Portland Rose Festival Foundation to perform activities relating to Portland Rose Festival annual celebration from May 25 through June 10, 2018 (Ordinance introduced by Commissioners Saltzman and Fish) 10 minutes requested **Motion to add emergency clause because it is in the public interest that there be no delay in the permitting process:** Moved by Fish and seconded by Wheeler. (Y-4; Eudaly absent) (Y-4; Eudaly absent)	**188890** **AS AMENDED**
	Mayor Ted Wheeler	
343	Appoint Leah Sykes and Jessica Greenlee to the Rental Services Commission for terms to expire April 2020 (Report) **Motion to accept the report:** Moved by Fish and seconded by Saltzman. (Y-5)	**CONFIRMED**

	Commissioner Dan Saltzman	
	Bureau of Transportation	
344	Assess benefited properties for street, sidewalk and stormwater improvements in the NE Couch Ct Local Improvement District (Hearing; Ordinance; C-10046)	**PASSED TO SECOND READING APRIL 18, 2018 AT 9:30 A.M.**
345	Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Second Reading Agenda 322; amend Code Section 17.88.090; amend Policy TRN-1.26) (Y-4; N-1 Fritz)	**188891** **AS AMENDED**
346	Vacate portions of NE Weidler St and NE Halsey St subject to certain conditions and reservations (Second Reading Agenda 323; VAC-10118) (Y-5)	**188892**
	FOUR-FIFTHS AGENDA	
346-1	Recognize April 10, 2018 as Equal Pay Day (Resolution introduced by Mayor Wheeler and Commissioners Saltzman, Eudaly, Fish and Fritz) 10 minutes requested (Y-5)	**37350**

At 12:10 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **11TH DAY OF APRIL, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Saltzman arrived at 2:12 p.m.
Commissioner Eudaly left at 4:00 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

The meeting recessed at 3:17 p.m. and reconvened at 3:36 p.m.
The meeting recessed at 4:12 p.m. and reconvened at 4:33 p.m.

		Disposition:
347	**TIME CERTAIN: 2:00 PM –** Proclaim April 2018 to be Fair Housing Month (Proclamation introduced by Mayor Wheeler) 1.5 hours requested	**PLACED ON FILE**
348	**TIME CERTAIN: 3:30 PM –** Amend the Transportation System Plan consistent with the 2035 Comprehensive Plan and in compliance with the Regional Transportation Plan; amend River District Master Street Plan; add policies for Automated Vehicles; adopt findings of compliance; adopt corrections; amend Transportation and Parking Demand Management code to clarify requirements (Previous Agenda 284; Ordinance introduced by Commissioner Saltzman; amend Ordinance Nos. 187832, 188177; amend Code Chapter 17.107) 1 hour requested for items 348-351 **1. Motion to amend Section 8, Connected and Automated Vehicles Policy 9.XA.a to add "commercial" to proposed second sentence:** Moved by Fritz and seconded by Fish. (Y-5) **2. Motion to adopt Section 8, Connected and Automated Vehicles Policy amendment package:** **a. amend Policy 9.XA.a to add second sentence: Require adequate insurance coverage for operators, customers, and the public-at-large by providers of commercial connected and autonomous vehicles** **(continued next page)**	**CONTINUED TO MAY 24, 2018 AT 2:00 PM TIME CERTAIN AS AMENDED**
348 continued.	**b. amend Policy 9.XA.b to add #4 Supporting and encouraging use of public transportation** **c. amend Policy 9.XA.d to add final sentence, "This includes people with disabilities, as well as communities of color, women, and geographically underserved communities."** Moved by Fritz and seconded by Fish. (Y-5)	

349	Amend the Transportation System Plan to update Introduction, Modal Plans, Implementation Strategies, and Glossary (Previous Agenda 285; Resolution introduced by Commissioner Saltzman)	**CONTINUED TO MAY 24, 2018 AT 2:00 PM TIME CERTAIN**
350	Amend Zoning regulations to implement the 2035 Comprehensive Plan through the Code Reconciliation Project (Previous Agenda 286; Ordinance introduced by Mayor Wheeler; amend Title 33) **1. Motion to adopt items 1 & 2 in staff April 10, 2018 memo: (1) 33.410 amend the recommendation to remove the deletion of 33.410 and retain the Buffer overlay zone in the zoning code. (2) 32.34.020A amend the recommendation to remove the deletion and retain the related Buffer overlay regulations in Title 32 and renumber the section.** Moved by Fritz and seconded by Fish. Vote not called. **2. Motion to adopt proposed amendments 3-6 and 8-13 in staff April 10, 2018 memo:** Moved by Fish and seconded by Fritz. Vote not called. **3. Motion to adopt proposed amendment 7 regarding Affordable Commercial Space Administrative Rule in staff April 10, 2018 memo:** Moved by Fritz and seconded by Fish. Vote not called.	**CONTINUED TO APRIL 25, 2018 AT 2:00 PM TIME CERTAIN**
351	Amend Tree, Noise and Sign regulations to effectively implement Portland City Code through the Code Reconciliation Project (Previous Agenda 287; Ordinance introduced by Mayor Wheeler; amend Title 11, 18 and 32) **See Motion 1, Item 350.**	**CONTINUED TO APRIL 25, 2018 AT 2:00 PM TIME CERTAIN**
352-355	**TIME CERTAIN: 4:30 PM –** Central City 2035 Plan. 15 minutes requested Central City 2035 Plan items are continued from April 4 for Council discussion and vote on amendments. For more information see project website www.portlandoregon.gov/bps/cc2035	
352	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 325; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO MAY 24, 2018 AT 2:30 PM TIME CERTAIN**

353	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 326; Ordinance introduced by Mayor Wheeler) **1. Motion to add ordinance directive "The Portland Bureau of Transportation to work with the Portland Public School District on a Memorandum of Understanding for the redevelopment of the Lincoln High School property to ensure that specific programming and security needs for the facility are appropriately balanced with a north-south public access connection through the site that serves the pedestrian and bicycle connectivity needs of Goose Hollow consistent with the directives of the Central City 2035 Plan":** Moved by Saltzman and seconded by Fritz. (Y-4; Eudaly absent) **2. Vote on Amendment B, moved on 3/22, to exempt sites with a public-school use from the superblock regulations to allow them to design spaces and accessways that meet the needs of the school and address safety and security concerns:** (Y-4; Eudaly absent) **3. Vote on three amendments moved on April 4: North Pearl Height, Bird Safe Glazing, Transfer of Floor Area from a Historic Resource:** (Y-4; Eudaly absent)	**CONTINUED TO MAY 24, 2018 AT 2:30 PM TIME CERTAIN AS AMENDED**
354	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 327; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MAY 24, 2018 AT 2:30 PM TIME CERTAIN**
355	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 328; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MAY 24, 2018 AT 2:30 PM TIME CERTAIN**
	DUE TO LACK OF AGENDA THERE WAS NO 2:00 PM MEETING THURSDAY, APRIL 12, 2018.	

At 4:45 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

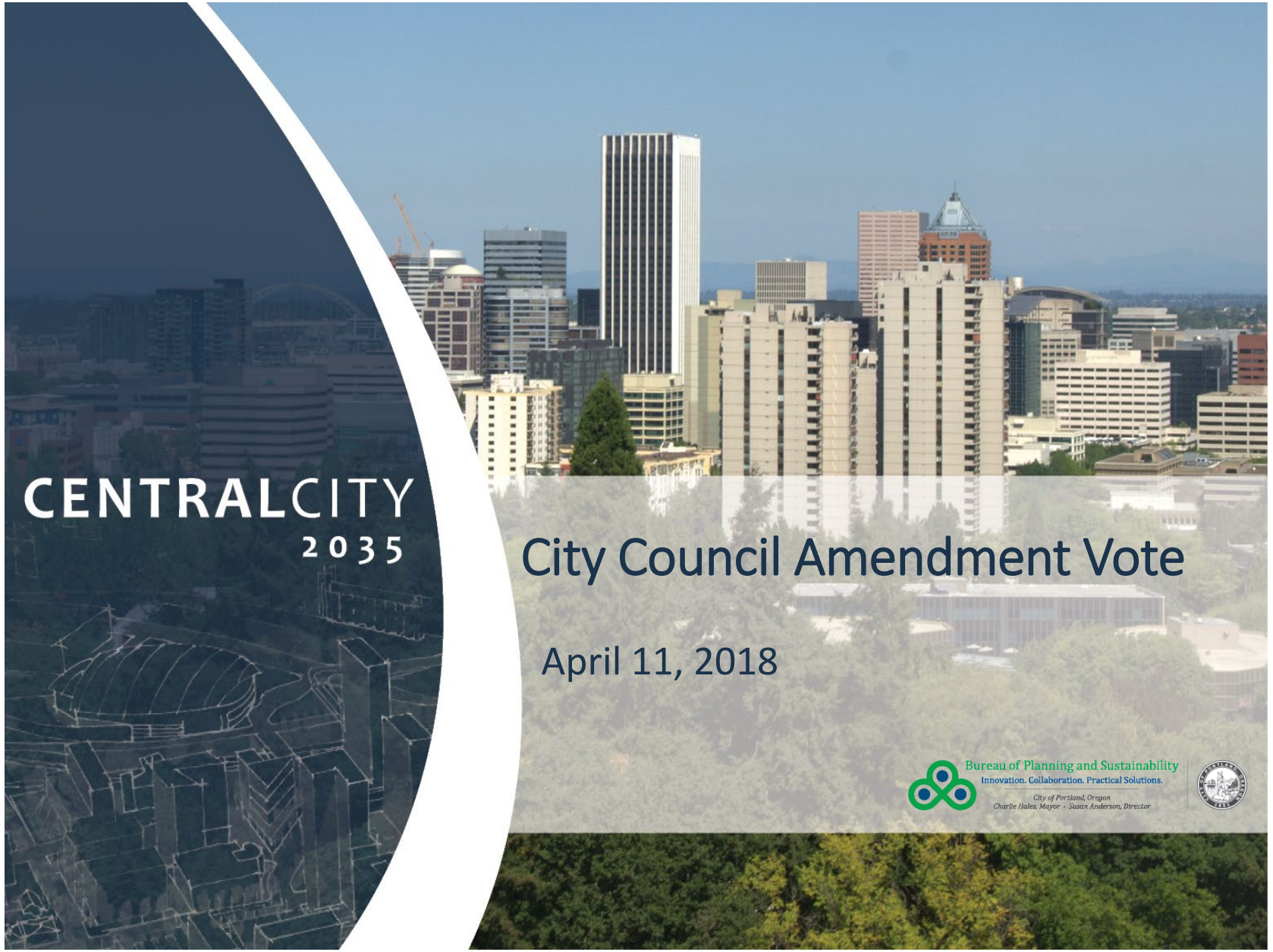
APRIL 11, 2018 2:00 PM
Items 352-355.
Wheeler: We're back in session, this is a 4:30 time certain, Karla could you read 352-355? [Items read.]
Wheeler: Okay, sally, you want to walk us through the last part of our session today, please?
Sally Edmunds, Bureau of Planning and Sustainability: Yes, be happy to. We have a few final amendments for you to vote on today. These are all items that were subject to the public hearing on either March 22nd or April 4th. We have one item related to access and public school sites in the central city, some minor technical amendments related to north pearl height, bird-safe glazing and transfer of floor area from a historic resource. Once the council's work is complete today, staff will go back and prepare a central city 2035 revised recommended draft to reflect the amendments council has made over the last eight months. The revised recommended draft will also include updated commentary to explain the final code and policy language and clean up any scrivener's errors we may find. We will also update the ordinances and findings to reflect Council's amendments and we will release these documents in early to mid-may. Then on May 24th at 2:30 pm, the same day the comprehensive plan takes effect, we will ask you to move and amend the central city 2035 package to include this revised draft we would be preparing including the substitute ordinances and findings. And on june 6th, you will come back and take a final vote on the whole central city 2035 plan. Following that, you will hold a public hearing on the first iteration of two new administrative rules. One on low-carbon buildings and one for bird-safe glazing. These are both needed to implement central city 2035 and so while you will take the first vote on that, we will be requesting the bps director be granted the authority update these admin rules over time. After that, we will conduct final training sessions so that staff is ready for the effective date of july 9th. So I think that is it. So we just have a few other things to do before we can move on to the rest.
Wheeler: So commissioner Saltzman?
Saltzman: When is the appropriate time for me to offer an amendment regarding the school sites in the central city?
Edmunds: I think that is the first item on the list.
Wheeler: It is, rachel, so why don't you tee that up.
Rachael Hoy, Bureau of Planning & Sustainability: Okay, so to summarize, this is an amendment that exempts public school uses from the superblock regulations. Those regulations are intended to link internal walkways, plazas to adjacent public sidewalks to improve circulation through a site and to adjacent neighborhood. So the intent of the exemption is to allow portland public schools to design their school with open space and access ways and plazas in a way that addresses their programming needs, including safety and security needs. Our understanding is that pps and pbot are working on a memorandum of understanding right now to layout the public access on the easements through the site.

Saltzman: And my amendment would simply state what you just read and reads as follows. Council directs Portland bureau of transportation to work with portland public school district on a memorandum of understanding for the redevelopment lincoln high school property to insure specific programming needs for the facility are met and an adequate north-south public access connection is provided through the site to serve as a day-to-day pedestrian and bicycle connectivity needs of goose hollow, consistent with the directives of the central city 2035 plan and I think commissioner Fritz has a friendly amendment to my amendment.
Fritz: I second yours. Just to change the wording a little bit to – the directive would be for the Portland bureau of transportation to work with Portland public school district on a memorandum of understanding for the redevelopment of the lincoln high property to insure programming and security needs for the facility are appropriately balanced with a north-south pedestrian access connection through the site that serves the pedestrian and bicycle connectivity needs of goose hollow consistent with the directives of the central city 2035 plan.
Saltzman: And I accept that as a friendly amendment.
Wheeler: Very good. We have a motion and a second.
Fritz: I have a concern about this because I don't know what the mechanism to make sure this happens is. We were hoping by delaying three weeks the memorandum of understanding could be signed and we would be sure about this. So is there another mechanism of -- I mean, what happens if we don't do the exception at all? Is there another mechanism for Portland public schools to come in and say later, here is our new plan and we have an mou about how that connectivity is going to be maintained?
Saltzman: Do we have some people from pbot here?
Kurt Krueger, Portland Bureau of Transportation: Good afternoon, pbot development services. Commissioner, I appreciate your valid concerns. We had hoped to have a memorandum of understanding prepared and signed here today. It was a tall order for two large jurisdictions to accomplish in a short amount of time. We're very close, working back and forth over word and challenges we are negotiating but we have commitments from senior level management that pps to keep working on this. If that were not to be signed, we have transportation code that allows us to require connectivity through sites like this. So without the superblock regulations, we do have connectivity requirements that would need to be met in title 17, they are just not as strong as they are with the language that had been proposed earlier.
Fritz: You think you could get the memorandum of understanding signed by may 24th?
Krueger: I think we could do that.
Fritz: Then that would address our concerns because if not, then I would be looking to change our direction on this.
Fish: Can I ask a question? What is the north-south connection through the lincoln campus?
Krueger: It is not memorialized. It is kind of a loose connection through fences that are open around the track but not clear and distinct.
Fish: As someone who lives in the neighborhood, when the gate is closed to the field, I don't know if there is one. I don't think there is one that goes south unless you can somehow navigate through kgw but I don't -- am I right?
Krueger: You can't. And the friendly amendment talks about programming and security needs and that is a good it addition because we have heard from lincoln high school that they have legitimate security concerns about access to the campus and monitoring any right of ways, is that correct?
Wheeler: Okay, very good. Were you going to say something sally?

Edmunds: I was just going to say that if this mou is not signed, we will, by the time we could release the substitute ordinance, we will include this it as a directive in the substitute ordinance.
Wheeler: Very good. Commissioner Fritz?
Fritz: Just concerned that I don't want to put this out with a -- there is no way the city council can require that memorandum of understanding to be signed after the central city plan is done. We lose our stick. So my clear hope an expectation that it be finished so that we don't have to then figure out how to kick the can down the hole again.
Krueger: Commissioner if I may, playing through the land use application process that lincoln high school will need to go through, they'll be going through a design review application, there is approval criteria that need to be met, transportation will be applying connectivity requirements through title 17. I don't want to forecast how the decision-making may occur but city council could ultimately be the decision-maker in that land use case.
Fritz: Okay just want to set some clear expectations. Thank you.
Wheeler: Very good. So we need to take a vote on commissioner Saltzman and commissioner Fritz's amendment, correct? So that is a friendly amendment that is absorbed into Commissioner Saltzman's amendment, correct?
Linly Rees, Chief Deputy City Attorney: Yes, you can vote on Commissioner Saltzman's. What it would do, it's a directive to an ordinance. You will be getting a substitute ordinance on may 24th any way so it will be in there --
Wheeler: But we have to vote on it today in order to move it in.
Rees: Either that or you are simply directing staff to put it in but it is fine to vote.
Wheeler: Why don't we just do it today to keep it clean. Could you please call the role, Karla.
Fish: Aye **Saltzman**: Aye
Fritz: Thank you for your leadership. Aye.
Wheeler: Thank you both for working on this and dan and commissioner Fritz, thank you for the friendly amendment. Aye.
Edmunds: So we still need to vote on the original amendment.
Wheeler: Correct. So please call the roll on the original amendment.
Fish: Aye **Saltzman**: Aye
Fritz: But for this I would not be voting Aye, but I am. Aye.
Wheeler: Aye. So the amendment is adopted as amended. Thank you. Next we move on to the minor and technical amendments that were the subject of the public hearings last week. That includes the north pearl height opportunity area, bird-safe glazing and the far t transfer from historic resources. It would be my recommendation unless any of my colleagues object to vote on these as a package. Does anybody want to pull any of these for a separate discussion? Very good, Karla, please call the roll.
Fish: Aye. **Saltzman**: Aye. **Fritz:** Aye.
Wheeler: Aye. The package of amendments are adopted and that it for today on central city 2035. Anything else you want to add?
Edmunds: No. Next meeting will be may 24th.
Wheeler: May 24th it is and we are adjourned.

At 4:45 p.m. Council adjourned.

[end of excerpt]


CENTRALCITY
2035
City Council Amendment Vote
April 11, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Today's Agenda

Part I: Vote on Amendment from March 22

B. Access on Public School Sites

Part II: Vote on Amendments from April 4 as a package

1. North Pearl Height
2. Bird-Safe Glazing
3. Transfer FAR from a Historic Resource

Overview of Next Steps

Tentative Vote on CC2035 Package
May 24, 2018
2:30 p.m., time certain

Final Vote on CC2035 Package
June 6, 2018
2 p.m., time certain

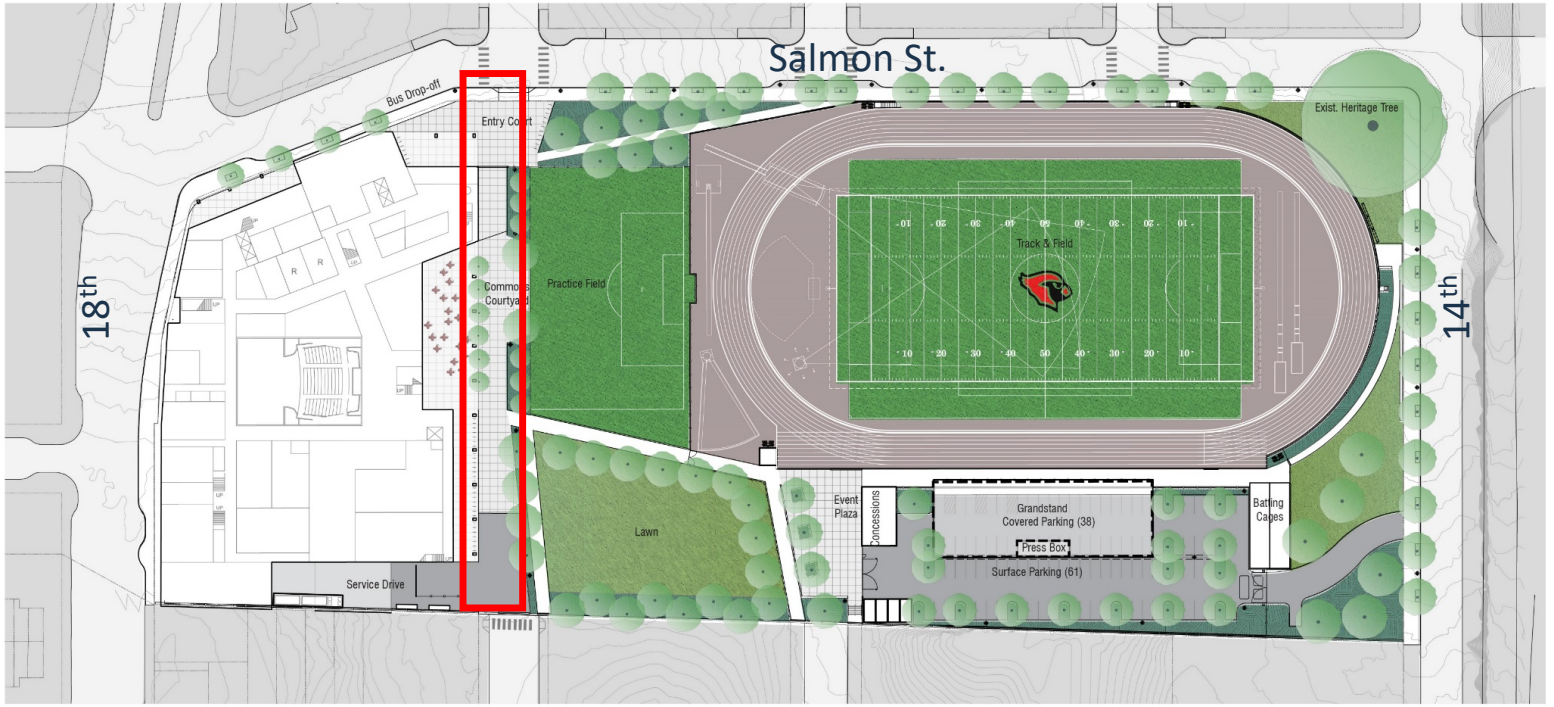
Public Hearing on Administrative Rules to Implement CC2035
June 6, 2018
2:10 p.m., time certain

Effective date
July 9, 2018

Part I: March 22 Amendments

B. Exempt public school uses from the superblock regulations in the Central City

Site Plan

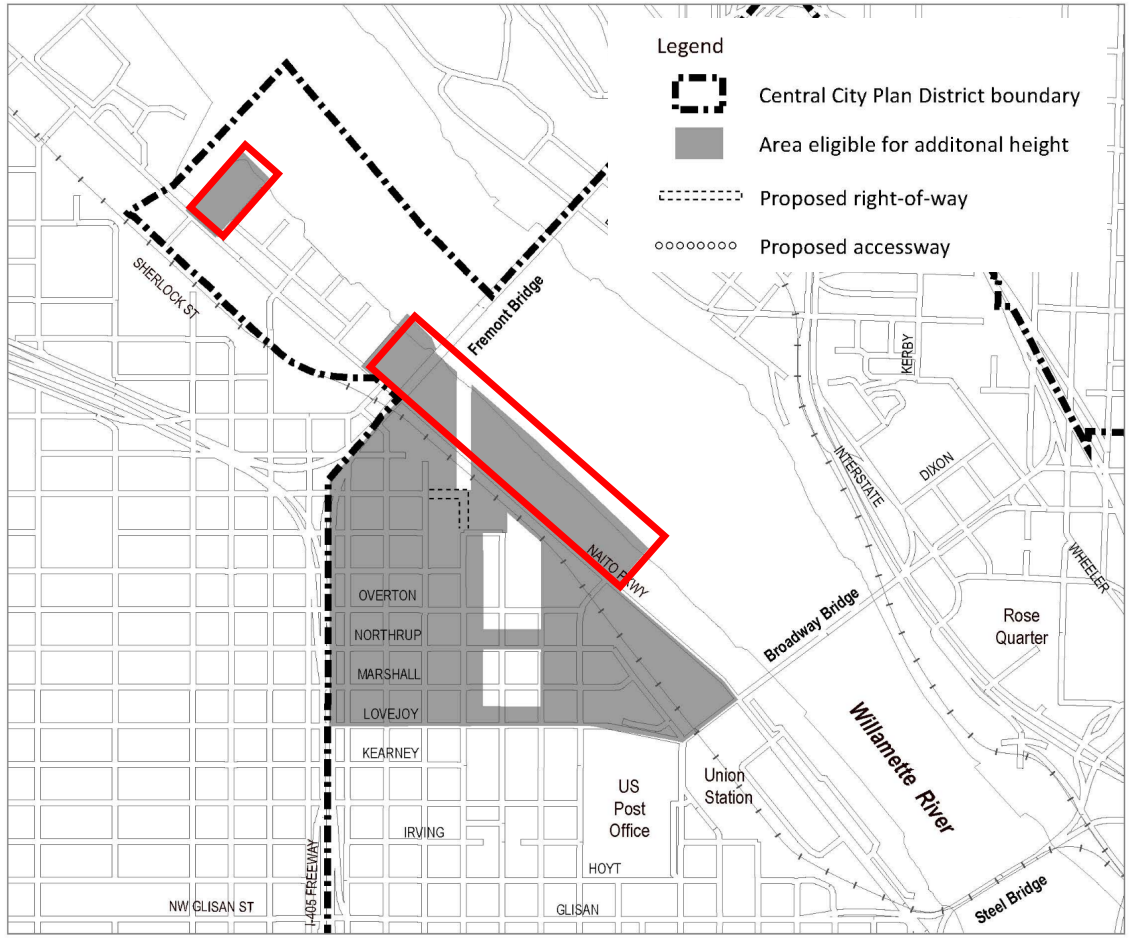


Part II: April 4 Amendments

1. North Pearl Height
2. Bird-Safe Glazing
3. Transfer of FAR from a Historic Resource

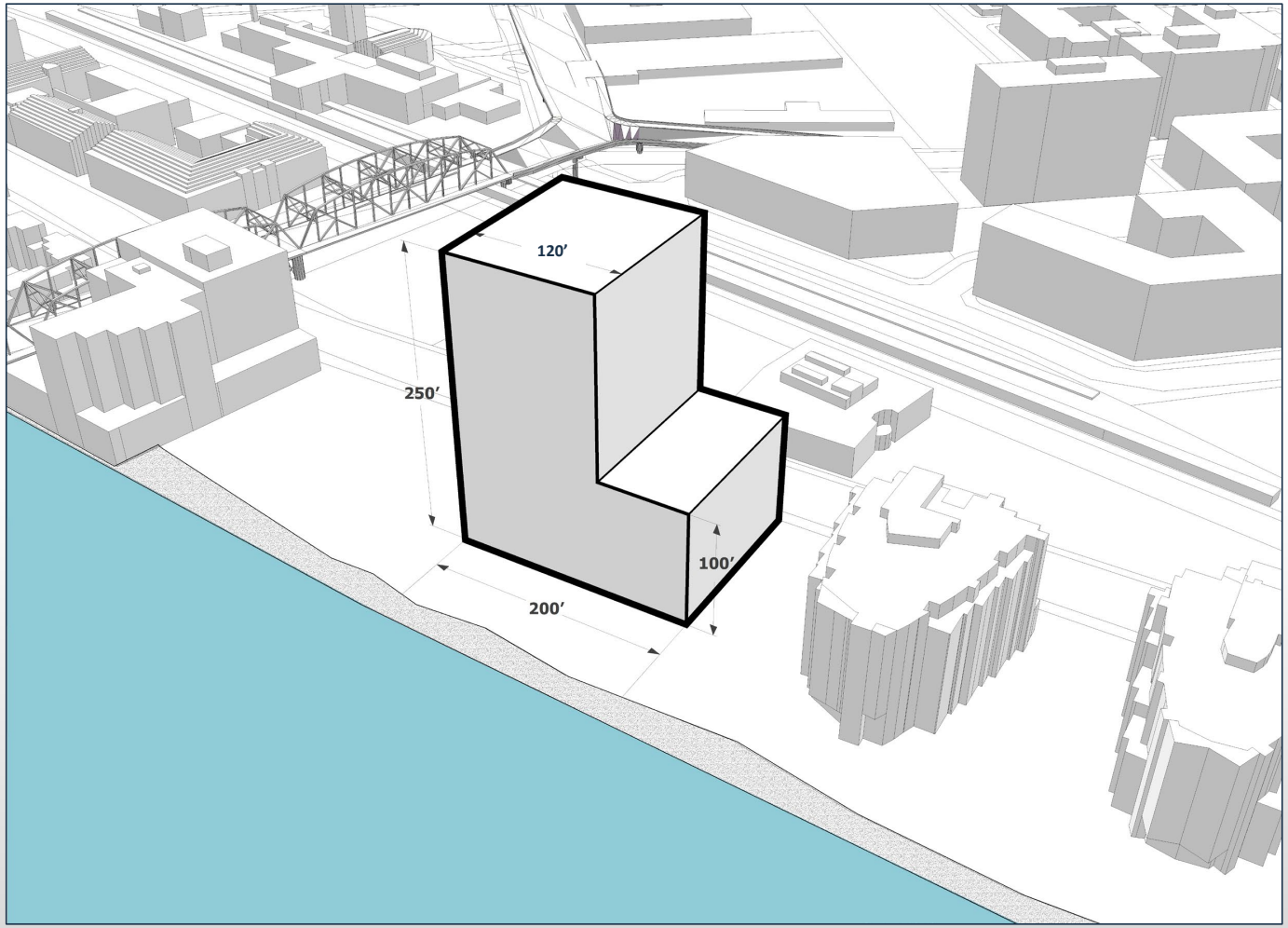
Part II: April 4 Amendments

Amendment 1: North Pearl Height



Part II: April 4 Amendments

Amendment 1: North Pearl Height



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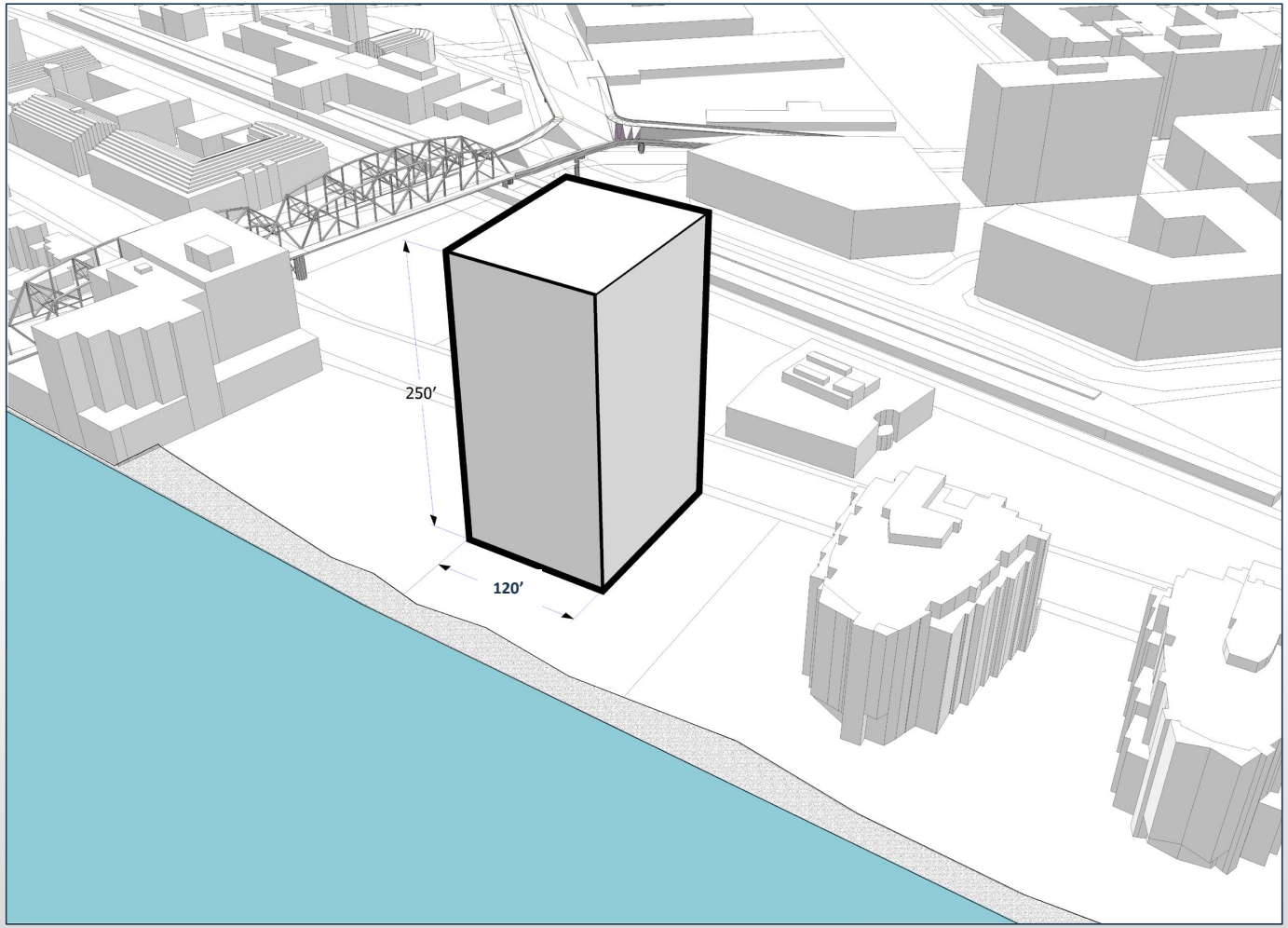
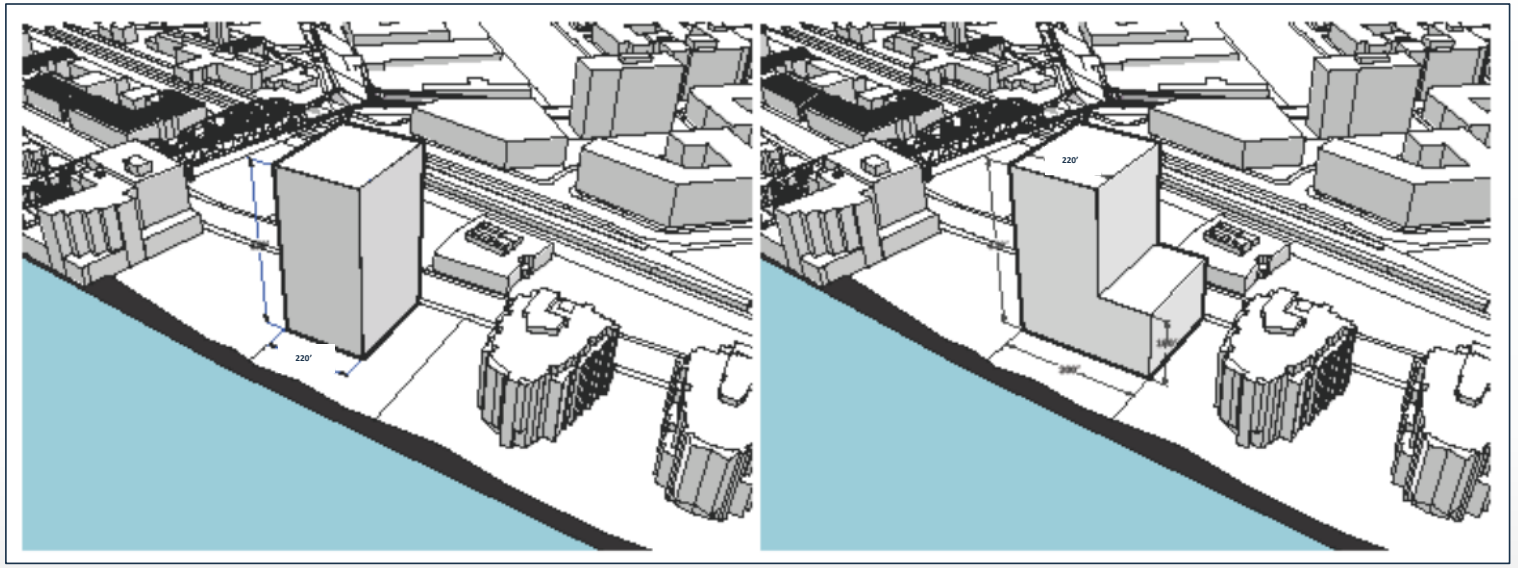
Part II: April 4 Amendments

Amendment 1: North Pearl Height



Part II: April 4 Amendments

Amendment 1: North Pearl Height

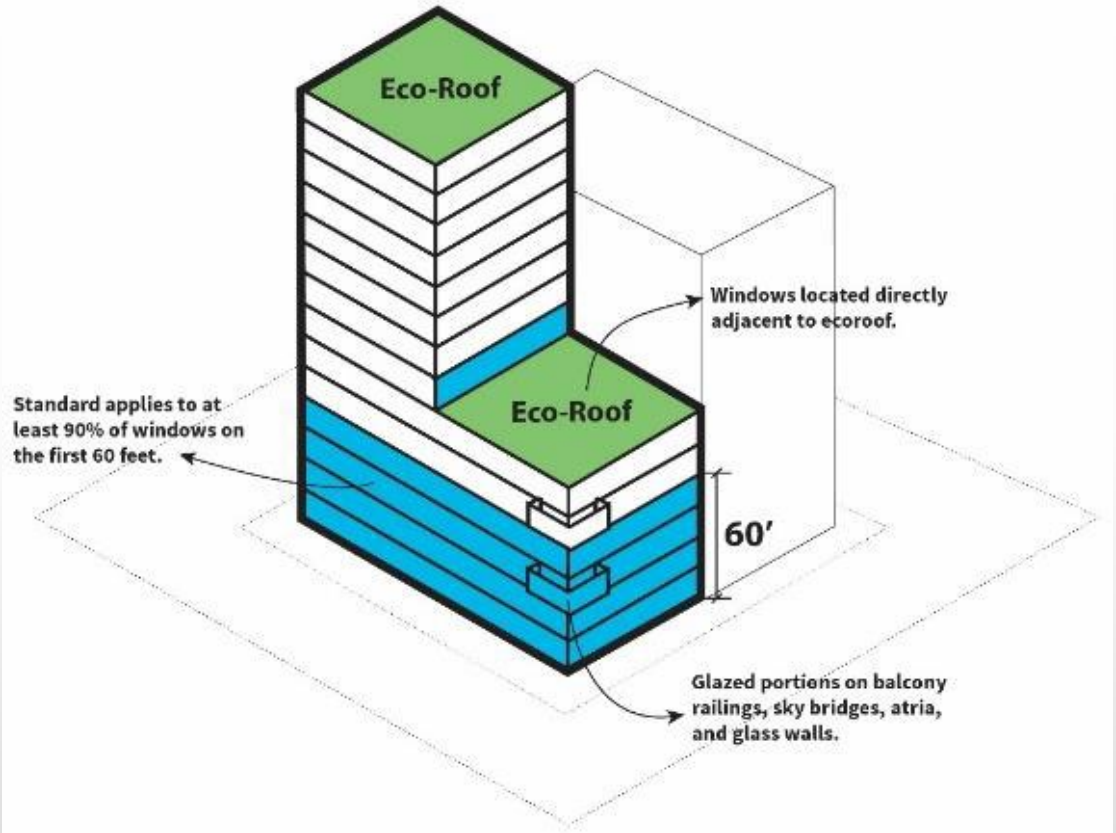


Incorrect: Required entire tower to be no wider than 120’ from top to base.

Correct: Requires tower above 100’ level of building to be no wider than 120’. Podium can be no wider than 200’

Part II: April 4 Amendments

Amendment 2: Bird-Safe Glazing



Part II: April 4 Amendments

Amendment 2: Bird-Safe Glazing

A. Purpose. [no change to Recommended Draft]

B. Development subject to the bird-safe exterior glazing standards. The bird-safe glazing standards apply to new buildings and major remodels. For new buildings, the standards apply per façade when the façade has 30 percent or more glazing within the first 60 feet measured from the grade adjacent to the facade. For major remodels, the standards apply per facade when at least 75 percent of the façade is altered and the altered façade has 30 percent or more glazing within the first 60 feet measured from the grade adjacent to the facade. The standard also applies to glazing located directly adjacent to an ecoroof, roof garden, or other vegetated or landscaped roof area. The standards do not apply to houses, attached houses, manufactured homes, accessory dwelling units, duplexes, attached duplexes, triplexes, historic landmarks, and contributing resources in historic or conservation districts.

C. Bird-safe exterior glazing standards. At least 90 percent of the windows and glazing on the following portions of each façade must choose treatment patterns and application techniques from the *Portland Bird-Safe Windows List*:

1. Windows and glazing, including glazed balcony railings, located within the first 60 feet of the building measured from the grade adjacent to the facade;
2. Windows and glazing located within the first 15 feet of the building above an adjacent ecoroof, roof garden, or other vegetated or landscaped roof area; and
3. The glazed portions of sky bridges or fences.

Part II: April 4 Amendments

Amendment 3: Transfer of FAR from a Historic Resource

(2) Contain a Historic or Conservation Landmark or a contributing resource in a Historic or Conservation district for which the Bureau of Development Services verifies the following:

• If the building is classified as Risk category I or II, as defined in the Oregon Structural Specialty Code, it has been ~~upgraded or~~ shown to meet or exceed the American Society of Civil Engineers (ASCE) 41- BPOE improvement standard as defined in City of Portland Title 24.85;

• If the building is classified as Risk category III or IV, as defined in the Oregon Structural Specialty Code, it has been ~~upgraded or~~ shown to meet or exceed the ASCE41- BPON improvement standard as defined in City of Portland Title 24.85; or

• The owner of the landmark or contributing resource has entered into a phased seismic agreement with the City of Portland as described in Section 24.85~~.070~~

Next Steps

Tentative Vote on CC2035 Package
May 24, 2018
2:30 p.m., time certain

Final Vote on CC2035 Package
June 6, 2018
2 p.m., time certain

Public Hearing on Administrative Rules to Implement CC2035
June 6, 2018
2:10 p.m., time certain

Effective date
July 9, 2018

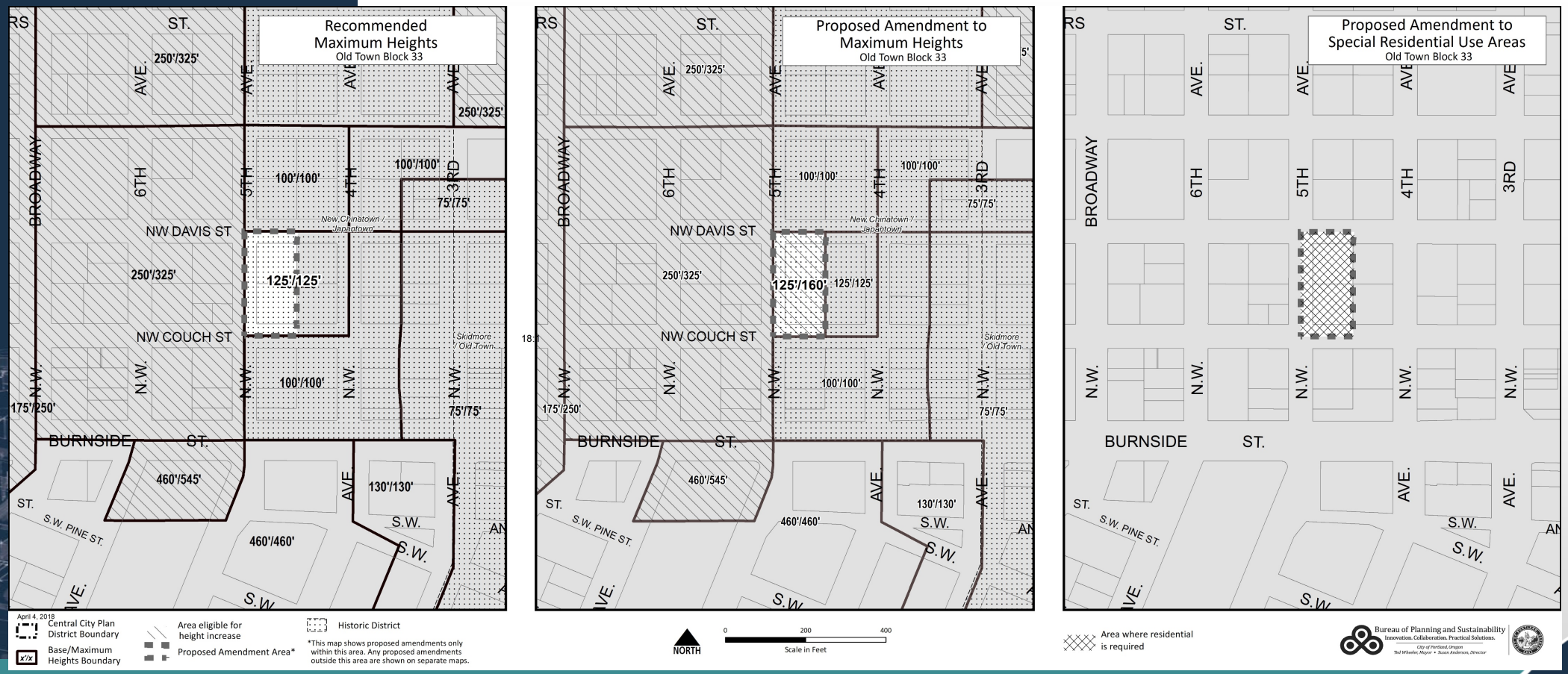
Extra slides

Block 33 Amendment that passed on April 4th

- Maintain a base height of 125’ on the whole block
- Allow height increase to 160’ on the western half block through bonus height provisions
- Require use of the affordable housing bonus for bonus height
- Maintain FAR at 6:1
- Maintain Historic Resource Review of FAR and height

Part I: March 22 Amendments

Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown Historic District and require residential on western ½ of block



Part I: March 22 Amendments

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

	C1. Wheeler	C2. Saltzman
Height	Increase from 125’ to 160’	Increase from 125’ to 200’
FAR	No change	Increase from 6:1 to 9:1
Historic Review	Maintain full review	Exempt from review of height or FAR; keep rest of review

Part I: March 22 Amendments

C3 Fish Amendment

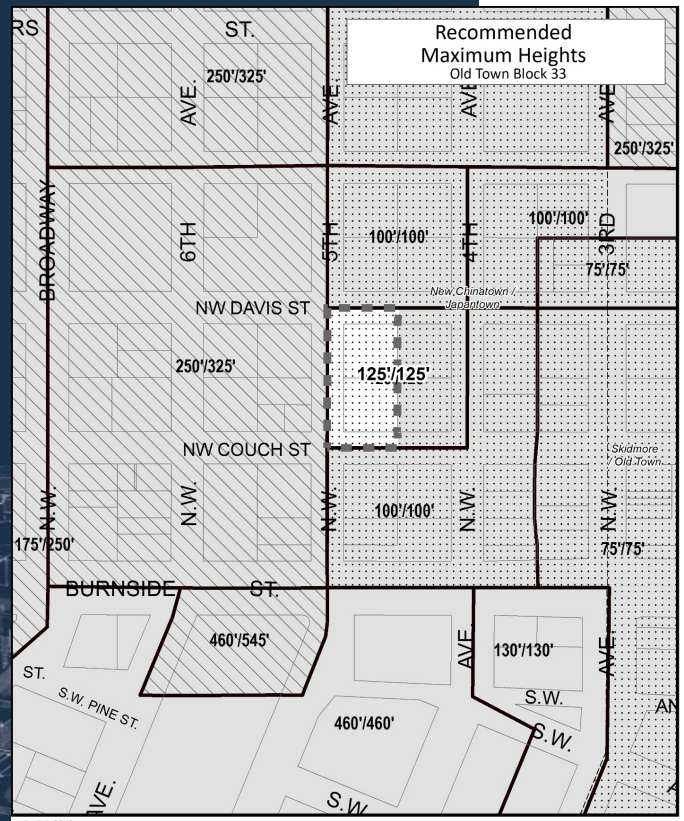
Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown Historic District and require residential on western ½ of block

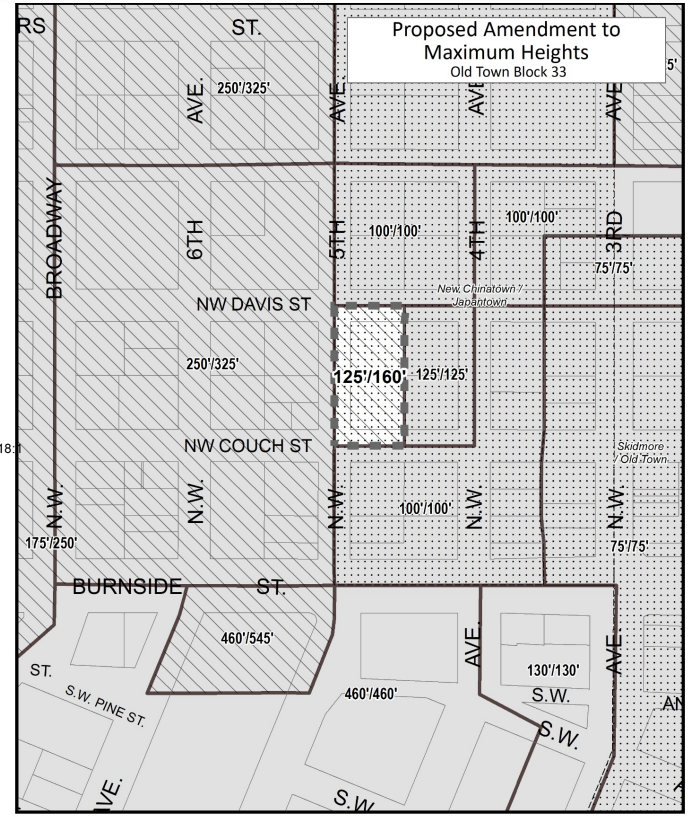
	C3. Fish Amendment
Height	Increase from 125’ to 160’ through bonus height
Use	Require residential

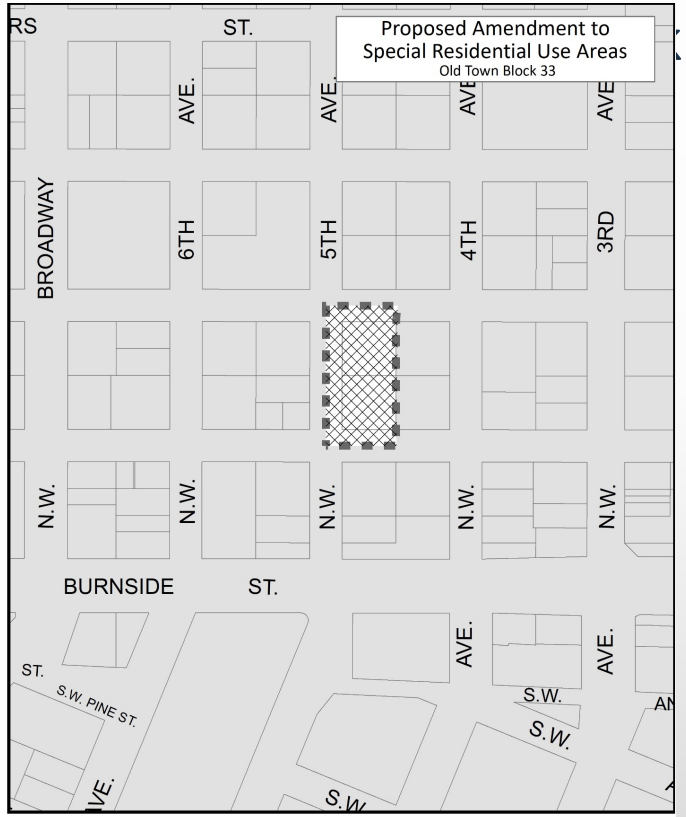
Part I: March 22 Amendments

C3 Fish Amendment

Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown







April 4, 2018
Central City Plan District Boundary
Base/Maximum Heights Boundary
Area eligible for height increase
Proposed Amendment Area*
Historic District
*This map shows proposed amendments only within this area. Any proposed amendments outside this area are shown on separate maps.
NORTH
0 200 400
Scale in Feet
Area where residential is required
Bureau of Planning and Sustainability
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Part I: March 22 Amendments

C3 Fish Amendment

Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown Historic District and require residential on western ½ of block

Amended Code:

33.510.210.D.3 Bonus Height earned through an FAR bonus or transfer. Except for sites in the South Waterfront height opportunity area, the bonus heights shown on map 510-4 or allowed by Subparagraph D.3.e are allowed when the following are met. Projections above the height limits shown on Map 510-4 or allowed by Subparagraph D.3.e are prohibited:

b. The proposal must earn an additional FAR of 1 to 1 through use of one of the following FAR bonus or transfer options. The site shown on Map 510-4 as requiring residential is only allowed to earn the additional 1 to 1 through the bonus option listed in D.3.b(1):

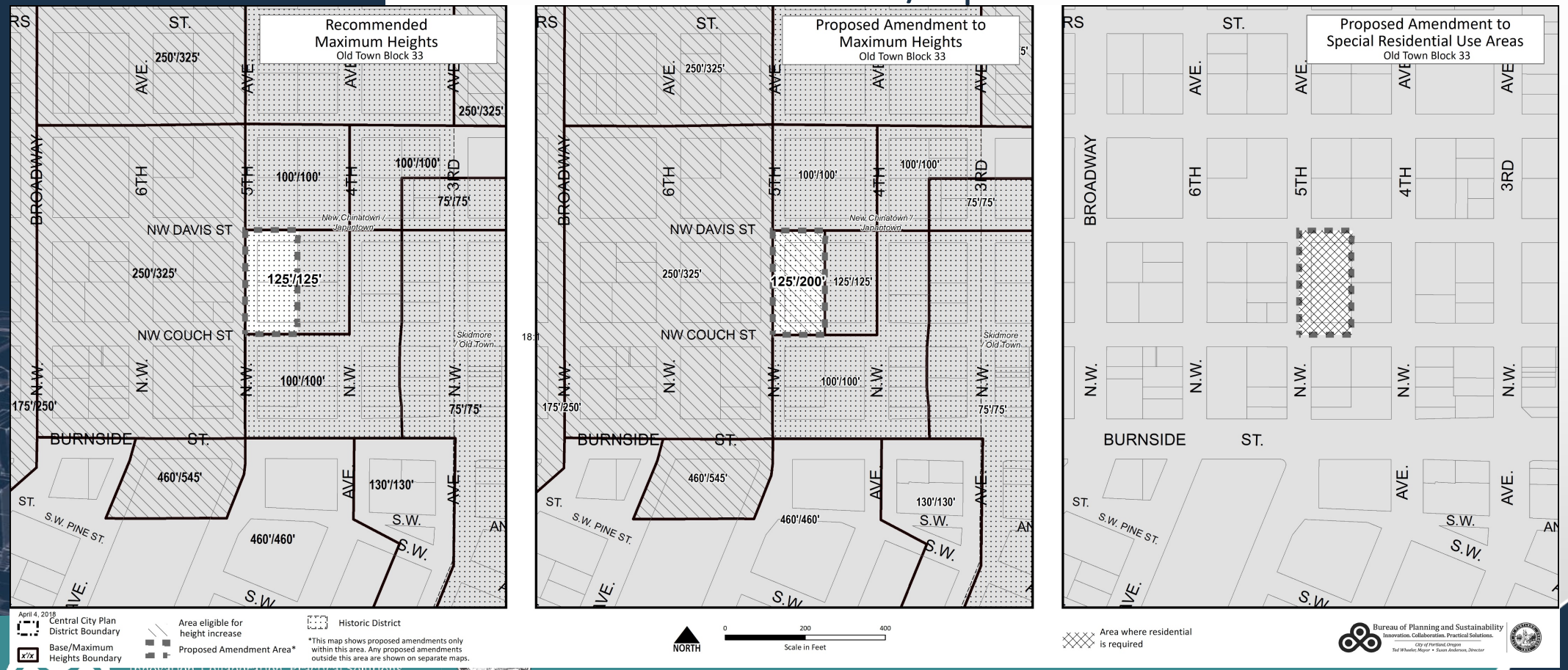
Part I: March 22 Amendments

C2 as Amended (Saltzman)
Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

	C2. Saltzman	C2-modified Saltzman
Height	Increase from 125’ to 200’	Increase from 125’ to 200’ through bonus height on western ½ of block
FAR	Increase from 6:1 to 9:1	Increase from 6:1 to 9:1 on entire block requiring residential on western ½ of block
Historic Review	Exempt from review of height or FAR; keep rest of review	Required to go through review. No exceptions

Part I: March 22 Amendments

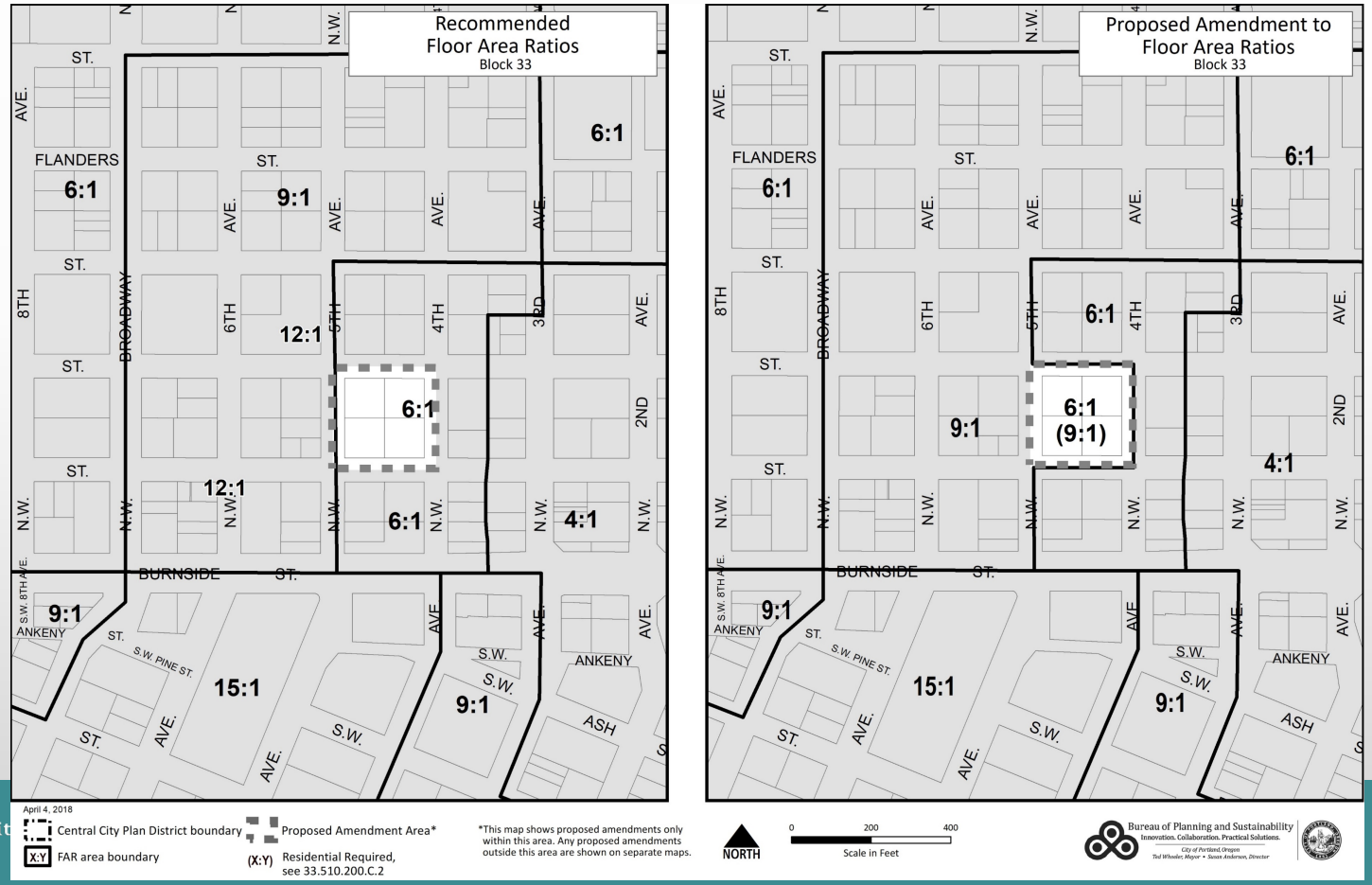
C2 as Amended (Saltzman)
Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District



Part I: March 22 Amendments

C2 as Amended (Saltzman)

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District



Part I: March 22 Amendments

C2 as Amended (Saltzman)

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

Amended Code:

33.510.200.C. Floor area ratio.

1. Generally, maximum floor area ratio (FAR) for sites in the Central City plan district are shown on Map 510-2. Maximum FAR can be increased on a site if FAR is transferred or earned through a bonus as allowed by 44.510.205, Floor Area Bonus and Transfer Options. Increases in FAR on a site are limited as described in Subsection D. Exemptions are in Subsection E.

2. On the site shown on Map 510-2 as requiring residential use, the maximum FAR for the entire site is 9 to 1 if all floors above the ground floor on the western half of the block are in a residential use.

3. [2 re-numbered as 3].

33.510.210.D.3 Bonus Height options

f. Bonus height is allowed in the area shown on Map 510-4 as requiring residential if all floors above the ground floor are in a residential use.

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Items 325-328.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **4TH DAY OF APRIL, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney at 9:30 a.m. and 12:20 p.m.; Linly Rees, Chief Deputy Attorney at 11:30 a.m.; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
308	Request of Barry Joe Stull to address Council regarding Barry Joe Stull (Communication)	**PLACED ON FILE**
309	Request of Lightning Super Justice Watchdog to address Council regarding Metro $500 million affordable housing bond (Communication)	**PLACED ON FILE**
310	Request of Star Stauffer to address Council regarding conduct unbecoming of a publicly elected official and police accountability (Communication)	**PLACED ON FILE**
311	Request of Chuck Crochett to address Council regarding misrepresentation of African American community, community needs being ignored (Communication)	**PLACED ON FILE**
312	Request of Lowell John Mitchell to address Council regarding guidance for police per ACLU (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
***313**	**TIME CERTAIN: 9:45 AM –** Accept a grant in the amount of $112,500 from Metro for the Rossi Farms Development Plan and authorize an Intergovernmental Agreement (Ordinance introduced by Mayor Wheeler) 15 minutes requested for items 313 and 314 (Y-5)	**188881**

***314**	Accept a grant in the amount of $125,000 from Metro for Expanding Opportunities for Affordable Housing in Faith Communities and authorize an Intergovernmental Agreement (Ordinance introduced by Mayor Wheeler) (Y-5)	**188882**
315	**TIME CERTAIN: 10:00 AM –** Accept the North/Northeast Neighborhood Housing Strategy Oversight Committee 2017 Report (Report introduced by Mayor Wheeler) 1 hour requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-5)	**ACCEPTED**
316	**TIME CERTAIN: 11:00 AM –** Appeal on behalf of the Pearl District Neighborhood Association against Design Commission's decision of approval for design review with modifications and concurrent greenway review for the Fremont Apartments, a 17-story mixed-use building at 1650 NW Naito Pkwy (Findings; Previous Agenda 212; Report introduced by Commissioner Eudaly; LU 16-278621 DZM GW) 10 minutes requested **Motion to reconsider March 7 tentative vote in this matter:** Moved by Wheeler and seconded by Eudaly. (Y-3 Fish, Eudaly, Wheeler. N-2 Fritz, Saltzman.) **Re-vote on Commissioner Fritz's March 7th motion to tentatively grant the appeal and deny the application: (**Y-2 Fritz, Saltzman. N-3 Fish, Eudaly, Wheeler.) Motion fails. **Motion to continue hearing to May 10, 2018 at 2:00 PM and re-open the record. The applicant has until April 11 at 5pm to submit revisions to their application, and by April 18, BDS staff will mail notice of the continued hearing and the opportunity to submit testimony and evidence in response to any revisions. Participants may submit written testimony and evidence on the revised plans, and Council will accept oral testimony on the revised plans on May 10th at 2pm:** Moved by Wheeler and seconded by Eudaly. (Y-3 Fish, Eudaly, Wheeler. N-2 Fritz, Saltzman.)	**CONTINUED TO MAY 10, 2018 AT 2:00 PM TIME CERTAIN**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Office of Management and Finance	
317	Grant a franchise to Oregon Health and Sciences University for district utility services, for a period of ten years (Ordinance)	**PASSED TO SECOND READING MAY 9, 2018 AT 9:30 AM**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
318	Authorize an Add Work Letter Agreement with the Oregon Department of Transportation related to sewer facility adjustments to be completed by the US26 (Powell Blvd) SE 122nd Ave to SE 136th Ave Project in the amount of $12,000 (Second Reading Agenda 303) (Y-5)	**188886**

	REGULAR AGENDA	
	Mayor Ted Wheeler	
319	Reassign Annie Mahoney and Matthew Roman to different membership categories effective April 1, 2018 and appoint Ernestina Fuenmayor to the Historic Landmarks Commission for a term to expire March 31, 2022 (Report) 10 minutes requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-4; Fritz absent)	**CONFIRMED**
	Office of Management and Finance	
320	Authorize limited tax revenue bonds in an amount not to exceed $52 million to finance infrastructure improvements in City parks, transportation, civic and other capital assets as contemplated in the City's Build Portland infrastructure initiative (Second Reading Agenda 298) (Y-4; Fritz absent)	**188885**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
***321**	Authorize an agreement with ABB US Inc. for the purchase of streetcar auxiliary power supply and low voltage power supply equipment using a sole source procurement in an amount not to exceed $1,325,000 (Ordinance) (Y-5)	**188883**
322	Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Second Reading 225; Ordinance; amend Code Section 17.88.090; amend Policy TRN-1.26) 10 minutes requested **Motion to accept Substitute Exhibits A & C as amended:** Moved by Saltzman and seconded by Eudaly. (Y-5)	**PASSED TO SECOND READING AS AMENDED APRIL 11, 2018 AT 9:30 AM**
323	Vacate portions of NE Weidler St and NE Halsey St subject to certain conditions and reservations (Previous Agenda 254; Hearing; Ordinance; VAC-10118)	**PASSED TO SECOND READING APRIL 11, 2018 AT 9:30 AM**
	Commissioner Chloe Eudaly	
	Bureau of Development Services	

***324**	Amend the Building Regulations to include building permit requirements for retaining walls over four feet in height and maintenance agreements for shared building elements across a property line (Ordinance; amend Code Title 24) 10 minutes requested **Motion to amend exhibit A(D) to add text provided by staff that was inadvertently omitted:** Moved by Saltzman and seconded by Fritz. (Y-5) (Y-5)	**188884** **AS AMENDED**

At 12:50 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **4TH DAY OF APRIL, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
325-328	**TIME CERTAIN: 2:00 PM –** Central City 2035 Plan. 15 minutes requested Central City 2035 Plan items were continued from March 22 for Council discussion and vote on amendments. For more information see project website www.portlandoregon.gov/bps/cc2035 **Motion and vote record for item 326 is attached.**	
325	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 288; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO APRIL 11, 2018 AT 4:30 PM TIME CERTAIN**
	Continued next page	

326 Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 289; Ordinance introduced by Mayor Wheeler)

Motions & Votes 04/04/18 Refer to BPS staff 4/4/18 voting guide-revised.

1. **Currently on table from 3/22:**
   Block 33 amendments Wheeler **C1** and Saltzman **C2**.
   Portland Public Schools. The vote on the amendment regarding access on public school sites in the Central City is postponed.

2. **Motion to adopt Fish amendment C3 for Block 33 to allow the height increase to 160' on the western half of the block through bonus height, and require the owner to use affordable housing bonus:** Moved by Fish; seconded by Wheeler.

3. **Motion to amend Saltzman C2 to remove the Historic Resource Review exemption:** Moved by Saltzman and seconded by Wheeler.

4. **Fish amendment to C1, C2 to require any height above 125' be subject to the housing bonus.** Moved by Fish and seconded by Eudaly. (Y-4; N-1 Fritz)

5. **FISH motion C3 withdrawn.**

6. **Roll on Block 33 C2 as amended twice: Increase maximum building height from 125' to 200' on the western half of the block. Eastern half block retains recommended 125'. Any height above 125' is subject to the housing bonus. Increase FAR from 6:1 to 9:1. Maintain Historic Resource Review:** (Y-2 Saltzman and Wheeler. N-3 Fritz, Fish, Eudaly). Motion failed.

7. **Roll on Block 33 C1 as amended: Increase maximum building height from 125' to 160' on the western half of the block. Eastern half block retains recommended 125' height. Any height above 125' is subject to the housing bonus. Maintain FAR at 6:1. Maintain Historic Resource Review of FAR and height:** (Y-4; N-1 Fritz)

8. **Amendment E1 regarding top of bank in relationship to structures such as docks or wharves was withdrawn by Wheeler.**

9. **Motion to accept correction to North Pearl height to return the code to its current meaning:** Moved by Wheeler and seconded by Eudaly. Vote not called.

10. **Motion to accept bird safe glazing amendment to clarify when glazing next to an eco-roof is required and other technical corrections:** Moved by Wheeler and seconded by Saltzman. Vote not called.

11. **Motion to accept amendment to transfer Floor Area from a Historic Resource to be clear that all buildings must show that they meet or exceed the specified Oregon Structural Specialty code section:** Moved by Wheeler and seconded by Saltzman.

CONTINUED TO APRIL 11, 2018 AT 4:30 PM TIME CERTAIN

327	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 290; Resolution introduced by Mayor Wheeler)	**CONTINUED TO APRIL 11, 2018 AT 4:30 PM TIME CERTAIN**
328	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 291; Resolution introduced by Mayor Wheeler)	**CONTINUED TO APRIL 11, 2018 AT 4:30 PM TIME CERTAIN**
329	**TIME CERTAIN: 2:15 PM –** Amend the 2035 Comprehensive Plan Map and amend the Official City Zoning Map to carry out Portland's 2035 Comprehensive Plan (Previous Agenda 257; Ordinance introduced by Mayor Wheeler; amend Ordinance No. 188177) 2 hours requested **Amendments 1-43 on staff handout dated 4/4/2018.** **Motion to adopt New Map Changes 1-18:** Moved by Wheeler and seconded by Fish. Vote not called. **Motion to adopt amendment 19 modification to 126 NE Alberta St, 126 WI/NE Alberta St:** Moved by Eudaly and seconded by Fish. Vote not called. **Motion to adopt amendment 20 modification 147 WI/NW 19th Ave, 1807 NW Davis St:** Moved by Fritz and seconded by Eudaly. Vote not called. **Item 21. Buffer "b" Overlay zone. Council agreed with staff recommendation to set this issue aside for further work and to hear again in about one year.** **Motion to accept minor technical map change additions and errata 22-43:** Moved by Fish and seconded by Fritz. Vote not called.	**CONTINUED TO APRIL 25, 2018 AT 2:00 PM TIME CERTAIN**

At 3:42 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

APRIL 4, 2018 2:00 PM

Wheeler: This is the april 4, 2018 afternoon session of the Portland city council. Thank you for being here. Please call the roll. [roll call taken]
Wheeler: Please read items 325 through 328, please.
Items 325, 326, 327, 328.
Wheeler: Thank you, karla. Obviously we're here this afternoon to continue our work on the central city 2035 plan. Sally, would you like to introduce today's session for us?
Sally Edmunds, Bureau of Planning and Sustainability: Yes, thank you very much. So we have three main things for you today. We issued a packet for you last thursday, modified it slightly on monday, and that's the packet that you have in front of you. Today we also have a new mini-packet that has a blue voting guide on the front that says revised and then there is a document on the back that's called central city block 33 city council amendments. So today we'll start with part one, which relates to discussing and voting on amendments related to block 33. We also have on the agenda an item related to the Portland public schools, but that memorandum of understanding isn't complete yet so we'll be coming back next week to talk about that. So part one will only include the block 33 items. Then part 2 will move to top of bank. We split the original amendment into two parts. E1 relates to the measure of the top of bank around structures, e2 to commentary around the default top of bank.
Fish: Our office was advised by the mayor's office that those have been withdrawn.
Edmunds: That's my understanding as well. You will need for formally withdraw them.
Fish: Okay.
Edmunds: Part 3 we have a very few new amendments that we consider to be technical and minor related to the north pearl opportunity area, bird safe glazing and transfer of far from historic structures. We'll need to have a public hearing on those items. We did send this out last week and i'm not sure who we have signed up for that yet but we'll have to start by moving and seconding those items then holding the hearing.
Fish: Can I ask you a question? We have been dealing with so much stuff recently of a land use quality, when is the last time that we would be able to consider any amendments to 2035?
Edmunds: We have a meeting scheduled for april 11th, and where we will be voting on the items in part 3. That's the last time that we currently have scheduled for individual amendments. We do plan to come back on once we complete this we are going to compile a new revised central city 2035 plan and ordinances and findings and bring that back to you on may 24th.
Fish: Is there a scenario -- on may 24th, right? If for some reason there was an additional item that the council wanted to take up by way of amendment, is it -- could it be brought up on that day or that is too late?
Lauren King, Deputy City Attorney: If staff is coming back with findings then you would need to delay coming back with findings to reflect that amendment. It could be further delayed for the purposes of preparing findings then additionally depending on the

substance of that amendment it may or may not require additional public testimony. If it relates to something you have already taken testimony on you may not need to provide more testimony.
Fish: The goal to to have a vote on everything else may 24th.
Edmunds: That's right. And a final vote on june 6. Yes.
Fish: Thank you.
Wheeler: Very good. Sorry, commissioner Saltzman.
Saltzman: You list on block 33 mayor wheeler's amendment then mine. I guess this seems like it should take my amendment first because if that doesn't pass -- then we go to mayor wheeler's amendment.
Edmunds: Commissioner Saltzman we understand there may be an additional amendment and then a modification to your amendment.
Saltzman: I still think they should happen before we consider mayor wheeler's amendment.
Fish: With one caveat. I have an amendment for which would be the first reading, so I would want some advice from staff, but wouldn't we first have to have a reading of my amendment and a chance for council to be aware of it and vote on it. since mine is an amendment to whichever amendment ultimately passions?
Edmunds: Yes. We have a proposed procedure to walk through all of the block 33 items, so mayor wheeler, I would recommend --
Wheeler: This will get complicated very quickly. Bear with me. I know you will all ask questions if that at any point this is not self-evident, that includes me, of course. We're starting with block 33. As the commissioner pointed out at the last meeting I offered up an amendment referred to as c1 here on the blue voting guide. That amendment increased the height on the western half of block 33 from 125 to 160 feet. During the same hearing commissioner Saltzman then offered his amendment which we referred to as c2 in this guide. His amendment increased the maximum building height from 125 to 200 feet on the western half of the block. It increased far from 6:1 to 9:1. It exempted property from -- exempted block 33 from the historic resource review for both far and height. So those two are currently on the table. Commissioner Fish, you have an amendment, this would be an appropriate time for you to offer it up.
Saltzman: I also have an amendment to my amendment.
Fish: Thank you, mayor. The purpose is to put my amendment on the table, have staff explain it then decide procedurally how this fits together. I move my amendment which provides that -- the Fish amendment would allow the height increase to 160 feet on the western half of the block, but only through a bonus. In other words, we would apply the same bonus system that currently exists everywhere else downtown other than the historic district. The bonus would operate with our existing rules, which in this case would say that you get the extra height if you deliver desperately needed affordable housing so I offer that amendment.
Wheeler: I'll second this. We'll call that amendment c3. Commissioner Saltzman, I understand you have a modification to c2.
Saltzman: Yes. Thank you, mayor. Two things. I wanted to maybe do the same thing as Fish's amendment did, to allow the 200' far of 9:1 earned only if all development above ground floor on the western half of the block is residential. Sounds like like what we just adopted.
Fish: Similar.
Saltzman: I want to amend my amendment to remove the exemptions from the historic review process. This project would be subject to full historic design and review. I heard at the last hearing that somehow the landmarks commission had taken a position on this

project prior to it coming before it and that was wrong. What I heard was incorrect. I'm proposing to delete my exemption from the historic review process.
Wheeler: Very good. I will second that. We'll call this c2 as amended. Does anyone else have any further amendments that they want to add?
Eudaly: I feel a little left out, but no. I'm not going to add any amendments to this.
Fish: Now to this point. Mayor, can I ask staff to walk us through my amendment? It's on the -- because commissioner Saltzman I think is prepared to accept conceptually the same framework for his amendment I want to make sure we're talking apples and apples and have staff walk us through how this would work.
Rachael Hoy, Bureau of Planning and Sustainability: Rachel hoy with the bureau of planning and sustainability. I'm going to flip through a couple of slides to get to your proposed amendment, commissioner Fish. So the packet that we provided that you have cover page says block 33 city council amendments. There's a write-up of each amendment. Commissioner Fish's amendment starts on page 6 if you want to look at that as well. The commissioner Fish amendment is to similar to mayor wheeler's amendment, it maintains the height of 125 feet on the site. The difference is the increase in height that you're proposing to 160' on the west side of the block could be earned through bonus height. So that proposal as you said is consistent with the way we have increased height through the central city 2035 project when we increased height across the central city it's been through the bonus height system in an effort to ensure there's a public benefit associated with that increased height. So your amendment is increasing from 125' to 160' on the western side of the block using the bonus height system as well as the bonus that they would be required to use would be the affordable housing bonus. So there's an extra level. We have a very small number of bonuses. There's affordable housing bonus but also the option of transferring far from an historic resource. In this particular case this would ensure they would be using the affordable housing bonus to obtain that bonus height.
Fritz: They would not be able to use the historic resource bonus?
Hoy: The way it's proposed, no, they would be required to go to the affordable housing bonus first.
Fritz: Where is the bonus that transfers from historic resources, how far away is it allowed to be transferred to?
Hoy: Well, if they needed more far that would just be a secondary bonus or transfer that they could go to. For this particular case to obtain that bonus height up to the 160, the proposal just says you need to go to the affordable housing bonus first.
Fritz: They could go to the historic resource transfer beyond that?
Hoy: If they needed to.
Fritz: But for the transferring site, how far away from the transferring site can the bonus be transferred to?
Hoy: The way we set it up in central city 2035 the historic transfer there is no---it's anywhere in the central city. There's no distance parameter.
Fish: In our last hearing we had conflicting testimony about whether we should allow the additional height and there were eloquent concerns raised, cases made on both sides of that issue. What I also heard the neighborhood say to the extent they were neighborhood folks who testified in support of the additional height, that they wanted to see some development and they would prefer to see some residential development. As I tried to work through this what I think is a close call, I went to staff and got a little primer on what our rules are generally in the downtown, then learned that we don't have the same system that applies within an historic district. Because I think if we're going to increase height we need to have a clear public benefit that flows back I asked them to consider essentially doing a pilot where we applied the same rules that we apply throughout the district on this site as

the quid pro quo for allowing for the additional height. That's the proposal that staff has come back with.
Wheeler: I have a couple of questions. If anybody has any more questions, specific to commissioner Fish's amendment, I don't want to derail a good conversation, but I have sort of a question about this amendment and commissioner Saltzman's amendment. So part of what we are trying to do, just thinking bigger picture here, we're obviously trying through both of these amendments to ensure to the degree that we can the housing is part of the picture. These are subject to inclusionary housing. And we're trying to bring some consistency to a district that isn't very consistent based on sort of my quick appraisal of where we are. The north part of the district was at 350 previously. And our initial attempt was to bring the 350 on the north side down to 160 so that it would be consistent with adjacent properties. It's my understanding that in the historic district not that long ago a building was built to 200 feet. And through this process we were lowering or raising the height on the south part including block 33 from 100 to 125. That precipitated my amendment was let's get it at least to 160 so that we have consistency. I actually like commissioner Saltzman's amendment in so far as it gives flexibility. I would not have supported it if it included the provision that it would bypass the historic review. I don't think that's appropriate but turns out I think that's not consistent with statute so that's off the table. Per the conversation. But I also want to be clear if, and i'm expressing absolutely if, we go to 200 on block 33 there is another block that we have already proposed lowering from the 350 to 160 that we would need to raise to 200 to preserve that consistency. That was a lot of talking but is that approximately correct in terms of where we were historically, what we're attempting to do and what would be required?
Joe Zehnder, Bureau of Planning & Sustainability: That's correct. To treat both these height changes in the district consistently we would do just what you said.
Wheeler: Walk me through a scenario. Let's just say we went to 200 for discussion purposes. It goes through the historic review process. And what does that look like? Walk me through that fairly quickly. What would be the likely outcome of that conversation?
Joe Zehnder: Well, it would be a type 3 review, go to the landmarks commission and they would apply the recently adopted standards and guidelines that we have created for the chinatown district. If it was an approvable project from their point of view they would recommend that -- they would have the final decision. If they do not, if they turn it down then on appeal it would come back to you for consideration.
Wheeler: We had some very honorable people from the historic commission come in and they testified in opposition to some of the proposed amendments. But upon doing my research in the last week, it appears that buildings have already been approved at 200 feet in the district.
Joe Zehnder: I don't believe it's 200.
Brandon Spencer-Hartle, Bureau of Planning & Sustainability: Brandon Spencer-Hartle, Historic resource program manager at bps. I don't think so. Our understanding is the tallest is about 160 feet. At the north end of the district a datum we used to come forward with that decision so that it would be consistent with that tallest approved building, no taller than it. So that it sets that baseline.
Wheeler: Tell me about the historic designation. There's been some statements made about what would happen to the historic district if we did certain things. The legal council for the proposed development of block 33 had said that there were no districts that had been jeopardized by this. They pointed out historic documents for the formation of the district which actually suggested much greater heights. Mention was made of the fact that for many years the north part of the district has already allowed 350 as part of its height restrictions. And we got a fairly mushy response back from the state when we put this

question to them. So it doesn't seem to me there's any definitive evidence or even any anecdotal evidence that we would be putting the historic district at risk.
Spencer-Hartle: I'll jump in with quick history. When this district was listed in the national register of historic places in 1989, it was listed by the national park service, not by the city council. In Oregon we're unique in the country that we honor the national register listing with land use protections that apply upon designation. In the case of chinatown when that district was registered it automatically got land use protections that still today exist. Those are basically demolition review and historic resource review. When you put together a nomination for one of these districts you sort of explain the case as it is at the time and so the zoning was mentioned in the national register nomination not agnostic to whether or not that would be built, but saying today in this district this is the zoning. In terms of the historic resource review process that the historic landmarks commission will administer on sites in the district that are subject to it, their charge is really to approve projects that do no harm to the historic district. So in their review they use design guidelines and their best professional judgment to determine whether or not a proposal can be approved and not harm the district. Somewhat of a gray area line in an historic district for any historic resource where if too much change occurs and the qualities that made it historic at time of designation are lost then it could be subject to a nomination to delist. It would not happen because of the zoning decision, it would be the sort of -- death by a thousand cuts for any historic resource. If you take out the windows and siding and change the roof of a historic house, it would probably be a good candidate for delisting. But that occurs in real time and it's on the ground evidence that the park service would use.
Wheeler: That's not what is proposed here is my understanding at all. What I did read into the response from the state was the message around consistency. It feels to me like -- i'll just walk through the Saltzman amendment since we talked about that most recently, if we do that at 200, as I say we would have to be consistent on the block adjacent on the north side, which we are bringing down from 350 originally to 160 based on some other height we would raise that to 200 so the north side would then be consistent with blocks 33 to the south side. That seems to meet the consistency standard that's being proffered by the state. Yes? No?
Zehnder: Well, I think consistency with what is the part of the vagary of the state's response. I believe what they were talking about is the character of the district. So it's built -- its built form. That's typically what landmark districts are about. This one is a cultural district as much as a built form of physical district. That adds to the gray quality of being able to judge it. I don't know if it would mean much to the state if there was 200 possible there and a 200' building came in. They would look at the 200 foot building, at its responsive -- they, I think the argument would go more the responsiveness to the guidelines. The debate that takes place during the review process or the critique that landmarks does, then if it was turned down in appeal to city council you all would have your own shot at that kind of discussion and consideration of the guidelines. What you perceive or how you want to characterize the district and how the way this is designed you feel is consistent with the district.
Wheeler: That's actually very helpful context for me. Sorry to be absorbing this on the fly, but it's important nuance for me to understand. So fundamentally from that perspective given the important role of the historic commission, the work we're doing here, 160 versus 200, with different far and affordable housing requirements which are effectively parallel, I don't see how it impacts the historic district one way or the other. There's still an opportunity through the historic commission to address those other issues you mentioned taking away windows or historical treatment or whatever else. Those are architectural questions.

Zehnder: Yes.
Wheeler: This is a zoning exercise.
Zehnder: The landmarks commission will see the building that's built under this zoning and make a judgment around the actual building design and proposal and if as I said if they can't approve it you all will see the same building proposal. The zoning just really entitles you to try to design a building that will be appropriate for the district.
Wheeler: If they came to the conclusion since commissioner Saltzman, for example, has withdrawn his exemption in the amendment for the historic review process, that is the check and balance. It's the historic commission.
Zehnder: Correct.
Wheeler: Unless we chose to overturn it.
Zehnder: And in this central city plan part how we got into this circumstance is we over the years have created some historic districts in the central city and never right sized the height for what given the side boards of what might be an acceptable height. That was causing a great deal of changing the goalposts for developers so we wanted to- and putting pressure on the landmarks commission-- so we wanted to bring down the height so it's closer to what's reasonable, 300 to 160, brought it down within that realm. 200 and 160 is not of the same order of magnitude, mayor, honestly. We're going to set a new datum, 200 under this amendment. This is the opportunity for a developer and designer to come in with a building that rocks the guidelines and fits in with the compatibility of the district and to the extent that that's possible landmarks has a say. To the extent that they need to pass it on you all will have the final say.
Fritz: That's what we have been trying to do throughout the central city project, look at what's reasonable to expect so that if you have a good design the height is such that it's going to be compatible. If you look at the back page of the handout this block is surrounded on three sides by 100 feet. If you have a building that's double the size of the buildings on three sides it seems to me very challenging to make it compatible.
Hartle: One more piece of information, as early on in this process we solicited advice from the landmarks commission about what they thought was appropriate heights in the central city historic districts. Generally what we recommended and what's before you in the final version of the staff and planning commission plan are heights that are slightly taller than what the landmarks commission had asked us for. The thought there was even though the commission was feeling that being conservative with height would make their job most clear or negotiations with property owners and developers most clear we wanted to leave a little more room for proposals that maybe step back a building or a wedding cake or apply a different design strategy. That's what we advocated for the process, let's take into account the historic district but not necessarily just match and give some wiggle room. How much wiggle room, that's where the debate exists.
Fritz: We have already gone from 100 to 125. That's what the previous compromise was. Now we're compromising from the compromise.
Zehnder: And the checks and balances are still there but that's absolutely true.
Fritz: Is there another historic group specific to a cultural within Portland?
Hartle: There is not one on the historic register or historic district. Some of our conservation districts have significance for the african-american experience but they are note quite the same as an historic district.
Fritz: I want to call your attention, colleagues to an email we got this morning, that you may not have had time to see. 10:35 from terry chung, who says, the 25th plans were developed by the community to allow increased heights from 100 to 125 feet on block 33 with the intent to have the landmark commission's guidance in preserving the character of the neighborhood to a respectable manner. This was the agreed decision by the

community after much discussion. This current proposal to increase the heights on the west side of block 33 circumvents the committee's original intent. While a developer has stated he's worked with the old town community association he's not convinced all the board members nor has he the full support of the full neighborhood that this plan as proposed meets the original intent of the board. I understand that the developer faces many challenges but so does the community for its preservation of time and place for the chinese and japanese community. Terry Chung says as part of the the community neighborhood revitalization i'm a founding member ever the Portland chinatown history foundation. We're in the midst of creating a museum at 3rd and davis. I have also heard from the director of the chinese garden and others in the district who are very concerned about the potential destruction to the cultural place in the historic district that is vital for the chinese and japanese communities here.
Fish: Mayor wheeler?
Wheeler: Commissioner Fish.
Fish: This is a continuation of what was a fascinating discussion and hearing last time and I thought one of the more interesting conversations we have had. I want to go back -- thank you, mayor, for the procedure that you've under your tenure you've established around land use decisions where we actually take time to discuss and debate actually before we take the vote. The vote is a blunt force instrument.
Wheeler: You mean before we could have just taken the vote? [laughter]
Fish: I appreciate you allow for the vote. It allows for a more transparent process.
Wheeler: Thanks, nick. I appreciate that.
Fish: I want to go back to the principles that framed my consideration of this. First we have an historic district that have set established guidelines for, and we have made commitments about what we are or are not going to do within the district. Two, we have the fact that block 33 is essentially blighted and has not been developed for a long time and there is a yearning not just from the people we heard testify but others that they would like to see some development on that site. I think we all share that. Number 3, when we are giving an owner a significant benefit, in this case additional height or far or both, I think we have a right to ask for some public benefit back. So my amendment, which I hope we can clarify would apply could be simply adopted as an amendment both to the wheeler amendment and the Saltzman amendment so we have the two choices before us, my amendment ensures that this additional height and the benefit we're giving an owner is treated just as we would treat any other development within the downtown outside of the historic district, subject to a bonus system and we would have the benefit of some affordable housing. Mayor, I hope you're not withdrawing the wheeler amendment because I found you very persuasive last week and we have not had a follow-up conversation but I intend to support the wheeler amendment as amended by the Fish amendment but I would ask that you clarify both your amendment and dan's are subject to the Fish amendment then the council has a choice to make.
Wheeler: I think that's right, commissioner.
Fish: Dan -- [speaking simultaneously] we need a vote to say Fish amendment amends both amendments before us, wheeler and Saltzman, then mayor, you decide the sequence of the vote.
Wheeler: In terms of sequence I think what I would do is offer up dan's first, which was c2. If that fails I would then offer -- i'm sorry, c2 as amended. I would then go back to mine, which was sort of the baseline, which was c1, and I would do yours last because if yours passes that would supersede mine in the process. Is that correct, legal counsel?
King: Not quite.

Wheeler: From legal counsel, explain if we do dan's first it supersedes the other two. Correct?
King: Whichever one is done last to the extent it conflicts or changes provisions in the earlier amendments that will be the controlling one.
Wheeler: Okay.
King: That's one thing to think about. The other thing that council can think about is if they are able to articulate what that amendment is we can just create a new amendment that reflects the current consensus.
Fish: Can I simplify this for us? I am agnostic as to which order you go but it seems to me that the first order of business is to agree that the Fish amendment amends both of the main amendments on the table then you decide --
Wheeler: That is not my call. The amendment was proffered by commissioner Saltzman. It's up to him to decide whether he accepts that premise.
Saltzman: I do.
Wheeler: I think we're in agreement on that then.
Fritz: Is the height 200 or 160?
Saltzman: In mine it's 200.
Wheeler: Legal counsel is looking twitchy so --
King: Commissioner Fish, I have increased height to 160 through the bonus height and require the owner to use affordable housing.
Fish: For purposes of keeping this clean I would offer my amendment as simply requiring that any height above 125 feet be subject to the housing bonus. That keeps it clean and council then can decide what height they want. Is there a second?
Eudaly: Second.
Wheeler: We have a motion and second.
Fish: My intent is to put both amendments on the table.
Wheeler: That provides parallel language on c2 as well as -- c2 is amended as well as c3.
Fish: Is that acceptable?
Saltzman: Yes.
Wheeler: The next question and legal counsel i'm looking to you again, the last one that gets a majority of votes wins. Correct? Very good.
Fish: Can we vote on my amendment first?
Wheeler: We will take a vote on the amendment as provided by commissioner Fish. Please call the roll.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Fritz: No because I think that the first bonus adjacent to an historic district might need to be transferred from the historic district. Also i'm not going to support any height over 125 because that's already an increase in height. There was a development that was waiting to develop at 125, waiting for this 125 to pass. So essentially what we're debating is how much bonus to give to an owner of a surface parking lot. I think that just rewards owners of surface parking lots to hold out for as much as they can. No.
Wheeler: I vote aye. The amendment is adopted. So next we can go -- I will hold c1 in abeyance and publicly state that I will withdraw it if either c2 is amended or c3 pass. I want to hold that as a backstop to doing nothing.
King: I'll just clarify for the council I think commissioner Fish's amendment amended c1 and c2. C2 has been amended twice, by Commissioner Saltzman and Commissioner Fish.
Wheeler: All three.
King: C1 and c2, c2 being amended twice. Commissioner Fish, did you withdraw c3 or --
Fish: Yes. Currently we have the wheeler amendment and dan's amendment, c2, amended twice, the mayor gets to decide which goes first.

King: Yeah. Would you mind stating for the record you withdrew c3?
Fish: I have withdrawn c3.
Wheeler: That leaves just so i'm not completely confused c2, now twice amended, once by dan, once by commissioner Fish, that leaves c1 on the table. Along with -- c3 has been withdrawn by commissioner Fish. Let's go to c2 as amended twice. Call the roll.
Saltzman: Could I offer, before we vote -- thank you, mayor. So to me what sways me and justifies in my mind the additional height increase from 125 to 200 is the substantial additional yield of affordable housing units. As we heard in testimony when we had the public hearing, developing at 200 feet produces an extra 40 affordable units and it produces an extra at 125 it produces an extra -- i'm sorry -- i'm confused here. The number of increase in affordable housing units from 160 to 200 is about 40 additional units. The total number of apartments I believe under 200 feet is 342 apartments versus 199. That was all public testimony was given last week by I believe an architect working with the developer. I found those numbers to be substantial. I think in a time of a housing crisis we need to do all we can to accommodate more affordable housing and this is one way to do that. But I was also I have to say honestly I was struck when it was a week ago tonight I was driving with my partner to go to dinner someplace actually on the east side of the river but we were going down southwest 4th -- northwest 4th, around 6:00. Beautiful day. I think last wednesday. Driving by looking at block 33 thinking, how is that building going to fit in that recessing sun. I questions it will create a shadow. But when I look around me I realized there was nobody else on southwest, northwest 4th at 6:00 on a sunny wednesday evening. It was a ghost town. If I had my bowling ball with me I could have taken it at cooch street and rolled it down to glisan and it would not have interfered with traffic or pedestrians. That's the reality. We have to square ourselves with this. Old town chinatown/japantown has become a ghost town. We have to do something to catalyze development here. I think this project does that. It produces more affordable housing to boot at 200 feet. I don't think it will detract from the historic district. What's the purpose of an historic district if nobody is there to be appreciate it. I think we need to infuse this area with people and commercial opportunities and retail opportunities. So that's why i'm offering this amendment.
Wheeler: How do you vote?
Saltzman: We haven't voted yet. I just offered my comments.
Wheeler: Call the roll.
Fish: Well, i'm in the uncomfortable position of agreeing with the mayor who now disagrees with his original amendment, but I still think you were more persuasive last week than this week, mayor. You offered your amendment to 160 feet, I thought that was a reasonable balance to a lot of concerns that we heard. I will tell you that having had some additional conversations with people that are much deeper thinkers about this subject than I am, I do find there's something frustrating about this conversation which is we're debating numbers and matrices, not standards. Really in an historic district we should be talking about standards, about light and air and texture and what's the impact of new development on surrounding buildings and we should be looking at context. That's what an historic district is but we're just talking about numbers and it doesn't tell the whole story. So I as I try to balance a number of things and i'm reminded that we had this big discussion about mr. Menashe's property and the council was firm about not going above 160, I just don't see why we're going to move off of that. So while I appreciate the intent of this, I think it's out of whack. Therefore i'm going to vote no on the Saltzman amendment as amended and I intend to vote yes on the original wheeler amendment. No.
Saltzman: Aye.

Eudaly: Well, commissioner Saltzman, I would not have pegged you for a bowler. [laughter] I hope you won't hold this vote against me because I would love to take you bowling sometime. If it weren't for the historic district I would have no reservation raising the height to 200. We need more density in the central city. But I do feel that 160 strikes a more reasonable balance between those two kind of competing concerns. So I vote no.
Fritz: No.
Wheeler: So this is not an easy vote for me. I have heard really good persuasive articulate arguments on both sides of this. I obviously support it based on the line of questioning that I put forward here so my official vote on this would be aye. However, I believe my colleagues have made some really good arguments here. I want to remember what we're talking about. We have vision versus reality. The vision that commissioner Fish just articulated is a really good vision. However, the historic asset we're actually talking about is a surface parking lot in the middle of old town chinatown that nobody has been able to pencil out a development on for decades. So what I want and what my hope is and what I will be working very, very hard towards with prosper Portland is not missing this development cycle for an opportunity that a lot of people, not everybody as commissioner Fritz rightly said, she's correct, I have gotten calls and emails from people who don't like this, at anything over 125 feet, but I don't think a surface parking lot is very respectful of the history and traditions and the culture of the district either. So the Saltzman amendment fails and we'll move to c1 as amended. Please call the roll.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Fritz: It's my understanding from the chief planner that this site will be designated with an asterisk in the zoning code maps. No?
Zehnder: An asterisk? No.
Fritz: So this site alone has the condition that commissioner Fish just mentioned.
Zehnder: Oh, correct, in terms of it will be the one block in the historic district where that bonus provision will apply. Yes.
Fritz: It's the very definition of a spot zone and it's unfortunate that it impacts the only cultural district of a community of color in our city. No.
Wheeler: It's better than it would have been. It provides consistency with what we're doing on the block on the other side at 160 feet. It provides consistency with what staff is telling me has already been approved by the historic commission and/or city council previously. So I feel very comfortable that it will protect the integrity of the historic district. We still have the check and balance of the historic commission and they are good people. Their intentions are honorable and they bring a lot of experience as volunteers to the table to be able to provide not just any development but a really positive development, and I will commit to the developer as the commissioner in charges of prosper Portland that I will work with them to see if we can't get this going in the near term as opposed to years from now. I would like to see it happen. I vote aye. The amendment passes.
E1 withdrawn.
Wheeler: Thank you. So we move on to I believe it's top of bank. The amendments are related to the top of the bank. We have e1 related to structures and e2 that contain commentary on the default top of bank that I support and that we don't need to move on. I want to talk about e1. This is an amendment that was introduced as a courtesy to the port of Portland. We're continuing to work with them to address their very specific concerns. But I have looked into this and I have decided to withdraw the amendment since this amendment actually codifies the way that bureau of development services currently approaches measuring the top of bank I think that leaving this in the code will help make things clearer for the applicant. Is there any objection to my withdrawing that amendment? So we'll move on then to move, second, hold public hearings on new amendments. This is

the public hearing portion of the hearing for people who actually want to participate we have a few new amendments that we need to move and second before we get started. Troy, do you want to start us off?
Troy Doss: Yes.
Wheeler: Thank you. Could you introduce yourself for the record, please.
Troy Doss, Bureau of Planning & Sustainability: Troy doss, bureau of planning and sustainability. I'm here to talk about north pearl height amendments. Just as a quick history on this, these are actually provisions that go all the way back to 1990, part of the northwest triangle. When we adopted the north pearl plan in 2008 we just renamed these provisions, height provisions, to be the north pearl height standard. Moving forward, we fully intended to keep elements of those as part of central city 2035, and what we have now as you can see on the diagram, buildings that go up to 100 feet are allowed by right along the north pearl waterfront. Once above 100 feet you're required to have a maximum width north-south of no more than 120 feet. When we worked the provisions, restructured them, we lost that language that said above 100 feet. So what it really resulted in is it would say all buildings if you take advantage of the height you have to be no longer than 120 feet from bottom to top and that was not what we intended. We're coming back to say, woops, we would like to go back to what the original intent of the regulation was, which is if you get above 100 feet the tower massing above 100 feet can be no wider than 120 feet.
Wheeler: Troy, if I understand this amendment, it's a correction that returns the code to its current meaning.
Doss: Exactly.
Wheeler: I move that.
Eudaly: Second.
Wheeler: Very good. Bird safe glazing. I'm moving this amendment because the intent is to apply to standard adjacent to an eco-roof already implied in what we were doing now the code will explicitly state it so there's no confusion. Do I have a second?
Saltzman: Second.
Wheeler: Is there anything else to talk about on that one? That seems self-apparent.
Hoy: That's it.
Wheeler: Far transfer from historic resources, tell us about this one.
Hoy: Yes, this is also just a minor change that you see on the screen here. After further discussions with bds and building code specialists we realized we needed to be very clear about somebody that wanted to come in historic resource to upgrade their building. They have one choice. They have to show us that they meet or exceed the structural code, and the way a code was worded, it seemed to give them a choice in that. We did not want that. So this is a strictly just a clarification. The other small piece of this is the section in which this will be located in the building code is going to change in the future so they wanted us to be less specific.
Wheeler: All right. Very good. I'm moving this amendment because it makes clear the property owners need to provide documentation showing that they are seismically upgraded already or that they will sign an agreement with the city to do so. Do I have a second?
Saltzman: Second.
Wheeler: Public testimony. Everybody's favorite opportunity, especially ours, to hear about these three new amendments. We just moved and seconded. If you want to testify, find Karla, her council clerk.
Karla Moore-Love, Clerk: There's some confusion. They had signed up for c1 but they both left.

Wheeler: Does anyone else want to testify on any of these amendments? All right, very good.
Fish: Any other amendments that have been offered?
Wheeler: Not that i'm aware of.
Eudaly: I think mine comes later.
Wheeler: That concludes our hearing on these particular amendments. I would like to close the written record but leave the written record open until april 11 at 4:30 p.m. Time certain when we'll come back for a vote on any remaining amendments. If people would like to comment on these they are certainly welcome to. Sally, can you go over the next steps, please.
Edmunds: Just a clarification, closing the oral record now, leaving the written record open.
Wheeler: That's correct. Sorry. There's a typo on my cheat sheet. I apologize.
Edmunds: So next steps, these are the sessions that are still on the calendar for central city 2035 for your review. So we'll be back here on april 11 at 4:30 time certain to vote on those three amendments that you were just subject to the public hearing.
Wheeler: Good.
Edmunds: Thank you very much.
Wheeler: There being no further business that portion of the hearing is adjourned.

[end of excerpt]

CENTRALCITY
2035
City Council Hearing and Amendment Vote
April 4, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Today's Agenda

Part I: Vote on Amendments from March 22

B. Access on Public School Sites (vote on April 11)
C1. Block 33 – Wheeler Amendment
C2. Block 33 – Saltzman Amendment

Part II: Vote on Amendments from March 7

E1. Top of Bank - Structures
E2. Top of Bank - Commentary (no vote needed)

Part III: New Amendments and Public Hearing (Vote on 4/11)

1. North Pearl Height
2. Bird-Safe Glazing
3. Transfer FAR from a Historic Resource

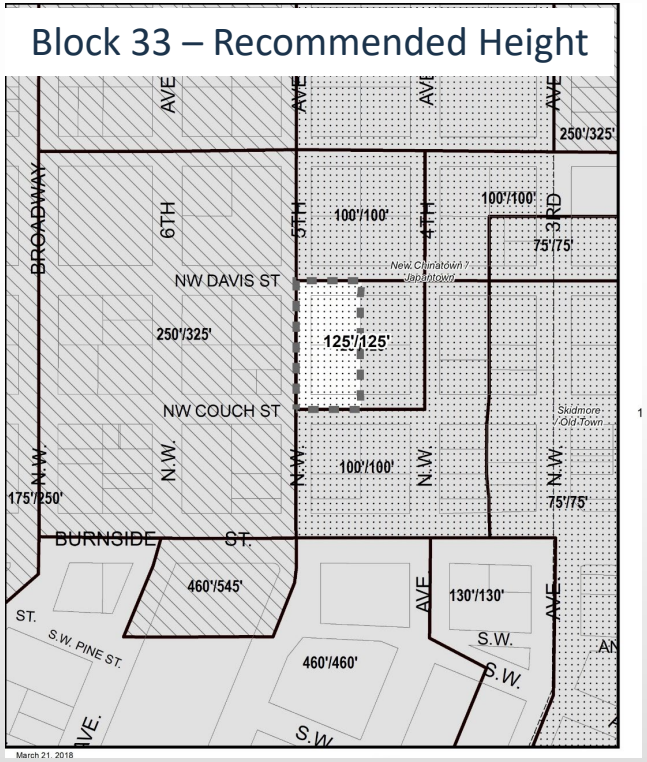
Part I: March 22 Amendments

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

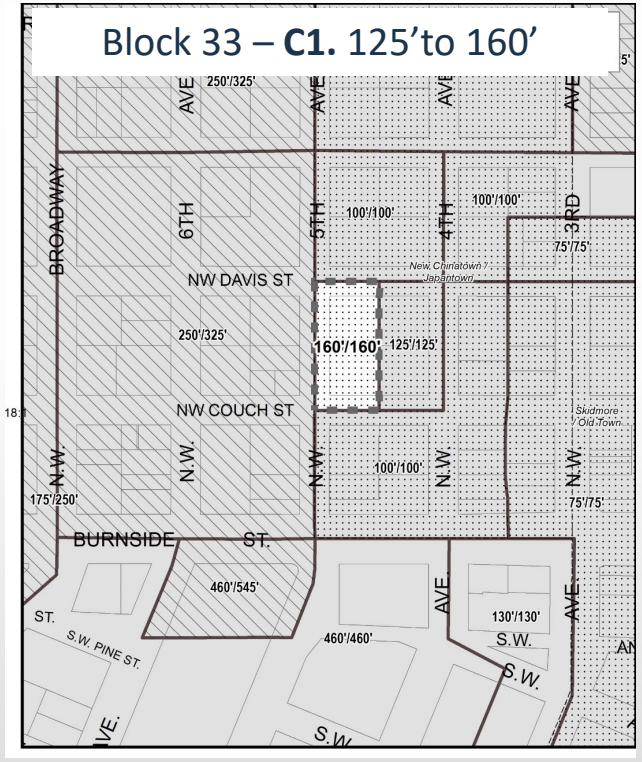
	C1. Wheeler	C2. Saltzman
Height	Increase from 125’ to 160’	Increase from 125’ to 200’
FAR	No change	Increase from 6:1 to 9:1
Historic Review	Maintain full review	Exempt from review of height or FAR; keep rest of review

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

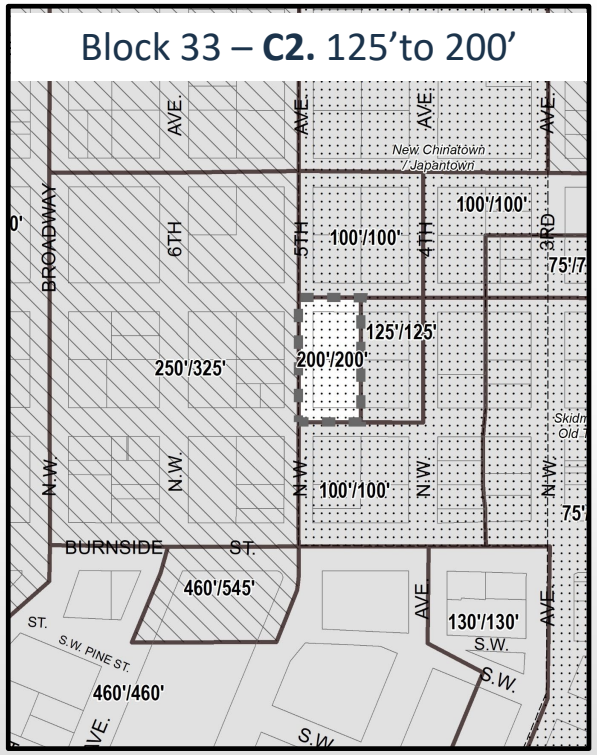
Block 33 – Recommended Height



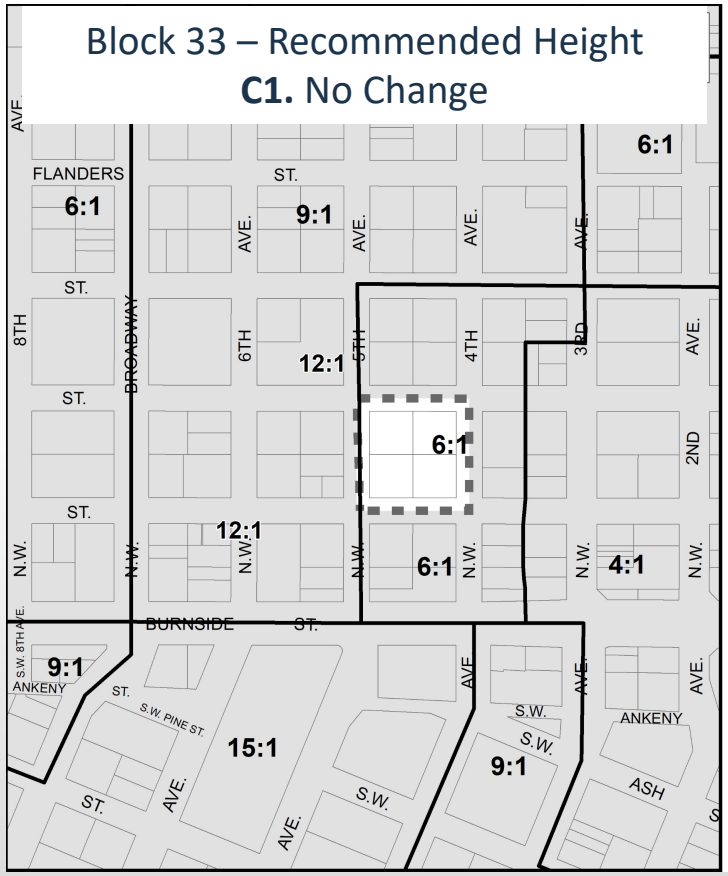
Block 33 – **C1.** 125'to 160'

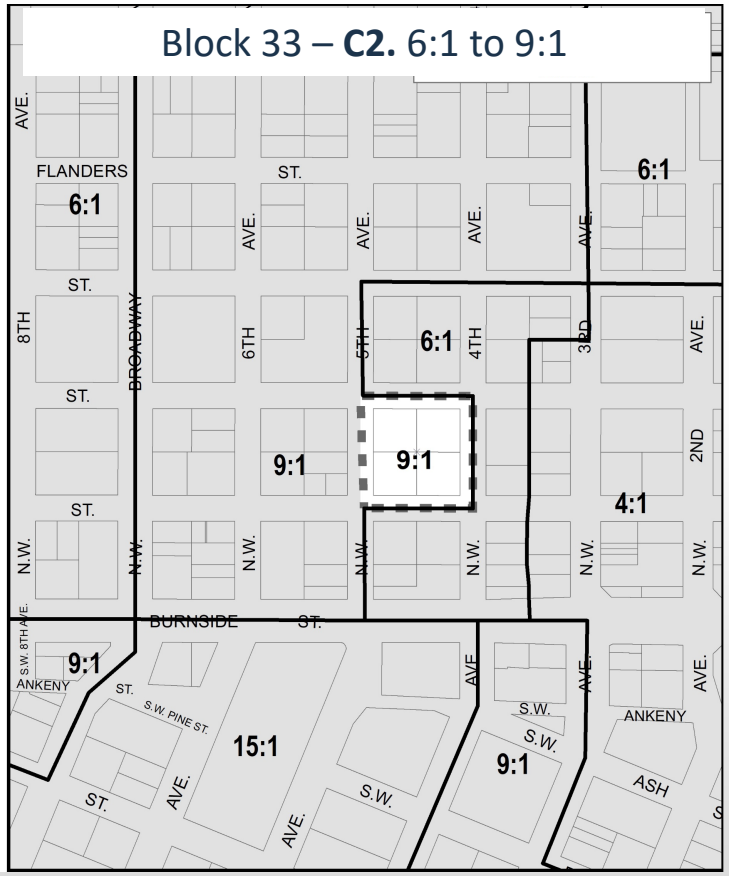


Block 33 – **C2.** 125'to 200'

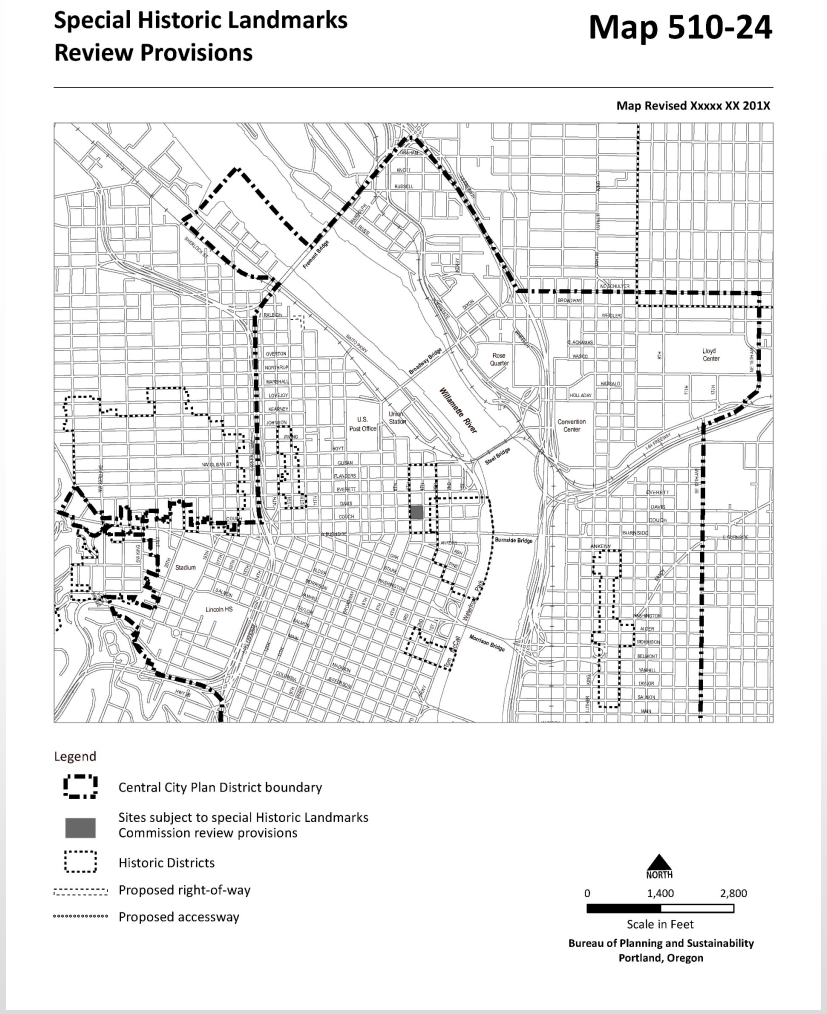


Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District





Block 33 – Increase maximum building height and FAR on a block in the Chinatown/Japantown Historic District



Part I: March 22 Amendments

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

	C1. Wheeler	C2. Saltzman
Height	Increase from 125’ to 160’	Increase from 125’ to 200’
FAR	No change	Increase from 6:1 to 9:1
Historic Review	Maintain full review	Exempt from review of height or FAR; keep rest of review

Part I: March 22 Amendments

C3 Fish Amendment

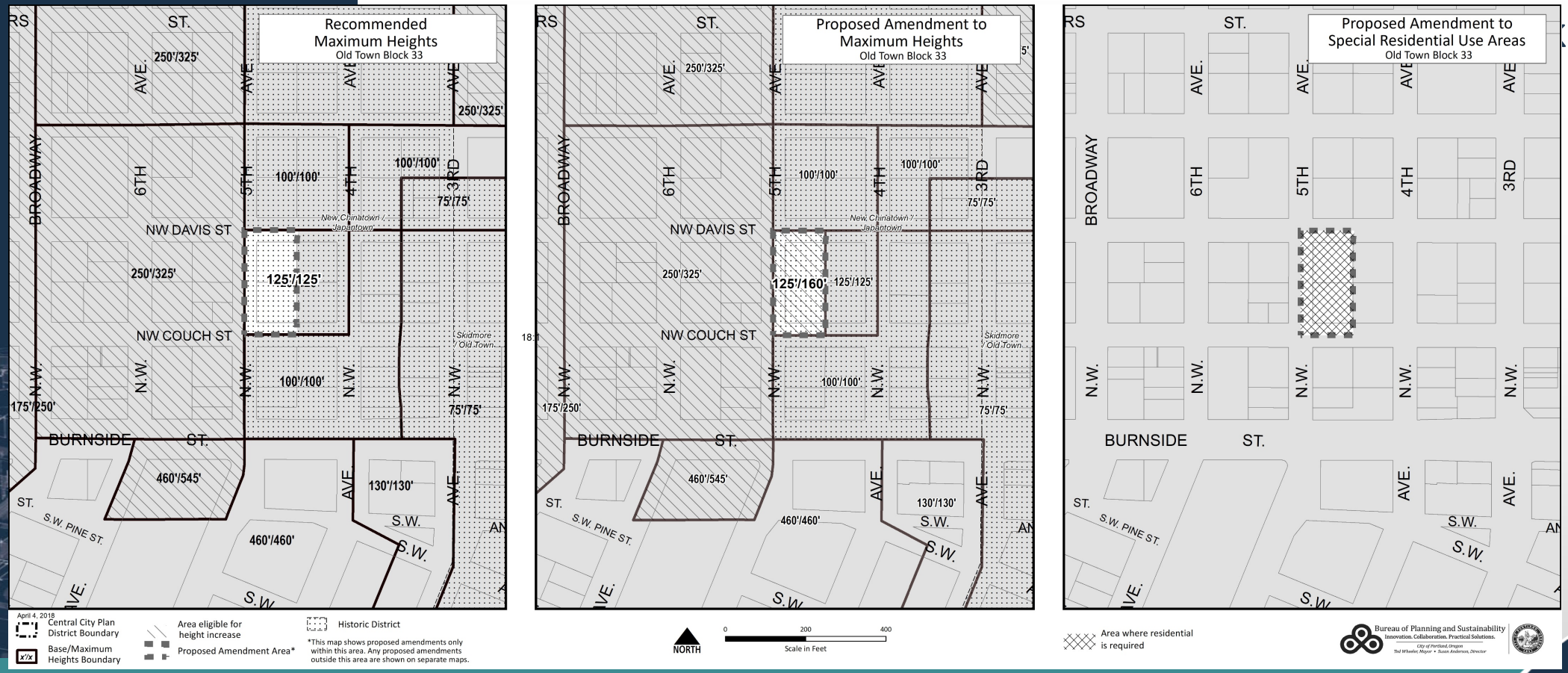
Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown Historic District and require residential on western ½ of block

	C3. Fish Amendment
Height	Increase from 125’ to 160’ through bonus height
Use	Require residential

Part I: March 22 Amendments

C3 Fish Amendment

Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown



Part I: March 22 Amendments

C3 Fish Amendment

Block 33 – Increase maximum building height through the use of bonus height on a block in the Chinatown/ Japantown Historic District and require residential on western ½ of block

Amended Code:

33.510.210.D.3 Bonus Height earned through an FAR bonus or transfer. Except for sites in the South Waterfront height opportunity area, the bonus heights shown on map 510-4 or allowed by Subparagraph D.3.e are allowed when the following are met. Projections above the height limits shown on Map 510-4 or allowed by Subparagraph D.3.e are prohibited:

b. The proposal must earn an additional FAR of 1 to 1 through use of one of the following FAR bonus or transfer options. The site shown on Map 510-4 as requiring residential is only allowed to earn the additional 1 to 1 through the bonus option listed in D.3.b(1):

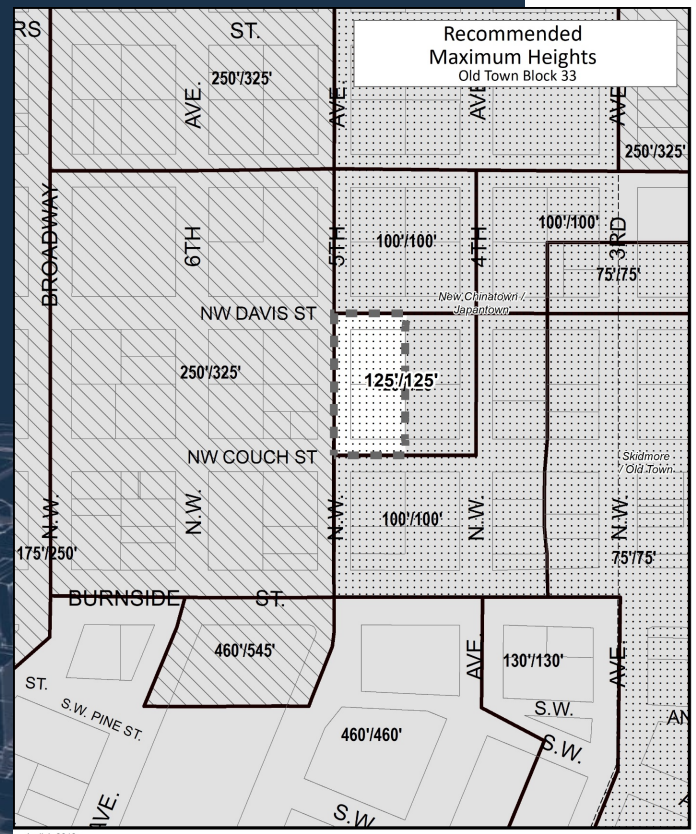
Part I: March 22 Amendments

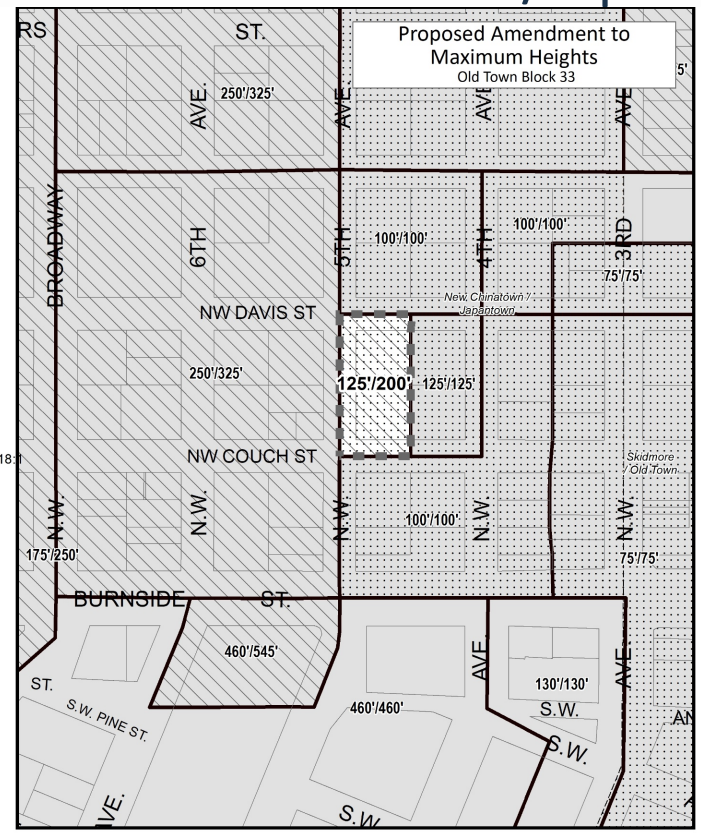
C2 as Amended (Saltzman)
Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

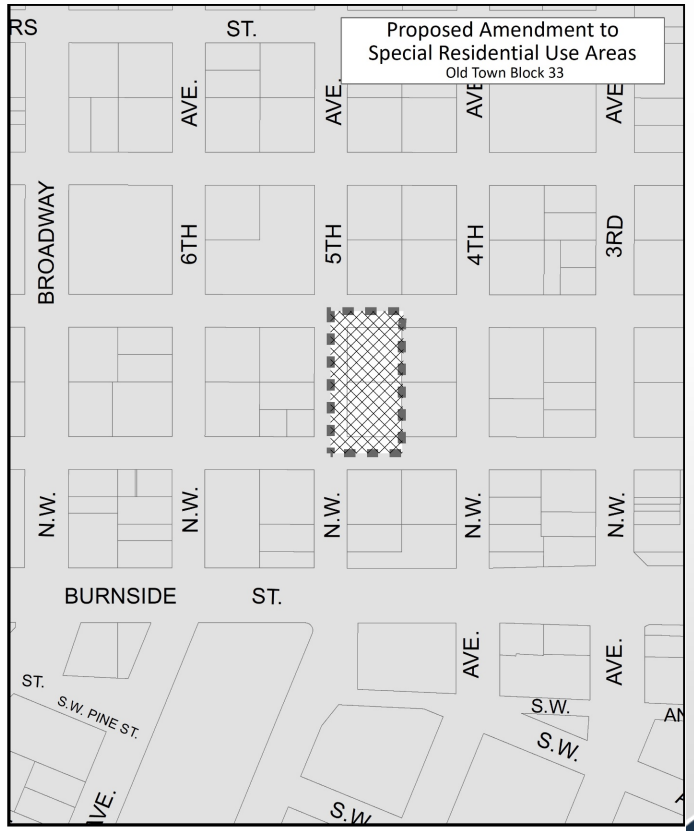
	C2. Saltzman	C2-modified Saltzman
Height	Increase from 125’ to 200’	Increase from 125’ to 200’ through bonus height on western ½ of block
FAR	Increase from 6:1 to 9:1	Increase from 6:1 to 9:1 on entire block requiring residential on western ½ of block
Historic Review	Exempt from review of height or FAR; keep rest of review	Required to go through review. No exceptions

Part I: March 22 Amendments

C2 as Amended (Saltzman)
Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District



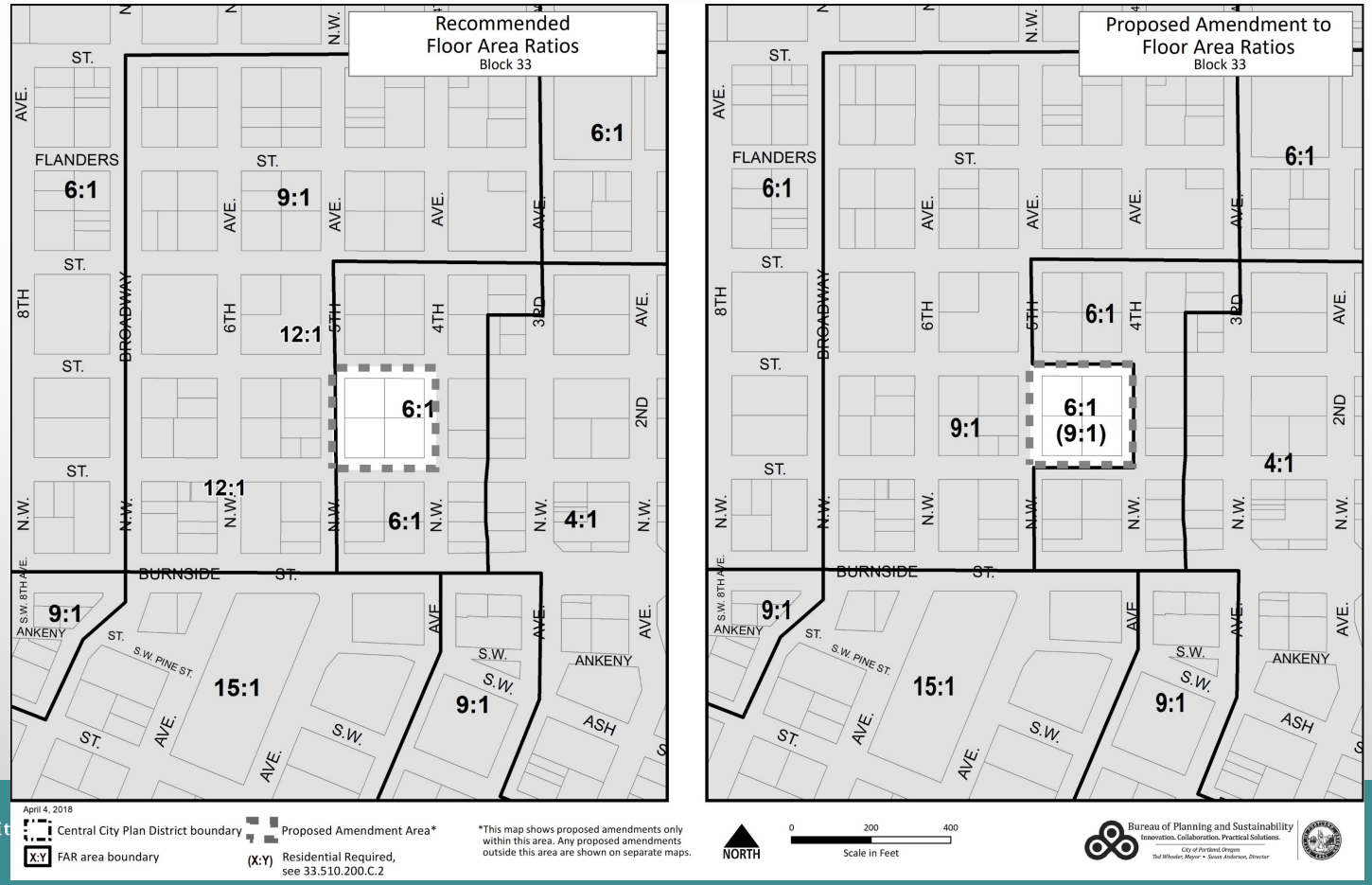




April 4, 2018
Central City Plan District Boundary
Base/Maximum Heights Boundary
Area eligible for height increase
Proposed Amendment Area*
Historic District
*This map shows proposed amendments only within this area. Any proposed amendments outside this area are shown on separate maps.
NORTH
0 200 400
Scale in Feet
Area where residential is required
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Part I: March 22 Amendments

C2 as Amended (Saltzman)
Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District



Part I: March 22 Amendments

C2 as Amended (Saltzman)

Block 33 – Increased maximum building height and FAR on a block in the Chinatown/Japantown Historic District

Amended Code:

33.510.200.C. Floor area ratio.

1. Generally, maximum floor area ratio (FAR) for sites in the Central City plan district are shown on Map 510-2. Maximum FAR can be increased on a site if FAR is transferred or earned through a bonus as allowed by 44.510.205, Floor Area Bonus and Transfer Options. Increases in FAR on a site are limited as described in Subsection D. Exemptions are in Subsection E.

2. On the site shown on Map 510-2 as requiring residential use, the maximum FAR for the entire site is 9 to 1 if all floors above the ground floor on the western half of the block are in a residential use.

3. [2 re-numbered as 3].

33.510.210.D.3 Bonus Height options

f. Bonus height is allowed in the area shown on Map 510-4 as requiring residential if all floors above the ground floor are in a residential use.

Part II: March 7 Amendments

Amendment E1: Measuring Top of Bank

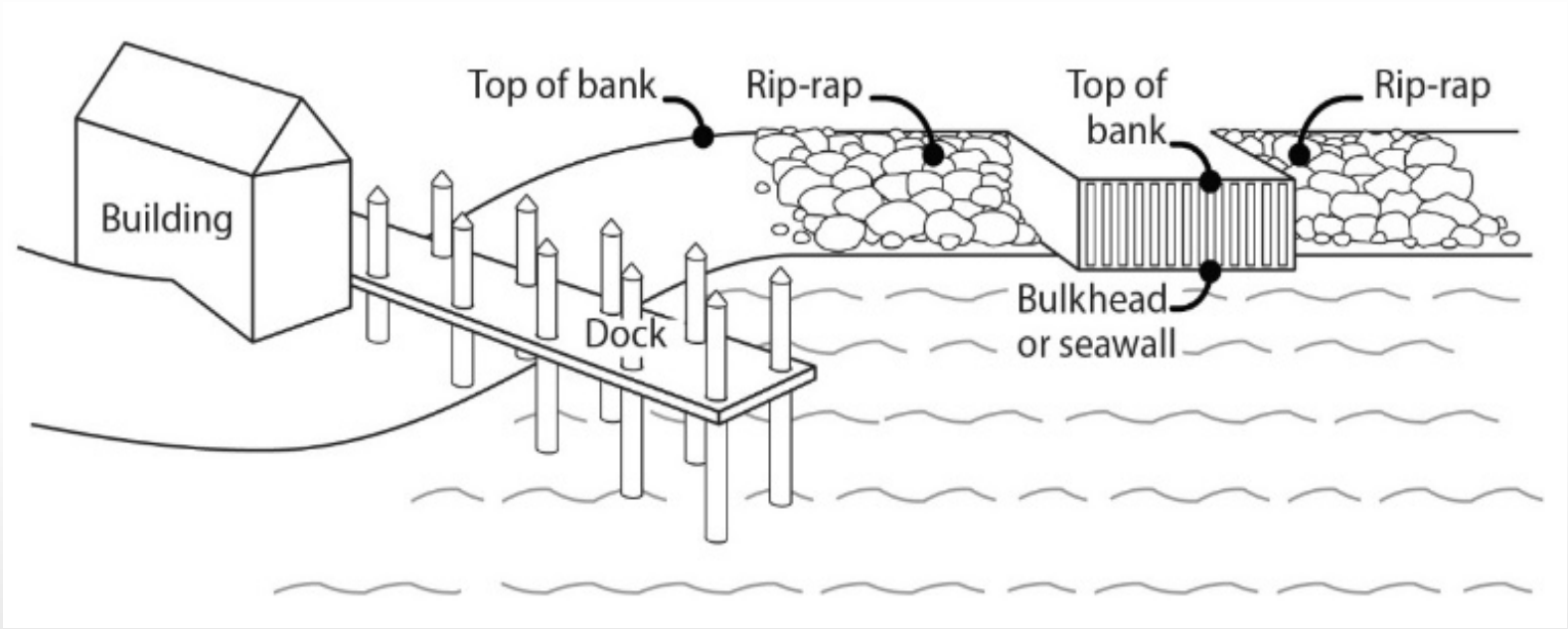


Figure 930-21 to be deleted

Part II: March 7 Amendments

Amendment E2: Top of Bank Commentary

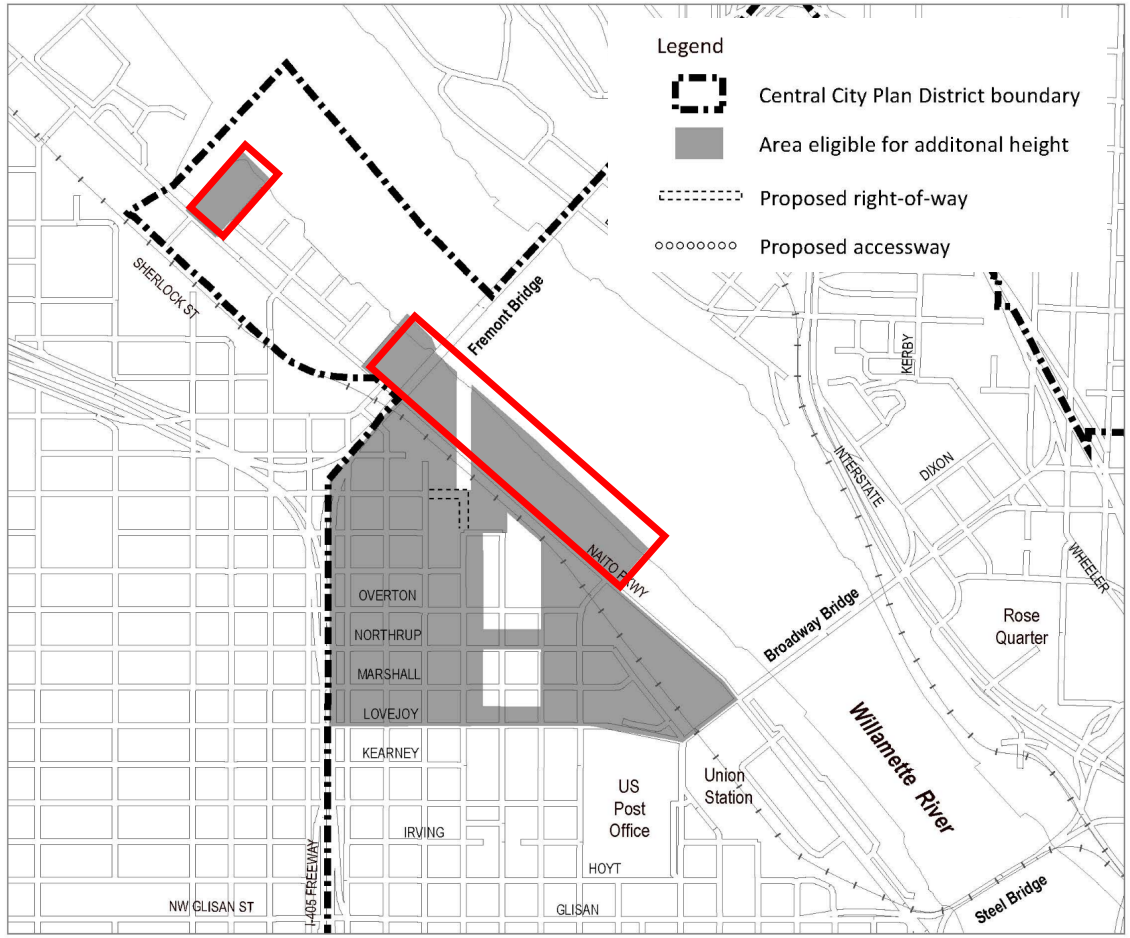
Commentary: 33.930.150 Measuring Top of Bank
The default top of bank, used when the top of bank cannot be found within 50 feet of the ordinary high water mark, is updated for the Central Reach of the Willamette River only. ~~When plans and regulations are updated for the Willamette River North Reach or South Reach or the Columbia River, this code should be amended to be consistent and apply a consistent default top of bank to all large river systems in Portland.~~

Part III: New Amendments

1. North Pearl Height
2. Bird-Safe Glazing
3. Transfer of FAR from a Historic Resource

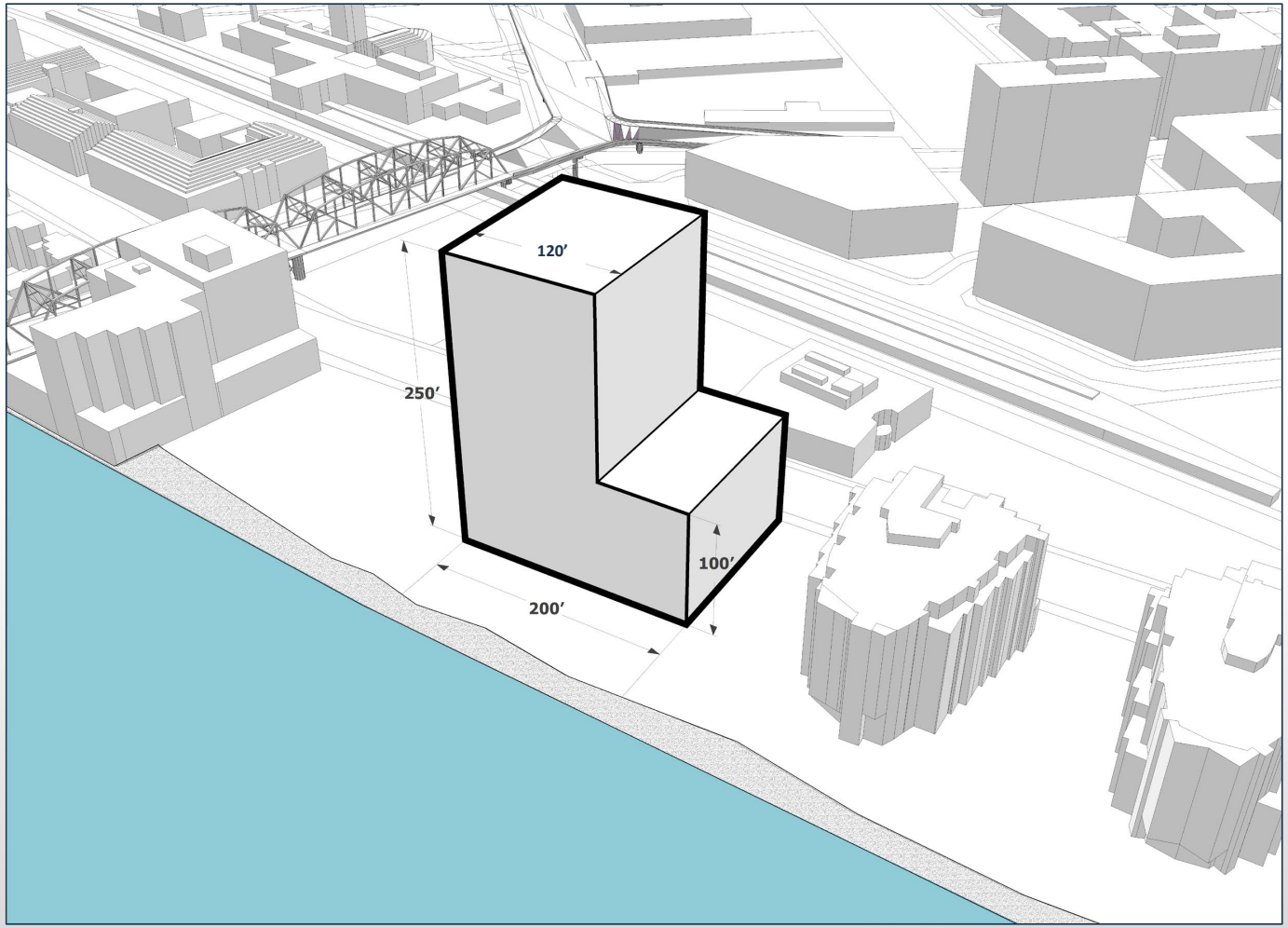
Part III: New Amendments

Amendment 1: North Pearl Height



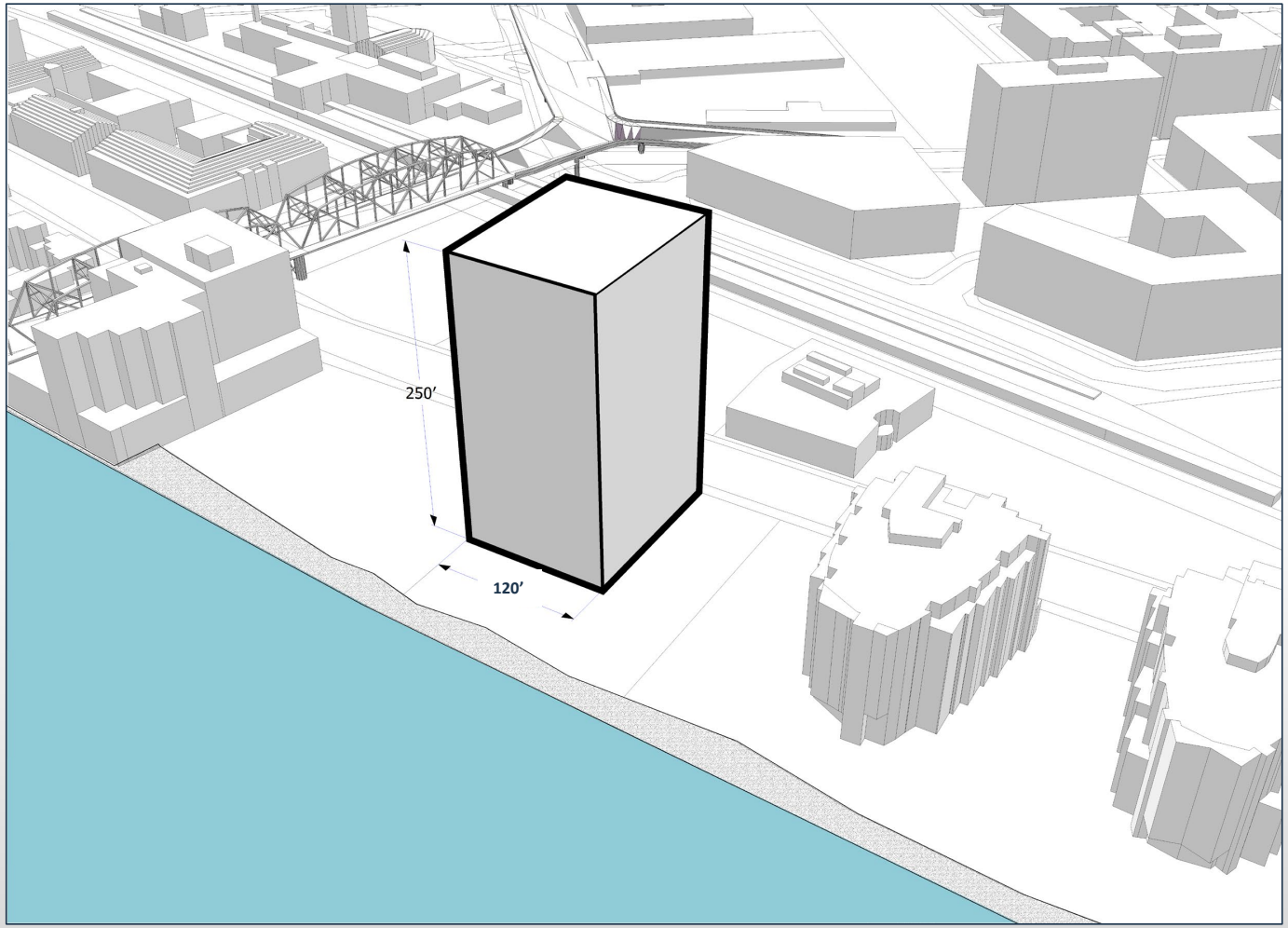
Part III: New Amendments

Amendment 1: North Pearl Height



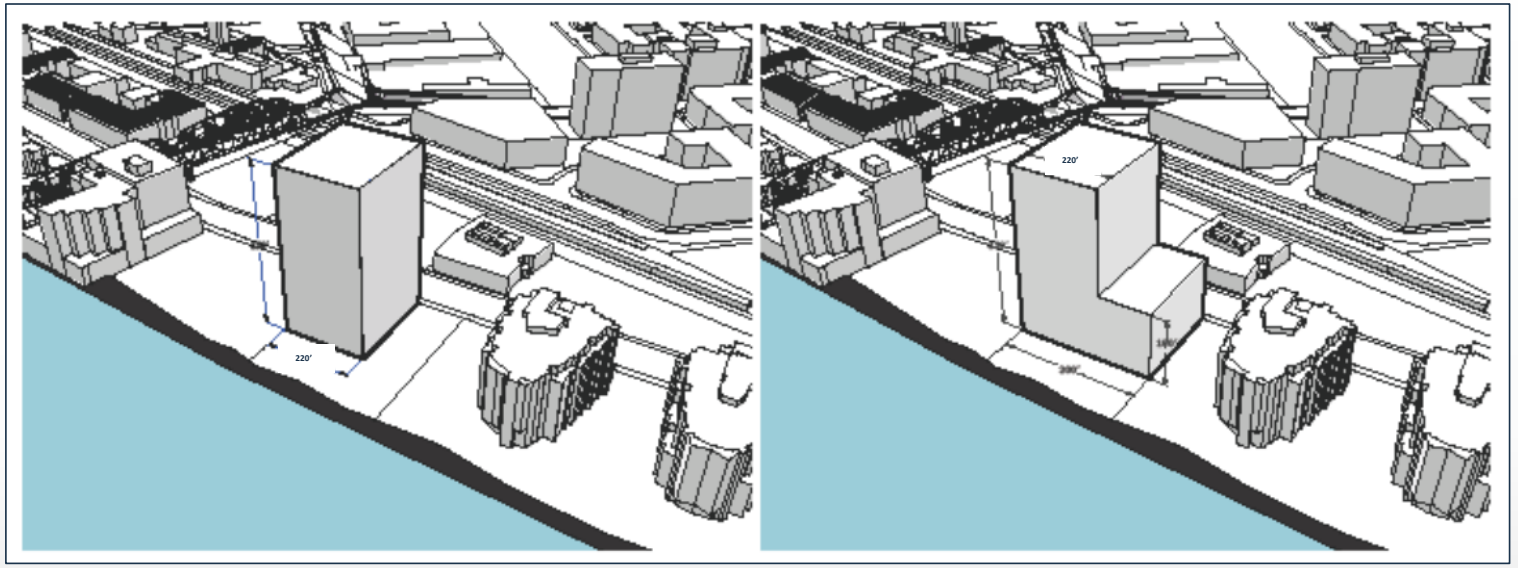
Part III: New Amendments

Amendment 1: North Pearl Height



Part III: New Amendments

Amendment 1: North Pearl Height

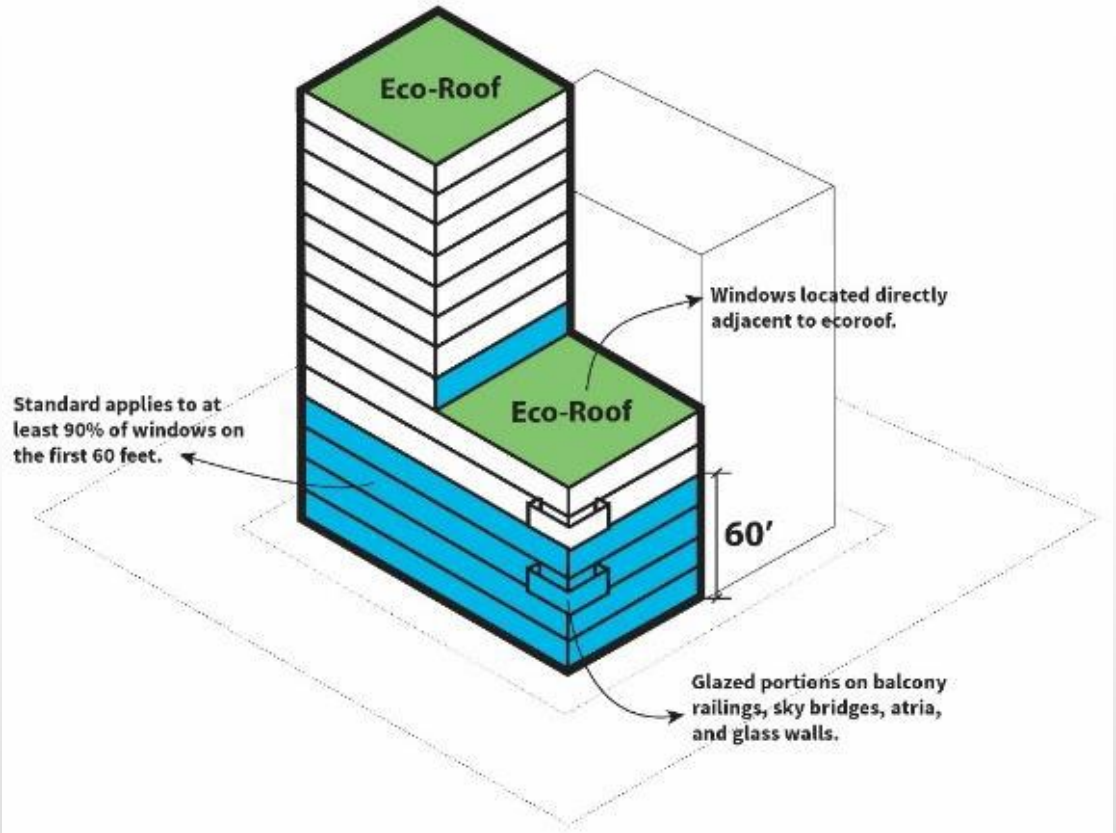


Incorrect: Required entire tower to be no wider than 120’ from top to base.

Correct: Requires tower above 100’ level of building to be no wider than 120’. Podium can be no wider than 200’

Part III: New Amendments

Amendment 2: Bird-Safe Glazing



Part III: New Amendments

Amendment 2: Bird-Safe Glazing

A. Purpose. [no change to Recommended Draft]

B. Development subject to the bird-safe exterior glazing standards. The bird-safe glazing standards apply to new buildings and major remodels. For new buildings, the standards apply per façade when the façade has 30 percent or more glazing within the first 60 feet measured from the grade adjacent to the facade. For major remodels, the standards apply per facade when at least 75 percent of the façade is altered and the altered façade has 30 percent or more glazing within the first 60 feet measured from the grade adjacent to the facade. The standard also applies to glazing located directly adjacent to an ecoroof, roof garden, or other vegetated or landscaped roof area. The standards do not apply to houses, attached houses, manufactured homes, accessory dwelling units, duplexes, attached duplexes, triplexes, historic landmarks, and contributing resources in historic or conservation districts.

C. Bird-safe exterior glazing standards. At least 90 percent of the windows and glazing on the following portions of each façade must choose treatment patterns and application techniques from the *Portland Bird-Safe Windows List*:

1. Windows and glazing, including glazed balcony railings, located within the first 60 feet of the building measured from the grade adjacent to the facade;
2. Windows and glazing located within the first 15 feet of the building above an adjacent ecoroof, roof garden, or other vegetated or landscaped roof area; and
3. The glazed portions of sky bridges or fences.

Part III: New Amendments

Amendment 3: Transfer of FAR from a Historic Resource

(2) Contain a Historic or Conservation Landmark or a contributing resource in a Historic or Conservation district for which the Bureau of Development Services verifies the following:

• If the building is classified as Risk category I or II, as defined in the Oregon Structural Specialty Code, it has been ~~upgraded or~~ shown to meet or exceed the American Society of Civil Engineers (ASCE) 41- BPOE improvement standard as defined in City of Portland Title 24.85;

• If the building is classified as Risk category III or IV, as defined in the Oregon Structural Specialty Code, it has been ~~upgraded or~~ shown to meet or exceed the ASCE41- BPON improvement standard as defined in City of Portland Title 24.85; or

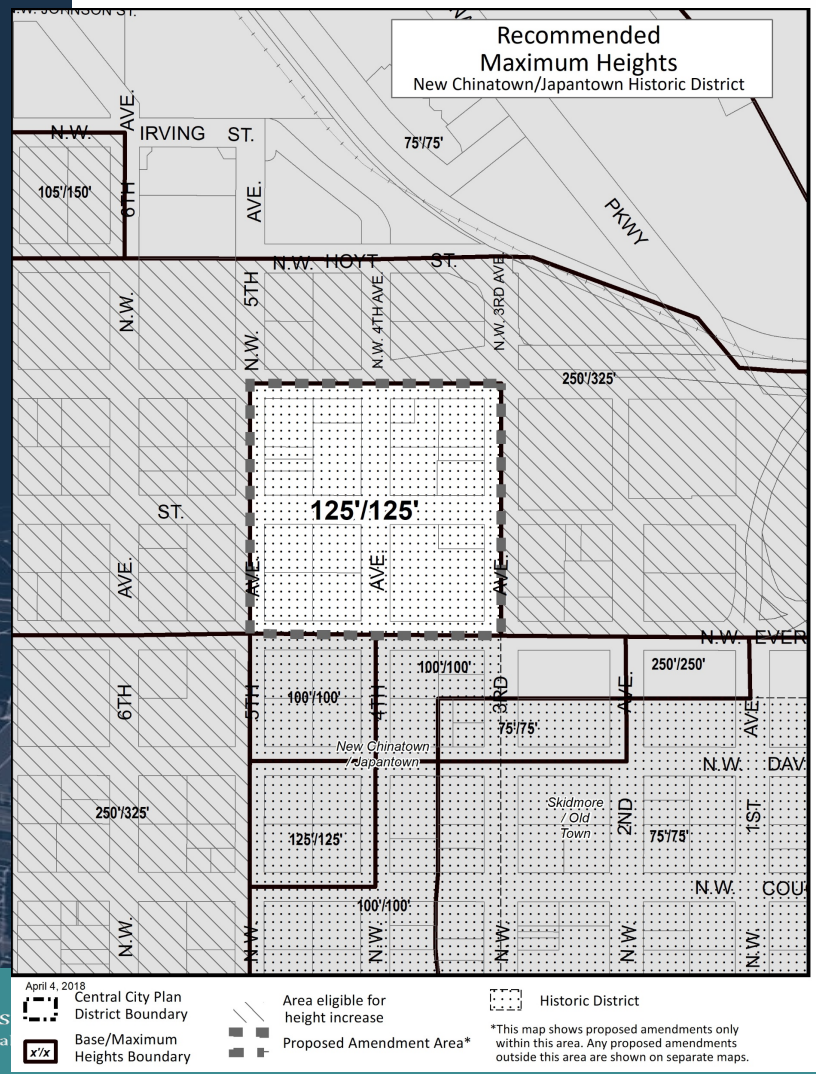
• The owner of the landmark or contributing resource has entered into a phased seismic agreement with the City of Portland as described in Section 24.85~~.070~~

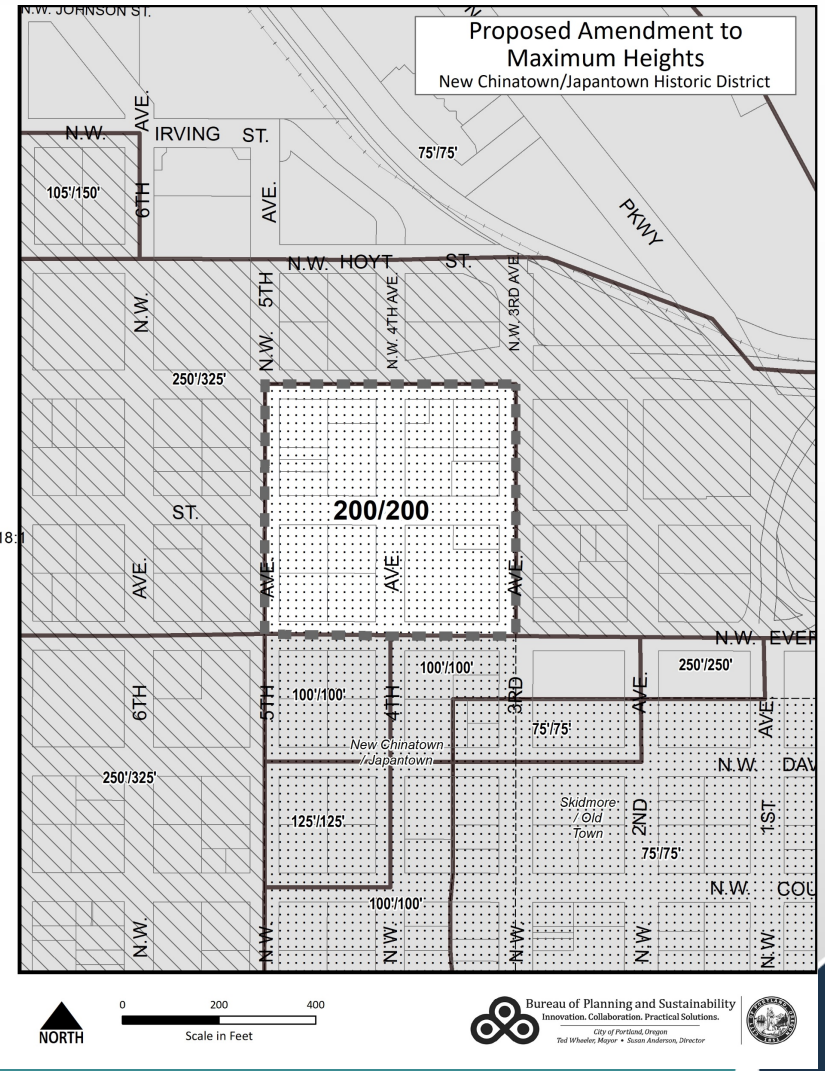
Part III: New Amendments

Public Hearing

Part III: New Amendments

New Chinatown/Japantown Historic District Height Amendment





Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Next Steps

Work Session/Vote on Amendments (North Pearl, Bird Safe and Transfer FAR from Historic Resources)
April 11, 2018
4:30 p.m., time certain

Tentative Vote on CC2035 Package
May 24, 2018
2:30 p.m., time certain

Final Vote on CC2035 Package
June 6, 2018
2 p.m., time certain

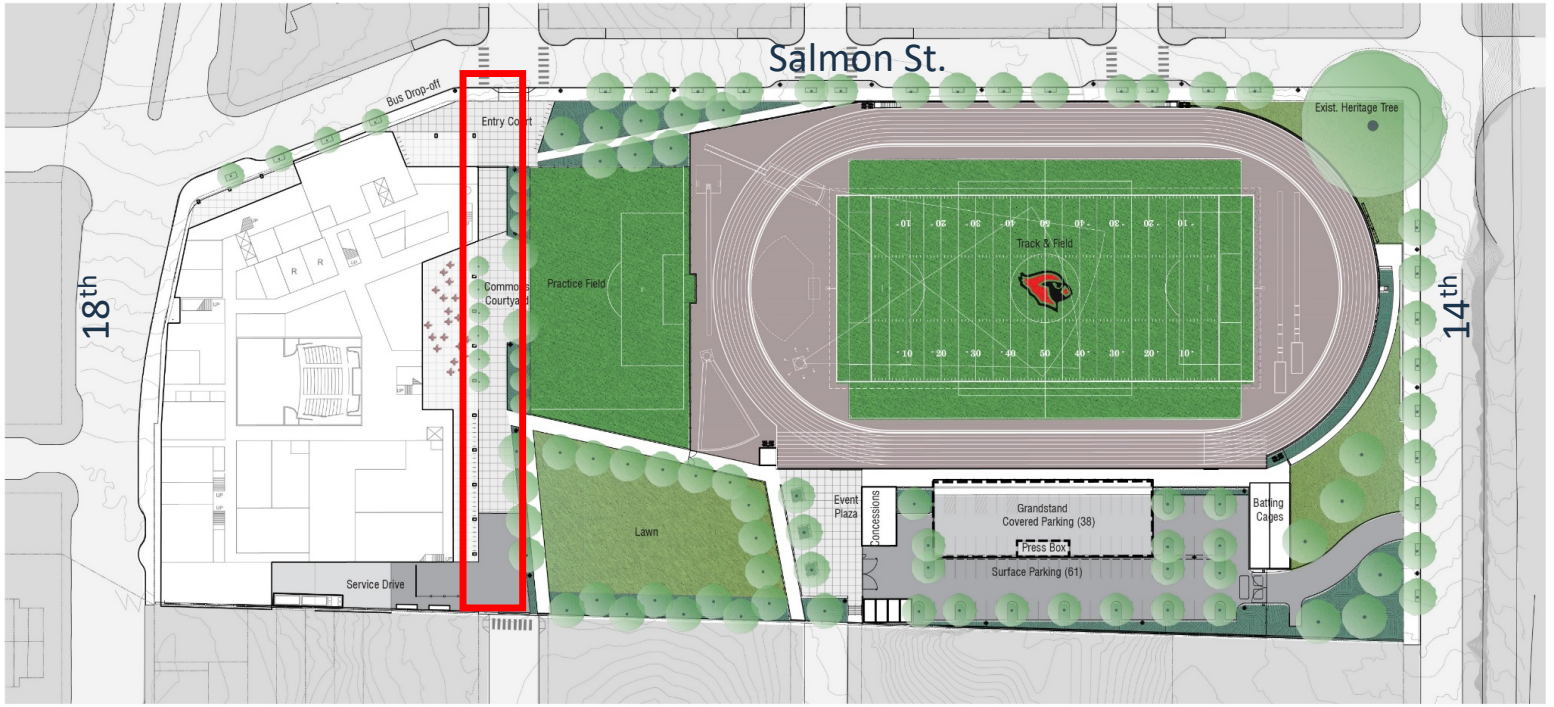
Public Hearing on Administrative Rules to Implement CC2035
June 6, 2018
2:10 p.m., time certain

Extra slides

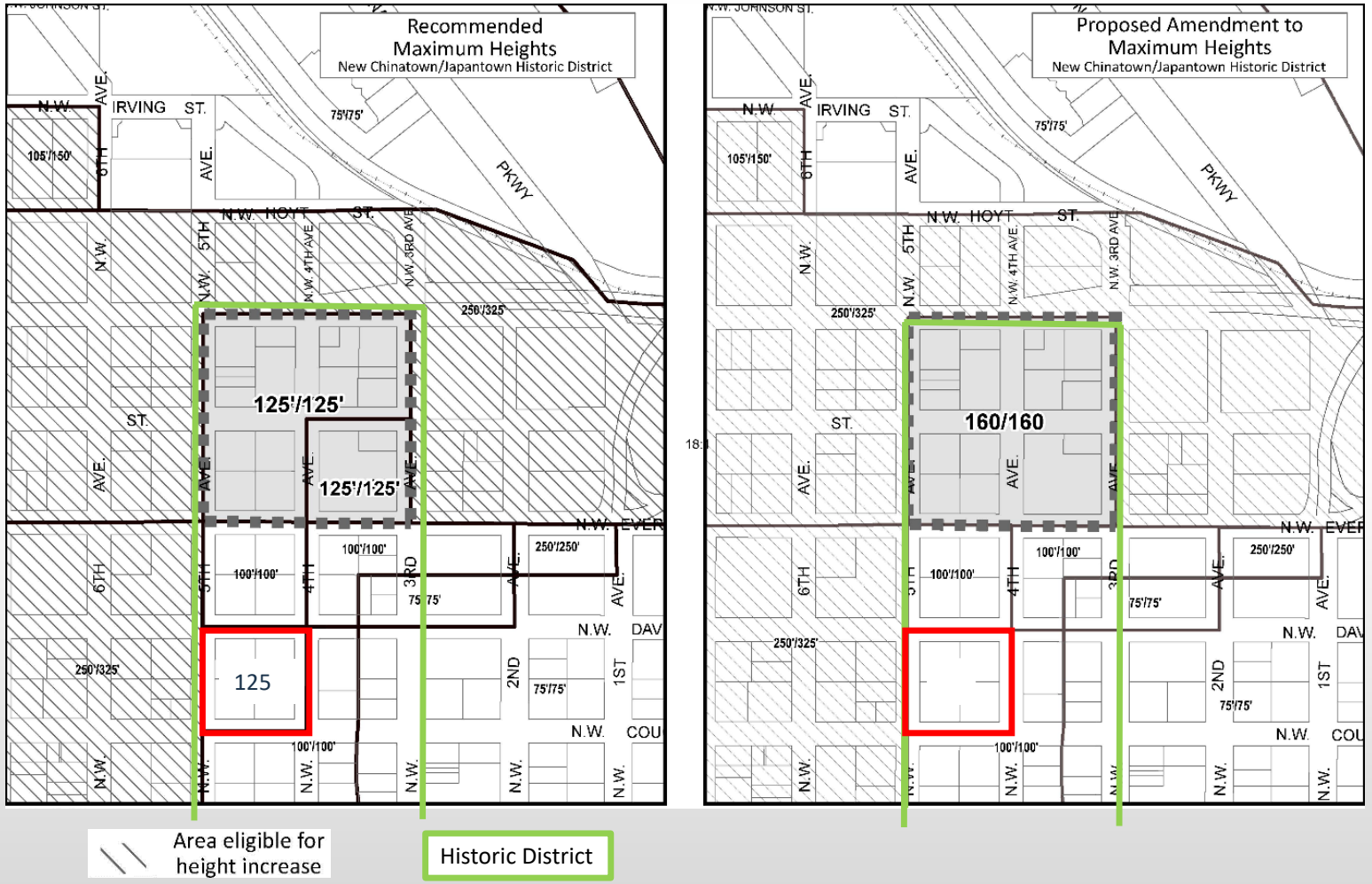
Part I: March 22 Amendments

B. Exempt public school uses from the superblock regulations in the Central City

Site Plan



Block 33


Recommended
Maximum Heights
New Chinatown/Japantown Historic District
Proposed Amendment to
Maximum Heights
New Chinatown/Japantown Historic District
125'/125'
125'/125'
125
160/160
Area eligible for height increase
Historic District

Amendments E: Measuring Top of Bank

D. Relationship to Other Structures.

1. Where a structure straddles the top of bank, the top of bank line is drawn as a straight line through the structure, connecting the top of bank line on either side.
2. Where there is a vertical bulkhead or seawall, the top of bank is the point at the top of the bulkhead that is closest to the river.
3. Docks, pilings, slips, wharves and other similar structures built over the water are not factored into the determination of top of bank. Where there is a dock, wharf or other structure on the bank, measurements of slope are taken on the underlying dry land. If the underlying dry land is not accessible, the top of bank is the default location described in 33.930.150.C.
4. Where the bank itself is a structure, such as a rip-rap slope at the edge of reclaimed land, the top of bank line is based on the predominant slope of that structure, rather than the slope of individual boulders or structural elements.

Block 33

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt March 22, 2018 Items 288-291.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF MARCH, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 273 and 275 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
263	Request of Lynn Le to address Council regarding need for funding women entrepreneurs and her experience as a business owner in Portland (Communication)	**PLACED ON FILE**
264	Request of Chevonne James to address Council regarding the XXcelerator Program (Communication)	**PLACED ON FILE**
265	Request of Jennifer Bolanos to address Council regarding the XXcelerator Program (Communication)	**PLACED ON FILE**
266	Request of Renee Shade to address Council regarding the XXcelerator Program (Communication)	**PLACED ON FILE**
267	Request of Maryam Behrouzi to address Council regarding the XXcelerator Program (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
***268**	**TIME CERTAIN: 9:45 AM –** Authorize grant agreement with Hack Oregon for $31,600 to build an open data platform, data analytics tools and web applications from Smart Cities sources (Ordinance introduced by Mayor Wheeler) 30 minutes requested (Y-5)	**188865**

*269	**TIME CERTAIN: 10:15 AM –** Initiate foreclosure action on three properties for the collection of delinquent City liens. (Ordinance introduced by Auditor Hull Caballero) 15 minutes requested (Y-5)	**188866**
270	**TIME CERTAIN: 10:30 AM –** Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Second Reading Agenda 256; Ordinance introduced by Commissioner Saltzman; C-10061) 20 minutes requested (N-5 Failed.)	**FAILED TO PASS**
	CONSENT AGENDA – NO DISCUSSION **Mayor Ted Wheeler** **Bureau of Planning & Sustainability**	
271	Amend Intergovernmental Agreement with Metro to accept an additional $773,133 for the Metro Waste Reduction Challenge Funds of $322,909 and $450,224 for the Recycle at Work Program in FY 17-18 (Ordinance; amend Contract No. 30005471)	**PASSED TO SECOND READING MARCH 28, 2018 AT 9:30 AM**
	Office of Management and Finance	
*272	Pay bodily injury claim of Margaret Ayala in the sum of $14,000 involving the Portland Bureau of Transportation (Ordinance) (Y-5)	**188863**
	Commissioner Amanda Fritz	
*273	Authorize an additional position under the Open and Accountable Elections Program within the Office of Neighborhood Involvement (Ordinance) (Y-5)	**188872**
	Commissioner Dan Saltzman **Bureau of Transportation**	
*274	Amend Intergovernmental Agreement with the Oregon Department of Transportation for NW Naito/Flanders Crossing Project to update the completion date (Ordinance; amend Contract No. 30002457) (Y-5)	**188864**
275	Authorize a sole source contract with Go Lloyd to fund transportation projects and programs in the Lloyd District not to exceed $2,500,000 (Ordinance)	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
	REGULAR AGENDA **Mayor Ted Wheeler** **Bureau of Police**	

***276**	Authorize application and accept a grant in the amount of $25,999 and appropriate $12,000 for FY 2017-18 from the Oregon Department of Transportation Traffic Safety Division FY 2018 Safety Belt Grant program for sworn personnel overtime reimbursement (Ordinance) 20 minutes requested (Y-5)	**188867**
	Office of Management and Finance	
277	Grant a franchise to Sprint Communications Company L.P. for telecommunications services, for a period of up to 10 years (Second Reading Agenda 149) (Y-5)	**188868**
	Portland Housing Bureau	
***278**	Approve interim use of the Multiple-Unit Limited Tax Exemption Program to capture opportunities for affordable housing in housing developments not subject to Inclusionary Housing and amend Administrative Rules (Previous Agenda 251; Ordinance; replace HOU-3.02) 15 minutes requested (Y-4; Fritz absent)	**188869** **AS AMENDED**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
279	Accept Bureau of Environmental Services Ten-Year Strategic Plan (Report) 15 minutes requested **Motion to accept report:** Moved by Eudaly and seconded by Fritz. (Y-5)	**ACCEPTED**
280	Amend contract with BergerABAM, Inc. for the Tryon Creek at Boones Ferry Culvert Replacement Project No. E08682 in the amount of $316,298 (Ordinance; amend Contract No. 30003652) 10 minutes requested	**PASSED TO SECOND READING MARCH 28, 2018 AT 9:30 AM**
	Water Bureau	
281	Authorize the Portland Water Bureau to purchase property at 40730 SE Latigo Lane, Sandy, Oregon for $425,000 to protect easements for conduits from the Bull Run water supply and authorize portion of the property for disposition (Ordinance) 10 minutes requested	**PASSED TO SECOND READING MARCH 28, 2018 AT 9:30 AM**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
***282**	Authorize an agreement with Sound Transit and a purchase agreement with Brookville Equipment Corporation for the purchase of streetcar vehicles using a sole source procurement in an amount not to exceed $10,000,000 (Ordinance) 15 minutes requested (Y-5)	**188870**

***283**	Authorize contracts as required with 23 service firms for on-call architecture and engineering services in support of the Portland Bureau of Transportation Capital Improvement Program for a total combined contract value of $26,875,000 (Ordinance) (Y-5)	**188871**

At 12:50 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Eudaly left at 2:30 p.m. and returned at 2:50 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Lauren King Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
284	**TIME CERTAIN: 2:00 PM –** Amend the Transportation System Plan consistent with the 2035 Comprehensive Plan and in compliance with the Regional Transportation Plan; amend River District Master Street Plan; add policies for Automated Vehicles; adopt findings of compliance; adopt corrections; amend Transportation and Parking Demand Management code to clarify requirements (Ordinance introduced by Commissioner Saltzman; amend Ordinance Nos. 187832, 188177; amend Code Chapter 17.107) 1 hour requested for items 284 and 285 **Motion to accept Fritz 3-21-18 amendments:** Moved by Fritz and seconded by Fish. Vote not called.	**CONTINUED TO APRIL 11, 2018 AT 3:30 PM TIME CERTAIN**
285	Amend the Transportation System Plan to update Introduction, Modal Plans, Implementation Strategies, and Glossary (Resolution introduced by Commissioner Saltzman)	**CONTINUED TO APRIL 11, 2018 AT 3:30 PM TIME CERTAIN**
***286**	**TIME CERTAIN: 3:00 PM –** Amend Zoning regulations to implement the 2035 Comprehensive Plan through the Code Reconciliation Project (Ordinance introduced by Mayor Wheeler; amend Title 33) 2 hours requested for items 286 and 287 **Motion to accept additional technical amendments in staff 3-21-18 memo:** Moved by Wheeler and seconded by Fish. Vote not called.	**CONTINUED TO APRIL 11, 2018 AT 3:30 PM TIME CERTAIN**
***287**	Amend Tree, Noise and Sign regulations to effectively implement Portland City Code through the Code Reconciliation Project (Ordinance introduced by Mayor Wheeler; amend Title 11, 18 and 32)	**CONTINUED TO APRIL 11, 2018 AT 3:30 PM TIME CERTAIN**

At 4:15 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **22ND DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Saltzman teleconferenced from 2:00 p.m. to 4:25 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Chief Deputy City Attorney; and Nicholas Livingston and Adam Cuellar, Sergeants at Arms.

		Disposition:
288-291 TIME CERTAIN: 2:00 PM – Central City 2035 Plan. 2 hours requested Central City 2035 Plan items are continued from March 7 for Council discussion and vote on amendments. For more information see project website www.portlandoregon.gov/bps/cc2035		
288	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 259; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO APRIL 4, 2018 AT 2:00 PM TIME CERTAIN**
Continued next page		

289	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 260; Ordinance introduced by Mayor Wheeler) **1. Motion to adopt amendment A, allow surface parking for a public school use in the Central City:** Moved by Wheeler and seconded by Fish. Y-5 **2. Motion to adopt amendment B, exempt public school uses from superblock regulations in the Central City:** Moved by Wheeler and seconded by Fish. Vote not called. **3. Motion to adopt amendment C, increase maximum building height from 125' to 160' on half of Block 33:** Moved by Wheeler and seconded by Eudaly. Vote not called. **4. Motion to increase amendment C, maximum building height to 200':** Moved by Saltzman and seconded by Wheeler. Vote not called. Roll call on motions held over from January 18 & March 7: **5. Item F-J and L minor and technical package amendments:** Y-5 **6. Item AR 15 and New K -- Height and FAR at Big Pink, Wells Fargo and Pac West:** Y-5 **7. Item New A-B, I-84 viewpoints on new pedestrian bridge:** Y-5 **8. Item New C-D, Upper Hall viewpoints:** Y-4; N-1 Fritz **Item E top of bank rescheduled to April 4, 2018.** **Item M trail commentary item withdrawn. Commentary discussion is part of the record.** RiverPlace amendments from March 7: **9. Request to reconsider March 7 RiverPlace 2A1 #7 and #10 vote:** Moved by Eudaly and seconded by Wheeler. Y-3; N-1 Fritz; Saltzman recused himself on Riverplace votes. **10. RiverPlace #AR7 RiverPlace bonus height:** Y-3; N-1 Fritz. Saltzman recused himself. **Item AR 10 RiverPlace special tower orientation, withdrawn.**	**CONTINUED TO APRIL 4, 2018 AT 2:00 PM TIME CERTAIN**
290	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 261; Resolution introduced by Mayor Wheeler)	**CONTINUED TO APRIL 4, 2018 AT 2:00 PM TIME CERTAIN**
291	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 262; Resolution introduced by Mayor Wheeler)	**CONTINUED TO APRIL 4, 2018 AT 2:00 PM TIME CERTAIN**

At 4:30 p.m., Council adjourned.

March 21-22, 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By Susan Parsons
Acting Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

MARCH 22, 2018 2:00 pm

Wheeler: Good afternoon everybody this is the Thursday March 22, 2018 afternoon session of the Portland city council. Colleagues, pursuant to pcc 3.02.025 commissioner Saltzman is participating by telephone due to an illness. It is in the public interest to have participation of all council members on these items today. Do any of the council members who are physically present object to having commissioner Saltzman participate by telephone? There are no objections. Sue, please call the roll.
Fritz: Here **Fish:** Here **Saltzman:** Here **Eudaly:** Here **Wheeler:** Here
Wheeler: So we're back today to continue our work on the central city 2035 plan, Sue can you please announce the items if you could please read all of the items, 288 through 291, please.
Linly Rees, Chief Deputy City Attorney: Mayor, before you begin this is from the other side, do you want me to read the conduct?
Wheeler: Why don't you do that. You've become very good at that. So, please do.
Rees: Well it's my first time. I'm kind of excited about it.
Wheeler: Let's hear it.
Rees: Welcome to the city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so Everyone can people welcome, comfortable, respected and safe. To participate in council meetings you may sign up in advance with the clerk's office for communications. You may also sign up for public testimony on resolutions or first readings of ordinances. Your testimony must address the matter being considered at the time. When testifying please state your name for the record, your address is not necessary. Please disclose if you're a lobbyist, if you're representing an organization please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left a yellow light goes on. When your time is done a red light goes on. If you are in the audience and would like to show support for something that is said, please feel free to do a thumbs up if you want to express you do not support something feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.
Wheeler: I have to say Shakespeare would have been proud of that rendition, well done. Sue could you please read 288 through 291.
Item 288.
Item 289.
Item 290.
Item 291.

Wheeler: Very good, thank you Sallie. Could you introduce yourself, please and then introduce the hearing today?
Sallie Edmunds, Bureau of Planning and Sustainability: Yes. Sallie Edmunds, planning and sustainability. Thank you, commissioners, we're here for another session on central city 2035. So today's agenda is in three parts. Part one is to look at some new amendments that you received in your packet. We have three new amendments. Two related to school use and one related to height and if I could direct your attention to this lavender sheet, this lavender sheet is the updated voting guide for today and attached to that is the map that goes with the amendment c, in part 1 c that's on that. The first part will be to introduce, move and second the amendments and then hold a public hearing. We recommend closing the record, the written record for the school uses at the ends of the hearing and leaving it open for the height amendments. And then voting on school amendments then coming back for a vote on the height amendments on either April 5th or 6th, and we'll get you the final date on that later in the session here. Then we'll move on to the second part, which is to vote on amendments that were part of public hearings on either march 7th or January 18th. There's a package of minor and technical and then a variety of other items. Commissioner Fritz just for your -- some of the ones in this section are on i-84, the view from upper hall, top of bank. Then part 3 we understand the commissioner Eudaly is going to introduce an amendment to reconsider river place and so if that passes then you would move on to vote on the height and tower orientation.
Wheeler: Very good, so let's start with the two related to the central city public schools. We're going to move them and second them separately but I'm hoping that Rachel you can come up and go over those with the council. I know that prior to voting on those we're going to have some testimony on them as well.
Rachel Hoy, Bureau of Planning and Sustainability: Thank you, mayor. These amendments were brought to our attention as Lincoln high school is in their school redevelopment process. These amendments apply to more generally to public school uses and are not limited to just Lincoln. So this first amendment allows up to 100 surface parking spaces. This picture that is on the screen here, this shows the site using Lincoln high school as the example since they are in their redevelopment process. As the school has gone through this process, they have requested to maintain some existing surface parking. They do have approximately 140-plus surface parking spaces now and are requesting to maintain what they have and rebuild as they rebuild the school and the associated facilities.
Fritz: To be clear they are the only school in the central city plan, is that correct?
Hoy: That's correct. Well, the high school. Public high school.
Fritz: Is the parking currently in that location?
Hoy: That's a good question. I'm going to turn to a colleague.
Fritz: Maybe you can give us more information --
Hoy: Pps is here. They can maybe respond to those questions. I believe it's in a different location at this point, though.
Fritz: All I have is basically the amendment request. I don't have any other information about it.
Troy Doss, Bureau of Planning and Sustainability: Can I have the question repeated I was answering another question I'm sorry?
Wheeler: Location of the parking.
Fritz: And tell us who you are.
Doss: As it exists today.
Wheeler: Name for the record, please.

Doss: Troy Doss, bureau of planning and sustainability, senior planner. It's spread throughout the campus as it turns out there's some located towards 14th street, there's some that's located towards 18th, underneath the bleachers. So, the proposal would for the current moment would be to consolidate parking as opposed to having it kind of spread out throughout the campus.
Fritz: Is it consolidated in that location?
Doss: In the proposal it is.
Fritz: Okay.
Wheeler: Very good, so I would like to move amendment a, surface parking for central city public school uses. We will hear testimony on this. Do I have a second?
Fish: Second.
Wheeler: We have a second from commissioner Fish thank you. Let's move to the next item and that is about access on public school sites. Rachel, could you please describes this amendment.
Rachel Hoy, Bureau of Planning and Sustainability: yes, thank you, mayor. This next amendment is proposing to exempt the public school uses from superblock regulations. What this this is, these regulations are intended to link walkways plazas within a site to public sidewalks and to improve circulation through a site. The intent of this exemption is to allow pps to design their school with open space, access ways in a manner that addresses their programming needs including safety and security. One thing I would like to point out that pps is in the process in talking with the city specifically pbot about providing public access easements in the future. At this time as they are working through the redevelopment process, they need a little more time to figure out where that will be, but I think that the interest is there for sure of providing public access and at certain times in the future.
Wheeler: Thank you Rachel. I would like to move amendment b exemption from super block regulations for central city public school uses it's extremely important we allow schools to have the flexibility during design and programming of their facilities in a way that addresses safety and security needs. I also think that Lincoln high school will be a great redevelopment opportunity for the entirety of the community and again we're going to hear testimony on this. Do I have a second?
Fish: Second.
Wheeler: We have a motion from the mayor, second from commissioner Fish.
Fritz: Question.
Wheeler: Commissioner Fritz.
Fritz: Is the superblock requirement adjustable or subject to modification through design review?
Hoy: Yes, it is.
Fritz: So why is this exemption necessary?
Hoy: My understanding is that the process that pbot currently follows for public access easements is -- it's a very specific process with timing of having those access ways open. It's part of the agreements that they currently use, so I think that this is in part providing an effort to allow more flexibility in how those agreements would be negotiated and the times would probably be different from what they normally require.
Fritz: Ok, I will want to hear from the bureau of transportation whether this would affect their ability to get the right thing to happen from the public transportation perspective. If there's already a way to get a change to it I'm not quite -- I don't understand why it's necessary.

Wheeler: Rachel would it be possible for us to organize during the public testimony to have somebody from pbot be here to answer some of commissioner Fritz's questions? Could we do that?
Hoy: Yes.
Wheeler: Fabulous. Thanks. Next up, the height in old town Chinatown historic district. Rachel and/or Brandon, it's my understanding that you're going to describe this for us.
Rachel Hoy, Bureau of Planning and Sustainability: Certainly. This amendment request is to increase height on the half block of block 33 in Chinatown/Japan town historic district, and as you see on the slide here, on the left is the recommended draft proposal. Increase the height from 100 feet to 125 feet on the full block. The amendment increases the height on the half block adjacent to 5th avenue to 160 feet and the other half of the block would remain at 125 feet on 4th avenue.
Wheeler: Very good. I would like to move amendment c to increase the height on the western half of block 33 to 160 feet. I believe that a project on what has been a long vacant parcel could be a catalyst for revitalization in this part of old town Chinatown and Japan town. This is consistent with the height that the council just approved for the northern part of the district. Personally I'm comfortable with this height limit because it's on the western edge away from the heart of the district on the 4th avenue side. Do I have a second?
Eudaly: Second.
Wheeler: I have a second from commissioner Eudaly. Commissioner Saltzman, if you have any trouble hearing just let us know.
Fritz: Clarifying question.
Wheeler: Commissioner Fritz.
Fritz: Is this considered in the rest of the plan have we already discussed this?
Joe Zehnder, Bureau of Planning and Sustainability: In the rest of the plan this site has been discussed throughout the quadrant plans and this plan. The approach to the site has been to give it the split height increase so the 125-100 I believe it is today, and with a prerequisite that we get the new design guidelines in place. We have the new guidelines in place, so this change is just an alteration of what those two heights are, but the split height at principle is still there its still in the historic district, its still subject to the new design guidelines.
Fritz: Does it affect any of the view corridors?
Zehnder: Does not affect the view corridor.
Fritz: Thank you.
Eudaly: Mayor?
Wheeler: Commissioner Eudaly.
Eudaly: I want to support this because we don't need a surface parking lot, we need more housing there. My only concern is with the stability of the historic district and I understand that this height may still make it vulnerable. So, my question is number one is that true, and can I get some kind of proof of that because right now all I have is a nod, really. And number 2, is there anything this property owner could do to mitigate that potentially negative impact on the historic district by adding more of the kind of required components or --
Zehnder: So the increase of height over what has been established and was approved through the creation of the district does create a risk that the district could be decertified. We learned this and we went through this when we did a project a few years ago looking at heights in the Skidmore old town district. That's the documentation I have today, but we can get updated documentation for you, but these are historic districts that the state historic preservation office could weigh in and have an opinion on as well as national park

service. Both of those at the staff level have informed us that this kind of thing erodes the quality of the district but neither are able to tell us like how far is too far. And on this district, we face -- we have updated the design guidelines so when you ask what could be done to mitigate it, really the trick for any possible success here at all is to really nail the design guidelines in a way that can satisfy the concerns of the historic landmarks review board because this is an historic district and its going to go through landmarks review and they're going to apply the guidelines. That's how -- what we are creating really is the opportunity to try to design a building that works in these circumstances.
Eudaly: Would they weigh in prior to development of this block or after the building exists?
Zehnder: Which part?
Eudaly: The historic --
Zehnder: Oh, they went in last year. The guidelines.
Brandon Spencer-Hartle, Bureau of Planning and Sustainability: If I understand your question, commissioner and Brandon Spencer-Hartle bureau of planning and sustainability for the record your question is whether or not the state or federal agency would comment before or after a development and I think it could be either. One thing I will say is it's unlikely for the historic district to be delisted without a change, so if your question is would the district be delisted just at the threat of a new building that doesn't fit the guidelines, probably not.
Eudaly: That's not my concern.
Spencer-Hartle: But in terms of advice they could give us advice that may stay to the process.
Fritz: But it wouldn't be a part of the approval criteria. They wouldn't have to get approval from the state or federal government before getting approval. Has the historic landmarks commission considered this request?
Spencer-Hartle: My understanding is that there are two commissioners here today to provide testimony on this amendment.
Fritz: Thank you.
Fish: Joe can I ask you a fairness question? There's a property a couple blocks to the north that under the proposal before us the long time property owner is going to see a significant downzoning of the site and I think the compromise that is currently before us is something around 160.
Zehnder: Yes.
Fish: But it's a substantial reduction from what was the original allowed height and here we have a relatively new property owner who is coming in and getting at the last minute an adjustment of additional height. I just want to pose this as a fairness question and have you offer perspective as to how to reconcile that.
Zehnder: They're very different situations just to be clear. The property to the north is taking a significant decrease in height. It's taking that because when we created the district we didn't act to right size the heights in the district so that's a bit of a city helped create that situation. 160 is the height we felt we could responsibly get to on that site to the north and still respond to what commissioner Eudaly was raising about the integrity of the district. So here on this site, the 160 is in part sticking with that data that we set and we've got objective reasons for it. The situations on this side is that it's been 100 feet maximum height for a long time and it's also been a struggle, a site that is a full block parking lot so no demolitions related to the redevelopment of it. In old town Chinatown. In a location that we have been trying to catalyze development for decades and especially market rate mixed use development. So --
Fish: I remember why Jamya was once.

Zehnder: In all of those projects over the years have bumped up against height. So in part that's why we made this move, we were convinced by all that experience that we needed to open up the height limits here but only in return for the design review guidelines, meeting those guidelines. This is a gradience shift but it's a very different situation. This one is more being argued for the benefit of the district for a long-standing property that's been difficult to --
Fish: That's helpful for me to hear. What's the underlying zoning here?
Hoy: This is cx zoning.
Fish: So just to be clear and I'm going to say this when we take up river place, we're going to saying that one of the benefits here is housing but under cx, we may not get housing. We could get commercial, we could get retail, we could get some institutional use, we could get anything but housing, correct?
Hoy: That's correct.
Fish: Just so that we're clear. Thank you.
Wheeler: So, can I make sure I understand what you were describing earlier Joe? The property owner adjacent to commissioner Fish referenced, my recollection from our prior hearings was that was originally a 300 foot height limit. Was that correct?
Zehnder: Correct mayor.
Wheeler: It's been lowered to 160 and the new property under consideration block 33 that is currently a surface parking lot you have also put the limit at 160 there.
Zehnder: Well, this amendment that you would be considering today would do that. What was on the table that was forwarded from the planning and sustainability commission was 125 feet along 5th avenue side, right?
Hoy: The whole side was 100. The whole site going to 125. So, that site has always been 100.
Wheeler: The developer I understand had asked for 200, but you in the interests of keeping it consistent with what was happening adjacent put it at 160.
Zehnder: Yeah, it's the data we set this new sort of top line based on the circumstance in the rest of the district related to the property to the north, the Menashi property.
Wheeler: Very good, that's helpful to me. So, this is our favorite time of the hearing. This is the public testimony part and we are going to take testimony about the three new amendments that have just been moved and seconded. When you come up to testify, please state your name and also begin each comment with the amendment letter since we're only taking testimony on the three amendments that we just moved and seconded. We already heard testimony about other portions of the central city 2035 plan during three days in September, and in January, and again this month. I would like to take this opportunity as is tradition to invite any appointed officials representing their commission and any elected officials to come up first. And we also encourage people if you have small children or if you have disabilities or special needs please let sue over here in the blue sweater know that and she will make every effort to accommodate you up front. You have three minutes to testify. Name for the record. Please be done when the red light comes on. Don't make me have to intervene.
Amy Kohnstamm: Good afternoon, mayor Wheeler, commissioners. My name is Amy Kohnstamm I'm here representing the board of education for Portland public schools.
Wheeler: Thank you.
Kohnstamm: Thank you for the opportunity to testify on these amendments that pertain to the central city plan and for public use that you're considering today. With me also is Erik Gerding, who is our project manager for the rebuild of Lincoln high school and Becca Cavell of bora architects, the designers for Lincoln. We appreciate very much the council's consideration of these amendments as they will support modernization of Lincoln high

school, we're very appreciative of staff's efforts to develop these proposed amendments. Pps is very excited about the possibilities of a new Lincoln high school. This project was made possible by our taxpayers who voted for our bond to modernize three more schools for safe 21st century high schools. New Lincoln high school's plan to open in 2022 and design is well under way. Pps has been working with community members through an advisory group for the design of the new school. We also have begun conversations with the city regarding the design review that will be required for the project and have become aware of existing and proposed central city plan district regulations that you have referenced that will make necessary campus security difficult to achieve as well as negatively affect the livability of the surrounding neighborhood. We believe the proposed prohibition of surface parking and required public access on to the site the topics of the two amendments will bring unintended consequences for the new campus and its relationship with the surrounding neighborhood. I would like to bring these consequences to your attention and ask your approval of the proposed amendments that support the new Lincoln school design and surrounding community livability. The first amendment would allow up to 100 parking spaces for public schools in the central city plan district, this is approximately the number of parking spaces currently at Lincoln high school. This amendment keeps needed parking for staff, visitors and events on campus and off surrounding public streets and allows bond resources to be focused on the programmatic needs of Lincoln high school students and staff. The second amendment concerns the superblock requirements that require public access through sites and the installation of plaza areas for public use 24 hours a day. We understand the need for connectivity through large sites such as the Lincoln campus and we welcome the community use of our school grounds outside of school hours, however requiring unrestricted public access through the Lincoln campus even during school hours would pose a significant security risk. Students security is critical for all school districts and pps must be able to restrict public access if and when needed to protect students and property. We therefore ask for council on this amendment to exempt public k-12 schools from the superblock requirements. Our conversations with the Lincoln high school design advisory group and other community organizations including the stadium district business association, Multnomah athletic club have indicated support for the proposed amendment before you today I believe each organization has submitted those letters of support. Again, thank you for your consideration of these amendments and for the staff's quick preparation and responsiveness as these needs have arisen during our design process. We encourage your adoption we’re happy to answer any questions you may have. Thank you.
Wheeler: Thank you much. Colleagues any questions? Commissioner Fritz.
Fritz: Have you had any discussions with the timbers organization?
Kohnstamm: We have. I would like to call Erik Gerding up, our project manager, to assist me. We did go through a process with the timbers, the Multnomah athletic club, two plus years ago to determine whether there would be interest in developing joint parking in conjunction with the Lincoln high school site and the conclusion of that was that there was no interest in partnership. Do you want to add anything to that?
Erik Gerding: Sure. My name’s Erik gerding, senior project manager with Portland public schools.
Fritz: Your mic on?
Wheeler: Yeah I don’t think its on can you poke the button there on the bottom?
Gerding: Hi. My name is Erik Gerding.
Wheeler: Folks when you leave the mics, just leave them on when you leave it's okay if its turned on.

Gerding: Ok, my name is Erik Gerding, I'm the senior project manager with Portland public schools office of school modernization. We have been in a process of master planning the Lincoln site over the last two years, and the start of our master planning process had conversations with both timbers organization and the Multnomah athletic club about the potential joint development of a parking facility on the Lincoln site. We knew from the school district's position that school bond improvement funds could not be used for a parking structure that was not in support of the educational program. And so there was interest from those neighbors to potentially develop on the Lincoln site to help their parking needs for events with the timbers and the Mac club. After initial conversations both those potential partners declined to participate in any joint development on the Lincoln site as they had their own development plans in the works as we see now with the redeveloping of the timbers stadium and the mac having other plans, perhaps for other properties. So, through our master plan process, then on our master plan that was presented to voters for the bond measure just included the budget and planning for limited parking for the school staff only and not any kind of public or public-private partnership. So that's where we are today with the surface parking need that we have just to support the school use.
Fritz: You might be worth asking again because I don't know when we said no to the Multnomah athletic club as far as their parking expansion, but it continues to be a conversation with both of those entities. And then my second question is about the public access easement. Are you proposing to close the campus so there wouldn't?
Kohnstamm: No. We're in conversation about how to maintain connectivity, how to have the campus open at times to the public to come through. However, it's my understanding that the existing requirements call for completely unfettered 24-hour public access through the campus. So, I think it's the main point is that the district needs to have some ability to regulate that access.
Fritz: I guess my question is then none of the other Portland public schools have that kind of restriction on them.
Gerding: Actually, it is district policy to allow community use of our school sites after school hours. So that is a district-wide policy. We just don't necessarily have the facilities at all of our sites to effectively regulate and control access, but as we are modernizing our school sites through the bond measures, we are providing additional security for students and staff so that we can regulate public access during school hours, but it is posted on all of our sites that these facilities are for the sole use of pps during school hours.
Fritz: Thank you.
Wheeler: Very good.
Kohnstamm: And you will find currently and in the future that the Lincoln campus heavily used by the community outside of school hours.
Gerding: And I would also like to add that in our master plan we have open space, there's plaza space, there's landscaped area. There are open spaces that will be accessible by the public but is just during off hours. So, we do want to provide that connectivity and public use.
Fish: Can I ask you a question? Is it your plan to continue to have Lincoln function as a high school during this redevelopment or are portions of the school being relocated to another site?
Kohnstamm: Yes, so the students would stay in the existing building during the entire construction period. So, the new school is being built at the west end of the campus, the west end of the existing football field up against 18th avenue. So the athletic field would be out of use during construction. Kids would stay there and then once the building is complete kids would move to the new building and we would demolish the old building and begin construction athletic facilities on the east end up against 405.

Fish: And have you identified an alternative athletic field space?
Kohnstamm: No, we would love to continue to engage in those conversations with our friends at the park bureau.
Fish: Good, thank you.
Wheeler: Thank you both. Appreciate it very much thanks Amy. I understand we have a couple of historic landmark commissioners here as well. Very good come on up. Kristin how are you?
Kristin Minor: Thank you so much, mayor and city council for having us as invited testimony, I'm the vice chair of the Portland historic landmarks commission so we're here to address amendment 1c.
Fritz: And your name for the record, please.
Minor: My name? Kristin minor. Sorry. I skipped over that part. Let me start by saying that we all want to see development on surface parking lots. Especially in an historic district. This has really been a blight and one that we would like to see filled. The height amendment, though, it is reduced on the half block but it is still out of scale with the historic contributing buildings. So the tallest historic contributing building in the district is the mason Ehrman, which is seven stories high and it's approximately 90 feet, I don't know exactly how tall that is. The idea that the 160 on the west half of the block offers a transition is really not appropriate. What we would like to see in the historic district is for taller development to actually define the edge of the district. To keep that it's only two blocks wide so again we're talking about an historic district that is ten blocks, its very tiny and it is as commissioner Eudaly mentioned it is threatened. I do have a couple of letters from the national park service in regards to previous development in Skidmore old town just about inappropriate heights. They date from 2008, so I'm not going to necessarily use them as to introduce them into the record, but what I would like to do is contact shpo and ask them if they would be willing to write a letter to the city council within the two weeks that we have here for this amendment.
Fritz: That would be very helpful.
Minor: In terms of looking at review of new development on a lot in an historic district we do have a process. The process has specific criteria and that those criteria always include compatibility and you definitely can't exclude height and form from discussions of compatibility. Now, the second thing I would like to draw your attention to is a map which I hope you all have in front of you. This is a very simple screen shot map, I didn't spend a whole lot of time compiling it, but it shows part of central city. In fact it is from the river which is at the very far left hand edge of the page, and it shows the northern edge. So everything you see on this map is part of central city and central city, of course, extends further to the east and to the south. There are a lot of undeveloped surface parking lots on this map as I think you can tell just from a cursory glance. So, I would love to invite the developer, who so dearly would like to develop on a block in a historic district, to instead look at all these undeveloped sites on the east side within our own central city that we would all really appreciate the money and attention and design talents that they could bring to one of these lots. Lastly, I would like to just briefly address the idea that the development could be not only spot zoned but exempted from discretionary review. I find that idea offensive as does the rest of the landmarks commission. It does erode public trust in the system and it erodes our perception of your integrity. So we are very glad that that part of the amendment did not make it to consideration today. I thank you very much for that and I'll turn it over to my colleague.
Wheeler: Could I ask a question? I appreciate your testimony and thank you for clarifying the landmark historic landmarks commission view on this. But as you heard city staff say, there have been attempts over a period of decades to develop the surface parking lot, and

it's really clear that none of those projects panned out. They just don't pencil out and we're getting towards the long tooth end of this development cycle, which has been one of the most robust development cycles in the history of the city, and still nothing has happened there. So what would you say to counter the argument made by staff that the reality is we may just be grandfathering in a large block-wide surface parking lot if we choose to do nothing?
Minor: I guess I would say that the landmarks commission would certainly try to fit in as much height as we could find compatible within our criteria and the guidelines that we have to work with. I am not sure 160 feet would fit within that and if it seems in the ends that the historic district should be jettisoned, there's actually a process for that. And maybe as a city we should look at that instead of kind of eroding it until somebody else has to step in and say, you don't have a district any more. Let's give certainty to all those owners who are relying on -- they get historic tax credits, tax freeze benefits from being a contributing building and without that, they wouldn't have those funds.
Wheeler: Right and I think that's commissioner eudaly's point as well. We're trying to find that sweet spot, if you will, between encouraging development on that site. I mean the surface parking lot in the middle of old town Chinatown technically under state statute it is blight. So, we have had a blighted city block in the center of a district that should be thriving and vibrant and this is standing in the way. Yet we obviously don't want to jeopardize those tax exemptions and tax advantages that are already there in historic districts. So, that's really the balancing act we're trying to conduct here, is trying to figure out where is that right balance.
Minor: Sure.
Wheeler: Great I appreciate your testimony. Commissioner Fritz.
Fritz: I certainly appreciate cause you have supported the increase that's on the table already. So I would suggest, mayor, we see how that works. So, then my other question is some people will say that the historic landmarks commission can say, no, that's not compatible at 160 feet and that you therefore can't develop. What's your response to that?
Minor: I would say that there's a process for that. If in fact that we as a commission make findings that a development at a certain height is not compatible, the applicant has the ability to come in front of city council and make their case.
Fritz: I guess my question is if it's allowed to be 160 feet will you have the confidence that if you say no it's not compatible that it would then come to council and that we would agree with you?
Minor: Of course we have the confidence because it is -- we do have specific criteria. So we'll be debating these issues. It's not an easy call.
Fritz: Is it possible to develop at 160 feet and be compatible?
Minor: Probably not.
Matthew Roman: If I may, that is a tension that we're running into constantly with the development rights of property owners that don't actually look at the guidelines and so we introduce this kind of tension that leads to complex of expectations. My name is Matthew roman, landmarks commission and I do have a statement I would like to read. My name is Matthew roman I'm here as a representative of the Portland landmarks commission, but moreover, as a passionate environmentalist. The environment in danger today is the built or urban environment. The importance of the built environment is not always appreciated as it should be. Having an urban growth boundary to maintain natural landscape does not excuse an anything goes attitude inside that boundary. People have seen dramatic change in the city over the last 25 years or so. Thankfully, Portland is blessed with an array of important historic landmarks and districts all of which tell a story about our past both the good and the bad and those points remain a constant cultural touch stone for our collective

memories. You are faced today with deciding the outcome of what I would describe as an endangered species. If you think that's hyperbole then I doubt you understand the gravity of the situation before you. Few if any of out historic districts represent an ethnic culture of the way Chinatown/Japan town does and none are so close to extinction as this one. We have a district with nearly 50% of the buildings being noncontributing. We're at a tipping point where passive intervention or leave no trace strategies are not going to save the last of its kinds. As I sit here before you today, a white middle aged man having voted in every election for representatives like you to represent my interests, I want to acknowledge the history of my race, not always treating Japanese or Chinese immigrants well, in fact it's been deplorable. I think we have an opportunity to turn the page for the better with something positive so the question before you, or the questions, do we clear cut Chinatown/Japan town for new monoculture, or do we take a restorative approach where we nurture the environment back to health? If we take that approach then we do more than just restore buildings and places. We give a potential Chinese Japanese immigrant not even born yet something positive in our history to be a point of pride and then we restore our own relationships to the minority communities that are so fundamental to what our city and state are about. Previous councils have recognized the restorative approach is more in keeping with our overall values than the clear cut approach. That was demonstrated with the investment the city made developing an adopting the design guidelines. If you now change direction consider the honest approach is to go through the process of demolition review and declare the district dead. That is the defacto result of this proposed amendment. I believe the viability of the district will be called into question if this site is not treated appropriately. More than anything on this site we need wholly compatible design. What that means is laid out entirely in the guidelines you approved and in an appropriate developer with a good architect can make a wonderful building work on that site within the 125 foot limit. Finally, while I very much doubt this is a political deal, keep in mind how it can appear that way to the public. The idea of equal protection under the --
Wheeler: You can finish.
Roman: The idea of equal protection under the law runs contrary to spot zoning individual properties take caution the road you're going down will only bring more requests in the future and the potential for corruption can be avoided altogether if we just say no to the concept in general. So let's honor the Chinese and Japanese contribution to the health of our built environment by investing in the future of this place. Think big. Figuratively not literally. You have the power to create something that can be looked back on with great pride 100 years from now and our children's children can say this moment represents a positive chapter in the history of ethnic relationships in our country. It's about time we give something back. Thank you in advance for doing the right thing here.
Wheeler: Thank you. Could I ask you the same question? Cause perhaps you have a different perspective. Would you agree that a surface parking lot is not does not honor diversity in the city of Portland?
Roman: Yes. I would agree, but I would also agree that you could condemn that lot and turn it into a public plaza. Then it wouldn't have cars parked on it would be a festival place. When you say do nothing you forget that you have the power to take that lot and do whatever you want with it.
Wheeler: That's fair. I'll just make the comment I made earlier.
Roman: I do agree.
Wheeler: I've come in and I've watched that sit there for decades with no activity at all. So here we have an opportunity to potentially address additional issues while maintaining that balance and preserving the integrity of this historic district. I'm not convinced it's an all or nothing proposition. That's all I'm saying.

Roman: No and in fairness part of the reason that that site has had a hard time is because they keep coming up with the most incompatible designs that you've ever seen. They don't look anything like any of the patterns in the district. If you look at the guidelines, then looked at the last proposal, there's no way I could vote in good conscience and uphold my oath as a commissioner to apply those standards objectively. I couldn't do it.
Wheeler: Thank you for your testimony. Good afternoon.
Maya Forty: Hi, I'm Maya Foty, commissioner Foty.
Wheeler: Commissioner is that on? Yea, just leave the mics on.
Forty: Sorry. I didn't turn it off. I second everything my fellow commissioners said. I'm the newest commissioner, I have only been on the commission ten months and I'll just take a different angle of all this. They were quite articulate about the importance of the district and I would say so far everything I have seen as far as the whole process has been very deliberate, there's various code amendments being vetted three various ones right now. A lot of thought, a lot of public input. So when all of a sudden this amendment came up I couldn't wrap my head around it, I wasn't quite sure I'm like, wait a minute, they can do that? In two weeks they can make a decision like that which has a tremendously long term impact cause these districts we're not just looking at five years, ten years, we're looking at the shape of Portland. If we think of pike place market and grand central station and these great development plans that had to happen immediately and them you look back, thank god we didn't do it. I'm just asking, I understand completely I bike all the time and I sort of avoid many of the areas in Chinatown because it's not pleasant to go through, so I understand the need to develop it and the need to develop it appropriately. I'm just asking for just more thought in how is that done instead of a knee jerk let's do it now, get it done.
Fish: I can I just offer a comment? Thank you all for your testimony and for coming here and I'm glad you're testifying at the front of the hearing cause sometimes you end up having to wait a long time and you have other -- you're already giving a lot of your time to the city so I appreciate your testimony. This is one of those decisions where we're sort of on the horns of a dilemma. It is going to be a difficult judgment call. I'm just reviewing the letter from the old town Chinatown -- old town community association, which has supported this amendment, and in it, they talk about catalytic investment, who can be against that. They talk about maybe the window closing on the construction cycle. I mean we're hearing that there's going to be a slow-down for which we'll likely be blamed but I think it's called the natural cycle of things. There's a big reference to capitalizing on inclusionary housing which of course in a cx zone there's no guarantee we'll get any affordable housing at this site, it could be many things. So, the one thing that I just want to -- that I'm going to consider as I digest the testimony and I guess we'll vote on this in a couple of weeks, is I'm actually not smart enough to understand what is the spark that causes development. I don't know. It may be the availability of capital, it may be that someone that we have run out of space and this space becomes just the last place to build something. It may be an irrational desire to build something. I don't know what is the ultimate decision but I do know while we're talking about the fact this site has not been successful for a long time it's adjacent to a site that also was blighted for a very long time and has not only been redeveloped, the grove hotel, but has been sold to a British company because it's such a hot location. So it is ironic that we're talking about sort of, you know, trying to divine market forces when immediately adjacent we have a big success story. There was a redevelopment of an historic property. It's now been sold to another company and is about to become a marquee thing in our community. I would actually argue that's a pretty good indicator of what's happening in that area. For me maybe the burden of proof on needing the extra height goes higher to establish that that's the but-for need here. I'll consider your testimony carefully.

Foty: Thank you so much. I think you're on to something there, commissioner, with that comparison because that development went nine stories, and I feel like that can certainly be something that the 125 feet could accommodate. I'm not sure why the false choice of only being able to do 160 has been offered to you.
Roman: Sorry, just lost my train of thought. [laughter]
Fish: I do that all the time. Thank you.
Wheeler: Thanks all three of you. We appreciate your testimony. Were there any other elected officials or commissioners? Very good Sue, next three, please.
Parsons: We have 17 total. It appears they are all speaking on amendment c.
Wheeler: Let me suggest this. If you hear testimony that sounds a lot like the testimony you're going to give, feel free just to say my position is x. You've heard testimony on that. I agree. Thank you very much. It will be duly registered. Otherwise name for the record. You have three minutes to testify. When the red light goes off that means your time is done.
Wheeler: Good afternoon why don't you start us off sir.
Tim Ramis: Thank you. For the record Tim Ramis, I'm a lawyer and I'm here on behalf of guardian real estate services, the owner of block 33. Here today to join with the neighborhood association in support of 1c, the amendments offered by the mayor, but with some adjustments that would reflect the specific proposal that came from the owner and the neighborhood association. The proposal is the product of the confluence of a number of factors one of which is the openness of the council to hear from neighborhoods about what's required to make their neighborhoods a better place. The second is the openness of the property owner to take risks that are unnecessary given that the conservative choice might be to simply collect rent from parking and his willingness to engage with the neighborhood to find a solution. Finally, the sad recognition that there's an urgency to take action in Chinatown to improve conditions. For those of you who are patrons of businesses and restaurants there who are there in the evening hours you know from personal experience what's happening. The goals of the proposal are first to prove wrong the prediction of the appraiser who worked on this project that the highest and best use economically of this property into the future is surface parking. That is something we're trying to defeat. The second goal is to create more housing, more people who are committed residents of the neighborhood with the benefits that will bring to personal safety on the streets and the viability of businesses in the neighborhood. There are three elements that are critical to the proposal. One is height which we have discussed and the height there that's sought on the western side is 200 feet, you'll hear more testimony on that. Second, is an increase in far because an increase in height without related far doesn't produce any more housing as you know. Finally the proposal asks that all the new design guidelines apply but that they not be used to undercut the allowed height and far. The reason is this, first of all from a policy standpoint, that's the recommendation of your doza study which you accepted and have asked for the implementation of. It's not an outlandish policy to ask for that there's a good policy basis. More importantly, landmarks has authorized a written declaration which I believe was sent to council members stating for the record that it would not approve any project on block 33 if it exceeded 125 feet. So the project that we have been talking with the community about would simply not be approvable and they announced that ahead of time without seeing the project, without talking to the neighborhood association or the property owner, so it would be I think a useless exercise for us to go through that process. It would simply end up in appeal here. The reasoning provided by landmarks is largely unsupportable. Let me respond to commissioner eudaly's question about the likelihood of the property being taken out of historic status by simply the application that we're talking about.
Wheeler: Is that is a question you're asking, commissioner Eudaly?

Eudaly: That is my main concern. I wouldn't feel comfortable voting to raise heights here to benefit one property owner knowing that I could be basically punishing every other property owner with a contributing building in the district.
Ramis: I understand that.
Eudaly: No offense.
Ramis: Your specific question about whether it would lead to unwinding of the district I would commend your attention to the actual application for designation for this property, for this district. When that was filed, they were required to describe the zoning and that zoning description includes high-rise buildings in the area and far of 9-1. So, it seems to me a fallacious argument to say that if development happened its consistent with the application that was made for the designation that that would lead to the unraveling of the designation.
Fish: Tim what is being proposed for this site? Maybe I'm missing something, but what is in very brief summary what is the proposal and what guarantee can you give us that there will be housing?
Ramis: The proposal is in two parts. The ground floor of both parts would be retail. The western portion would be a residential tower and you'll hear more discussion of that and more description of it. The property owner is committed to doing residential development on the western half of the block. The eastern half of the block is an open question and I'll let the developer speak to that. It could be office, could be hotel, could be housing.
Fritz: So, I'm confused. This is about the height. This is not a development application. So, we can't condition any decision that we make based on a particular development.
Fish: The letters we have gotten from some supporters that are in the record specifically say that their support is conditioned on this being affordable housing subject to inclusionary housing. If that was partly how this was sold I think it's fair to ask the developer what they are contemplating with the additional height.
Fritz: But there's no way to enforce that.
Fish: No. There's a way to enforce it. We can deny the amendment.
Ramis: Or condition it.
Fish: I just want to know what we're talking about.
Ramis: We want to be clear about it and we will do that in our presentation, but let's be clear also that if you have the power to grant a zone change you have the power to grant something slightly less than a zone change, which would be conditional. You do have the tools to make this happen and we would be happy to work with your staff on that.
Fish: Thank you.
Wheeler: Good afternoon.
Tom Brenneke: Tom brenneke. Thank you. My company owns block 33 full city block located between 4th and 5th, couch and Davis in the Chinatown/Japan town historic district. The property is presently operated as public parking, its a great parking lot. It serves the neighborhood well and returns a reasonable profit on the equity invested. After withdrawing our land use application a couple months ago and facing a variety of challenges I went to the neighborhood again and collaborated on a potential solution for advancing development on the site. The proposed amendment came out of that effort. It will provide for flexibility, improved financial feasibility, and much higher odds that a high density mixed use transit oriented development project will be built in the near term. We have worked closely with the neighborhood and understand their expectations. The old town community association is fully supportive and excited about a potential housing development on block 33. I want to acknowledge the hard work and constructive input of board chair Helen yang, Jessie burke, vice chair and other board members Dan lenzen, David Lycan and along with the land use committee chair Zach Fruchtengarten. We came together, we created a reasonable solution that's being brought to you today. Thank you,

mayor wheeler, for your support and sponsorship of the amendment. Despite the ongoing deterioration of the neighborhood crime and homelessness issues we believe we can deliver on the community's vision. We're a successful based Portland housing – we're a successful Portland-based housing operator and developer who's willing to make over $250 million investment in old town Chinatown. It's a catalyst development which we expect will be a big step forward in revitalizing this neighborhood. Our ask is simple, straight forward. Approve our proposed amendment as originally written and proposed to the neighborhood and agreed upon. Additional height of 75 feet up to 200 feet on one half of the block along with the additional far which will create a feasible project. If we're granted the amendment it's important that it not be subject to further adjustment so we will have the certainty needed to proceed. Thank you.
Wheeler: Thank you. Good afternoon.
Daniel Kaven: Thank you for having me. My name is Daniel Kaven. I'm providing testimony for 1c. I'm a partner at William Kaven architecture, a co-owner of block 33 and an advocate and activist for dense urban living and affordable housing. If you get on your phone or you jump on a computer and you search for Portland the app will drop 300 feet from block 33. Not only is the block a central piece of historic Portland, but it continues to be the modern center of Portland. Renewed vitality in this recently struggling neighborhood is critical to not only those that currently live and work there but to the entire metropolitan area. Portland's collective brand and reputation to the world at large is dependent on the success of this historic neighborhood. Over the last three years we have worked hard to understand from our community what is important to them and bring a project to fruition that is representative of those desires. This is what we have learned along the way and our current design and changes being requested is a reflection of this ongoing discussion. The block west of this street to the west of our property is zoned for height up to 460 feet at 9-1 far. It is the community's desire to taper the height down to 4th avenue from the 460 foot potential on 5th avenue. Housing requires slender building profiles in order for increased access to light and air. As such we have conceptually masked the building in a tapered manner. We need to build to 200 feet on the west side of this site and a minimum of 125 on the east side of the block. It's our desire and the neighborhood's to bring as much housing to the neighborhood as the market will bear. In order to make the project work financially we need both expanded height and far. Regardless of the economics of the project the numbers of units is staggering between 200 feet and 160 feet at a loss of 72 units, 15 of which would be affordable. At only 125 feet we would lose 144 units. 29 of which would be affordable. We recently withdrew our land use application and submitted prior to creation of the design guidelines and we are committed to working with landmarks commission to realize a design that works within the guidelines. We do need from council surety that your vested decision on height and scale of the buildings is not going to be second guessed by the landmarks commission. Before we spend a tremendous amount of money on the design of the building, we need to know for sure that our discussion with landmarks is limited to the contextual condition of the materials of the building not how many housing units were able to build on the property. Ultimately, it's my belief that your goals and our goals are mutually aligned. We are part of a larger team that is tasked with executing the mission of not only council's goals but the entire community to solve the housing crisis but we need to be equipped with the right tools to get the job done. Just as the police force needs more boots on the ground and pbot needs more asphalt for potholes, we need the tools to get the job done in our community.
Wheeler: Thank you.
Kaven: They are a reasonable amount of height on our block, 200 feet on the west of the block, 125 on the east. The same far that is across the street from us, 9-1 and surety that

we can build to those standards prior to getting started. Thanks for your time. I'm happy to answer any questions you might have. I have a couple of visuals if they are helpful of the massing. That's the massing diagram.
Wheeler: Could you speak into the microphone? We're on the record. Thanks.
Kaven: One of the things I wanted to bring attention to is that in regards to what Tim was mentioning about the application for the historic district and there being tall buildings in the application, the other thing is historically the north part of the historic district has been zoned to 350 feet and 9-1 far. That's been the case for a long time and still is until the comp plan is in place and the department of interior knew that I assume when they made the application. So this shows you our property, and what we're talking about in line within the other buildings here, the pacific tower is almost this tall and already exists and has so for a long time.
Wheeler: Is this 200 feet, the scale you've drawn?
Kaven: Yes.
Fish: That's very helpful, but Tim before we lose you I'm a little confused. The mayor has placed an amendment on the table to increase the height to 160. Testimony that we have just received is that you need 200 feet. So, I'm a little confused. Do you support the mayor's amendment?
Tim Ramis: As I said initially, we support the amendment with adjustments and the adjustments are the three things that the neighborhood and the property owner requested. Which is 200 feet on the west side of the block, higher far to match the additional height, and clearer message to landmarks commission that this is the outline of the development. It's not to be reduced by discretionary process.
Fish: I'm not the brightest bulb up here, but what you just said is that you don't support the mayor's amendment.
Wheeler: Yes, that was a no.
Fish: So, that's a no. I just want to give you an opportunity to be as clear as you want.
Ramis: Clear that we would support it with amendment. Thank you.
Fritz: We don't have the right to change land use decision making processes like that.
Ramis: Like what?
Fritz: Like telling the landmarks commission that they can't consider various things.
Ramis: Well, respectfully, you have commissioner report which came back and recommended exactly that policy to you. You have the authority to do that because you have the authority to write the rules. It's well within your prerogative to do so.
Fritz: We would have to rewrite the rules. Okay, good.
Ramis: The problem we're all facing, all this work and design review and support it is that the state legislature when it comes to housing has made design review illegal throughout most of the state. What is preserved is design review in the central city and design review in historic districts, but if that proves to be a policy that leads to the loss of housing opportunity I suspect the statute will change again and we'll lose the ability to apply design review. It's an important I think consideration for all of us.
Wheeler: Thank you. Appreciate it. Next three, please.
Briana Murtaugh: Hi, my name is Briana Murtaugh I'm the project manager with guardian for block 33. Nearly two years have passed since we acquired block 33. In that time construction projects in Portland have seen cost escalation between 8 and 15%, interest rates have climbed by 130 basis points and inclusionary housing have been implemented. The 2035 plan adjusted the height on block 33 to 125 feet instead of the 150 that was originally supported by the neighborhood. Construction cost and interest rate increases are something developers regularly have to contend with but I think it's important to mention the impact of inclusionary housing specifically. Inclusionary housing permanently reduces

the value of the project somewhere between $17 and $25 million depending on which affordability option is selected. This makes the project increasingly difficult to finance as institutional equity can invest anywhere in the country and not incur that valuation impairment. Block 33 has specific fixed costs and challenges. Subterranean parking uh is critical concern of the neighborhood. Future development of parking is limited due to the contributing buildings and the rest of the historic district. Additional excavation costs because we're directly adjacent to the max line on 5th and increased watering costs due to the proximity to the river. The purchase price was a fixed cost set by an appraisal as Tim mentioned the value is based on its value as a parking lot. Why can't we build a shorter and smaller building? Wood frame construction would certainly be cheaper but its limited to 85 feet, about seven stories. This would knock several residential floors off and make the project totally infeasible due to the fixed costs that I've mentioned. To build over 85 feet steel and concrete framing is required. Steel and concrete is about 35% more expensive then wood framing. On the total project basis this translates to a 15% cost increase so by adding an 8th floor to the project you're increasing the cost of the entire development by 15% or more. To balance this cost increase you obviously need to add more than just one additional story. Each additional floor adds rentable square footage that incrementally helps offset overall cost increase to that base building cost. The implementation of inclusionary housing reduces the impact of this offset requiring additional rentable square footage to make the project pencil. 125 feet simply doesn't get us there.
Wheeler: Thank you. Good afternoon.
Joseph Shaefer: Thank you, Mr. Mayor, my name is joseph Shaefer, I'm a land use planner here on behalf of guardian and the ownership group and I would like to respond to a couple questions that have been raised in the earlier testimony. First to follow up on commissioner eudaly's questions about the status of the historic district. The city council decides if the historic district is going to be dedesignated, so I want people to understand that this is not something that is likely to be pulled out from underneath you unknowingly.
Eudaly: That's not my understanding.
Fritz: That's true, we say whether it gets in. I don't think we say whether it goes out.
Shaefer: That's not my understanding. Then the second comment I would like to make is questions have come up regarding why the tapered height. Why taller on the west side? Why lower on the east side of the block? When we saw the proposal for the north end of the district to be at 160 feet we talked about that and our thought and Daniel's thought is the architect was rather than have a uniform height across the block when we have 460 feet across the street on one side and just 100 feet across the street on the other side, that it would be better to come to the city and ask for a taper if you have 200 on half the block and 125 on half the block you're at about 160 overall, so that's our design thinking about that. The last comment I would like to make is in response to commissioner Fish's questions about what we're proposing. So, I'm going to run off some numbers and I'll get them in the record for you before you vote. The proposal that you saw on the board here from Daniel has 342 apartments in it. At 80% of mean family income that would mean 68 affordable apartments. If we went to the 60% of mean family income that would be 34 affordable apartments. This is the math under the inclusionary housing. That is at a 12-1 floor area ratio. At 9-1 floor area ratio, the overall number of apartments drops to 198. The number of affordable apartments at 80% drops to 39, and at 60% of mean family income drops to 19. Under the current 6-1 far if the retail and the commercial tower on the east remain, we're down to just 54 apartments. So we ask you to support housing, support an far increase in addition to a height increase that actually allows the units to get built. Thank you.
Wheeler: Appreciate your testimony. Good afternoon.

Helen Ying: Good afternoon, mayor, commissioners. So I'm going to come with two different hats on today. First as my name's Helen Ying by the way. First as the chair of the old town community association, and then I'm just going to make a few comments after I read this letter to you as a Chinese American in the community. So first let me read this letter from our community association. Block 33 located between northwest 4th and northwest 5th avenues and northwest couch and northwest Davis street represents a potentially catalytic development site for our neighborhood. The committee has been discussing this significance of this block for over a decade and have had several potential starts and stops with previous property owners and developers. The last real opportunity for this block was the siting of Uwajimaya it was clear the success of this potential development was dependent on receiving additional height of the currently zoned height limit of 100 feet. All of the preliminary designs, drawings had a potential height of 165 feet across entire block to make this project financially feasible. Unfortunately, due to timing of the project along the downsizing of Uwajimaya this project never materialized. Understanding the significance of this block committee association fought for additional height and far during the central city 2035 west quadrant process. Which we knew were key to ensuring its success. We were clear that in exchange for this additional height and far that the developer needed to provide much needed market rate and middle income housing units and ensure that development helped protect preservation of the historic resources in a new Chinatown/Japan town historic district. We felt so strongly about this that we tied our support to additional height and far to development and implementation of design guidelines for the district. The district now has adopted new design guidelines and the final draft central city 2035 plan gives this block a height limit of 125 feet with base far of 6-1 and available bonuses of 3-1 far. Tom Brenneke the developer and property owner of block 33 recently approached the community association to discuss a request for an amendment to the central city 2035 plan that would greatly increase his odds of creating an economically viable mixed use housing development in a the near term. In our discussions with Brenneke and his design team we have come to appreciate that rising construction costs coupled with inclusionary housing requirements have created a set of circumstances that have once again rendered a potential development of block 33 economically infeasible. Mr. Brenneke and his team have proposed an amendment to the central city 2035 plan that would provide for additional height on a portion of the block and additional far for the entire block. This will allow height on the east half block.
Wheeler: Helen, I don't want to be rude, but I notice you're halfway through the letter and your three minutes has expired. Is somebody else going to read the second half or will you just trust that we will read it.
Ying: So, I'm just going to stop where I am there on the letter and just want to ask that you would consider providing the tools for the development of this block and it's going to make a quick few comments as a Chinese American in the community. That is I am involved in this community because I value and treasure the history of this neighborhood and what it represents in my own history during the time when my grandfather was in this country. The dark part of this history and how we need to look at how – I think one of the landmark commissioners mentioned earlier how to allow people in the Chinese and Japanese community to feel valued, but at this time, the way Chinatown and Japan town sits even my own children have a hard time wanting to come into the area. That does not help to pay respect to the community. We need to find a way to make this area thrive and economic viable for the Chinese businesses that are there. Thank you.
Wheeler: Thank you, appreciate your leadership. Thank you all.
Saltzman: Can I ask a question?
Wheeler: Yes, commissioner Saltzman.

Saltzman: So, Helen.
Ying: Yes.
Saltzman: Is the old town Chinatown community association supporting the modifications to justify Mr. Ramis?
Ying: I apologize, I didn't quite hear everything you said.
Saltzman: Is the old town Chinatown community association supporting the modifications that Mr. Ramis had suggested?
Ying: Yes, I personally support it and old town Chinatown community association also supports it.
Saltzman: Ok, thank you.
Wheeler: Thank you, appreciate it. I'm sorry to be the microphone police, folks, but we have lots of people signed up to testify. I want to make sure everybody's voice gets heard. Next three, please. Good afternoon.
Jessie Burke: Hi, my name is jessie burke I'm here with the old town community association but also the society hotel. As many of you know. On behalf of the old town community association I wanted to reiterate maybe what many of in my colleagues are going to say, is we do care about preservation and the historic neighborhood and the integrity of these old buildings. I can assure you I've restored one, and it's a painful process but we did it. However, as it stands now and our policies stand now we are failing in old town. This in part because development is incredibly expensive now. It wasn't necessarily when I started my project, but those costs have increased drastically. In part because of the restrictions we put on properties and districts we have entire blocks, entire with empty storefront in old town. I know you've seen it on walks with us. In our block where the society hotel is the entire rest of the block is empty. You go to 4th avenue between couch and -- between Davis and Everett almost the entire block face is vacant. So we have empty store fronts, unsafe structures and even our current small property owners just individuals cannot afford to improve their buildings because of the cost of construction and restrictions placed on them. The reason you need to have more height or more space is because you need square footage to generate revenue to pay for the debt that you incurred to improve your building. Old town buildings are blighting, businesses are struggling because there are so few residents and know that our current residents are begging for more market rate housing. We currently have 59 units in all of the Chinatown/Japan town area. Old town is larger. There are not that many, a lot of extremely affordable housing. Old town is better known for lawless behavior than our rich history. In short we're finding our attempt at perfection is becoming the enemy of good. As the owner of the society hotel I'm also a small business owner in the neighborhood. I have a coffee shop in the Kenton neighborhood in north Portland too which I have seen several of you there before and we're in the middle of a residential area. We're busy all the time because people live there. In contrast in old town our coffee shop is somewhat busy during the work week and dead on the weekends and evenings. Old town's business community talks constantly about every day that more residents don't live there, we have to work extra hard to make our businesses a destination. This project would provide a great number of residents with enough disposable income to patronize our businesses on a regular basis because it's their neighborhood spot. If we truly care about preservation and housing and economic vitality I ask the city get a little more creative. We can't predict the future. We don't know what pitfalls may arise with any of these decisions but being purists is not working in this neighborhood. These businesses are struggling. This district has been dying for years. So I implore you to take a chance and help this neighborhood make this project happen by approving this amendment and whatever else they may be proposing,

but the business community and the community association really support this project because we're dying.
Wheeler: Thank you. Slightly depressing but good timing. Thank you.
Burke: Sorry.
Wheeler: Good afternoon.
Tom Clark: Hi, my name is tom Clark I'm a neighbor of this project in two ways. I am a partner in a firm that is in the building at 333 northwest 5th with Clark jones architects. I'm an architect, I'm also a building owner, I own that building or co-own it. I'm active in the old town Chinatown community association particularly on the land use committee and I also participated in the updating of the design guidelines for the historic district. I want to just say that we as property owners in the district two blocks away support this height increase, the full 200, on 5th avenue, which is where we also exist and we support it because we really need to create a more active cultural district. We need to have activity on the streets. As jessie just pointed out there are dead zones in our neighborhood. This is one of them and there are a few others and what happens with the dead zones is those unoccupied areas are collection points and backwaters for people to collect undesirable people. In particular I'm referring to drug dealers and campers and others who really distract and turn away people who would be supporting businesses and coming into the district. This is no secret. You all know about this. This project could really bring life to our streets and it could be as has been mentioned a real catalyst to bring life to the streets, put people in the neighborhood, to support the neighborhood, and it would catalyst other things to happen afterwards. So I think this old town is really at a crossroads right now as you're hearing. This could be a real game changer for us. So i'm going to talk also a little bit about the height. The height is not a problem if it's designed correctly and you will get plenty of chances to look at the design of this building through landmarks and through design review. Design is how it can be made to be compatible. Having been involved with the guidelines, the design guidelines, the object is to be respectful of the neighborhood, not to imitate it, not to copy it, not to pretends we're back in the 19th century, but actually to simply be compatible. There are many ways that the building will be able to be compatible through scaling elements at the sidewalk through use of materials that are compatible, rhythms of window openings, of course lines, all kinds of things. We strongly support this project and encourage you to support it to the full 200 feet of height on 5th and like I say, we'll have plenty of opportunity to make it right as it goes forward. Thank you.
Wheeler: Thank you. Commissioner Fritz.
Fritz: Mr. Clark is your building a historic building or a contributing building?
Clark: I'm sorry. I didn't hear you.
Fritz: Is the building you co-own is it an historic building or one that contributes?
Clark: It is not. Built in 1925.
Fritz: Thank you.
Wheeler: Thank you both. Next three, please.
Wheeler: Good afternoon gentlemen.
Dan Lenzen: hello, my name is Dan Lenzen I'm an employer, property owner and developer in old town and four other states over the last 30 years. So I speak from some experience with where this project has gone. So I'm going to speak to an anecdotal situation that we had in historic lower Denver. If you're familiar with that development near the train station it's historic. It was embattled and went through the same processes on height. Ultimately -- the area eventually got scraped. The trains and buses and transportation was put underground. My restaurant was the first to go into that neighborhood and under temporary certificate of occupancy in the building, so if that gives you an idea, there's nobody in the neighborhood, so the business was pretty slow once

people moved in business went up. So the anecdote to this is this is what's going to happen, people will come to a neighborhood, they will live in our neighborhood and it will thrive. So I'm in a proponent of the amendment.
Wheeler: Thank you. Good afternoon.
Doug Klotz: hi, my name is Doug Klotz speaking on amendment 1c. I do support the amendment. I think the way the height changes is designed is a wise move, the block to the west, has much higher height and so it makes sense for this to be a step up. The additional height of the bulk to the building to be shifted to the west and respect the low building on fourth avenue. Going to a couple other issues. There was a discussion previously about whether the council can add conditions, subtract conditions. It seems to me the council went through a lot of this on the 12th and Ankeny building where it was appealed to you from planning commission. I don't know if that makes a difference but the council crafted a the design basically on that. So I don't think it's unprecedented for the council to put conditions on an approval or send an applicant back to come back with changes. That said we once again are against the tension between the height and far that's allowed and the landmark's commission's charge to make it compatible. I note that it's interesting that the commissioner Minor mentioned the Grove hotel. My understanding is that what happened on the grove hotel is the landmark commission was saying it has to be lower and the applicant said okay " we're done here I'm going to take to council and we'll stop this hearing right now" and after that there was a change in the tenor and the extra height of the grove hotel got approved. I may be inaccurate on that but I think that's the gist of what happened there and this is the same situation we are facing here. I think that's what Mr. Ramis was referring too was trying to get ahead of that dynamic and say okay let's see what council feels cause ultimately the council will be the decision maker if it gets referred here. So that's what you got before you.
Wheeler: Thank you. Good afternoon.
Peter Englander: Hi, I'm Peter Englander I'm on the board of the old town Chinatown community association and I do that as a representative of dead stop coffee, dead stop coffee is right across from the subject block. I'm in full support of the old china town community association letter as it's been submitted to you so I'm not going to reread it or reiterate the issues and I've been raising my thumb so I want to make a few more points as well. The points have been made about this surface parking lot I want to emphasize that a little more because I want you all to know this is one of the most profitable if not the most profitable surface parking lots in the city. Why? Because of this gentleman and his colleagues and the businesses that they run on the weekends and so that full service parking lot does a great business on Thursday, Friday and Saturday night as well as completely during the day. So when you heard comments about I can just hang onto this is this a surface parking lot I want you to strongly, strongly consider that. You've heard about the historic guidelines which you've recently adopted. You've heard about threats to the historic district. In all of that I encourage you to also look into how many districts have been delisted nationwide and I also want you to consider that because you have these guidelines and I don't know the status of the guidelines in Skidmore, but I'm sure you're doing those as well. You didn't have those before so there's a level of certainty that those guidelines provide and you've got a landmarks commission to maintain them.
Commissioner Fish you made a comment about the grove hotel and its ability to be able to exist or to develop and sell for a lot of money. It's selling for a lot of money because it's a hotel and it's a high end hotel. We're talking about housing on this spot that would include inclusionary housing and this is also a neighborhood with one of the highest if notb the most highest concentrations of low-income housing in the neighborhoods which we love and embrace. I want to speak to the date of fairness issue that was discussed at the

beginning. The other block is right across the street from the Chinese garden. This one is not so although I can understand that idea you have other considerations with something next to a very important asset to our city. Those are the major point I wanted to make. The last thing I want to do was read you a quote from the guidelines for the historic guidelines for this district. I think it's important and as I understand the guidelines they don't address height specifically but they do say this in the vision statement and I think it's a great vision statement, its only a sentence. **"**New buildings have the traditional base level that blends well with older buildings". Base level. That doesn't mean the entire building. It doesn't mean the entire height, but it does mean the base level. Thank you very much.
Wheeler: Thank you. Thanks all three of you. Next three, please. Good afternoon.
Jackie Peterson Loomis: Good afternoon mayor and councilmen. My name is Jackie Peterson Loomis. I'm the executive director of the soon to open Portland Chinatown museum which we hope will also be a very important resource for the neighborhood. I don't know if Fred Wong is still here but this is a thriving community from a different perspective. There are still 11 Chinese property owners in the neighborhood and two Chinese groups who are buying two more. Most of them never even understood that they had potential tax credits from the historic district. All of the nine Chinese property owners who own north of Everett where the city gave them very high heights they took their tax statements and they have expired. So I am willing to support potentially the 60-foot height but in my heart I think it's injurious and I think it's unfair. At the very least even to see this would be even considered when you haven't seen a design. You haven't seen renderings, you have not seen any kind of what do you call those. Elevations. I mean, this is unheard of I mean this is stunning to me because they could take this and run and say I'm going to sell this building, because now I got 160-foot or 200-foot height, you've now quadrupled the value of the property and we've been promised nothing. Nothing and so I don't understand this, but let me just say that a whole bunch of other things here that come to mind. This is not it is true that the old town Chinatown community association and the old town business association want this. Well they're one in the same. This is no longer part of Oni this is not a neighborhood association. This is one of Portland's four or five business associations so of course they're concerned with business. I have a theory about dead zones I want you to think about big pink and think about pacific towers and tell me how they revitalize their neighborhoods instead they created a dead zone at the bottom and they're still there. I don't see frankly -- you look at the pearl. They developed kind of like this. First the developers took old buildings and renovated and people wanted to live there. Then people they've got businesses to support their residents. Then they built up and they can tolerate it I don't see how a tall building here is going to do anything other than create another dead zone at the base of it and then we will have destroyed the sight lines all together. The buildings on 5th avenue on the other side are gorgeous, they're part of this district I want to be supportive but I want to say to you that having, worked with the Chinese community for the last 20 years and the Japanese community as well that this is part of the city's legacy and this is your opportunity as Matthew said so eloquently before this is your opportunity to leave a legacy for future generations in this city about the earliest and largest ethnic community coming to Portland and living here and succeeding without any opportunity for citizenship or property rights for 80 years. I think you owe it to them. Please save this district. Thank you.
Wheeler: Thank you.
Katelyn Weber: Hi, my name is Katelyn weber I'm here representing restore Oregon and I'm speaking on amendment 1c. I'm delivering this testimony on behalf of our executive director Peggy Moretti who couldn't be here today. Restore Oregon strongly urges city council to reject the proposed zoning amendments for block 33 in Portland's new

Chinatown Japan town historic district. As an organization whose mission is to save historic places that for many years was housed near the district and I also served on the committee that created the districts design guidelines, we believe both the city and the neighborhood have been sold bogus bill of goods. Claims the developer cannot make money at the current height 125 height lacks credibility. Numerous other projects have been able to pencil that at even lower heights such as Goodman's project about to break ground a few blocks away, a project that was enthusiastically supported by the landmark's commission at 75 feet and includes significant numbers of affordable and market rate housing. Even at 125 feet designing a building that is compatible with the district and tells its story will be very challenging. This is a tiny district, basically just two blocks by five blocks. At 125 feet block 33 will over shadow, historic buildings to go even taller will swallow them whole. Its not possible to design a 160 foot or 200 foot building to be compatible with two and three story historic buildings or to incorporate design elements that reflect the districts cultural identity. Proposition that city would circumvent the landmark's commission and our well established proven system of review as a travesty and would set a horrible precedent. The property owner displayed great disrespect by claiming that the Chinatown Japan town is being treated as a special class of one. Its being treated the same way we treat all our historic districts as unique and irreplaceable assets that are worthy of protection and stewardship. If council were to set aside our historic review process and undermine the authority of the landmark's commission in this case it will open the doors to many more. Finally why would we sacrifice our standards when we have absolutely no guarantee of what will be built, how it would look and nothing to prevent the sale of the property for a quick profit thanks to its special entitlements. We appreciate how desperately the neighborhood needs market rate housing, but this claim that its 200 feet or nothing is disingenuous at best when there are so many examples to the contrary. Restore Oregon encourages council to look for other ways to stimulate development on this site that will provide housing while also maintaining the integrity of Portland's only historic district honoring ethnic history. Thank you.
Wheeler: Thank you. Good afternoon.
Simon Jaworsky: My name is Simon Jaworsky I'm a long time resident of Portland Oregon and I just got my general studies degree and I totally disagree with this amendment. I mean, it seems like all these developers are trying to do is cram more and more people downtown and we have bad enough congestion as it is and I agree with the other two speakers. I really don't think it's going to help the business that much anyways. Portland downtown is a prime business district. I don't think we need more housing. We need more business. Like it's always been in the past 100 years ago. These developers are so worried around cost why don't they build a little farther outside of town. There's a lot of prime real estate out in the suburbs. Along the max line would be an excellent place build, there's a lot of vacant lots there. It would be cheap, they would be able to hop right on the max and come downtown. That would make more economic sense if they're trying to save money. Build farther out. They can build much -- save money and build a much nicer building, more taller and have amenities like coffee shops out there, grocery stores and restaurants. I've seen Beaverton is one example, they have a fitness center right across from that and the max stops right no front of it. So I don't agree with building taller buildings. It's just -- it wrecks the historic view of Portland. If you're living or even if you're just looking downtown, if you're surrounded by buildings you don't see the beautiful mountains around or the scenery that Portland seems to be famous for. So I don't agree that we should be building taller and taller buildings. I'm totally against this amendment. Thank you.

Wheeler: Thank you. Thanks all three of you. Next three please. Last but certainly not least.
Lincoln Tuchow: Good afternoon mayor and city council members my name is Lincoln Tuchow with the architectural heritage center I'm also a real estate agent here in town. I don't have a beautifully elaborate planned out speech prepared but I would like to just say that I am opposed to the amendment to increase the height limits to 165 feet for part of the block 33. When you look like a google view of this block from above, and when you do the street view or when you walk it you see that it's really in the heart of Chinatown and the historic district and you see surrounded on all sides you see two and three story brick stone buildings, historic buildings and when I saw the first rendering by the architects, which is since been pulled back, but of this giant glass and steel tower that was towering above the rest of the neighborhood I thought, wow that's incredibly out of character with the neighborhood, both historically, culturally and I realize we're not talking about that today. But I just think that obviously, the developer needs -- it has to be able to turn a profit, the development has to be viable financially and nobody wants to deny them that right, but in so doing we want something that is historically contextual to the neighborhood. I think everybody would like that. Whether that be incorporating brick, stone, wrought iron other things like that. So there is one building that's nearby it again, not a perfect building, but the fifth avenue court apartments if you know them, they're kitty corner to that. They have brick on the ground level, they have some stone work on the corners, there's some hand railings like iron type. I think a building can be built there that will both fulfill the historic nature of the neighborhood, provide housing on the upper floors, retail on the main, and could help revitalize the neighborhood and I just -- I don't think it has to be an either or thing. I think we can win here for everybody, but I think a giant 165 foot glass and steel tower with only market rate apartments above is probably not the answer. So thank you very much and I appreciate the ability to testify before you today.
Wheeler: Thank you. Appreciate your testimony. So that includes oral hearing on these particular amendments. Colleagues I don't know if you wanted staff to come up now. Commissioner Fish.
Fish: Yeah, I had some questions.
Wheeler: Commissioner Fish as well please.
Fish: Mayor, is it still your intent to take a vote on a and b and to set over c.
Wheeler: That is correct. We're going to take votes on a and b which pertain to the public school issues and c has already been scheduled for the April 4th hearing and i'll make that announcement in a few minutes.
Fish: Thank you.
Saltzman: I have a question.
Wheeler: Commissioner Saltzman.
Saltzman: Procedurally if we want to move an amendment to your amendment on block 33? Would that need to happen today?
Wheeler: Hang on, Dan, we're looking at legal counsel for a minute.
Linly Rees, Chief Deputy City Attorney: That's really a question for council. It can happen today whether it needs to happen today. If it doesn't happen today you're likely to have April 4th and then another continuance after that.
Saltzman: I had a hard time hearing the last part.
Rees: I'm sorry. I think it's really up to you commissioner Saltzman if you have something you want to put on the table for people to testify about because there's a two week open testimony period it may be a good idea to put it out there so people can respond to it but it's really up to council whether you want amendments to the amendments.

Fish: Council is in effect -- we've already had testimony in support of that “amendment”. That was some of the confusion because we have had people saying they support the amendment but they actually meant 200 feet not as written. So you could say that putting that amendment on the table conforms to the evidence we have already heard and give the council two options. I don't know that I support the amendment but we've already had testimony in support of the amendment in effect.
Rees: I’m not going to presume I know what commissioner Saltzman’s amendment is.
Saltzman: My amendment would be to increase the height to 200 feet. Increase the far and to limit the discretionary review to contextual issues, but basically what Mr. Ramis suggested would be my proposed amendment.
Wheeler: So I have a question about the proposed amendment and I’m looking at legal counsel. I do not want to take my amendment off the table. So this would be separate amendment, it is not an amendment of my amendment. This would be a separate amendment.
Rees: Yes, it sounds as if you are not treating that as a friendly amendment to your amendment. So it would separately considered.
Wheeler: I want to keep mine alive, I want to keep my options opened. So commissioner Saltzman has moved. Is there a second? I'll move for discussion purposes. I'll second that.
Saltzman: Simply I would simply say that I was persuaded I think its pretty unusual for the landmark’s commission to sort of announce ahead of time that they do not approve a proposal about higher height and I think that I’m persuaded by the testimony that in order to maximize the number of affordable housing units in this proposal 200 feet does that. I think it does provide a good taper down from the 460 feet proposal to 200 feet to then 125 feet. So I think that makes a lot of sense but I do think the issue of height and far are necessary to maximize the affordable housing units that would be developed under this proposal.
Fritz: We're not voting on the amendments today.
Wheeler: That's correct.
Fish: Mayor just so I can.
Wheeler: Commissioner Fish.
Fish: My understanding now since you seconded it is that when we come back to vote on c we'll have two amendments before us. Let's call them c1 which is the wheeler amendment and c2 which is the Saltzman, Joe is that correct?
Joe Zehnder, Bureau of Planning and Sustainability: Correct.
Wheeler: And to be clear just for the record I still like my amendment and I’m seconding commissioner Saltzman's amendment for discussion purposes.
Fish: Commissioner Fritz do you have a question for staff? I’d like to follow you.
Fritz: Thank you. So I understand that this amendment -- the mayor's amendment was just put on the table yesterday at 1:30 is that correct?
Sallie Edmunds, Bureau of Planning and Sustainability: Yes. We just published the amendment yesterday.
Fritz: So I and I had been getting testimony on it but I didn't know there was an amendment so I was frankly bemused and thought perhaps the block 33 discussion was for something else. I'm wondering half the property owners in the historic district, both the historic buildings and the contributing buildings, have they been notified of this amendment?
Edmunds: We did not send out any special notice to property owners. We did send to our central city 2035 mailing list, but we did send notices at the beginning of this process and so if they were following along.

Fritz: I think an argument could be made that this is an issue 65 issue that potentially their properties could be diminished in value if the historic district goes away so I think that's something we need to get clarity on before the next hearing. Did you have questions on this -- on the height?
Fish: Yes. Thank you. Joe I have a question for you and I guess I just want to know the lay of the land on this. Mr. Ramis in his testimony, toward the end of his testimony seemed to suggest or imply that we could put some conditions on this. So what is the scope of our authority to put any conditions on this?
Zehnder: I think the conditions language when I heard that testimony, I think it's conflating quasi judicial and legislative, but we can construct code provisions that for instance function in some way like a condition, but conditioning of an approval is a quasi judicial thing typically. A good example though of how it might work in a case like this is if the interests was to make sure that the benefit of the additional height and additional far was linked to housing, you could make it a bonus and have the trigger for the bonus be the provision of inclusionary housing, a program like that. That's more legislative tool to condition something but it doesn't --
Fish: So between now and when we come back, could you send me some more information on that?
Zehnder: Sure.
Fish: About how it can constructed as a bonus or alternative option. I just I'd like to have a better understanding of that.
Zehnder: And the conditions that you're interested in mostly are assuring residential development as part of the project?
Fish: I'm interested in understanding that question and making sure that if there is a majority support on the council that we actually get housing so I'm interested in that mechanism. I haven't made up my mind on the amendment, I would like to know about that tool. I actually think this has been one of the most interesting hearings we have had in a long time and this is a very complicated question, but I thought the testimony and the record before us I'm going to reread the record because I think its so interesting before I make a decision, but let's go over a couple things. If we agree to the mayor's amendment, let's say, then we will be increasing the value of the property, correct? In other words it would be titled for greater height.
Zehnder: Yes. Don't ask me to put a value on --
Fish: Generally when we give property owners.
Zehnder: Greater allowances should allow more development, should have greater value.
Fish: There is no guarantee in the matter before us that it will actually be developed? Correct?
Zehnder: Correct.
Fish: There is no guarantee there will be any housing on this site correct?
Zehnder: Correct.
Fish: And if the developer chooses to develop this site because it is in a cx zone the developer would have all those options that a cx zone allows?
Zehnder: Correct.
Fish: And what is the precedent that you can think of us under these circumstances bypassing the landmark's commission? And actually having a request that we codify that as part of our action.
Zehnder: You know that is the biggest change that we're discussing here and it goes to sort of the essence, an essential element of how we are regulating historic properties in the city, which is that the landmarks commission has this discretion over reviewing the design on the building for compatibility and application and the standards and that in that

discussion the way our code is written, they have the leeway -- disagree with design that could call for a building not to meet its full height allowance or full far allowance. That's the way our system is designed right now. So to usurp that kind of goes to the core of landmark's system is the landmark's commission as we're talking about.
Saltzman: Can I follow up on that?
Wheeler: Yeah.
Saltzman: Do we have a precedent for commission announcing before they have a proposal before them that it's unapproveable.
Fritz: That wasn't the question and that wasn't what they said.
Saltzman: I thought that's what the testimony was. I haven't seen the letter so I'm at a disadvantage, I thoughted that's what's testimony was.
Zehnder: I don't know the answer to your question whether or not that's what happened. For sure I'm not aware of any precedent for that.
Saltzman: Ok if you can educate us on that between now and when we vote.
Fritz: I think there has been discussion in the past that we need to set heights that are realistic that could possibly meet the design guidelines because if we were to say it could be 500 feet, is that feasible or not? It has to be -- that's what we're talking about here is providing some level of certainty for everybody that what is zoned and the height that's given might be approvable through design review.
Zehnder: So if I can just add to this the way that we've addressed this issue and the way we've been discussing it in the doza project, the design overlay project, is we have two sort of paths ones just design review and the landmark commission is for historic districts. Our desire is to clarify that that leeway to do design review in a way that -- put it on the table for city council, but clarify that height and far are not really so much on the table for a design review piece but we've left on the table for historic landmarks review and why would that be? Well the case of the Menashi property and the case of what we've done with this entire process in central city speaks to we designed a system that never calibrated our historic district heights tightly. Like if you were really to go through and do a case by case building by building analysis about answering preemptively what that question is, what's the right height to make everything fit. That's not the way we've done it. We've done it by getting in the ballpark based on our historical analysis and also developing guidelines and going through design review process. So it allows both sides of the equation more flexibility and in some cases we never went around and right sized the heights which is the issue in the northern part of Chinatown japan town. So in this process that's why you see these heights being lowered in central city historic districts of but we still brought them down to not a magic number that is so rigorous that it's not worth having design commission look at it. We've left leeway for developers to make -- and part of it was the history of this district. Make a pitch to try and try to do it through design, deliver a project that can work because we're not prejudging that that cannot happen, but we're counting on the landmarks commission to be the arbiter of it and then eventually city council. So this same sort of policy decision that you're struggling with today could end up back in front of you on appeal but that's how or system –
Fish: But that's the check and the balance.
Zehnder: That's actually how our system works.
Fish: By the same logic let's say this council started have a well documented view on some aspect of the zoning code. Are we going to get to a point where an applicant comes before us and says we'll dispense with city council review and we'll just go to luba? It may be an imperfect system but there are checks and balances. The other day I was walking by the Jupiter hotel and I saw that building that they're constructing which is their convention center. We remember we had a very robust debate about that when it came from design

review because the design review commission had concerns about using roof tiles on the side of a building. Well, I was with a couple of people and they looked up and they just loved it. Now it may not work. One of the questions the design review commission had was it may not be a durable product. I'm not sure its going to end up being the preferred siding of every building in Portland, but in that building it actually is quite distinctive. The city council disagreed with the design review commission on that and our system allows for that. We wanted to give a developer a chance to try a one off on this. I concerned though about changing the rules just because we're anticipating a decision by a citizen body that the applicant may not agree with. I think that's a dangerous precedent.
Wheeler: I want to second what commissioner Fish said about this being one of the more interesting conversations we've had in here. I want to be very clear. I respect what the historic landmarks commission is wanting to do here in terms of the old town china town area, but I just want to put my own view on the table in terms of why I proposed the amendment I provided. It is not out of disrespect for that process or for their vision, but my belief is you cannot put these districts under glass and call it good and the reality is, I was thinking about the last individual who testified. He gave really good thoughtful testimony and I've been letting it percolate through my feeble mind. If there was an opportunity for a developer to have made a profit on block 33, why hasn't it happened over all of these decades and it could be that we have set the standard so tightly in that particular area that it does not account for the economic realities faced by people who are developing housing or hotels or any other types of projects in that area and I'm thinking about economic factors like interest rate increases. I'm thinking about the increase in costs of construction. I would prefer to have development there than not. I think the worst use of that property is as a service parking lot. I think it is inconsistent with the historic district, I think it is inconsistent with the city's overall objectives around 2035. So the balancing act is trying to figure out where to draw the line and we've heard in a few minutes of testimony everything from don't do anything to 160 sounds about right to 200 better be it. So this is a very, very complicated process, but I think we have the wherewithal to do the balancing act and do it well. Commissioner Fritz.
Fritz: I would like to clarify its raised the height is 125, the current is 100. So it's not do nothing it's do what we have discussed in the process versus go to 200.
Wheeler: That's a fair correction. Thank you.
Fritz: And from my perspective one of the options that could be happening here is that this property is currently generating income through surface parking and that in my experience with this area there have been developers or property owners who have just been sitting on their properties waiting to see how sweet of a deal they can get before redeveloping them and so that's also a possibility rather than let's not redevelop it. If you think about 100 feet 125 feet, the white stag building on naito is 75 feet and it's beautifully restored and very compatible. So it's 75 feet and then you're going to double the white stag building and put that next to a historic district. That just doesn't seem reasonable to me that that could possibly be in context.
Wheeler: Commissioner Fish? Commissioner Eudaly. Great thank you. That concludes our oral hearing. Commissioner Fritz.
Fritz: That was on amendment c. I have questions on a and b.
Wheeler: Sorry.
Fritz: That's all right. So on the Lincoln high school property I was wanting to hear from Kurt Krueger from transportation. I'd like to know what other parking regulations in the area -- what's the rules on allowing parking immediately adjacent to a transit street and just what the discussions have been as far as the pedestrian access through the site.

Kurt Krueger, Bureau of Transportation: I'm going to let Rachel jump in on the parking if I mess up. Kurt Krueger with transportation, the proposal before you before the amendments was there would be no more parking allowed in the central city surface parking lot. So this amendment tries to preserve some of the existing parking that Lincoln high school has today not all of what they have, but some amount of what they have today. As far as the connective the sewer blocks actively look to go reestablish some connections through what was vacated rights of way and there were three rights of way on the Lincoln high school property 15th, 16th and 17th. Recognizing that Portland public schools has significant security issue that's different than any other development site. We sat down and been working with bps over the last two weeks and pps and we think we have the ability to do certain connectivity with the design team and bds through title 17 code requirements and what we haven't fleshed out far enough to bring to you today as a memo of understanding that we are currently working that's in the city attorney's office helping us to then bring to pps to memorialize the public access that is inherent in all public schools across the city, but that in a more formal memo that might become a iga an intergovernmental agreement that allows the public to access it but also retain security issues and need's that the school district has.
Fritz: But that's not done yet.
Krueger: No.
Fritz: And if we accept them from the super block regulations does affect the ability to get to that agreement.
Krueger: We still have code authority within transportation code title 17 that allows us to ask for a street connectivity. So we still have that tool. I think the mou broadens it from the Lincoln high school piece so this helps us in future redevelopments as we see pps working through their bond measures and other school sites around the city.
Fritz: So would it be helpful if we defer voting on that particular element until the mou is done?
Krueger: It certainly would help nudge that process along a little bit.
Fritz: And then is their not, so --
Zehnder: Sorry commissioner, just the clarify too the provisions in the super block require and easement, so in a bit it ties Kurt's hands in terms of the options, this more alternative way of getting connectivity that he's working on through the mou. That would not be sufficient for the super block requirement. So that's why we have said that's not the approach but we're going to seek it through the mou.
Fritz: Right. We can go them concurrently though right? And then going back to the surface parking what would be the option if we were to not grant this exemption?
Krueger: Options and I'm putting in pps's mouth so I apologize for that. One would be for a structure parking facility. The other would be to not allow the parking all together.
Fish: I believe the testimony we got was the bond would not allow them to fund the structure for the parking. So, that's a theoretical option, but they just can't pay for it.
Krueger: Correct.
Fritz: And does the code allow them to put the parking lot along 18th. Not 18th, yea to 18th. Right adjacent to the transit street.
Krueger: Not currently as proposed in the 2035 plan.
Fritz: Is there a further comment on that Mauricio?
Mauricio Leclerc, Portland Bureau of Transportation: The central city 2035 plan.
Fritz: Identify yourself please.
Leclerc: Can you hear me?
Fritz: Yeah, you have to say who you are first.
Leclerc: Mauricio Leclerc pbot.

Wheeler: And you have to turn on the mic.
Fish: And now your time is up, thank you.
Leclerc: My best performance yet. The code also allows sharing a parking's so the another thing you can do is just to rent parking throughout the district. That's a policy that's also allowed in the central city.
Fritz: Ok.
Leclerc: So you can onsite, offsite you are renting that's allowable or structure and surface.
Fritz: And as far as if we do allow the surface lot I'm a little concern that it's right along the transit street so is that allowed?
Leclerc: It access can – the driveways would not, but I think there's no on street parking available on 18th.
Fritz: The main street that the transit goes on I'm not sure what number that is.
Leclerc: Yeah its 18th.
Fritz: 18th?
Leclerc: It's basically one lane and then you have the rails so you would not be able to put on street parking there. Nor would you be able to provide a driveway through it.
Fritz: You'd take the current metered parking away, but you are allowed to put the surface parking lot immediately adjacent to the transit street?
Krueger: So the current code would allow -- I believe the current code would allow a surface parking lot to be are proposed the new code wouldn't allow a surface parking lot to be proposed. This amendment would allow them 100 spaces on their site.
Fritz: And my question is it okay in the location that they showed it?
Rachel Hoy, Bureau of Planning and Sustainability: So, the location of it is not adjacent to 18th. So if we look at the -- I think Sallie was trying to pull up the -- if you have on your screen their proposal shows it to the south there --
Leclerc: On the east west streets.
Hoy: So yeah it's running -- it's running parallel to salmon on the opposite side of the property.
Fritz: I see.
Leclerc: The new building would be located where the tracks are now.
Fritz: So that's the location where the reaches are now. Okay. Thank you.
Fish: So mayor are we going to take a vote on a and b?6
Wheeler: So first of all let's close the written record for the public school amendments so that we can vote today and we're going to leave the written record open for the two amendments that have been proposed with regard to height in old town Chinatown, japan town until April -- do you want that April 5th or April 4th legal counsel.
Rees: 4th
Wheeler: April 4th at 2:00 p.m. time certain. So now we will vote an amendments a and b pertaining to the schools. Sue, will you please call the role on item a.
Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Wheeler: Aye. Amendments, commissioner Fritz.
Fritz: Sorry I thought that Kurt said if it might be help if we don't vote on b until they've got the mou done.
Wheeler: Very good. Amendment a is adopted. Would you like to, it's your recommendation to keep b open until April 4th. Is that correct?
Krueger: I think it will keep both parties at the table and getting the mou put together.
Wheeler: And I don't see any urgency to that so that amendment b with regard to access will remain open. Do we want the keep the written record open? The written record will remain closed then on item b.

Fritz: Thank you.
Wheeler: So now we're voting on the amendments for March 7, 2018 and the amendments that were held over from January 18, 2018. So this is part two of the meeting. Thank you to those of you who have stuck around for this. The first item is to vote on the packet of minor and technical amendments that were the subject of the public hearing which was held on march 7th. I would like to call a vote on items f through j and item l. Unless someone would like to pull one of these off the agenda for a separate discussion and vote. Good. All right. Hearing none let's vote on the minor and technical package f through j and l. Sue, please call the role.
Fritz: Aye. **Fish:** Aye **Saltzman:** Aye. **Eudaly:** Aye
Wheeler: Aye, the amendments adopted, the amendment package is adopted. Next let's move on to height and far, at big pink, wells fargo and pac west. I understand that there are two amendments that we should take as a package, Rachel can you help us work through this please?
Hoy: Yes. Thank you mayor. This amendment which you previously saw in the amendments report related to big pink, wells fargo and pac west was to provide these buildings with the heights that they have today as constructed. The reason this is before you again is the far at the wells fargo building, the owners of the building were taking a closer look at that and realized they had not calculated the far correctly and the far is actually at 19:1 not 18:1. So we needed to have you vote on the two of these together so that we can actually show that no changes to the other buildings. Those stand as exist in the amendment report.
Wheeler: That makes sense. Council any discussion on this matter? Very good. Sue, please call the role.
Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Wheeler: Aye, the package of amendments are adopted. Next let's move on to the view from i-84. Mindy, can you please remind us about these two items?
Mindy Brooks, Bureau of Planning and Sustainability: Yes, thank you Mindy brooks, planning sustainability. So these -- again this is two amendments that are grouped together and this is to finalize the location of the viewpoint on the new bike and pedestrian bridge crossing i-84. This is a view of downtown. Pbot now has a final alignment that connects seventh avenue north to south and this viewpoint now can be located and finalized there.
Wheeler: Very good and I think it's great the new overpass is moving through in the design phase and we're able to create a new view site. Sue, please call the role.
Fritz: Aye. **Fish:** Aye.
Saltzman: I'd like to thank the bureau of planning and sustainability for their work on this amendment. Aye.
Eudaly: Aye.
Wheeler: Aye, the amendment is adopted. Next let's move on on the view of mt. Adams from upper hall. I understand that there are two amendments to consider as a package and Mindy could you go ahead and remind us about this package as well?
Brooks: Absolutely, so yes again it's a combination amendment and this amendment would remove protections for the view of mt. Adams from southwest upper hall and restore existing heights to some of the properties within the view corridor as shown on the map. The views of the city skyline, mt. St. Helens and mt. Hood would remain protected.
Wheeler: Please call the role.
Fritz: So I appreciate first of Mindy Brooks for all of your work on view corridors and for going over the entire central city map with me lot by lot to examine the concern that was raised by the community that citizen advisory committee members had nefariously

requested height increases on their own properties and I did not find that to be the case, all of them were in line with putting the height in transit, decreasing the height along scenic view corridors. This amendment was at least done transparently and one of the property owners asked the mayor to propose it and it's also done by giving everybody else the height increase that the one property owner proposed. I still think it would be better to keep the view of the mt. Adams. No.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Wheeler: I vote aye, the amendment is adopted. Next we're talking about top of bank. Mindy can you walk us through this one? This is an amendment that was brought at the request of the port of Portland and I have a couple of questions about it but why don't you walk us through it.
Brooks: Ok, this amendment would remove a section of the proposed code and a figure that describes how to measure the top of the bank when there is a structure over the river bank. By removing this sub section of the code the applicant and bureau of development services would use the new top of banks definition to determine on a case by case basis how to measure around those structures.
Wheeler: So I would like to move the vote on this to April 4th and here's why. My understanding is the two city bureaus oppose this amendment and bds, bureau of development services has made a compelling argument that they already do this functionally anyway and therefore an amendment is not necessary and while we want to be good partner with the port of Portland and be responsive to their requests, I don't have the confidence I need today to be to make a vote and say with a straight face that this amendment actually functionally does anything and given that we have two city bureaus that are expressing concern about it unless one of my colleagues strenuously objects I would like to move this vote to April 4th so I can do a little more fact finding. Are there any objections?
Saltzman: I couldn't quite hear what your amendment is.
Wheeler: It was really good, you were for it. I just proposed we move the vote to April 4th, Dan. I have more questions on this.
Saltzman: Okay.
Fish: Is that in anticipation of you potentially withdrawing the amendment?
Wheeler: That is correct. I need a little more time to digest this and talk to our partner at the port.
Fritz: Just to be clear I agree with removing the amendment and also with removing the comments which I think complicate things.
Wheeler: Very good. So the next item on my list here is amendment m, the trail commentary. Sallie, can you remind us about this amendment? I understand the commentary is not something the council typically votes on separately at the end of a project, but several council members wanted the opportunity to discuss this particular item, amendment m.
Edmunds: Yes. This amendment is just to point out that the maritime transportation security act allows facilities that they regulate along the Willamette river in particular here to have some flexibility in how they design their sites and their security plans to protect the sites from various threat levels. So when the city enters into an easement for a trail that easement can allow for reasonable trail closures or limits when it's necessary to address those threat levels. So it doesn't change the code, it just puts this into the commentary just to acknowledge –
Fritz: To add this.
Wheeler: So no vote is required.
Edmunds: No vote is required.

Fritz: I don't think we should add it. I think this actually complicates things. We don't usually reference state and federal regulations and putting it in the commentary when it's not in the code. I don't think makes it any clearer.
Wheeler: So this -- and correct me if I'm wrong, this was put in after discussions with an individual a business owner who came in and testified extensively on this particular subject and I felt that staff did a good job of explaining that this really does not need to be in the 2035 plan or the code or anything the council voted on, but he wanted us to reflect what he saw as being the reality of federal lawsuit proceeding local on these matters of potential national security and that's why it's here.
Fritz: We don't want it perpetually in the commentary.
Fish: What he's effectively done is flag the issue. If we cluttered the commentary with every possible state or federal preemption on every conceivable issue it would look like a phone book. I would prefer to keep it out of the commentary as well but it has been made a part of the record.
Wheeler: Is there any objection to withdrawing this as part of the commentary? Very good. And you are correct, commissioner Fish, it is part of the record and we will refer back to this often over many decades to come. Commissioner Eudaly would like to reconsider her vote on RiverPlace. Commissioner Eudaly.
Saltzman: So mayor I'm going to sign off at this point cause I'm recusing myself from this vote.
Wheeler: Alright, thank you commissioner Saltzman we appreciate your attending by phone, get well soon please.
Wheeler: Commissioner Eudaly.
Eudaly: Yes, thank you, mayor. First I'd like to thank my colleagues for bearing with me while I explore this issue, my original intent had been to vote yes on this amendment, but commissioner Fritz raised issues that I hadn't considered and didn't feel well informed enough on to cast a affirmative vote so I hit the pause button. It's rare that I do not feel prepared on the dais due to the great work of my office and city staff, but this was one of those days. Sometimes you don't know what you don't know and I'm not embarrassed to admit when I need more time or information in order to make an informed decision. There's been a lot of miss information and misunderstanding around this item in the public. To be clear as it stands raising the heights in RiverPlace does not increase the far or number of potential units affordable or otherwise on the site. Furthermore, the drawing by the famed Japanese architect Kengo Kuma is not a proposal, it's a concept. A concept that is very unlikely to ever be realized. What it does do is reveal the potential of the RiverPlace site and that is what is today's vote is really about, unleashing the potential of the site. The potential of raising the heights include but are not limited to and do not guarantee a more significant architectural work, a greater likelihood that the site will be fully developed which it is not currently, creating much needed density in the central city. The possibility of better site lines that taller slimmer buildings provide and more variety and liveliness on our waterfront. As commissioners were charged with looking out for the best interests of our city and its residents cautionary tales abound in our city scape that leave me to be skeptical of promises made by private developers. I needed to be assured that we stood to gain as much as we were giving on this site. Portlanders expect to have a strong voice in our process especially around planning. Initially the voices I heard were overwhelmingly in opposition of this amendment since my vote I've heard from many more constituents who support it. I've also had a deeper briefing on the site from bps and talked to my colleagues as well as experts in the field. So today I move to reconsider council's March 7th vote not to approve amendment number seven and number 10 of the January 2018 amendments report. These amendments address RiverPlace bonus height and special tower

orientations standards. I would also like to add that due to the fact that the site will go through a master planning process and design review I do not believe that amendment number 10 is necessary or even desirable and bringing it back for reconsideration for the sake of discussion. So I move to reconsider amendment number 7 and number 10.
Wheeler: I second that motion and I thank you commissioner Eudaly for your thoughtful remarks and your decision to reconsider your vote on RiverPlace amendments. Any further discussion? Sue, please call the role.
Fritz: No. **Fish:** Aye. **Eudaly:** Aye.
Wheeler: Aye, the amendment is adopted. Now there are two items that we need to do related. Let's start with reconsidering the height amendment. Rachel, can you come up, can you please summarize this for us?
Rachel Hoy, Bureau of Planning and Sustainability: Yes, so amendment number seven, this is the amendment that adds two height opportunity areas on the RiverPlace site and those are in red as you see them on the PowerPoint and the bonus height would be up to 325 feet. The base height remains at 125 and with this requirement going up to a height of 325 would require narrower towers in and effort to preserve public views and light and air through the site. Other heights on the site would step down as you approach the river from 325 to 250 and 150 at the eastern edge of the site.
Fish: I have a question for Mr. Zehnder. Joe, in most of the correspondence I've received and in the commentary that I've reviewed, this is been referred to as an opportunity for us to put some residential housing in a desirable location and I've seen the number of something like 2,000 units that are potentially could be developed here is that correct?
Joe Zehnder, Bureau of Planning and Sustainability: Its in that order of magnitude, yes.
Fish: Okay. Now, the mayor had proposed and I agree with him that whatever is planned for this particular part of town would be subject to a master planning process which ultimately would come back the council is that correct?
Zehnder: It would come back to council on appeal. Correct?
Hoy: That's right.
Zehnder: It's a permit.
Fish: On appeal.
Zehnder: Yes, it goes through design review though.
Fish: So building on the comments of commissioner Eudaly and assuming that I continue to have the honor of serving on this body, don't be presumptuous, I just want to explain that while I'm going to support the amendment if in the master planning process we learn that this site, that the developer intends to develop the site for some purpose other than housing, then I reserve my right if it comes to us on appeal to turn down the master plan. In other words it is the expectation of I think everyone who's been part of this debate that this opportunity is around housing not something else that's allowable as a right under a cx zone. So just to be clear and the only power I have to essentially condition my vote is to announce that I expect through the master planning process that an intent is followed and if it doesn't and comes back to us on appeal it is unlikely that it will gain my support.
Wheeler: Very good. Any further discussion? Sue, please call the role.
Parsons: Do we need a motion and a second?
Fish: Its an amendment.
Hoy: I think since we're reconsidering motions that are already on the table -- thank you.
Parsons: Thank you.
Fritz: So, if you look at this map the heights behind here are 75 feet and 125 feet. Even with the bonus, it's 75 feet and 250 feet and 125 feet and 200 feet. So this is against our adopted central city plan policy of step down to the river which was discussed at huge

length under the comprehensive plan process and the west quadrant process. It's abhorrent, and unlike the Goodman amendment which I just referenced for the upper hall view this one doesn't make everybody else whole. This is spot zoning and what we saw earlier today is what happens when we do spot zoning for particular developments. Its everybody else who's going to want their goodies too and so I am very, very concerned and disappointed that this benefits one property owner at the detriment of everybody else. No.
Fish: Aye.
Eudaly: I took the issue of the step down to the river very seriously and dug into it with planning staff and with community members who have a lot of experience in planning and the step down to the river is not a hard and fast rule even in the original language, which I believe the language is going to somewhat change in the 2035 plan. It suggests a step down, but also suggests locating the highest densities along potentially existing transit corridors which we have in this location and the step down sounds like a noble tenant, but my understanding is that it was really intended to preserve views of mostly commercial buildings from the bus mall forward. And I have to say that I don't think our past policies of the last 30 years resulted in a vibrant waterfront. It's a dead zone as far as the buildings along Naito parkway and along the waterfront, which is why I support this and vote aye.
Wheeler: So I just want to reiterate a couple comments already made on March 7th. I believe the 325 foot height is appropriate as long as it comes with requirements to provide public benefits which it does including open space access to the river, views and requirements to allow visual permeabilities. In addition the increased height will allow for flexibility and design and hopefully achieve some of the public benefits we desperately need in the downtown area, including more affording housing, open space and access to the river. I vote aye. The amendment is adopted. So next let's discuss the tower spacing amendment. Rachel, can you walk us through that please?
Hoy: Sure, so this additional amendment it is a set of amendments that are similar to what we use in south waterfront for some of the towers that we have there and it does add more space between the buildings as well as the orientation. Orients them on kind of an east/west as opposed to north/south so that you do have some more visual permeability through the site.
Fritz: So this proposes to adopt simply the south waterfront tower spacing?
Hoy: Yes, it is the south waterfront, same spacing regulations, that's correct.
Fritz: So and is there another amendment on the master plan? Did we already decide to do the master plan?
Sallie Edmunds, Bureau of Planning and Sustainability: We did that last time.
Hoy: Yes.
Fritz: So is there a possibility that at least doing the tower standards through the master plan rather than adopting what has not worked in south waterfront you talk about a dead space.
Hoy: And I would say there are through the master plan we did add approval criteria that I believe would get you a very similar result. We did add approval criteria for visual permeability through the site and light and air. It's not as specific to talk about the orientation of the buildings but between the master plan and the design guidelines the design commission could probably get to the same place.
Fritz: But. I think they asked us not to and you said that the master plans already been done.
Zehnder: The code provisions have been done commissioner.
Fritz: The code provisions for a RiverPlace master plan have been done?
Hoy: Yes.

Eudaly: We voted on that one item and then –
Hoy: On March 7th.
Eudaly: voted down the other two.
Fritz: I thought there was going to be a master planning process.
Edmunds: There will be.
Zehnder: It's the current requirement for a master planning process is in the package already. So that you've already voted on.
Wheeler: The process hasn't.
Zehnder: Right, once this is the code for them to pull a permit they're going through a master plan process with all of us.
Fritz: They have to go through the master plan anyway until they can pull the permit or can they pull a permit as soon as this is adopted?
Hoy: They have to go through a master plan process.
Wheeler: So do we need this amendment? I'm hearing two things and I want to just make sure I understand. This amendment provides for spacing and permeabilities and orientation. Are you telling me that the master plan will do the same thing? In which case we don't need the amendment. I'm trying to figure out what the right strategy is here.
Zehnder: We really have two ways to get there. This is it's a little bit like the discussion we had with Kurt Krueger about the, it just gives us a little more leverage. Even this tower spacing or tower orientation regulations are amendable. Right?
Hoy: Yes.
Zehnder: So it can work without this requirement. It just makes it more clear that that's what we're about.
Fritz: I believe the design commission asked us not to just do south waterfront that to have specific for this site and that's what I just heard any colleague saying.
Zehnder: I believe that was their testimony as well.
Eudaly: Mayor.
Wheeler: Commissioner Eudaly.
Eudaly: So in my conversation with bps and taking into consideration what commissioner Fritz shared with me about south waterfront, I think there seems to be consensus in the room that while this amendment was introduced with good intentions, which was to give some preliminary guidance to the developers and maybe simplify issues for design commission that because we are going to have a master plan process that it's not really necessary.
Wheeler: Yeah, I'm hearing that it's duplicative and unnecessary so with that objection I'll unless there's any objection I'll withdraw the amendment it doesn't seem necessary.
Fritz: Thank you, appreciate that and does the master plan come back to council as commissioner Fish was saying?
Zehnder: Master plan is the first permit that any development on the site must go through. It's sort of like a master site planning permit. It can go through design review commission and gets approved and is acceptable that's it, it moves on. Otherwise on appeal it would come back to the city council.
Fritz: Ok, thank you.
Wheeler: Very good. So that is that. Sallie can you tell us a little bit about next steps?
Fritz: Before you leave that mayor there's been a lot of rhetoric in the community about the different heights and the heights automatically leads to more units and therefore more affordable units and if anybody wants to see what's actually been built I've posted on the blog of my city website Portlandonline.com and go to my website to the blog. What's actually been built thank you, Rachel Hoy, for giving us this information. So there's almost no correlation between height, far and units it's all about what does the developer want to

build. So I just wanted to put that on the record just in case people are wondering doesn't height automatically mean more building, the answer is based on the of developments that have happened recently the answers no.
Wheeler: Very good. Sallie what's up next?
Edmunds: Yes, so the screen that you have in front of you is not totally up to date. Our next session here will be April 4th at 2:00 p.m. and we'll take up the height of the block 33 height top of bank and that amendment b for the Portland public schools. Then we have May 24th at 2:30 p.m. time certain which will be the vote on the entire central city 2035 package. No testimony at that session and then we will come back tentatively on June 6th because there are a few administrative rules that we would like council to adopt related to low carbon buildings and bird safe glazing. These are minor details that will be necessary to implement the code that you will be adopting but it's something that may change over time. There may be a different option for a low carbon building designation or a new form of bird safe glazing that the city might want to be considering. So that's what those are, those are minor and then finally July 9th we anticipate an effective date for central city 2035.
Fish: Mayor.
Wheeler: Commissioner Fish.
Fish: Can I just observe that in the last few weeks at the end of these hearings we carried notebooks back to our office that looked like the old Manhattan phone book, and I'm scheduled for some back surgery just to correct for somethings that have happened by sitting in this chair for eight hours at a time and carrying all this heavy weight and we do owe a big debt of gratitude, Sallie, to you and joe and the whole team from the bureau of planning and sustainability. This is really complicated stuff. You give us great briefings, you give us materials before the hearing, you give us cheat sheets that allow us to follow along and I don't think we can thank you adequate enough for the work that you do to prepare us to be able to have these kind of discussions. So, thank you.
Wheeler: Thank you all and with that we are adjourned.

At 4:30 p.m. Council adjourned.

[End of excerpt.]

CENTRALCITY
2035
City Council Hearing and Amendment Vote
March 22, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

Part I: March 22 Amendments

a) Introduce school use and height amendments
b) Public hearing
c) Written record closes for school uses, stays open for height amendments
d) Vote on school amendments
e) Height amendments vote scheduled for April 5 or 6.

Part II: Vote on Amendments (from March 7 & January 18)

a) Vote on minor and technical packages 1 and 2
b) Vote on amendments by topic

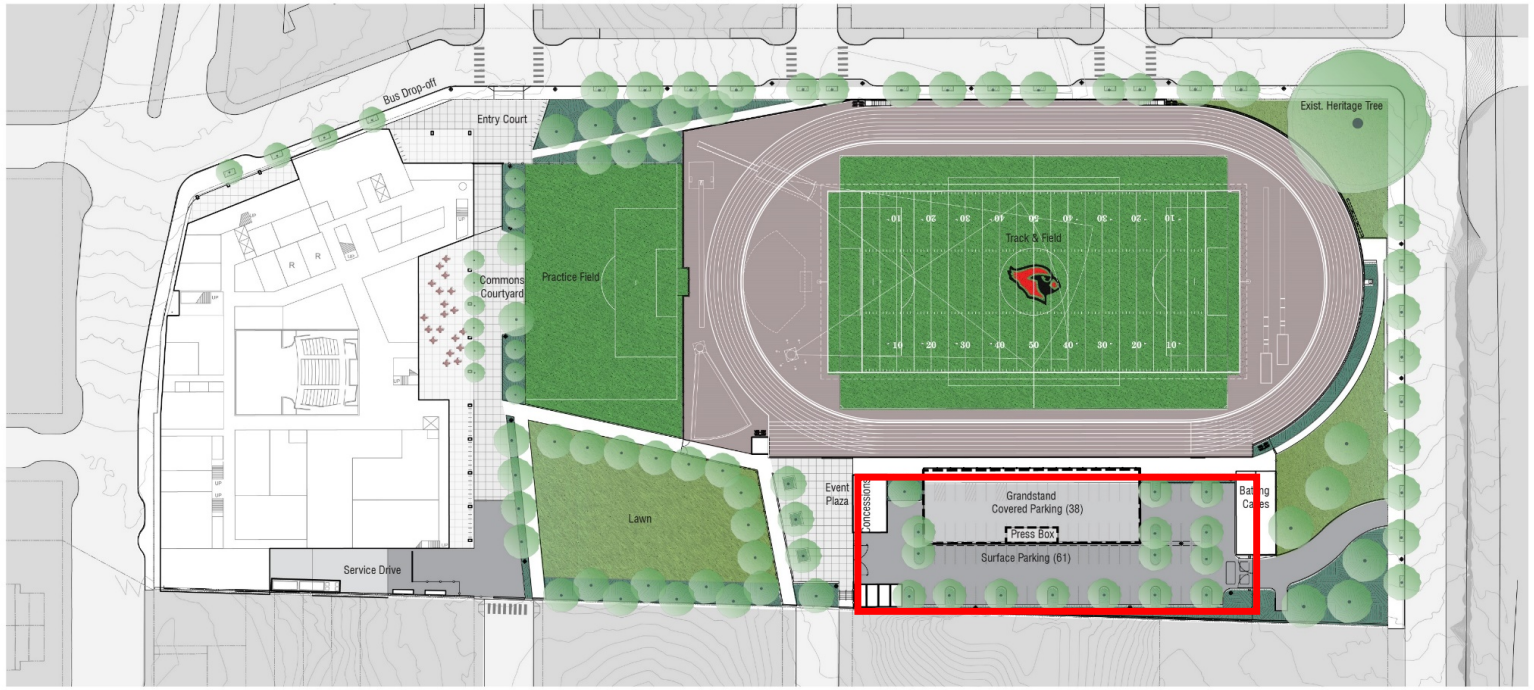
Part III: RiverPlace

a) Vote to reconsider RiverPlace amendments
b) Vote on bonus height (Amendments Report #7)
c) Vote on tower orientation and spacing (Amendments Report #10)

Part I: March 22 Amendments

A. Allow up to 100 surface parking spaces for a public school use in the Central City

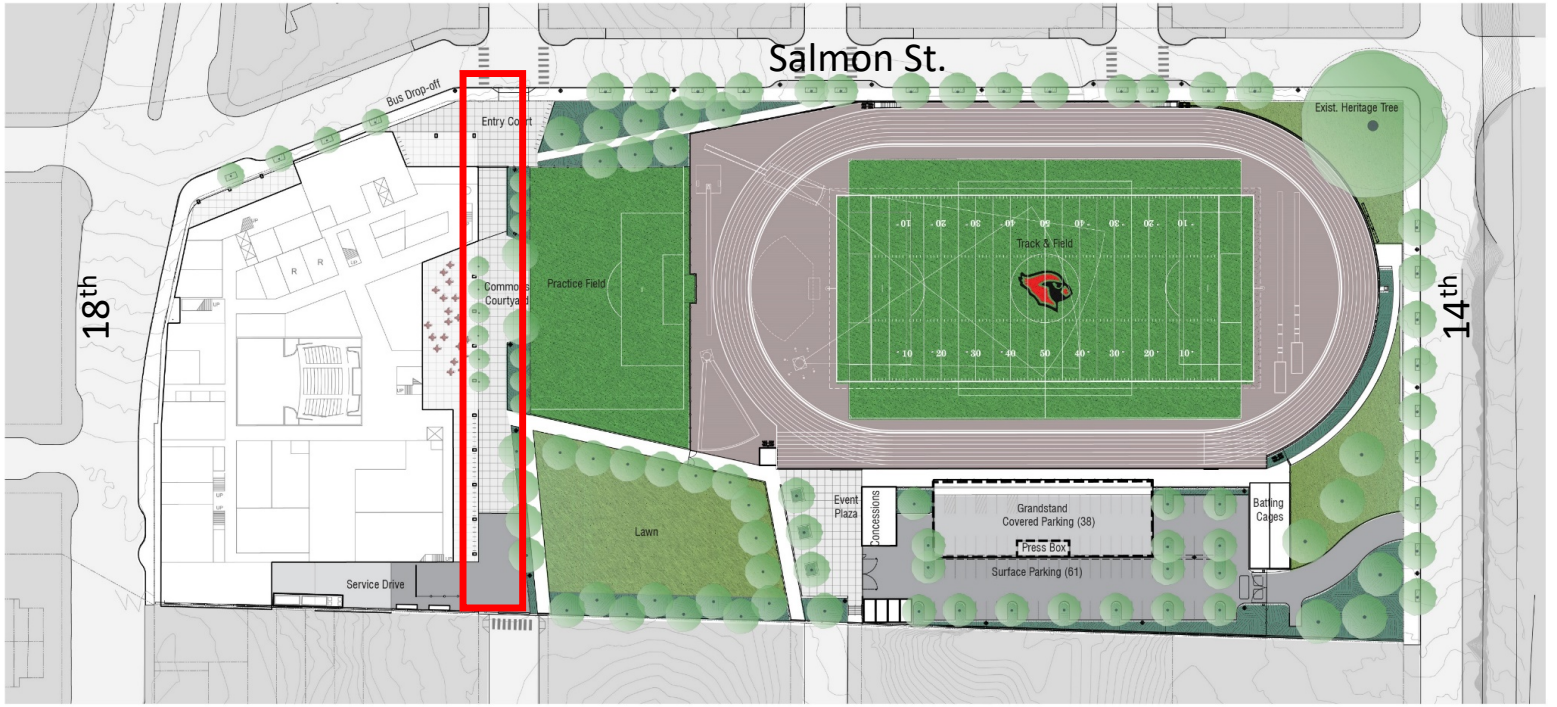
Site Plan



Part I: March 22 Amendments

B. Exempt public school uses from the superblock regulations in the Central City

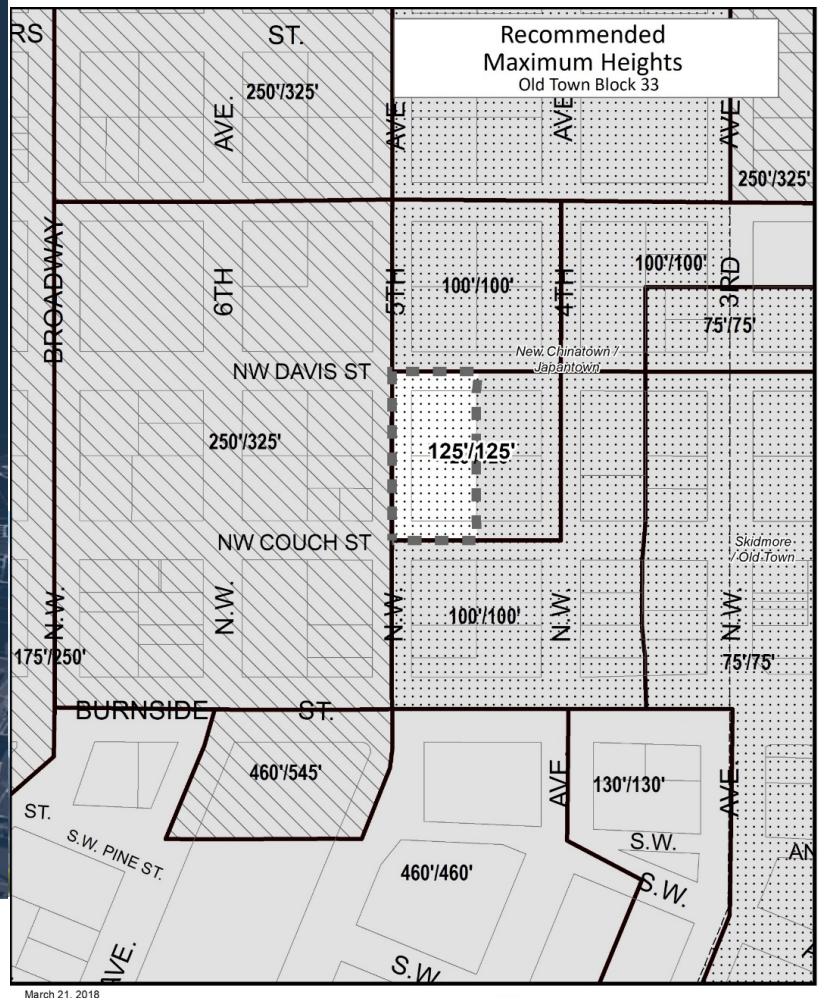
Site Plan

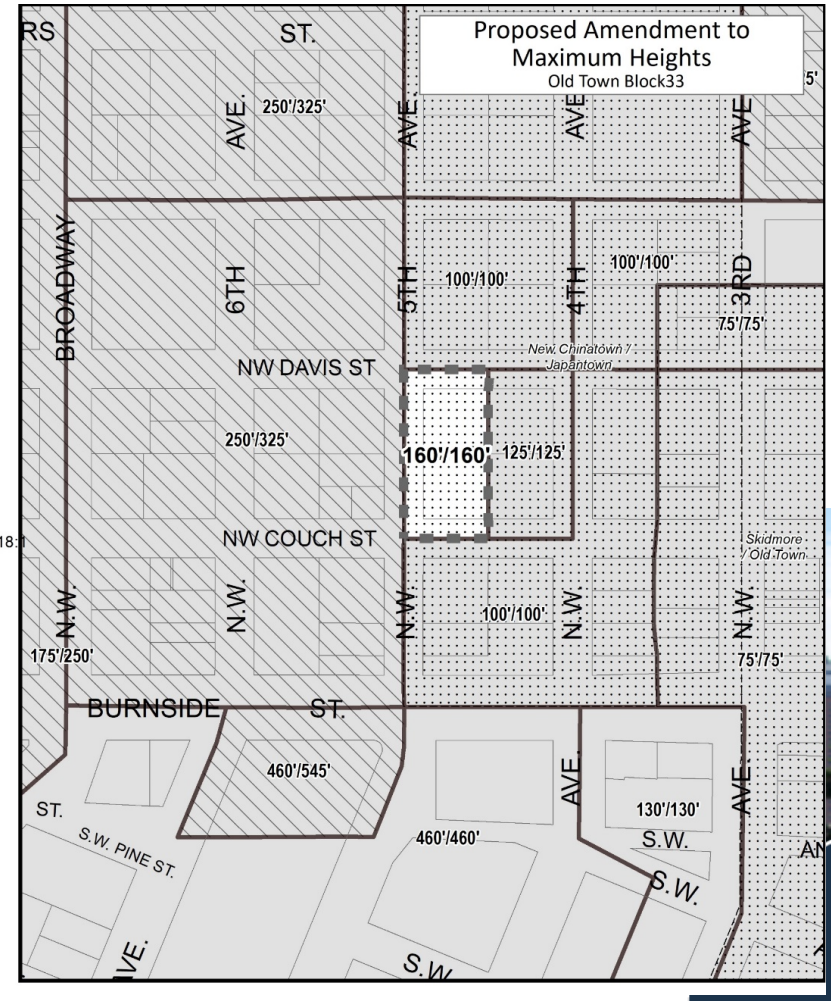


Part I: March 22 Amendments

Vote scheduled for April 4 or 5

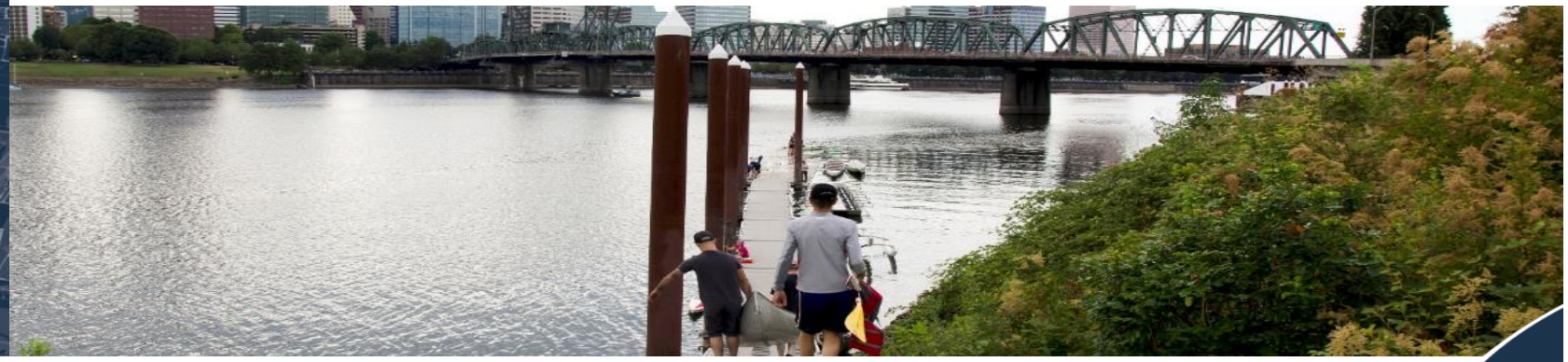
C. Increased maximum building height on ½ of Block 33 in Chinatown/Japantown Historic District





Public Hearing

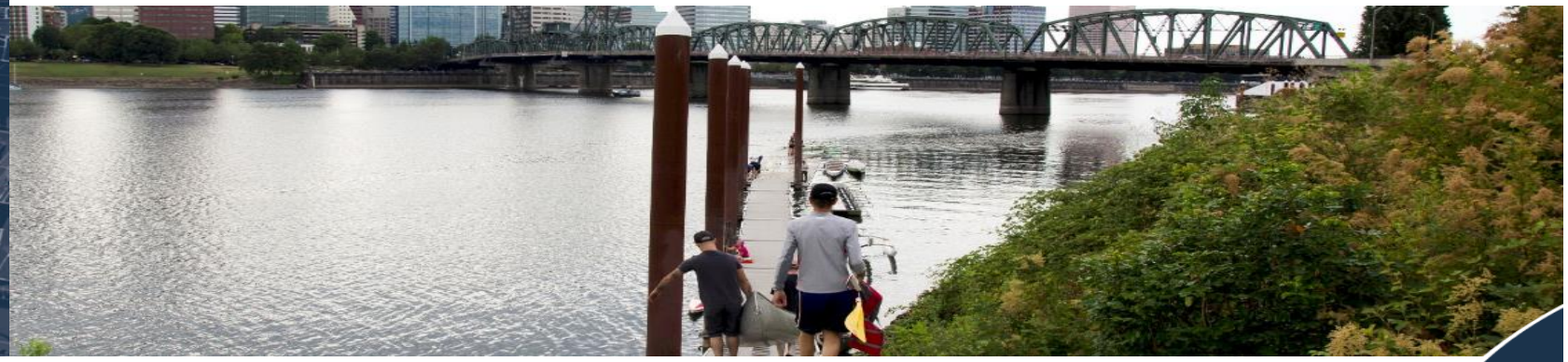
New Amendments



Vote on Public School use Amendments

Discussion and Vote on Public School Use amendments

A. Allow up to 100 surface parking spaces for a public school use in the Central City
B. Exempt public school uses from the superblock regulations in the Central City



Part II A -B: Amendments from March 7 and carry over from January 18

1) Vote on Minor and technical amendments from March 7
2) Vote on amendment on specific topics

Part II: A

II. New Minor and Technical Amendments:

Voting Package 1:

F: Clarifies ground floor industrial use requirement

G: Clarifies minimum density requirements

H: Clarifies measurement for bird safe glazing

I: Remove reference in low carbon standard for admin rule

J: River overlay zone boundary fix

L: Comp Plan map, Significant scenic resources

Voting Package 2:

AR 15: Height and FAR at Big Pink, Wells Fargo and Pac West

K: FAR at Wells Fargo building

Part II: B

I. Amendments to vote on by topic:

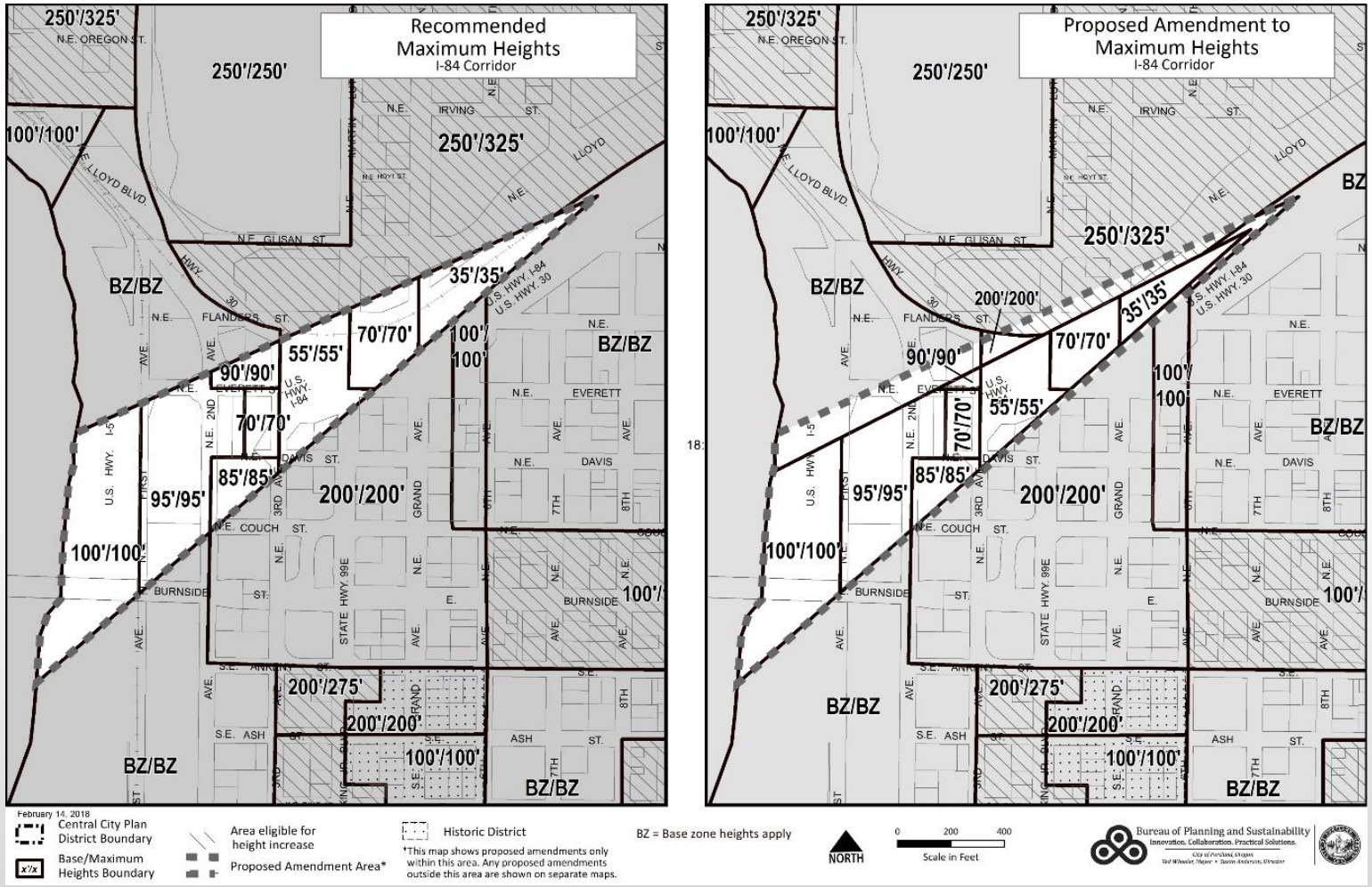
A & B: View of Central City Skyline from I-84 overpass

C & D: View of Mt Adams from Upper Hall

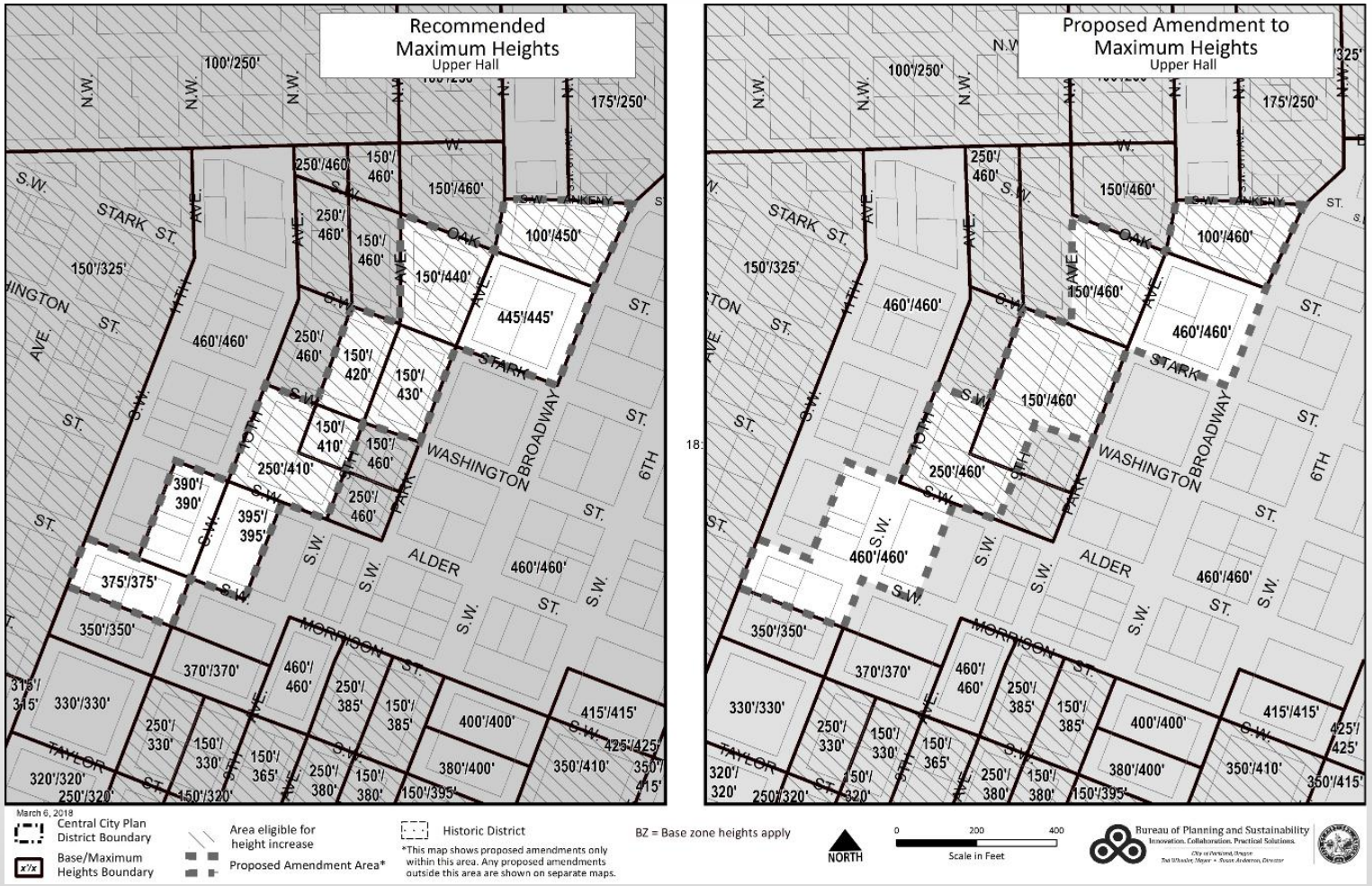
E: Measuring Top of Bank

M: Trail Commentary (no vote required)

Amendments A & B: View of City Skyline from I-84/Sullivan's Gulch



Amendments C & D: View from Upper Hall



Amendment E: Measuring Top of Bank

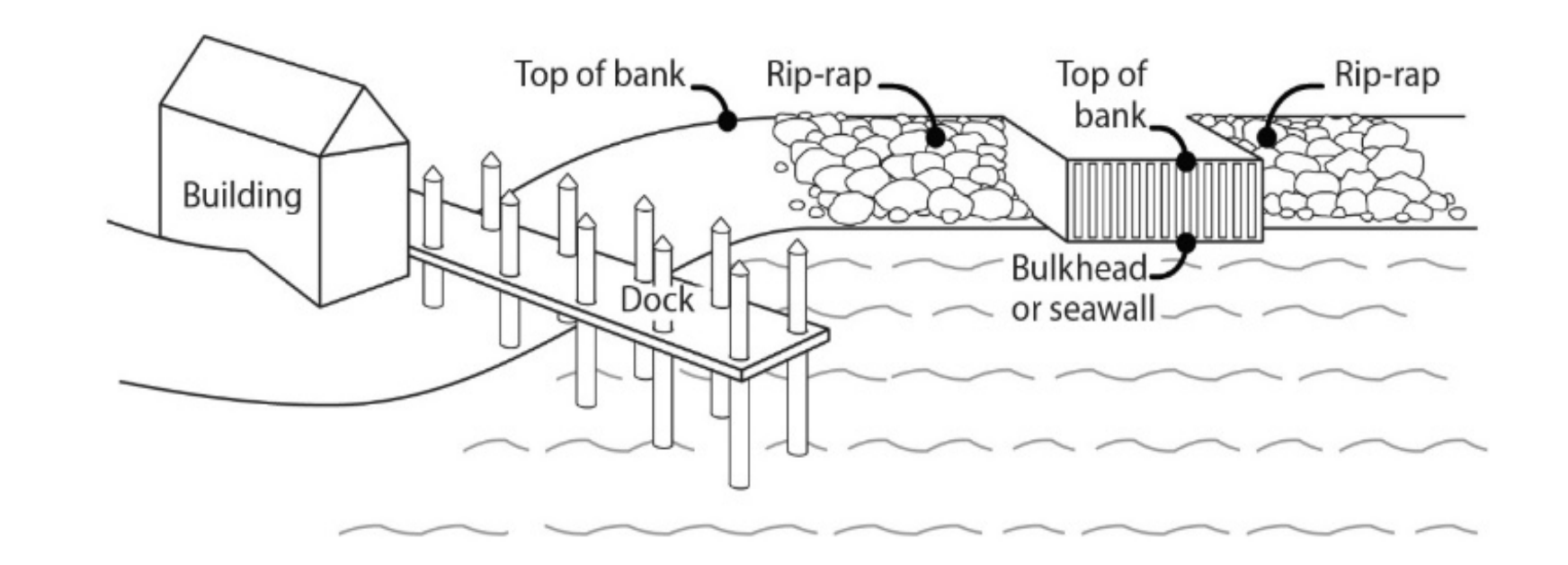


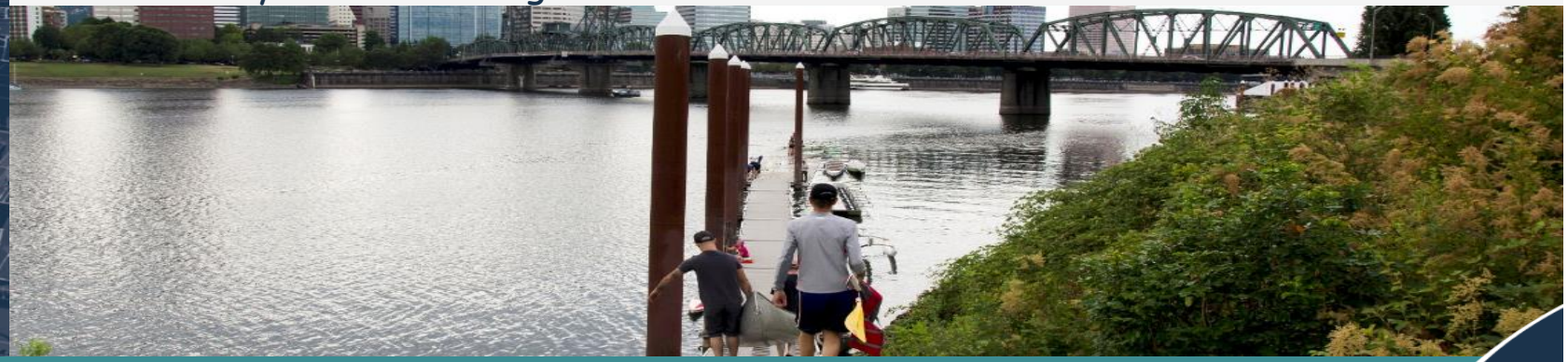
Figure 930-21 to be deleted

M. Trail Commentary Amendment

The Security Act (MTSA) of 2002 is a federal law designed to protect US vessels and port facilities against security incidents that might result in significant loss of life, environmental damage, or transportation or economic disruption.

The Act requires regulated facilities to have approved security plans. Based on the federal regulations implementing the MTSA, facilities have some flexibility in designing their plans. Therefore, security plans may address different threat levels (also known as MARSEC levels) in different ways.

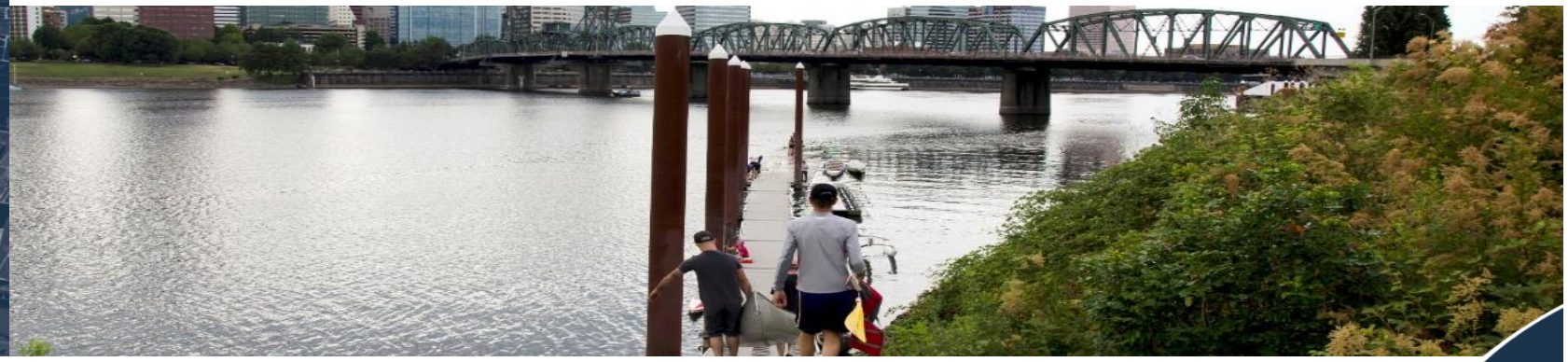
City easements can allow reasonable trail closures or limits when necessary to address higher MARSEC levels.



Part III: Reconsideration of RiverPlace vote

RiverPlace:

Amendment Report items #7 and #10

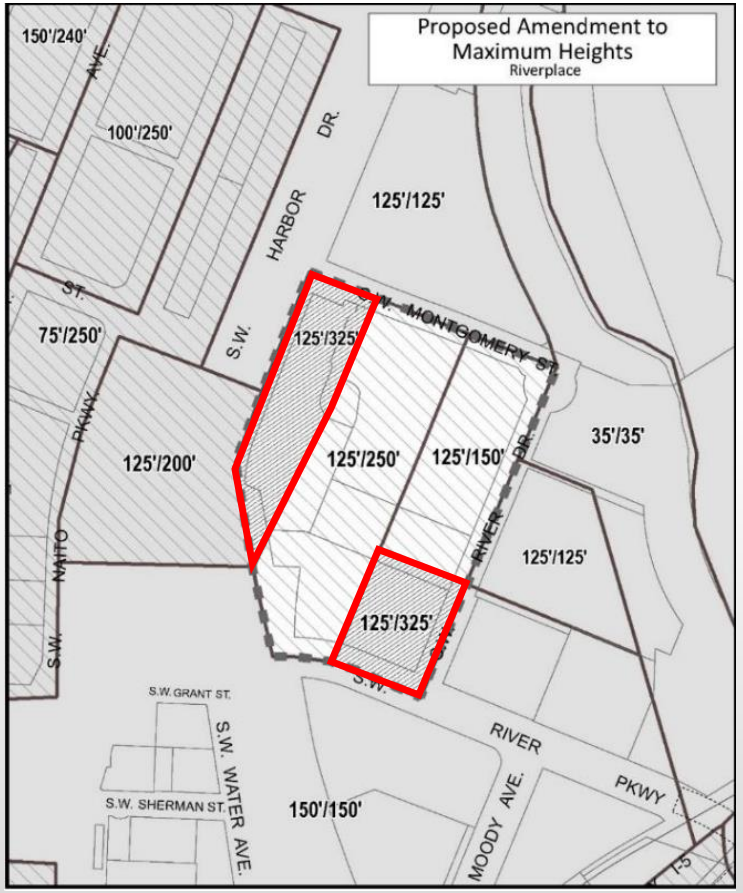


RiverPlace

Summary of amendments to reconsider:

1. Apply Height Opportunity Areas (Amendments Report #7)

2. Require additional standards for building spacing, orientation and massing (Amendments Report #10)



Next Steps

April 4 or 5
Vote on Chinatown/Japantown Historic Height

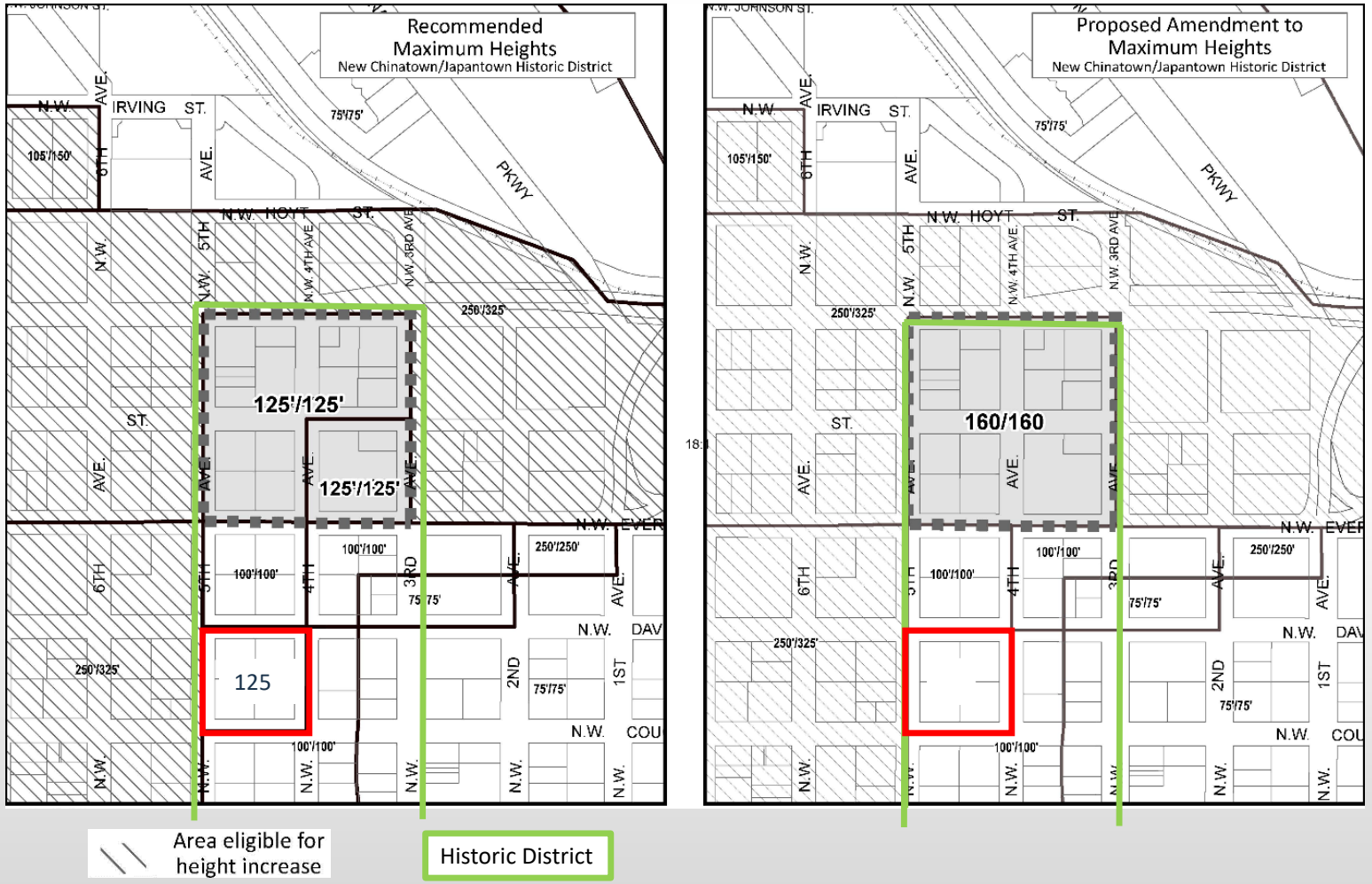
May 24, 2:30 pm Time Certain
Vote on CC2035 Plan (no public testimony)

June 6 (tentative)
Public hearing on administrative rules for Low Carbon Buildings and Bird Safe Window Glazing

July 9 (anticipated)
CC2035 effective date

Extra slides

Block 33


Recommended
Maximum Heights
New Chinatown/Japantown Historic District
Proposed Amendment to
Maximum Heights
New Chinatown/Japantown Historic District
125'/125'
125'/125'
125
160/160
Area eligible for height increase
Historic District

Block 33

RiverPlace Transportation Analysis

Key Findings:

- No significant traffic changes outside of Downtown
- No impact at freeway on and off ramps
- More traffic pressures at local intersections but may be able to handle additional traffic
- More evaluation may be needed at key intersections at time of land use review

Amendments A & B: View of City Skyline from I84/Sullivan's Gulch

View of Mt Adams from Upper Hall – Summary of View

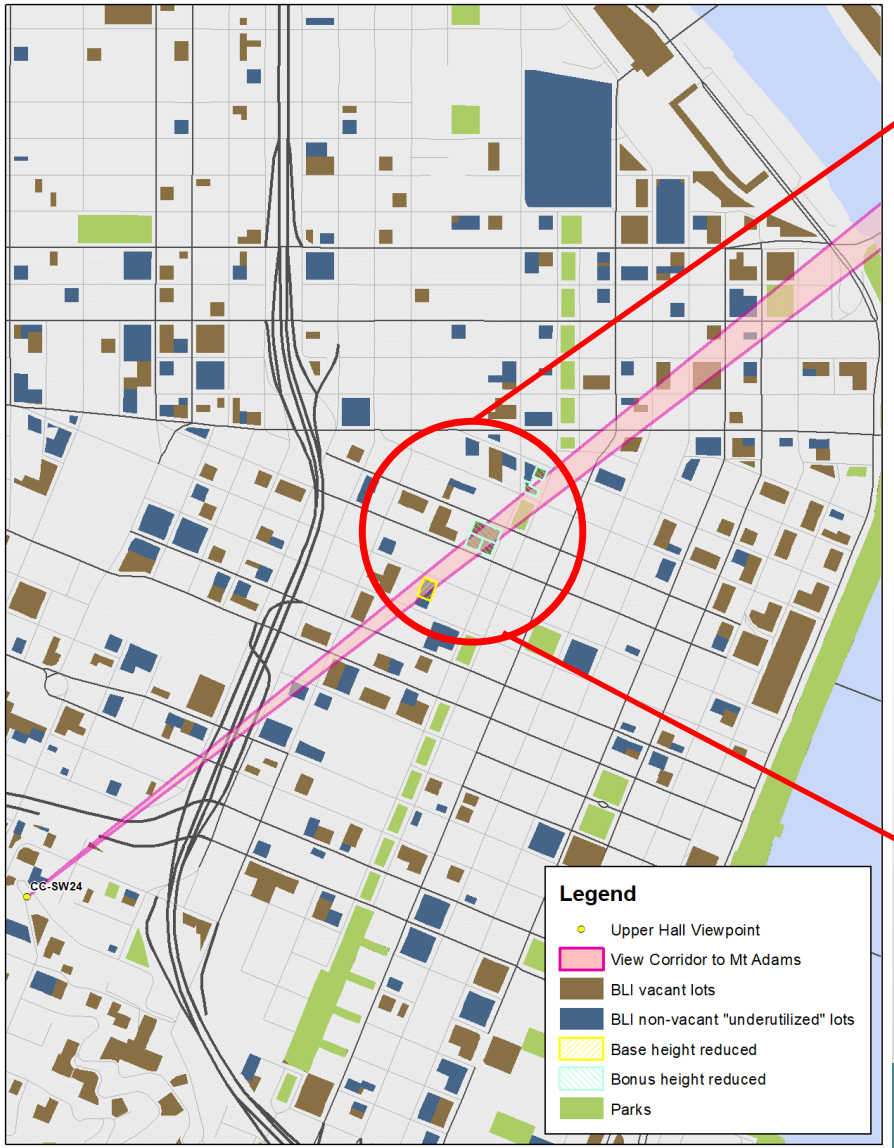
View from Upper Hall – Skyline and all 3 area mountains

Zoom in of Mt Adams from Upper Hall

Upper Hall Viewpoint Location

Upper Hall Viewpoint

View of Mt Adams from Upper Hall – Impacts on BLI Sites



Site 1: 801 SW Stark St
Use: Parking Lot
Owner: Parcel 18 LLC
Height Change: Bonus 460' to 440'

Site 2: 900 SW Washington St
Use: Parking Lot/Food Carts
Owner: Goodman
Height Change: Bonus 460' to 410'

Site 3: 1018 SW Morrison St
Use: Commercial
Owner: Cook
Height Change: Base 460' to 375'

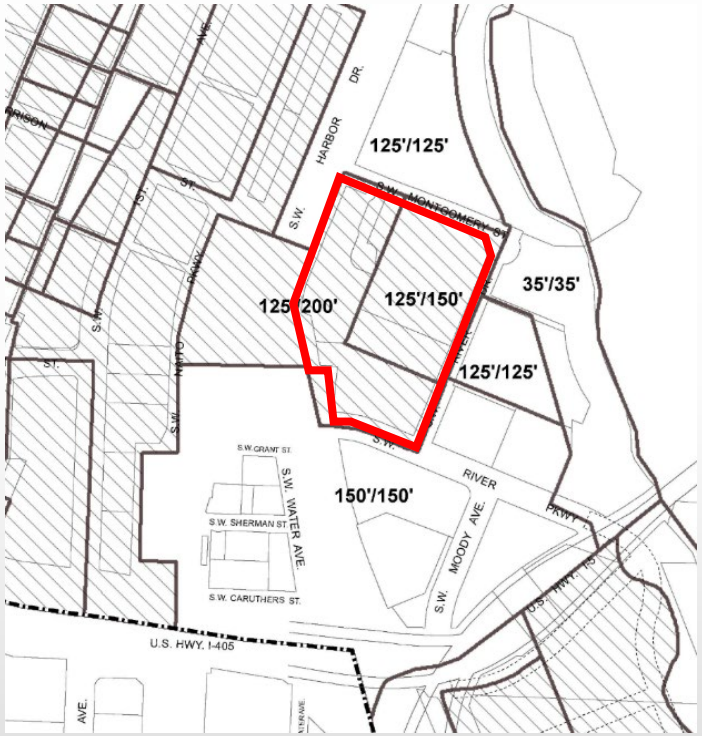
Amendments E: Measuring Top of Bank

D. Relationship to Other Structures.

1. Where a structure straddles the top of bank, the top of bank line is drawn as a straight line through the structure, connecting the top of bank line on either side.
2. Where there is a vertical bulkhead or seawall, the top of bank is the point at the top of the bulkhead that is closest to the river.
3. Docks, pilings, slips, wharves and other similar structures built over the water are not factored into the determination of top of bank. Where there is a dock, wharf or other structure on the bank, measurements of slope are taken on the underlying dry land. If the underlying dry land is not accessible, the top of bank is the default location described in 33.930.150.C.
4. Where the bank itself is a structure, such as a rip-rap slope at the edge of reclaimed land, the top of bank line is based on the predominant slope of that structure, rather than the slope of individual boulders or structural elements.

B5: RiverPlace Height and Master Plan

Recommended Draft Height

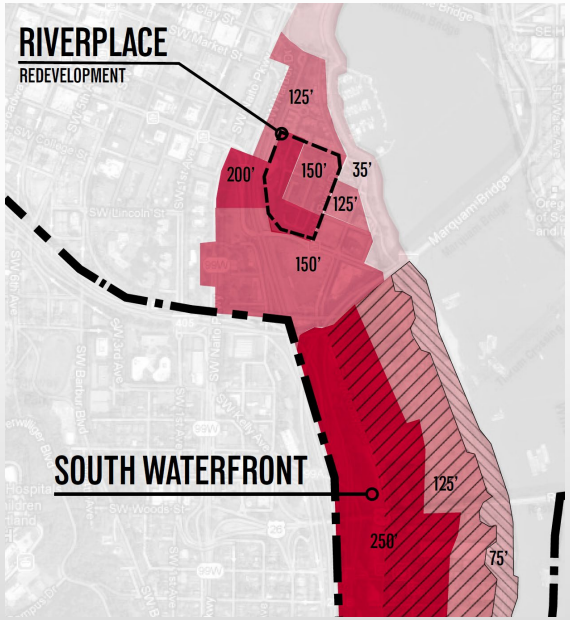


Existing	Recommended Draft
Height: 125/FAR 4:1	Height: 200'-125'/FAR 5:1

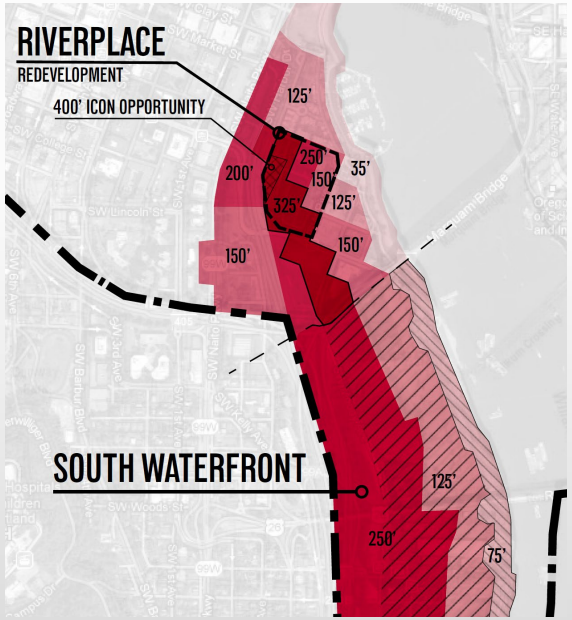
B5: RiverPlace Height and Master Plan

Property owner request:

- Extension of South Waterfront
- Heights ranging from 325 feet to 150 feet closer to the river
- One iconic tower up to 400 feet



Recommended Draft



Requested Height

B5: RiverPlace Height and Master Plan

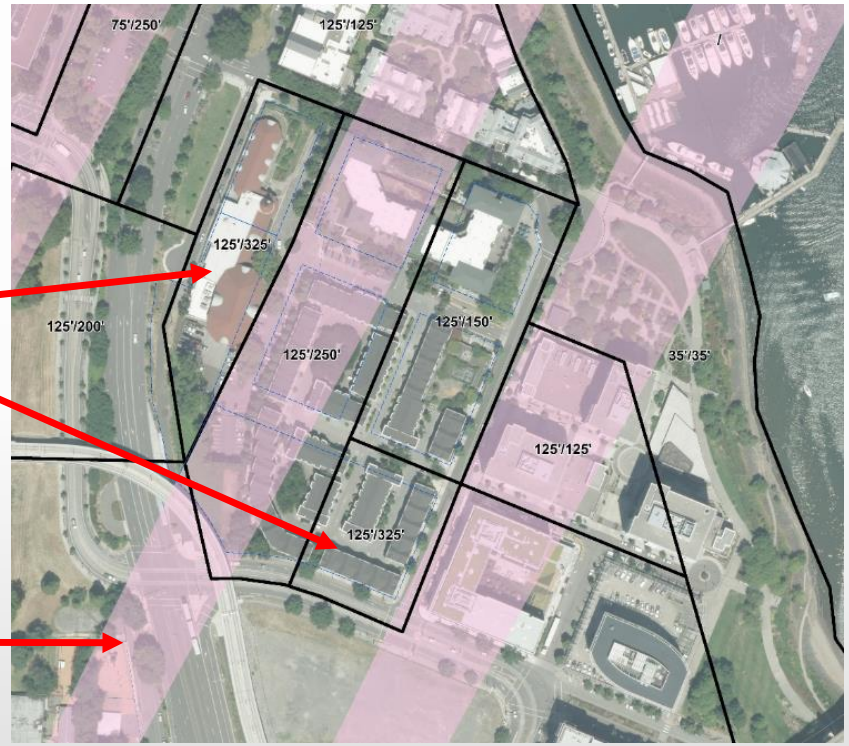
B5: RiverPlace Height and Master Plan

Proposed Heights

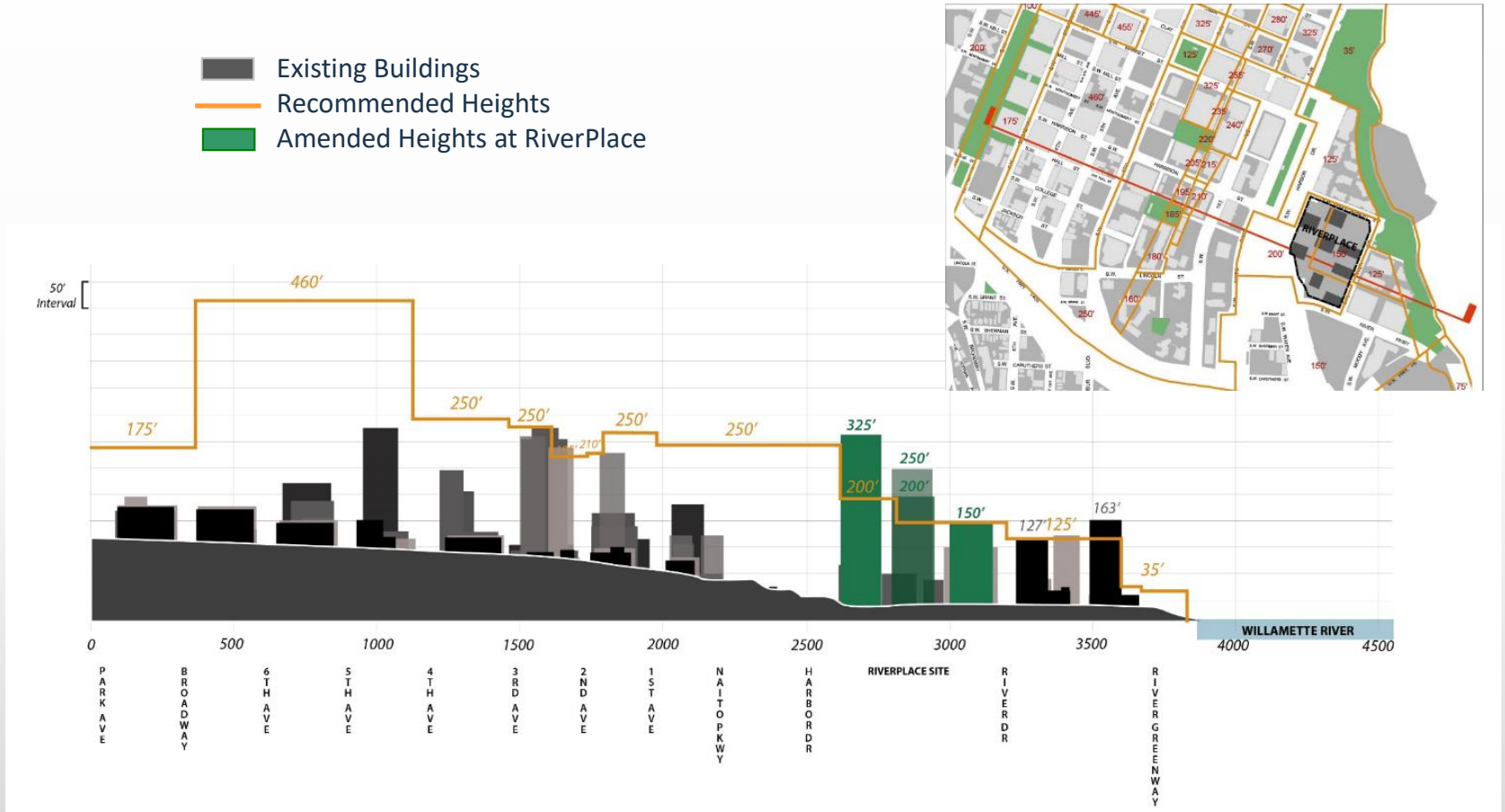
Base Height: 125’
Bonus Height:

- Up to 325 in corners outside of view corridor
- 250’ -150’ with approach to River

View corridor from Terwilliger Parkway of Mt St. Helens



B5: RiverPlace Height and Master Plan



Part I: March 22 Amendments

A. Allow up to 100 surface parking spaces for a public school use in the Central City
B. Exempt public school uses from the superblock regulations in the Central City
C. Increased maximum building height on ½ of Block 33 in Old Chinatown/Japantown

189000

Agenda Items 288-291 TESTIMONY 2:00 PM TIME CERTAIN

Central City 2035 March 22 Amendments

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.
Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
1	Chaya Foty			1(c)
2	Tim Ramis			C
3	Daniel Kaven			C
4	Tom Brenneke			C
5	Briana Murtaugh			C
6	Joseph Shaefer			C
7	Helen Ying			C
8	Jessie Burke			C
9	Tom Clark			C
10	David Leiken			C

Date 3-22-18

Page 1 of 1

189000

Agenda Items 288-291 TESTIMONY 2:00 PM TIME CERTAIN

Central City 2035 March 22 Amendments

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.
Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
11	Dan Lenzen			C
12	Doug Klotz	1908 SE 35th Pl.	dougunb@gmail.com	1.C.
13	Peter England	7034 SE Clinton	PeterDEnglandoc@gmail.com	1C
14 (see #9)	Tom Clark	333 NW 5th Ave.	tomclark@ckarch.com	1C
15	Katelyn Weber		katelyn@restoreoregon.org	1C
16	Jackie Peterson Loomis	2427 NE Mason St	jackie@portlandchinatown.org	
17	Matthew Romzu	422 NW 13th Ave Portland OR 97209	mromzu@romzudesign.com	1C
18	Simon Jaworsky	1430 SW 12th Ave Portland Ore 97201 2 counterpart Dn. LO.	Simon.jaworsky@pcc.edu	1C
19 (see #2)	Tim Ramis		Tim.ramis@jordanramis.com	1C
20	Lincoln Tuchow		lincolntuchow@gmail.com	1C

Date 3-22-18

From: Fritz, Amanda
To: City Elected Officials; City Elected Officials Exec"s
Cc: Adamsick, Claire; Hoy, Rachael; Rees, Linly; Moore-Love, Karla
Subject: Height, FAR and units in Central City buildings
Date: Wednesday, March 21, 2018 9:12:01 AM

Dear Colleagues,

I am sending this as information, copying the City Attorney, Council Clerk and BPS staff so it is part of the record for Central City 2035. Before Linly leaps in to remind us, I will state that I will put it in the record in the public hearing, and we will discuss it at that time. Since it's complicated, I want you to have it beforehand.

Please see the following table showing the height, FAR and number of units in various buildings recently constructed in the Central City. Thanks to Rachael Hoy in BPS and Claire on my staff for providing this information.

Project	District	Height	FAR	Floor Area	Total Units
The Sitka	Pearl	75'	4.34	173,632 sq. ft.	217
The Osprey	South Waterfront	75'	3.08	279,607 sq. ft.	270
The Matisse	South Waterfront	75'	4.46	282,840 sq. ft.	274
The Edge	Pearl	145'	8.5	340,000 sq. ft.	117
The Gregory	Pearl	152'	8.51	340,353 sq. ft.	145
The Henry	Pearl	173'	6.77	270,731 sq. ft.	123
The Cyan	University	175"	6.23	290,503 sq. ft.	354
The Louisa	Pearl	175'	8.5	290,346 sq. ft.	244
The Elizabeth	Pearl	175'	9.55	334,300 sq. ft.	182
The Pinnacle	Pearl	175'	6.43	257,200 sq. ft.	179
The Wyatt	Pearl	190'	7.89	319,334 sq. ft.	244
The Yards	Central Eastside	206'	10.51	344,127 sq. ft.	276
John Ross	South Waterfront	325'	8	405,000 sq. ft.	303
Cosmopolitan	Pearl	325'	9	360,000 sq. ft.	160

There appears to be little correlation between allowed height and FAR in relation to number of units. The John Ross, an affordable housing building spearheaded by Commissioner Fish, has almost twice as many units as The Cosmopolitan, despite being the same height and similar FAR.

The Yards, which at 206' is only 6' taller than the Planning & Sustainability Commission's recommendation for Riverplace, has 276 units. Its FAR is 10.51, partly earned through bonus/transfer. Riverplace has recommended 5:1 FAR. With the 3:1 Inclusionary Housing bonus, that becomes 8:1 – so it can have more units than The Cyan, at the recommended height.

The data provides no reason to ignore adopted Comprehensive Plan policies requiring height step-down to the river. Design Guidelines requiring appropriate form

for the recommended 200' height (I'm thinking, let's not repeat The Yards mistake) should be developed with due consideration for adopted view corridors from Terwilliger, without increasing the height. As a reminder, the PSC was asked to increase the height to 250', and settled on 200' due to Comp Plan policies. Raising the height to 350' would be contrary to both the process and the principles of land use planning. Developers and neighbors should be able to count on the rules being clear, and followed by the Council.

Amanda

Amanda Fritz
Commissioner, City of Portland

Pronouns: she/her/hers

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To help me and others be able to breathe, please avoid using artificial fragrances when visiting City facilities

503-823-3008: Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译
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번역 및 통역 | Письмовий або усний переклад | Turjumida ama Fasiraadda

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CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt March 15, 2018 Items 259-262.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **14TH DAY OF MARCH, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioner Fritz; Commissioner Eudaly teleconferenced from 9:30-9:50. 3 members present.

The meeting recessed at 9:50 a.m. and reconvened at 10:34 a.m. Wheeler, Fritz, Eudaly present. Commissioner Fish arrived at 11:00 a.m. 4 members present.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

The meeting recessed at 9:50 a.m. and reconvened at 10:34 a.m.

		Disposition:
	COMMUNICATIONS	
236	Request of Craig Rogers to address Council regarding zombie houses (Communication)	**PLACED ON FILE**
237	Request of Louanne Moldovan to address Council to advocate for increased budget for Portland Police Bureau (Communication)	**PLACED ON FILE**
238	Request of Joel Seim to address Council regarding NATO phonetic alphabet to be used in radio transmissions of emergency agencies (Communication)	**PLACED ON FILE**
239	Request of Valerie Ilustre to address Council regarding banning wood fires in the City limits (Communication)	**PLACED ON FILE**
240	Request of Jesse Banks to address Council regarding City Hall Commissioners law (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	

241	**TIME CERTAIN: 9:45 AM –** Appoint Hillary Houck to the Citizen Review Committee advisory board to the Independent Police Review, a division of the City Auditor's Office (Resolution introduced by Auditor Hull Caballero) 15 minutes requested (Y-3; Fish and Saltzman absent)	**37346**
242	**TIME CERTAIN: 10:00 AM –** USS Portland Commissioning Committee on the USS Portland (Presentation introduced by Mayor Wheeler) 30 minutes requested	**PLACED ON FILE**
***243**	**TIME CERTAIN: 10:30 AM –** Ratify a Letter of Agreement between the City through the Bureau of Development Services and AFSCME Local 189 to increase the pay steps of several inspection classifications (Ordinance introduced by Commissioner Eudaly) 10 minutes requested (Y-4; Saltzman absent)	**188858**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***244**	Pay claim of Robert Blaschke in the sum of $7,830 for bodily injury resulting from a motor vehicle collision with the Portland Police Bureau (Ordinance) (Y-4; Saltzman absent)	**188855**
***245**	Authorize a grant agreement with The Vanport Mosaic in an amount not to exceed $20,000 for their 2018 Vanport Mosaic Festival (Ordinance) (Y-4; Saltzman absent)	**188856**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
246	Amend an Intergovernmental Agreement with Multnomah County to pay the City up to $4.8 million for Design and Construction Services performed on the Sellwood Bridge Project (Second Reading Agenda 218; amend Contract No. 30004901) (Y-4; Saltzman absent)	**188857**
	REGULAR AGENDA	
	Office of Management and Finance	
247	Amend the Arts Education and Access Income Tax to end administrative cost limitation, place cost limitation under City Council oversight and direct the Revenue Division to work with the Arts Education and Access Fund Citizen Oversight Committee to increase the poverty level exemption (Second Reading Agenda 233; Ordinance introduced by Mayor Wheeler and Commissioners Eudaly and Fish; amend Code Section 5.73.090) (Y-4; Saltzman absent)	**188859** **AS AMENDED**
	Mayor Ted Wheeler	

248	Reappoint Claire Carder to the Portland Adjustment Committee for a term to expire March 4, 2022 (Report) 10 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-4; Saltzman absent)	**CONFIRMED**
249	Appoint Anjeanette Brown, Lorena Nascimento, and Megan Van De Mark and reappoint Gregg Everhart, Brian French, Barbara Hollenbeck and Damon Schrosk to the Portland Urban Forestry Commission for terms to expire February 28, 2022 (Report) 20 minutes requested **Motion to accept report:** Moved by Fish and seconded by Eudaly. (Y-4; Saltzman absent)	**CONFIRMED**
	Portland Housing Bureau	
250	Approve and terminate limited tax exemptions for properties under the Homebuyer Opportunity Limited Tax Exemption Program (Resolution) 20 minutes requested **Motion to correct exhibit A to add one additional property inadvertently omitted:** Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent) (Y-4; Saltzman absent)	**37347** **AS AMENDED**
***251**	Approve interim use of the Multiple-Unit Limited Tax Exemption Program to capture opportunities for affordable housing in housing developments not subject to Inclusionary Housing and amend Administrative Rules (Ordinance; replace HOU-3.02) 20 minutes requested **Motion to add directive a(4) "Only Pre-IH Developments with an estimated first year of foregone revenue of $500,000 or less will be approved"; and add the following sentence to Exhibit A, III(A)(1) "Only Vested Projects with an estimated first year of foregone revenue of $500,000 or less are eligible for an exemption.":** Moved by Wheeler and seconded by Fish. (Y-4; Saltzman absent) **Motion to remove emergency clause:** Moved by Fish and seconded by Fritz. Motion withdrawn.	**CONTINUED TO MARCH 21, 2018 AS AMENDED AT 9:30 AM**
***252**	Authorize a Settlement and Mutual Release of Claims Agreement with Yoonhwa Cho, C&O Co., LLC in an amount not to exceed $111,466 in return for the early termination of a commercial lease and satisfaction of Housing Bureau statutory requirements on certain real property located at 5020 N Interstate Ave (Ordinance) 20 minutes requested (Y-4; Saltzman absent)	**188860**
	Commissioner Dan Saltzman **Bureau of Transportation**	
***253**	Amend contract with Oregon Department of Transportation for the NE Columbia Blvd at OR 99E/MLK Jr Blvd project (Ordinance; amend Contract No. 30005854) (Y-4; Saltzman absent)	**188862**
254	Vacate portions of NE Weidler St and NE Halsey St subject to certain conditions and reservations (Hearing; Ordinance; VAC-10118)	**RESCHEDULED TO APRIL 4, 2018 AT 9:30 AM**

255	Vacate a portion of NE Marx St between NE 109th Ave and NE 112th Ave subject to certain conditions and reservations (Second Reading Agenda 221; VAC-10114) (Y-4; Saltzman absent)	**188861**
256	Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Second Reading Agenda 224; Ordinance; C-10061)	**RESCHEDULED TO MARCH 21, 2018 AT 10:30 AM TIME CERTAIN**

At 12:50 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **14TH DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
257	**TIME CERTAIN: 2:00 PM –** Amend the 2035 Comprehensive Plan Map and amend the Official City Zoning Map to carry out Portland's 2035 Comprehensive Plan (Ordinance introduced by Mayor Wheeler; amend Ordinance No. 188177) 2 hours requested	
	Motion to accept minor and technical amendments and errata corrections stated in staff memos dated 3/8 and 3/13/2018: Moved by Saltzman and seconded by Fritz. Vote not called.	
	Motion to accept Bureau of Environmental Service base zoning on 13 properties to be changed to open space as in Fish memo dated 3/14/2018: Moved by Fish and seconded by Saltzman. Vote not called.	**CONTINUED TO APRIL 4, 2018 AT 2:15 PM TIME CERTAIN**
	Motion to accept change base zoning to CM3 on three Albertina Kerr properties: Moved by Fish and seconded by Saltzman. Vote not called.	
	Motion to add regional trail segments inadvertently omitted, NW Thurman connection to Willamette Greenway Trail and East Delta Park Connection to Marine Drive Trail, as stated in Parks & Recreation memo dated 3/9/2018: Moved by Fritz and seconded by Wheeler. Vote not called.	

At 4:25 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **15TH DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Senior Deputy City Attorney; Linly Rees, Chief Deputy City Attorney at 5:08 p.m.; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
258	**TIME CERTAIN: 2:00 PM –** Accept the 2018 Washington Park Master Plan Update as a guide for future use and development of the park (Resolution introduced by Commissioner Fritz) 2 hours requested **Motion to accept amendments to the Plan in Parks Bureau memo dated 3/15/18:** Moved by Fritz and seconded by Eudaly. (Y-5) (Y-5)	**37348** **AS AMENDED**
259-262 TIME CERTAIN: 4:00 PM – Central City 2035 Plan. ***Central City 2035 Plan items originally scheduled for March 15th are CONTINUED TO MARCH 22ND at 2:00 p.m. They were not discussed on March 15th.*** For more information see project website www.portlandoregon.gov/bps/cc2035		
259	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 228; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**
260	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 229; Ordinance introduced by Mayor Wheeler)	**CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**
261	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 230; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**
262	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 231; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**

At 5:14 p.m., Council adjourned.

March 14-15, 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

MARCH 15, 2018 2:00 PM

Wheeler: Thursday, March 15th. Karla, please call the roll. [roll call]
Denis Vannier, Senior Deputy City Attorney: Welcome to the Portland city council. It meets to do the city's business. The presiding officer preserves order and decorum during the meetings so everyone can feel welcome, comfortable, respect and safe. To participate you may sign up in advance with the council clerk's office for communication to briefly speak about any subject and you can sign up for public testimony on resolutions. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record, your address is not necessary. Please disclose -- i'm sorry. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left, a yellow light goes on. When your time is done, a red light goes on. If you are in the audience and would like to show your support for something that is said, please feel free to do a thumbs up, and if you want to express that you do not support something, please feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that it may result in the person being ejected from the remainder of the meeting. If a person fails to leave the meeting they are subject to arrest for trespass.
Wheeler: If there is anybody here early for the time certain related to the central city 2035 plan, that is actually going to be moved to march 22nd. And we will do that at the time certain, but if you are here for that, it's not going to happen today. So with that could you please, Karla, read our item.

[Item 258 taken.]

Items 259-262.
Wheeler: Folks, this is procedural, but it's important, so if I can ask you you to keep your voices down while we're going through this. Thank you. [reading.].
Wheeler: Colleagues, these items, items 259 to 262 related to the central city 2035 plan originally scheduled for march 15 are continued to march 22 at 2:00 p.m. And therefore they will not be discussed today, march 15. Does that pass muster with legal counsel?
Linly Rees, Chief Deputy City Attorney: I believe there was some additional announcements.
Wheeler: I do not have them. Can you provide them to me, please? Thank you. We scheduled -- we were scheduled to take up the central city 2035 plan at this time. However, on march 8 the city council decided that they needed more time to analyze several of the amendment items on the table and asked to postpone the discussion. So we're continuing this item to march 22, 2018, at 2:00 p.m. Time certain. That's march 22, 2018 at 2:00 p.m. Time certain. On march 22 we'll discuss the following items. One the

new amendments that will moved, seconded and the subject of a public hearing on march 7, that includes the view from the i-84 overpass. The view of mt. Adams from upper hall and how to measure the top of bank understructures amongst other things. Number two, commissioner eudaly indicated she intends to propose a motion for reconsideration of the river place height and tower orientation amendments that were voted down on march 7. Since there was public testimony on river place amendments on january 18, there will not be any additional public testimony on that item on march 22. Three, on march 22 I will introduce amendments related to access and parking on public school sites in central city. This has come to my attention because lincoln high school is in the midst of a redevelopment process. If there is a second to my amendment, Council will take public testimony on the amendments that day. Any written testimony on those amendments must be submitted before the close of the public hearing because I intend to ask the council to vote on that item once testimony closes. Materials for the march 22 session including the proposed amendments for public school sites in the central city will be posted on the bps website by close of business on friday march 16, 2018. And I should note that bps stands for bureau of planning and sustainability. So that will be on their web site by close of business on Friday, march 16, 2018.
Fritz: How will community members who don't happen to be watching at 5:10 at the end of this parks hearing, know about the lincoln high school amendments in order to be able to send them in if they don't happen to be checking the bureau's website on a daily basis?
Rees: So two things: One, as part of land use hearings there is an anticipation that people who are following the process would follow each of these hearings, and so the reason we are holding you here after 5 o'clock is to make sure we're continuing it appropriately. It's also my understanding that bureau of planning and sustainability sends out e-mail blasts to their list of people who are interested in the process and will be included or has been, but it will be included in their e-mail that goes out to folks.
Fritz: So mayor, as the commissioner-in-charge of the bureau planning sustainability, I would appreciate it if you would have the bureau send out an e-mail highlighting the amendment that you're going to be bringing. Because otherwise we've been through this whole process, people may feel there's nothing on the table and they don't need to come to that last discussion.
Wheeler: I can do that. And could I please work with legal council to make sure that happens appropriately?
Rees: Yes. And we had received a text while you were reading the text from BPS, from Sally Edmunds saying we are also sending out the amendment in an e-news tomorrow. So I'm receiving same-time text that they are in fact sending that information.
Fritz: So I want to to make sure that it's a single issue e-mail rather than a here's the gamut of things and this might be buried in paragraph 6.
Rees: I suspect sally is listening now and --
Fritz: I trust sally to do the right thing.
Rees: We will highlight that, yes.
Wheeler: Thank you. We appreciate it. Colleagues, there being no further business, we're adjourned.

At 5:14 p.m. Council adjourned.

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt March 7, 2018 Items 228-231

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF MARCH, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Linly Rees, Chief Deputy City Attorney from 10:17 a.m.-10:56 a.m.; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
206	Request of Maryhelen Kincaid to address Council regarding alternative housing for houseless individuals (Communication)	**PLACED ON FILE**
207	Request of Linda Nettekoven to address Council regarding alternative housing for houseless individuals (Communication)	**PLACED ON FILE**
208	Request of Michael Molinaro to address Council regarding alternative housing for houseless individuals (Communication)	**PLACED ON FILE**
209	Request of Joey Gibson to address Council regarding sexual assault in the Portland area (Communication)	**PLACED ON FILE**
210	Request of David Kif Davis to address Council regarding City sponsored political terrorism (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
211	**TIME CERTAIN: 9:45 AM –** Proclaim March 2018 to be Women's History Month in Portland (Proclamation introduced by Mayor Wheeler) 20 minutes requested	**PLACED ON FILE**

212	**TIME CERTAIN: 10:15 AM –** Appeal on behalf of the Pearl District Neighborhood Association against Design Commission's decision of approval for design review with modifications and concurrent greenway review for the Fremont Apartments, a 17-story mixed-use building at 1650 NW Naito Pkwy (Previous Agenda 177; Report introduced by Commissioner Eudaly; LU 16-278621 DZM GW) 1 hour requested **Motion to tentatively uphold the appeal and deny the application; overturn the Design Commission's decision to approve the requested Fremont Apartments design review with modifications and concurrent greenway review:** Moved by Fritz and seconded by Fish. (Y-5)	**TENTATIVELY UPHOLD THE APPEAL AND OVERTURN THE DESIGN COMMISSION'S DECISION; PREPARE FINDINGS FOR APRIL 4, 2018 AT 11:00 AM TIME CERTAIN**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***213**	Create a new non-represented classification of Human Resources Business Partner, Senior and establish compensation rate for this classification (Ordinance) (Y-5)	**188844**
***214**	Authorize a grant agreement with the Coalition of Communities of Color in an amount not to exceed $35,000 to support the Data About Us by Us - Community Track Hate project (Ordinance) (Y-5)	**188845**
***215**	Authorize a grant agreement with Portland Opportunities Industrialization Center, Inc. also doing business as Rosemary Anderson High School in an amount not to exceed $17,500 to support the Hate Crime Education and Response project (Ordinance) (Y-5)	**188846**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
***216**	Authorize a contract with the lowest responsible bidder for the NE Halsey-Weidler Streetscape Project: 102nd - 112th (Ordinance) (Y-5)	**188847**
***217**	Authorize an Intergovernmental Agreement with the Port of Portland and the Oregon Department of Transportation to accept three grants in the amount of $11,651,000 for the North Rivergate Freight Project (Ordinance) (Y-5)	**188848**
218	Amend an Intergovernmental Agreement with Multnomah County to pay the City up to $4.8 million for Design and Construction Services performed on the Sellwood Bridge Project (Ordinance; amend Contract No. 30004901)	**PASSED TO SECOND READING MARCH 14, 2018 AT 9:30 AM**
	REGULAR AGENDA	

***219**	Amend Election Reform code to rename as Open and Accountable Elections Program and reassign from Office of Neighborhood Involvement to a Commissioner's Office (Ordinance introduced by Commissioners Fritz and Eudaly; amend Code Chapter 2.16) 15 minutes requested **1. 3-7-18 Motion to remove emergency clause:** Moved by Fish and seconded by Fritz. (Y-4; N-1 Saltzman) **2. 3-8-18 Motion to reconsider the 3-7-18 amendment:** Moved by Fritz and seconded by Fish. (Y-4; Saltzman absent) **3. 3-8-18 Motion to remove emergency clause:** (N-4; Saltzman absent) Motion failed. (Y-4; Saltzman absent)	**188853** **AS AMENDED**
	Mayor Ted Wheeler **Portland Housing Bureau**	
***220**	Amend to make permanent the mandatory relocation assistance for involuntary displacement of tenants under Affordable Housing Preservation and Portland Renter Protections (Previous Agenda 204; Ordinance; amend Code Section 30.01.085) 10 minutes requested **1. Saltzman 2-28-2018 amendment withdrawn.** **2. Vote on Fritz 2-28-2018 amendment.** (Y-5) **3. Motion to add emergency clause to avoid any gap in regulatory oversight:** Moved by Fish and seconded by Eudaly. (Y-4; N-1 Wheeler) (Y-5)	**188849** **AS AMENDED**
	Commissioner Dan Saltzman **Bureau of Transportation**	
221	Vacate a portion of NE Marx St between NE 109th Ave and NE 112th Ave subject to certain conditions and reservations (Hearing; Ordinance; VAC-10114) 30 minutes requested for items 221-223	**PASSED TO SECOND READING MARCH 14, 2018 AT 9:30 AM**
222	Vacate a portion of NE 112th Ave south of NE Deering Dr subject to certain conditions and reservations (Hearing; Ordinance; VAC-10114)	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
223	Vacate portions of NE Deering Dr and NE 112th Ave and NE 111th Ave subject to certain conditions and reservations (Hearing; Ordinance; VAC-10114)	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
224	Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Previous Agenda 199; Hearing; Ordinance; C-10061) 10 minutes requested **Motion to accept amendments in PBOT memo dated 3-5-18:** Moved by Fritz and seconded by Eudaly. (Y-5) **Motion to accept amendments in PBOT memo dated 3-7-18:** Moved by Saltzman and seconded by Fritz. (Y-5)	**PASSED TO SECOND READING AS AMENDED MARCH 14, 2018 AT 9:30 AM**

225	Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Second Reading Agenda 200; amend Code Section 17.88.090; amend Policy TRN-1.26) 30 minutes requested	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
226	Amend Public Improvements code to further implement Portland in the Streets Program; amend Transportation Fee Schedule; repeal and amend certain administrative rules (Second Reading Agenda 183; amend Code Chapters 17.24, 17.25 and 17.26; amend TRN-3.450 and 10.03; repeal TRN-2.04 and others) (Y-5)	**188850**
	City Auditor Mary Hull Caballero	
227	Assess property for sidewalk repair for the Portland Bureau of Transportation (Second Reading Agenda 201; Y1094) (Y-5)	**188851**
	FOUR-FIFTHS AGENDA **Mayor Ted Wheeler** **Bureau of Police**	
***227-1**	Authorize Memorandum of Understanding with Lewis & Clark College and Call to Safety for the Office on Violence Against Women FY 18 Grants to Reduce Sexual Assault, Domestic and Dating Violence and Stalking on Campus Program grant application (Ordinance) 20 minutes requested (Y-5)	**188852**

At 12:53 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Saltzman arrived at 2:15 p.m. and left at 3:20 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
228-231	**TIME CERTAIN: 2:00 PM –** Central City 2035 Plan. 3 hours requested **Central City 2035 Plan items are continued from January 18, 2018.** For more information see project website www.portlandoregon.gov/bps/cc2035	
228	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 59; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 3 hours requested	~~**CONTINUED TO MARCH 15, 2018 AT 4:00 PM TIME CERTAIN**~~ **RESCHEDULED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**

Continued next page

229 Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 60; Ordinance introduced by Mayor Wheeler)

Votes not taken:

1. Additional Maps for New Amendments C & D – Upper Hall: Moved by Wheeler and seconded by Eudaly.

2. E. Measuring Top of Bank: Moved by Wheeler and seconded by Fish. Code map: 33.930.150 (Vol 2A Part 2)

3. New Minor and Technical Amendments: Moved by Wheeler and seconded by Fish.
F. Clarifies the amount of ground floor industrial use required in order to allow the building to access more square footage of industrial office.
G. Clarifies where minimum density requirements apply in the Central City.
H. Clarifies where the measurement is taken on a building's façade for the application of bird safe glazing.
I. Modify Low Carbon Building standard to remove reference to creating an administrative rule.
J. River Overlay Zone Boundary Fix

4. New Major Amendments A & B: Moved by Saltzman and seconded by Wheeler.
A. View of Central City Skyline from I-84 overpass. Code Map: 510-3 Base Heights and 510-4 Bonus Heights (Vol 2A Part 1)
B. View of Central City Skyline from I-94 overpass. Report text and map: Volume 3A, Part 1, Text and Figures; Map A, Map 3 of 9.

~~**CONTINUED TO MARCH 15, 2018 AT 4:00 PM TIME CERTAIN**~~
RESCHEDULED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN

5. Commissioner Saltzman withdrew 2B #9. TSP Project List: Neighborhood Greenway Projects.

6. Mayor Wheeler withdrew 2A1 #20. View of Mt. Hood from Salmon Springs and 3A #2. CC-SW17: View of Mt Hood Salmon Springs. Commissioner Fritz objected but there was no second to her motion to put it back on the table.

Votes taken:

1. Minor and Technical Amendments: Moved by Wheeler and seconded by Saltzman. Roll: Y-5
2. Morrison Bridgehead 2A1 #16 Height at Morrison Bridgehead: Y-1 Fritz, N-4 Fish, Saltzman, Eudaly and Wheeler. Motion failed.
3. Historic Height 2A1 #18 New Chinatown/Japantown height: Y-4 Fish, Saltzman, Eudaly and Wheeler, N-1 Fritz.
4. Vista Bridge View 2A1 #21 and 3A #4 SW Jefferson Street and SW 14th Avenue: view of Vista Bridge, West Hills: Y-1 Fritz, N-4 Fish, Saltzman, Eudaly and Wheeler. Motion failed. Motion failed.
5. Riverplace 2A1 #7 Riverplace bonus height and 2A1 #10 Riverplace special tower orientation standards: Y-2 Fritz and Eudaly, N-2 Fish and Wheeler. (Saltzman recused himself) Motion failed.
6. Riverplace 2A1 #12 Improve the Central City Master Plan and add Riverplace as a master plan site: Y-4. (Saltzman recused himself)

230	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 61; Resolution introduced by Mayor Wheeler)	~~CONTINUED TO MARCH 15, 2018 AT 4:00 PM TIME CERTAIN~~ **RESCHEDULED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**
231	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 62; Resolution introduced by Mayor Wheeler)	~~CONTINUED TO MARCH 15, 2018 AT 4:00 PM TIME CERTAIN~~ **RESCHEDULED TO MARCH 22, 2018 AT 2:00 PM TIME CERTAIN**

At 3:41p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **8TH DAY OF MARCH, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lory Kraut, Senior Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

The meeting recessed at 2:18 p.m. and reconvened at 2:26 p.m.

	THURSDAY, 2:00 PM, MARCH 8, 2018 THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4.	
	REGULAR AGENDA	
232	Appoint Richard Helzer and Ae-young Lee and reappoint Scott Bradley to the Towing Board of Review for terms to expire March 1, 2019 (Report introduced by Mayor Wheeler and Commissioner Saltzman) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-4; Saltzman absent)	**CONFIRMED**
	Office of Management and Finance	
233	Amend the Arts Education and Access Income Tax to end administrative cost limitation, place cost limitation under City Council oversight and direct the Revenue Division to work with the Arts Education and Access Fund Citizen Oversight Committee to increase the poverty level exemption (Ordinance introduced by Mayor Wheeler and Commissioners Eudaly and Fish; amend Code Section 5.73.090) 20 minutes requested **Motion to amend directive b regarding exemption amount and direct recommendations be brought to Council by September 1, 2018:** Moved by Eudaly and seconded by Fish. (Y-4; Saltzman absent)	**PASSED TO SECOND READING AS AMENDED MARCH 15, 2018 AT 2 PM**
	Mayor Ted Wheeler	
234	Reappoint Deanne Woodring to the Investment Advisory Committee for term to expire March 14, 2019 (Report) 20 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz (Y-4; Saltzman absent)	**CONFIRMED**
	Office of Management and Finance	

235	Authorize a five-year Price Agreement with U.S. Bank/Elavon for merchant services for a not-to-exceed amount of $25,000,000 (Previous Agenda 193; Procurement Report – Project No. 121332) 15 minutes requested **Motion to accept report:** Moved by Eudaly and seconded by Fish (Y-4; Saltzman absent)	**ACCEPTED PREPARE CONTRACT**
	EXECUTIVE ORDER	
235-1	Reassign the Open and Accountable elections program from the Office of Neighborhood Involvement to Commissioner Amanda Fritz's office as of March 7, 2018 (Ordinance; Executive Order)	**188854**

At 3:25 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

March 7-8, 2018

Excerpt March 7, 2018 Items 228-231

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

March 7, 2018 2:00 PM

Wheeler: This is the afternoon meeting of the Portland city council on March 7, 2018 we are is in session. Karla please call the roll.
Fritz: Here **Fish:** Here **Saltzman:** **Eudaly:** Here **Wheeler:** Here
Wheeler: And we have a statement from legal counsel.
Lauren King, Deputy City Attorney: Good afternoon. Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so everyone can feel welcome, comfortable, respected and safe. To participate in the council meetings you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying please state your name, address is not necessary. Please disclose if you're a lobbyist. If you're representing an organization please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left a yellow light goes on. When your time is done a red light goes on. If you are in the audience and would like to show support for something that is said, please feel free to do a thumbs up. If you express you do not support something, please feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.
Wheeler: Thank you very much we're here to hear public testimony on a few new central city 2035 amendments and then we'll take a deliberating vote on amendments subject to the public hearing January 18. Karla --
Fish: May I ask a procedural question? We'll get into this in the course of the hearing, but I can anticipate a situation where in a couple of the amendments because of the timing of some revisions and because of some outstanding questions by council, there may be a request on a couple to hold them over for later date. Do we in fact have one last day set aside for voting on whatever has not been -- do we have a save date?
Sallie Edmunds, Bureau of Planning and Sustainability: Yes, we do. We have next Thursday, march 15th, at 4:00 p.m.
Fish: So if anything does not get decided today it can be continued to next Thursday.
Edmunds: Yes.
Fish: Mayor, I want to foreshadow there's a couple of amendments and we'll take them ukp in the ordinary course where there's been some last minute changes. There will obviously be some questions by council on that and I hope that if there's a serious issue

about wanting more information I hope that the council will consider postponing one or two if there's sufficient interest on council.
Wheeler: I certainly do not have any objections to that. We have gone down a long road on these thus far. Taking more time to do it right is absolutely the right thing. I'll await people flagging particular amendments they would like to hold off on or have further consideration of. So with that Karla would you mind reading all of the items for today, 228 through 231, please.
Item 228.
Item 229.
Item 230.
Item 231.
Wheeler: Very good. Let's start by going over the new amendments. We are going to not do them in order. Commissioner Saltzman is deployed on council business with the tax supervisory commission and will be here shortly. So I would like to hold off on the view from i-84 until last. Let's start with the upper hall amendment. Mindy, do you want to introduce the next amendment?
Mindy Brooks, Bureau of Planning and Sustainability: Yes.
Fish: What package are we on?
Brooks: We're on the new amendments package and then also handed out to you just today is this new maps piece. This is amendment c and d.
Fish: So we're just taking testimony today?
Brooks: Right. We will need a motion and second on these.
Wheeler: It would be helpful if you could explain the amendments first before we solicit a motion and a second.
Brooks: This is a new amendment to remove protections for the view of mounts Adams from southwest upper hall and restore existing heights to some of the properties within the view corridor. Southwest upper hall offers a view of the central city skyline all three areas mountains, mount st. Helens, mount Adams, mount hood, this is one of only two places in the central city where we protect the view of mount Adams. The view is ranked as one the best because of its panorama of the city and diversity. The map in front of you, this map, on your left shows the recommended heights and the amendment is on the right to remove the view corridor and increase the heights on those properties.
Wheeler: So I would like to just make a couple of comments on this. This view always ranks very, very high but it is the panorama of the city that leads it to be ranked high. It is true that mount Adams is in this view, but I would encourage people to take a look at the view. Mount Adams is about that much of the view. For my own part when a weighed the tradeoffs involved in this there are a number of bli properties or bli sites. –
Fritz: Bli?
Wheeler: Bli building land inventory. Is that correct?
Edmunds: Buildable lands inventory.
Wheeler: Buildable lands inventory sorry. From my perspective, while I love the entirety of the view and the entirety of the view is not going to change the panorama will continue to be protected there will not be a specific protection for the mount Adams piece of this view and I think that tradeoff is worthy. I would like to move it. I don't know if I have a second.
Eudaly: Second.
Wheeler: We have a motion and second. From there then we will move on, unless there's further discussion at the moment on that --
Fritz: Well I would just like to point out that council's consideration the difference we're talking about is not that much. That we're already -- there's a difference of maybe 30 feet, 65 feet. It's not that much. So continue to preserve that view.

Wheeler: Thanks. I appreciate it. Very good. So could we move to the top? We had a long council session this morning, so if I speak in a language that's indecipherable to you that's why. Could we please move to top of bank?
Brooks: Yes, so this amendment e. So on January 18th you heard testimony on previous amendments related to top of bank including the map and the default top of bank and later today you'll vote on those. This is a new and separate amendment. This amendment would remove a code subsection and figures that describes how to measure top of bank where there are structures on the riverbank. By removing a subsection of code the applicant and bds would use the new definition to determine on a case-by-case basis how to measure around structures.
Fish: This we're going to take testimony on today?
Brooks: Yes.
Wheeler: I would like to move this amendment. It's important that the zoning code clearly define the top of bank and sometimes it's difficult to identify docks or other structures. Since every sight we'll be considering is different I think it's important that we make the determination based on the individual sites themselves. That means more work, but I think it's also a more precise way of determining top of bank. I don't know if I have a second.
Fish: I have a question, mayor. This -- I'm not the expert on this subject, but this particular issue is very prominent in our conversations around superfund around bes, and frankly for me to understand this I would require a pretty significant briefing and understand the tradeoffs because this is my understanding is this is a departure from our existing policy. So, I'm pleased we're taking testimony today and not voting on it today but I want to flag that this is a departure and the bar is going to be pretty high for me as the mayor's partner on superfund and also as the commissioner in charge of bes to understand the logic behind this amendment.
Wheeler: Very good.
Fritz: Is that a second, commissioner Fish?
Fish: Well, I guess our policy is to second for purposes of a discussion so I'll do that.
Wheeler: I would certainly accept that and appreciate that. Commissioner Saltzman is obviously not with us yet. What is your preference? We could either go on to i-84 I hate to do that without Dan. Why don't we move to the minor amendments section if that's acceptable.
Fritz: Except this is just to put it on the table, right?
Wheeler: It is. I think Dan may have wanted to comment on this. Is that your understanding?
Brooks: Yes.
Wheeler: Let's try to drag this out a little bit. If he shows up great, if he doesn't we'll just put it on the table. So the minor amendments lets take a look at them. I don't know if anyone wants to pull any specific item off of the minor amendments package.
Fritz: M, please. As in mother.
Wheeler: M as in mother is being pulled by commissioner Fritz. Any others that people would like to pull from the amendment package?
Eudaly: No.
Wheeler: Why don't we do this, why don't we go ahead and get an explanation of amendment m and see where we are as to whether or not we want to add that to the overall package or remove it.
Edmunds: Sure. Amendment m is just additional commentary to add to the package to clarify that the maritime transportation security act allows regulated facilities to have some flexibility in how they design their sites and their security plans to protect the sites to address different threat levels in different ways. So when the city enters into an easement

with the property owner for a trail or something like that, that easement can allow reasonable trail closures or limits when necessary to address higher threat levels.
Fish: If I could ask, that allows the maritime transportation -- what is it? Maritime transportation safety administration to make that judgment?
Edmunds: The maritime transportation security act is an act that came into play --
Fish: Who gets to make the decision?
Edmunds: The coast guard reviews those security plans.
Fish: Coast guard currently determines when bridges go up and down, for example. One thing that's different about this as I understand it is that mtsa plans are confidential.
Edmunds: They are.
Fish: So how do we have recourse if under this there's a significant long term blockage or impenitent to a greenway and we can't get the relevant information to respond?
King: I'm not sure we know the answer to that. We have reached out to a number of municipalities that -- san Diego, New York, Seattle that have trails along the waterfront and they have not yet experienced a conflict between the mtsa and zoning code. I don't know if we have clear guidance on recourse around that, but --
Fish: I can tell you that ever since I learned about Marbury versus Madison in law school I'm confident the feds would have the advantage.
Brooks: I agree.
Fish: Since we are talking about potentially significant and long term infringement on greenway access I think we would want to clarify the procedures are so that we don't have some decision made that impacts a greenway for which we have no recourse.
Fritz: I guess I would have the opposite idea and that is this is proposed to be added to the commentary. I think that makes it less clear than more clear and since as you said commissioner the feds have the authority to what they are going to do anyway I don't see why we would have it in the commentary of our code. We don't usually reference state law or federal law in the zoning code.
Fish: That's a good point. If the federal government can already claim some authority to do something why would it be in the commentary? It would appear to be redundant.
Edmunds: We received a request to include this in the code and felt it was inappropriate to have it within the zoning code. We thought that including a reference in the commentary would make it -- make sure that people are aware of the maritime transportation security act and that these security plans might be in place that could prevent a trail from being open all the time.
Wheeler: The concern if I could just be very explicit, the Portland spirit folks have come in and testified that they had a concern that if we originally what they wanted was to have it in the zoning code because their concern was the federal government could deny them a permit they need to be able to operate based on their inability to control the walkway. So we have sort of a chicken and egg thing going on here in that I happen to personally believe that you're right, commissioner Fish, if the federal government comes in and says close the walk for out of the interests of national security I don't see us standing in their way. On the other hand, we had a constituent come in and testify and ask that we put it into the code. The bureau then came back with a counterproposal which was to put it in the form of commentary. That's how this ended up here.
Fish: Again we'll come back to this. Even though the -- we don't control the bridges and the coast guard gets to make those decisions, we do have a government to government relationship with the coast guard and I think we're able to discourage them from permanently lifting bridges during rush hour, for example. If an mtsa plan is confidential and there's a national security overlay I think I just fear that we are potentially putting our

oversight at risk and there could be an unintended consequence. I don't know whether there is a unintended consequence, but I'm concerned enough to raise it.
Wheeler: It's my understanding commentary does not actually need a motion or second, but I'm hearing a strong request from commissioner Fish and please correct me if I'm wrong commissioner, to put this in the parking lot for further conversation.
Fish: We can take testimony today.
Wheeler: We certainly could. That covers the additional commentary section as well. My understanding is then nobody needs to pull any of those amendments listed as minor or technical amendments in section 2. Is that correct? If that is correct then I move the minor amendments.
Fish: Second.
Wheeler: We have a motion and second on the new minor and technical amendments in terms of additional commentary, that will go into the parking lot. Commissioner Saltzman, we skipped over the view from i-84 in the new amendments section. We wanted you to be here for that conversation.
Saltzman: Thank you, mayor. I would like to move -- talking about amendment 1?
Wheeler: Yes, this is the view of the central city skyline from the overpass.
Saltzman: I would like to move this amendment. I'm satisfied with this alignment as I understand it meets both odot and pbot's needs while not impacting private property owners. I appreciate the work of staff making that so.
Wheeler: I'll second this. I think this is a great resolution. I appreciate moving forward into the design phase with this new viewpoint taken into consideration. It's great and I appreciate the work of the bureau and I appreciate commissioner Saltzman, so that is now on the table. So unless I'm mistaken I believe we have public testimony. I should have asked, is there anything else that any commissioners would like to add at this point or are we ready for public testimony? Looks like we're good to go. How many people are signed up Karla?
Moore-Love: I show six right now.
Wheeler: Very good.
Fritz: I just have a question is the salmon springs view corridor that's in the next --
Wheeler: Next portion.
Fish: Karla, these are people who testified on this packet of amendments or generally?
Moore-Love: There was a spot to sign up for amendments, but I don't see anything specially.
Wheeler: Just to be clear right now we just need public testimony on the amendments we have just discussed. There will be further opportunities on other amendments later in the program. Just to review, that is the i-84 view amendment. That includes the upper hall street view amendment. That's the one pertaining to mount Adams. That includes the discussion around top of bank, and that includes the minor amendments package that we just discussed and we would certainly like people's thoughts on the commentary around the maritime transportation security act allowance of facilities to be closed in the event of a federal closure.
Edmunds: Just one more thing, mayor. I believe that this will be our last hearing on central city 2035, so just wanted you to know that.
[speaking simultaneously]
King: To clarify, sally, you're indicating the mayor had said there would be opportunity for further testimony. Generally. You're clarifying that that's not currently packaged. It's just testimony on the amendments.
Edmunds: That's correct. We are asking that the record be held open until this Friday at noon, but this is the opportunity for oral testimony.

Wheeler: Today.
Edmunds: Yes.
Wheeler: There's only six people signed up. If you want to testify today come on up when your name is called, lets just simplify this. We'll sort out the details later. If you're here to testify, come on up and we'll sort it out.
Wheeler: Come on up, name for the record. We don't need your address and we find out Sherry that the microphone that's about this far apart is about right and they slide all over there.
Sherry Salomon: Let me know how I'm doing. Okay?
Wheeler: You're doing great.
Sherry Salomon: As you know we live in goose hollow. This is about the upper hall, you know we are adamant supporters of views. Given that I will start out with one, Daniel will do 2 and Steve will do 3. Good afternoon, mayor, members of the council. In 1970, the famous architecture critic ada Louise Huxtable came to Portland and she didn't like what she saw. Writing in the "New York times" she heaps scorn on the rose city for accepting a generation of bland corporate "towers and bunkers" that spoiled the unique natural and built heritage of our city. She said Portland had a "better than average assortment of anywhere usa products with interchangeable towers and plazas multiplying a slick, redundant formula in style, scale and impact it will be alien corn in every sense of the word". She also reminded us --
Fish: Mayor I move those words stricken from the record from the point of view of community pride. [laughter]
Wheeler: Ignore him.
Fritz: We have had a long day. Sorry.
Sherry Salomon: Okay. She reminded us of what we do have and need to protect. Including "small scaled comfortably pedestrian streets this is a dream world utopia, a city blessed by nature and by man. It is so lovely that Portlanders are lulled into a false security about its urban health". About the new buildings she said, "no one has stopped looking at the tops of these buildings long enough to see what is happening on the ground. Each one of contributing to a devitalization of our city". Of the city. Meaning our city, of course. Two years later Portland adopted the landmark 1972 plan and the city committed to preserving and building on its walkable urban heritage. Many of those successes came only after long fights by neighborhood activists such as myself. How ironic that we now seem to be sliding back into the same bland, ugly formulas driven by questionable logic and faulty reasoning and attacks on the same neighborhood activists. For shame: I give Ms. Huxtable the last word from 1970. She said, "against the suave shlauck of some of Portland's current architectural imports mount hood doesn't stand a chance". Thank you.
Wheeler: Thank you.
Daniel Salomon: Shall I state my name?
Wheeler: Yes, just name for the record is fine.
Daniel Salomon: Daniel salmon. Good morning mayor and members of the council. Recently Rachel Monahan of Willamette week wrote an article framing the current challenge for Portland as a fight between private residents seeking to preserve views from their buildings and the public interests of all who seek more affordable equitable housing. With due respect this point miss Monahan is dead wrong. Unfortunately, she repeats many lies that are in common currency just now. Let me state several of them. It is a lie that we cannot address the housing shortage and preserve what Portland made a wonderful place to live in the first place. It is a lie that jamming in a few hundred more housing units on top of a tall building in the core will make a significant dent in our regional housing crisis whole scale is in the hundreds of thousands. It is a lie that anyone who cares about the iconic

views of mount hood from vista bridge or salmon spring, the views that appear on postcards and a tv show Portlandia and many other places cares only about a private amenity. In fact this is the most public of amenities. There are assets we all own, part of our public realm and it is others who are privatizing them and selling off our birth right for a quick buck or campaign donation. It is a lie that neighborhood associations are opposing diversity and equality and those who are racing towards demolition of our heritage are angels of virtue. In fact in my opinion they are the worst kind ever scoundrel. Wrapping themselves in political correctness, they demonize the elderly, the concerned, and the champions of livability without which Portland is simply not Portland. Thank you.
Wheeler: Thank you. Welcome. Good afternoon.
Steve Salomon: Good afternoon, mayor and members of the council I'm Steve Salomon. We're here to talk about the central city 2035 plan and the need to preserve our iconic views, but I would like to talk about the background of where we are and how we got here. We are in a panic to add housing units in order to address shortage of housing in the region, in the growing lack of affordable housing. We do need to add housing units and there are many good projects to do that, but there are good ways and bad ways to do that. If a surgeon says I need surgery, that may be true, but it doesn't mean he should use a chainsaw. One of the big fallacies of this time is the idea that tall buildings are required for Portland to get significant density. Someone should inform Paris and Copenhagen then. Those cities are vastly more dense than Portland without tall buildings. On the other hand, Houston and Atlanta do have very tall buildings, yet they are much lower in density. Do we really envy them? A second fallacy is adding units on tall buildings will help with our affordability crisis, but the units in tall buildings are much more expensive, not only because of the premium views but the much higher cost of construction. There are people who want you to believe these fallacies because they are going to make much more money in the process or perhaps they have unexamined ideologies about density and equity. The members of the council with respect your job is to ask hard questions, to learn and grow, and not take these plausible sounding fallacies at face value. How terrible it would be if we surrender our common heritage, our iconic views and the equality of our public realm to a privatized regime and then did not get more affordable housing or better equity, but only an uglier, more divided city. Please consider what a terrible historic mistake that would be. Thank you.
Wheeler: Thank you, sir. Appreciate all three of you.
Sherry Salomon: Would you like a copy?
Wheeler: Yes, please. If you give it to Karla she will make sure we all get a copy thank you for that.
Wheeler: Good afternoon. Welcome.
Aesha Lorenz: Thank you. I did testify before. I want to make this short and sweet. Please --
Wheeler: I'm sorry, I need your name for the record I apologize.
Lorenz: I'm sorry yes, Aesha Lorenz and I'm the secretary for swhrl southwest hills residential league. Please don't withdraw the view corridor to see mount hood from salmon springs. Also the vista Bridge view is very important to us as residents and voters. Thank you.
Wheeler: Short, to the point. Thank you. Good afternoon.
Mark Velky: Good afternoon. Mayor, commissioners, thank you for the opportunity to testify. My name is mark Velky and I wanted to discuss the views from southwest upper hall. Please do not mess with these views. Let me quote from the packet that I was handed today after getting here. It says, the view was ranked one of the best views by an expert panel because of its panorama and visual diversity. So it's not broken, it doesn't need to be

fixed and I was listening when Sallie, I'm not sure of her last name, from the bps rep, said there's only two views like this left. So why would we want to narrow that down to one? There's only two of them left. Let's keep both of them. You may recall the last time I was here I quoted spock from the wrath of khan. The needs of the many outweigh the needs of the few. To me, all of these view issues, the many are we. All the citizens of Portland. The few are the top 1% that can afford to live in the upper floors of all these high rises and block the views for the other 99% of us. So please as the current city leadership, keep the views that the city leadership before you have been protecting since 1851. Thank you.
Wheeler: Thank you both for your testimony. That concludes, then, our hearing on the new amendments, the oral record is now closed on those. The written record is going to remain open until Friday, March 9th, at noon and we'll come back on Thursday, March 15, at 4:00 p.m. to vote on those items. That will of course be publicly noticed if you didn't catch all of that. I would like to move on to deliberations on the amendments in the amendments report Sallie do you want to introduce this part of the meeting.
Edmunds: Sure, so we're here to vote, deliberate and vote on the amendments that were in the amendments report that you heard a hearing on, on January 18th. It includes this amendments report and this green sheet, this was the subject of the January 18 meeting. So you have in front of you a yellow piece of paper, and this is sort of your guide to the next steps here. First of all, we are hoping that -- we understand that there are a couple of amendments that commissioners would like to withdraw, so we would do that first. Then there are a few amendments that were in this package that are related to amendments that you just heard testimony on, so we were hoping to hold some of those for the march 15 vote and you'll notice, commissioner Fish, that we were going to hold over the top of bank, but we split that into two now, so you could vote on the definition at this meeting and consider these others at a future meeting. So then the next step is the proposed consent amendment package. That includes everything else that was part of this package except the ones I have mentioned and also except for a list that's on the very back under item 4. So there's a list of four topics that we think that council would want to vote on separately. That's the Morrison bridge head historic height in new japan town Chinatown, the view of vista bridge and river place. Starting with the withdrawal amendments I think would be a good place to start.
Wheeler: Very good, so there's a few amendments that council members would like to withdraw. Commissioner Saltzman do you have one?
Saltzman: I would like to withdraw the neighborhood greenway project list 2b number nine. This amendment is no longer needed. The two projects can stay in the transportation system plan's project list and can be adopted through central city 2035. The neighborhoods agree with this approach and have said if refinements are needed they should be done through the northwest in motion planning process which is kicking off in April of this year.
Wheeler: So, commissioner Saltzman withdraws amendment number 9 within the amendments report volume 2b tsp. So this wouldn't be a hearing without something controversial to dig into and provide commentary for. As everybody here knows, I asked that view of mount hood and salmon springs be discussed so I brought forward an amendment for the purpose of discussion. I also said at that very first hearing that I was mindful of the fact that the planning and sustainability commission had had hearings on this subject and that they had taken a very difficult and principled vote on that issue. We heard a tremendous amount of testimony on this issue, and I have come to the conclusion that on balance, although it is a close call, I believe it is in the public interest to withdraw this amendment. The reason I make that case is that while I do love that view, and I want to be very clear about it, I do love that view, there are other views that are protected of

mount hood. We have just added the Tilikum crossing recently. There's also a protected view of mount hood from both the vista bridge and the rose garden, and amendments notwithstanding, in one case from the rose garden it's actually expanded. In the case of the vista bridge, the worst case scenario is the view corridor will continue to exist from the vista bridge, but I want to respect the fact that we heard a tremendous amount of testimony. I agree with the planning and sustainability commission that if you go to ground level and you put the view corridor in and it has to look like a piece of pie it actually cuts a wide swath through at the central east side industrial area where we have significant plans in place for jobs and it certainly has an impact well beyond that as well. Not insignificantly there's also some logistical issues. They are sort of the minor part of my argument, but people have already paid into a local improvement district with the assumption that there would be development in that area. We would have to find a way to refund the payments for that local improvement district should we decide not to go forward with the planning that has been put into place in that particular area. So it is my request that we withdraw this amendment.
Fritz: May I speak in opposition to the withdrawal?
Wheeler: I believe I have the right to withdraw it, however, I believe you also have the right to put it back on the table. Is that correct? I guess I'll look at legal counsel.
King: Yes. So if you withdraw an amendment that you made or a motion you made someone can object to that withdrawal and it stays on the table.
Wheeler: Very good. I hear an objection. Commissioner Fritz.
Fritz: Thank you. I'm going to pass out a memo that Mindy brooks sent to me. I was exactly where you just said verbatim until about a month or so ago when parks director Mike Abbate asked me to take another look at this particular issue and I thought as do you, mayor there are other places where there are views of mount hood. What I had not realized is that of all the places where one can currently see mount hood from the greenway and from the waterfront park and south waterfront area they are all going away. There are currently nine places where you can see it and they are all going away. So if you turn to the second page of these illustrations and there were some misleading images in the record which is the other reason I kind of wanted to discuss this to make sure we have the accurate information in the record. Figure 3 shows in fact what will happen if it's built out with the existing height allowances and then figure 4 shows what the view would be if we and recommended means my recommendation in height limits if we did preserve that one view and it just seems to me that getting to the rose garden is challenging, getting to the vista bridge is challenging. The place where a lot of people can easily congregate is waterfront park. That's the place where people do congregate. Although there will be the need to pay back some of the -- on the third page we need to outline what would be the economic impact and it is significant. I also am always mindful that the central east side said this was a compromise. I just think on balance we have compromised too far in the way of allowing development and getting rid of this final view which you think about the one place that is the most important view it would probably be the salmon street springs. So I'm in favor of protecting that view.
Wheeler: Very well and it's my understanding -- sorry. I apologize. Pepperoni for me, please.
King: Multi-tasking. Dealing with future issues. Go ahead.
Wheeler: So it's my understanding, I want to make sure procedurally have this correct. With commissioner Fritz's objection the amendment does stay on the table. Is that correct?
King: Yes.
Wheeler: And so no further action is required at this particular time.
King: No.

Fish: May I ask a question? If procedural you need a second to put something on the table, why wouldn't you need a second to remove it? Cause then what you're saying is it's being restored with one vote and that's inconsistent with how we did the original amendment process. If the objection to the withdrawal is the equivalent of placing it back on the table.
King: I understand your thinking. My understanding, though, is what the charter requires is a motion and second to put an amendment on the table. We have interpreted it in our office that someone can then withdraw that amendment. I guess if someone objects to that withdrawal it remains on the table because technically that second still exists. Are you saying if the second is the same person that's objecting to the motion then that creates a conflict?
Fish: I'm learning as you speak. It seems to me that the same rule should apply to overturning a withdrawal motion that you have to meet in the first instance to put the motion on table which is it requires two council votes. Otherwise we're now starting to sound like the united states senate where a single vote has more power than a second procedurally but if -- I'm out of my territory. I haven't done a central city 2035 before. If that's the rule, I will follow your advice.
King: That's been my understanding. We have discussed it in our office about what would happen when there's an objection, but I can confirm if you would like to hold off on this and see if a second is needed.
Wheeler: We'll be here for a few more minutes.
King: I actually have someone on the line. [laughter]
Fritz: We also, we do have this second meeting set so we could just set it over and get more considered --
Fish: I'm just as -- a member of the council I'm interested in what are the basic rules that apply and how do we apply them. I'm not picking a fight on your guidance is. It just seems counterintuitive.
King: Understood and I had similar reaction initially. We will spend a little more time thinking about that. My initial assumption is because the charter does not contemplate objections that it's going to come back to what Robert's rules says but I will confirm.
Wheeler: Ok so if we can get that figured out before the end of the meeting that's great otherwise we'll hold that question over and legal counsel will do their research. Is that acceptable to everybody? Good. Is there anything else anyone would like to withdraw? We'll move on to the minor and technical amendments minus the amendments we're handling separately as noted. In the right hand column is what staff thinks is a consent package. I want to confirm that. Remember that we're referencing the march 7 version of the attachment to its called the guide to central city 2035 council vote on amendments it was distributed earlier today. I would like to start by asking if any council member would like to remove an item from the minor and technical amendments to discuss individually. If so now would be the time to request that.
Fish: So can I make sure I have the right document? How many. This one.
*******:** Yellow.
Fish: Talking about proposed consent amendment package?
Edmunds: Roman numeral 3. All of the items that do not have a reference in the right hand column are included in that.
Fish: To a separate vote.
Edmund: Correct.
Fish: I have one question off of this. Have we worked out all -- by being on the consent list that means that all the issues that we have taken up around eco-roof requirements have been resolved, all the issues around bird safe window standards have been resolved.

Whatever we heard from either colleagues or the public on that has been resolved for purposes of consent?
*******:** That's our understanding.
Edmunds: We believe so.
Wheeler: Very good. Are there any items from the minor and technical amendment list anyone would like to withdraw individually? Hearing none, I move all the minor and technical amendments. Do I have a second?
Saltzman: Second.
Wheeler: I have a second from commissioner Saltzman.
Fish: I have a question.
Wheeler: Commissioner Fish.
Fish: I see that you've done a great job giving us this sheet. It doesn't dovetail with the cheat sheet that Jamie gave me. I'm just trying to put them together. I had a question on the revised urban design policy for goose hollow, which I guess is number 4 on the consent package and this is just for my own edification. When we add language that says to retain the personality and character of goose hollow, are we giving that neighborhood a different designation that we give to other neighborhoods? I think there's probably 95 neighborhoods that would want to say retain the personality and character of my neighborhood. Is that already baked into the code? Is that baked into the proposal and we're just adding this because it was left out, or is there something unique about goose hollow where we're preferencing?
Rachel Hoy, Bureau of Planning and Sustainability: I think in this particular case goose hollow they did request the change to the policy and it does really focus on preservation and rehabilitation of existing buildings. So the interest here is because within the district we have a number of older and existing buildings they would like to see retained we felt that it was appropriate to add that information.
Fish: So again, I ask this question out of complete ignorance, does that designation therefore mean that every time we have a land use case demolition permit before us, a urm issue or something that this designation substantively affects the way we have to look at the question?
Hoy: It's a policy, so it's guidance, but any building that is landmark would come to council for demolition review, so this body would have an opportunity to review that. And again this is policy language that I think you may look to but every situation will be different depending on the building that is under review.
Fish: Okay. Mayor, do you understand where I'm going on this one?
Wheeler: I do.
Fish: I think there is a unique personality and character to goose hollow. It's a very special place. I want to make sure that we're not simply revising an urban design policy in effect changing the whole way we do a bunch of things that come to us and saying of 95 neighborhoods this has such unique character and history that we have to in effect change the rules that we apply to them in land use proceedings, urms and other issues.
Wheeler: So commissioner Fish is it your desire to, you can pull that one out.
Fish: I'm trying to establish legislative history and what I'm hearing is it's a policy that we can balance against other policies but it doesn't fundamentally alter the playing field under which we're going to hear traditional land use matters. Is that correct?
Hoy: That's correct. And this is a policy to be clear within our policy document we do have policies specific to each of our districts, so this is one of those policies that is specific to the district and in fact we may have others that in west end and downtown that may be very specific as is this to the district.

Wheeler: I want to acknowledge what commissioner Fish is saying because I see exactly where he's going with this and what he's suggesting. We're in a dynamic, changing city and there are many good things about that but there's also burdens that have to be shared equitably with regard to those changes. If I could paraphrase what commissioner Fish is saying he's concerned that we're starting to lock our options down on a neighborhood by neighborhood basis. I for one would not necessarily want to do that, but if I'm hearing you correctly that's not what you think is happening here.
Hoy: I don't believe so. I think commissioner Fish, as your recent response, we look to our policies and on balance with other policies and what's going on within the district we would weigh all of those together and you're meeting multiple objectives and policies within these districts.
Fish: I would say based on this exchange, I'm comfortable with that, with the inclusion of number 4.
Wheeler: Very good and that's already been moved and seconded. Next we'll move to amendments that we're going to discuss one at a time and those are on the very back page.
Fritz: I think we need to vote –
Edmunds: Yes, please vote on that package.
Wheeler: You want us to actually take the vote? Very good. Please call the roll.
Fritz: This is one vote where there's a lot of things in it. Thank you for all your work. Aye.
Fish: Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Wheeler: Aye. The minor and technical amendments are adopted. Next we're going to look at the amendments to be voted on separately those are in section 4 page 4 of the yellow sheet. We'll start with amendment 16, the height at the Morrison bridge head. Rachel, could you please provide a brief overview of this particular item?
Hoy: Certainly. Just to overview the amendment that is put forward is to maintain the base height of 75 feet at the Morrison bridge head and remove the bonus height increase of up to 250 feet for the parcels at the bridge head and this is again on the west side of the Willamette river. Your picture here on the power point shows the amendment put forward by commissioner Fritz to keep the base height at 75 feet then to the right is the picture with the base height at 75 and the bonus to 250, and the amendment is to remove that bonus height. Remove the bonus height of 250 and just maintain the height at 75 feet.
Wheeler: Commissioner Fritz do you have further comments?
Fritz: Yes, council under mayor hales voted this change to support the James beard market at this location. The James beard market is not going to be at this location. The step-down to the river is not maintained under the proposed heights here although it looks like it is on the right hand picture, the property behind which is bank of America and where we see some testimony from them their building is not going to be redeveloped before 2035, so it would actually step up to the river if we adopt this change. The 75 is consistent, all the way along here is 75. Its got the skidmore design historic district one side, the Yamhill historic district on the other side. It's a difficult site to develop anyway but to suggest we could change all of the on-ramps and allow a huge development here which commissioner Fish in hearing likened to the one on the other ends of the Burnside bridge which is really out of place, I believe this is ill-advised.
Fish: I have a question I would like to ask to our chief planner.
Wheeler: Commissioner Fish.
Fish: We have had commissioner Fritz allude to the Burnside bridge head. I think a number of us have not been shy about our views about the design elements of the most prominent building in the Burnside bridge on the east side but that's a separate question from whether we should allow additional height and what's the function of building upper

bridge head. Joe could you remind me what the planning bureau believes is the benefit of having taller, more iconic structures as a bridge head?
Joe Zehnder, Bureau of Planning and Sustainability: Yes. Specifically the bridge heads along the Willamette on the west side of the river, a big part of the intention is to move more active use and development to the waterfront to take advantage of the waterfront park, help animate waterfront park. They also have an urban design place as the gateways into the central city from the east and in terms of it as a marker for that, it's an appropriate place for additional height as well. We looked at the impact of additional height and the third one, especially for the Morrison bridge head, these are very difficult sites. So, we have a prime location important for the vitality of Washington waterfront park, that's also a really difficult site to develop because of the ramps and access, so we thought the additional height allows a wider range of design solutions and moves that might lead sooner than later to enough development on the site that could warrant reconfigures ration of the ramps that could carry that cost. So, that was the original thinking behind this.
Wheeler: Joe, commissioner Fritz makes a good point that there are some buildings that are relatively new in the last 20, 25 years, they will be around for a while. Their heights are lower than what is proposed under the recommended draft height. I know that in the materials you had suggested this still responsibly reflects the stepping down to the river by virtue the heights along the transit corridor are still much higher than the riverfront. How would you respond to commissioner Fritz's concern that in the near term you have a number of buildings that are in fact going to be lower on the west side of this proposed zoning change?
Zehnder: You know, just in preparation for another presentation I was looking at properties that were moved or demoed for previous major developments in the central city. For instance the Benson hotel back when it was first built and those buildings that we took out there were 20 years old. So the time period even though much of this looks permanent and lasting, we're planning when we set these heights and these development entitlements for a longer period of time. Yes, the commissioner is right that this could be if it got built that way blocking views of a building that's adjacent to it but in the long run the gradient of height that we want up from the waterfront would even allow taller buildings on the building that today is a little bit shorter that would be blocked.
Wheeler: Could you tell me a little bit about activation? You mentioned activating the waterfront. I think I know what you're referring to, more people, more activity, more commerce. Is that what you're talking about or are you talking about something different?
Zehnder: No, no that's exactly it this is how the place is used. We're talking about buildings, so it seems like it's architectural discussion but really it's the number of people working, the number of people living next to this great thing that we have built for the benefit of all our citizens, waterfront park. Part of a piece that's been escaping us through all this central city planning over the decades is how to bring more 24-hour regular life throughout the seasons to waterfront park. And a big measure of success or move used in other cities is have more life that's by the park for whom that's not just their civic space but their day-to-day respite and place to get out and escape.
Fish: Mayor may I add one other comment?
Wheeler: Commissioner Fish.
Fish: Joe, the other I think question that comes up here is, is the question of the aesthetics of a building that's in such a prominent location. Again I don't want to beat a dead horse about another building and another bridge head, but if you accept everything that you have put forth about the challenges of building in this site, the gateway component, the activating the riverfront, the creating more mixed uses along the park and other things which I think are very compelling arguments, how do we also ensure that whatever

building is built there is -- in a very prominent location is built to the kind of design standards that we had hoped?
Zehnder: Good question. Because actually, the design especially the ground plain design if you're trying -- is critical to the success of these buildings. Even though we're talking about tall buildings and you would think that we're talking about the tops of the buildings it's the ground plain where people go to waterfront park and that activates that space. The next thing we're doing after adoption of the central city 2035 plan is updating what we call the central city fundamental design guidelines. We have a system in place that where we're reengineering through one process to try to get it to work more efficiently and effectively. Design review is what I'm talking about and the tool that they use is the central city is called the central city fundamentals and we're about to update those and that will be a place where I think we can make the point and draw special higher standard of expectations or clarity about the level of expectations we have for important sites like this.
Wheeler: Commissioner Fritz.
Fritz: Commissioner Saltzman has that turn.
Wheeler: I'm sorry commissioner Saltzman.
Saltzman: Well, I guess I wanted a clarification, are we voting on this today?
Wheeler: Correct.
Saltzman: I don't have anything to say.
Wheeler: Commissioner Fritz you had a comment.
Fritz: I have three additional points. One is we heard a lot of testimony from the central east side very concerned about the proposal to in any way interfere with access for freight to and from the central east side. Specifically the comprehensive plan policies about this which calls about improving access to and from the district. So I think that that's one factor to be considered and I think we need truth in zoning on this site, that it's going to be difficult to develop even a small amount, developing a large amount would be even more difficult. There's a contract of purchase from Multnomah county that specifies they have to have access to the bridge to be able to maintain it. The diagram we show of the zoning map is actually quite misleading because it's not a single block it's got the bridge access and everything with it. Finally, we want different areas of the greenway to have different feel. We have south waterfront where we have the very high towers relatively near the greenway. We're going to have a new district in the river district that we just discussed this morning which is going to have its own different kinds of feel. The feel of waterfront park in this particular stretch is at the 75 foot more historic nature. We've got the firehouse on naito that's a beautiful thing. To put two towers which would literally stick up like sore thumbs in the middle of a section which is known for its kind of grassy vista and the feeling that you have approach the river rather than -- I think that's the issue. You're talking about a gateway to the city. I'm talking about the feel of at the river. If we want to make the river the center then we have to make sure that the buildings step down so that it's the river and the waterfront park one notices rather than this walking great building.
Saltzman: I want to add, I have listened to both arguments and I guess when I think about that stretch of the Willamette river, a stretch of downtown, to me it's one of the most derelict stretches of downtown we have. We have restaurants that change ownership every year because they can't survive. We have dimly lit buildings. We have unattractive buildings and I guess I wonder if we keep the height at 75 feet, I think the point is are we ever going to succeed in activating the waterfront because the challenges are daunting with that site as we all acknowledge and you're probably not going to overcome those challenges with a 75 foot height maximum. So I guess I'm kind of inclined to support what joe was saying you maybe need that height in order to catapult or -- yeah, catapult some sort of development there at the bridge head.

Wheeler: Any further conversation before I call the question? Karla please call the roll.
Fritz: This amendment is very important to me. Aye.
Fish: This is a close call and I appreciate the discussion, but the more I think about it, I do believe that the more important component here is activating this site, creating some vitality, taking some chances and while I'm no fan of the Burnside bridge head building on the east side, I'm not opposed to the idea of creating an iconic location. Again, close call but I respectfully vote no on the amendment.
Saltzman: No. **Eudaly:** No.
Wheeler: No. The amendment fails. New chinatown/japantown height. That's amendment item 18. Rachel?
Hoy: So this amendment increases building heights on four blocks in the new chinatown/japantown historic district from 125 feet to 160 feet. As shown on your map here in the gray shaded area. So the two maps that are provided, the one on the left is what is in the recommended draft at 125 feet for those four blocks. Mayor wheeler, your amendment on the table is to increase the height to 160 on those four blocks.
Wheeler: That's still a decrease from the 350 foot heights that exist today. Obviously those height limits predate the creation of the historic district. So, that's one of the things I'm taking into account with this amendment. I think it brings our regulations into alignment with the original objectives of the historic district. By way of comparison, the 160 foot height of the pacific tower, which is right next door, I think provides us with a solid basis both from a planning and legal perspective in terms of setting the heights on the four blocks of the 160 foot level. It's my understanding from the staff analysis that the full base and bonus far utilization is possible at a height of 160 feet, which makes it more compelling. I don't know if there's other thoughts from my colleagues.
Eudaly: I have a question.
Wheeler: Commissioner Eudaly.
Eudaly: As we have heard before our chinatown/japantown historic district is small and somewhat vulnerable. So my main concern with this amendment is whether or not it may imperial the historic designation and cause therefore cause the rest of the properties to lose their status and tax abatement or reduction.
Hoy: Thank you. That's a good question. I think that one point I would make is that for our historic districts and the landmarks commission are the gate keeper for these districts and reviewing and approving projects. I think the landmarks commission will monitor the heights in these districts and if there's a potential for unraveling of the district, they would look at that closely as they consider the heights. In this particular case this reduction, the heights that exist today in the district can go to 325, so 160 is still quite a decrease in height. There is a building that is within the district, the pacific tower at 160, and we have also through this project in the east grand avenue historic district in central east side, the proposal is for the heights up to 160. We are also trying to be consistent in that approach.
Fritz: Did the landmarks commission ask us not to do this?
Hoy: That's correct. The landmarks commission in their testimony they did feel that the 160 was still high.
Fritz: And I think they asked us to specifically again have truth in zoning because its very difficult for them to say no to applicants when they come in and they say we are allowed to do this. What's the height of the tallest contributing property in the district right now?
Hoy: That's a good question. I'm going to ask Brandon is here. Yes, Brandon is going to have these answers.
Fritz: Thank you.
Brandon Spencer-Hartle, Bureau of Planning and Sustainability: Mayor, commissioners Brandon Spencer-Hartle, historic resources program manager at bureau of

planning and sustainability. The tallest contributing building in the district is the prosper Portland building, which is around 85 feet in height. That is just south of Everett.
Fritz: So, this would be double the height of that.
Spencer-Hartle: That's right.
Fritz: Do you have any other thoughts from the landmarks commission?
Spencer-Hartle: So one thing I will say is that council adopted in October new design guidelines to be used in this historic district. Then guidelines don't specify the height as a standard. They do talk about relationship with existing buildings. So the commission regardless of what height you set will be looking at a site specific response for new infill development. They do have the review authority to deny a project which could bring it to this body on appeal for a broader discussion about where the concern about unraveling the district may come from.
Fish: Can I make a comment? One thing about this one that just on an equitable level I feel bad about is that you have a property owner that's covered by what we're about to do from -- it's a long time long term owner of a piece of property and a family that's done a lot for our community, who as a result of this action is going to see the maximum height on a piece of property held over time cut in less than half. There may be no way around this given the balance of maintaining the integrity of the historic district and the absence of -- other comparatives. But I don't want us to lose sight of the fact that someone who has purchased and retained for a long time a piece of property that as of right could have been developed to twice the height that we're proposing here is going to take about a 55% haircut. I appreciate all the arguments about context and historical districts and all the things we're trying to balance, but I also have to say I'm sympathetic to someone who has just seen essentially a nest egg in something that he's invested in over the time significantly reduced in value because of what we're doing. So, I don't want to lose track of that part of this.
Spencer-Hartle: If I may, commissioners, one of the considerations that we had in all the historic districts was the existing floor area ratio on the properties and so what we didn't do is lower heights so far that one could not use their base and in many cases the bonus far on the site thinking that in the future there may be further opportunities for refinement or review for specific districts. In this case at the 125 foot height level we believe that the property owner could use their base height at the 160 foot level they could use their base and 3-1 bonus height. We thought about what the existing far entitlement in addition to the height entitlement was for specific sites recognizing that we have a floor area transfer program. If we set the height so high one may transfer far from other places that sets up a dynamic that landmarks commission is concerned about and for those contributing buildings which there are many north of Everett property owners can transfer their floor area ratio off of the building somewhere else.
Wheeler: Any further questions on this item before I call the question? Please call the roll Karla.
Fritz: No. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.
Wheeler: Aye. The amendment is adopted. Next item. View of the vista bridge. This is amendment 21 in the amendments report. This is southwest Jefferson street and southwest 14th avenue, the view of the vista bridge and west hills. Mindy do you want to tee us up on this?
Mindy Brooks, Bureau of Planning and Sustainability: Sure. The amendment is to not increase the heights along the north side of southwest Jefferson and maintain the existing heights of 30 to 45 feet. The map on your left shows the recommended draft heights that increase the height and the draft on your right is the proposed amendment to retain the heights there.

Wheeler: Commissioner Fritz.
Fritz: The goose hollow foothills league is not happy with this they don't feel like it goes far enough. I think this is a good compromise.
Wheeler: Very good. Any further questions before I call the question? We lost nick. Nick did you have any other questions on this before I call the question?
Fish: Yes, I want to make sure I understand the location of this particular property. What's the proximity of this piece of property to the max stop?
Brooks: These properties along here are directly adjacent to the max light-rail stop.
Fish: Again, let's put aside the question of the view corridor. Our current policy is to do, is to encourage development along the max line. Is that correct?
Brooks: That's right. Jefferson street is designated a commercial corridor.
Fish: And across from the goose right now, goose hollow inn, there's a significant multi-family development to the north
Brooks: Kitty corner yes.
Fish: and this would allow for further development of multi-family housing down that stretch?
Brooks: That's correct.
Fish: Which is adjacent to the max stop.
Brooks: Correct.
Fish: Thank you.
Wheeler: Please call the roll, Karla.
Fritz: Aye.
Fish: I'm sorry the amendment is to what?
Wheeler: To be clear, this is amendment 21 in the amendments report, southwest Jefferson street at 14th avenue, the view of the vista bridge and west hills.
Fish: The amendment would do what?
Brooks: It would keep the heights at 30 to 45 feet.
Fish: I'm sorry. It's a long day. No.
Wheeler: That's not accurate. I thought it's from 35 to 40 feet up to 75.
Brooks: The recommended draft is to increase the height to 75 feet and the amendment before you is to keep the heights at 35 to 45 feet.
Wheeler: Thank you.
Fish: My vote is still no.
Wheeler: Got it.
Saltzman: No. **Eudaly:** No.
Wheeler: No. The amendment fails. Next up RiverPlace amendments 710 and 712.
Edmunds: One moment.
Wheeler: Legal counsel.
King: Thank you for your patience and also for enquiring further. What the city code actually says, which is different than Robert's rules is that once a motion is on the table the mover can withdraw the motion. So the mayor withdrew his motion and now commissioner Fritz can make a new motion to put it back on the table but does need a second to put it back on the table.
Fish: Well we learned something today.
King: I learned a lot today.
Fish: I thought we were heading the other direction. [speaking simultaneously]
Wheeler: It's a long way of saying, mayor, you're right.
King: You are correct and its interestingly the city code is different than what Robert's rules provides. So I apologize for the confusion.

Wheeler: Not a problem. Why don't we finish this and then can somebody throw something at me or remind me to come back to that particular amendment? I'm sure commissioner Fritz would like to make a motion. Let's move forward.
King: We're going to lose commissioner Saltzman.
Saltzman: Yeah, if we're moving to river place I need to excuse myself.
Wheeler: So, that's a problem. Okay, commissioner Fritz will now go back then to the question of the salmon springs. That's 2 a, number 20, the view of mount hood from salmon springs.
Fritz: I probably know where this is going. I move to keep the amendment on the table.
Wheeler: Is there a second for commissioner Fritz?
Fritz: That's what I thought.
*****:** Thank you.
Wheeler: Very good. River place. Commissioner Saltzman.
Saltzman: Due to my family ownership interest in properties that could be impacted by changes in height at river place I will recuse myself from this portion of council's discussion.
Wheeler: Very good. Thank you. Next up is river place amendments number 7, 10 and 12. Rachel, would you like to introduce this for us please?
Rachel Hoy, Bureau of Planning and Sustainability: Sure. Thank you. So there are three amendments related to river place and I'll describe these together and these can be voted on together or separately as you choose. So amendment number 7 is to create two height opportunity areas at river place. The bonus height at these two areas that are in red on the power point slide bonus height could go up to 325 feet. With that would be a requirement for narrower towers to preserve public views, light and air through the sight. Other heights on the site are also proposed for increases in the middle area there to 250 bonus height and then 150 as you approach the river. Amendment number 10 is additional standards that would require additional spacing between buildings and building orientation and again this would allow for further visual permeability through the site. Then amendment number 12 adds river place as a master plan site, which for -- is a new tool for large redevelopment sites. Some of the things that will be reviewed will be open space, making sure that there's sufficient open space creation and placement, access to the river, infrastructure capacity, location of buildings, et cetera. I did want to point out with these three amendments specifically amendment number 7 did receive the most testimony of any of the testimony we received. There was testimony both for and against some of the concerns related to the river place amendment number 7 dealt with stepping down to the river, compatibility with surrounding neighborhoods and transportation concerns and impacts with this increased density. So with that I had one additional slide that the pbot transportation staff in response to some of these concerns related to transportation impacts pbot staff conducted a high level transportation planning analysis for the site to determine impacts to the regional system and local streets and I do want to point out that the amendments on the table don't increase density. The amendments focus on height increases, but the height increases may allow for more far to be utilized on the site. However, we wanted to conduct the analysis considering the high number of units that are proposed through this concept of approximately 2400 units were part of the proposal. So some of the key findings of the transportation analysis, this number of additional households at river place would not significantly affect traffic outside of the downtown area. The system would be able to absorb the new households and there would not be an impact to odot facilities at the freeway on- and off-ramps.
Fish: Can I ask you a question on this and please take this the right way? When you say no significant traffic changes, if it's already an intersection that has failed, is it possible that

this finding simply says that it's already a mess and therefore any further contribution to the mess is not significant?
Hoy: That's a good question. I think that for the intersections, for the local streets there are this level of increased traffic would further impact those intersections. So yes, if they are already failing it could be problematic.
Fish: I'll point out that at rush hour, for example, you know, getting on and off there is very challenging. The traffic on i-5 is backed up forever. It's a very difficult right turn if you're heading west and then north because of the complications of getting on the bridge. The better naito additional challenges. Is there no significant traffic changes because it's hard to measure the incremental impact when we already have a failed system at least at rush hour?
Mauricio Leclerc, Portland Bureau of Transportation: Mauricio Leclerc Portland bureau of transportation. With the high level of analysis I cannot speak for every single intersection. What we apply this additional growth on top of what's in our model for 2035. What you see is not exactly what's there in 2035. We have a number of projects that are added, extension of bond, north portal. What you see now we'll see a more complete network in the future. We run the model. Not everybody drives. That's the advantage of living in central city. There's streetcars, there's connectivity. That reduces the number quite a bit of actual trips. During most of the day the function is okay. During the peak there's the congestion you're talking about but again we're talking about a subset of a subset. It appears that the distribution of trips is important because it is congested our model shows that traffic comes from all over the place. So no single leg is getting overwhelmed. So in a way what we mean that everything will have more traffic but in a way it's self-balancing because although the traffic will come from naito from the north, from the south, it largely works.
Fish: So just to make sure I understand this we are assuming that a number of people are simply going to walk from river place to wherever they need to go downtown. We're assuming some people are going to walk a little bit south and get on the streetcar.
Leclerc: Yes.
Fish: We're assuming future buildouts of public transportation in that area to deal westbound additional congestion?
Leclerc: Yes. There's a host of -- tsp you just adopted has a number of projects in it for transit, for bicycle, for street connectivity extension of bond. All those things are supposed to be in place and the property owner through the development System development charges to help pay for it. The assumption is that there will be more density but at the same time there will be a more robust transportation network to support that. Having said that this is all based on assumptions. At this point we assume – two or 300 more household we do a cut for all the people who will not be driving. A further cut because we only worry about the peak and it turns out yes, there is an impact, however we think that nothing will be significantly broken or that cannot be addressed at the time of a master plan or further analysis.
Wheeler: Commissioner Fritz.
Fritz: Don't have tens of millions for fixing the south portal, right? So, this area was all planned that it was going to be all jobs and there would be very few people living there and if they did they would be working in south waterfront. Where we're all finding that it's mostly housing as proposed here and people are leaving to go to lake Oswego to Beaverton and not they're not necessarily taking transit to do that. Yes, there would be more system development charges if this is approved but we still have a humongous gap, don't we?

Leclerc: I can only report what we have analyzed and it seems like the impact was not a lot of traffic on the network. I can provide more technical information but that's all I can say.
Fritz: Thank you. I have a question for Rachel you didn't give us any analysis on the stepdown to the river. Does it step down to the river?
Hoy: So in this particular case, there is a bump up certainly from the transit mall. There's a bluff here, so from the transit mall to the river there's a stepdown but then we do have lower heights behind these proposed amendments. Then you would bump up. Then within this development, I'll go back to this slide here, within this development the proposal is that the heights do step back down to the river within the development proposal.
Fritz: But behind them there's no proposed changes.
Hoy: There were no proposed changes put forward as amendments for behind the development.
Wheeler: Colleagues, I put this on the table and I understand that these amendments were the discussion of substantial testimony both in favor and in opposition, and my recollection was the testimony was primarily related to the height as we've just discussed, the compatibility with the neighborhood, the stepping down to the river and the increased congestion which we have just discussed. I personally support this. I think the 325 foot height seems appropriate to me as long as it protects public views, and it was crafted so as to do that, for example, the views of mt. St. Helens from Terwilliger, and there's also an explicit requirement for further public benefit that includes open space, access to the river, requirements to allow visual permeability through the site and in addition obviously the increased height allows flexibility to gain much-needed affordable housing in the downtown corridor. We obviously heard the concerns about stepping down to the river and the compatibility surrounding river or surrounding neighborhoods. So a core part of the amendment is the requirement for master planning which must go through a public process, so simply supporting this does not guarantee anything it still must go through a comprehensive master planning process and I do want to just acknowledge the transportation planning analysis. It has been my overarching philosophy that height, and I would argue, density, even to we have had a separate conversation here is most appropriate in the central city core, especially in areas where we have lots of public transit options and this happens to be a site, though far from perfect it certainly has far more transit options than many other areas in our city. So for that reason, obviously, I supported putting these amendments on the table. I don't know if people have further thoughts before I call the question. Call the question. Thank you Karla.
Fritz: This site doesn't even pretend to step down the river as we've just heard, I agree with commissioner Fish that this transportation system is already super constrained and this would not help it, no.
Fish: I'm very skeptical of what we can do on the transportation side. The countervailing concern is that we can get a lot of affordable housing in this site at a time we desperately needed. I don't know if people invoked south waterfront last time as a cautionary tale or as a positive feature, but that's an area where we have height and density, and housing choices and a spectacular quality of life that is emerging, and so I'm -- I'm deeply skeptical on this one and without the mayor's companion amendments that require a master plan and a robust public process, I could not support this, but with those, I will, aye.
Eudaly: I think I would have preferred this go back to bps for consideration, which was one of the suggestions that came up. I'm sorry, I should have asked this question before we called the question. I guess I haven't participated or really witnessed the process of a master plan. So that is something that's in the hands of the developer, correct?
Hoy: The master plan is a new tool. We don't have a master plan tool that exists today like the one that is in central city 2035. It is four large sites like this one, it's a full site

development project that goes through design commission and the public review process, lays out all of the open space, location of buildings, uses within buildings, making sure looking closely at the public ground, looking at infrastructure, making sure the infrastructure capacity is adequate, that includes not just transportation but all of our other services, access to the river. We have added on top of that other regulation for this particular site to really look at within the development stepping down to the river as well as access to the river. The concept, and that's what led to these amendments is we have a concept, and that concept showed two acres of open space that led to the riverfront. Will that happen? But what threw the master process there's a certain percentage of the site that will have to be open area as part of this future development because of the proximity to south waterfront park, one of the requirements is that open area connect to south waterfront park. So to ensure that connection is happening.
Eudaly: If I recall correction -- correctly, this is something that came up last minute in this process. This isn't really the typical process we would go through. Is that --
Hoy: With the recommended draft testimony was received requesting increased heights as well as putting forward this concept, but yes, this did come forward during the recommended draft phase here with council.
Fritz: After the planning commission.
Hoy: That's correct, after planning commission.
Eudaly: And finally, if design review doesn't like it, we don't like it, the community doesn't like it. What's the recourse? Land use appeal or --
Fritz: They apply again.
Hoy: That's right. They would go through the process, work with certainly design commission, if it's appealed to council, work with council. This is really just putting some base requirements on the site. It's setting the heights, it's setting it as a master plan site, setting certain standards that would need to be met based on the buildings and after that, we -- we allow the design commission to play that role with the applicant and through the public review process, but, yes, after that, if there are a number of appeals, it could be appealed -- could be appealed to luba. That's --
Eudaly: I would really prefer that this go back to planning and we get their final say on it, I vote no.
Wheeler: I vote aye. The amendment fails. So I really appreciate everybody being here today -- sorry. A tie is a fail, correct?
Edmunds: One of the things that I wonder if you might want to consider is voting on a couple these river place items separately. Item c is to add river place as a master plan site.
Hoy: That’s right, so it adds it as a master plan site, it is a very large key redevelopment site of 8-acres. That could make a lot of sense to have that go through a master plan process. The other thing I would add is that amendment no. 12 is lumped in with not just adding river place as master plan site, it's several improvements to the central master plan itself.
Fish: Is your view that there's a public interest in having a master plan process that covers this regardless of whether we give the additional height bonus.
Hoy: That's correct.
Fish: For the reasons you explained in your qualaqui with commissioner Eudaly about a public process and a chance for ultimately us be the back stop.
Hoy: That's correct.
Wheeler: So I moved.
Eudaly: Second.
Wheeler: We have a motion and second to add item c, unless there is an objection, commissioner Eudaly, I’d also like to add item 12, that's the improvements to the master

plan, it is included.
Hoy: Yeah and 10 and 12.
Wheeler: Got it. 10 and 12.
Fritz: So, you want the special tell orientation standards even though the height isn't changed.
Hoy: There is some value in maintaining the tower spacing and that includes regulations of building wall length that could also still be valuable as part of the master plan process. They're separate standards, but there could be value in maintaining those. Without the height -- the increased height.
Fritz: I know that both the design commission and the landmarks commission chose just not to do the amendment so I particularly appreciate that you responded to their concerns, commissioner, did they support the tower orientation standards and I think it's a master plan.
Hoy: They were silent on those. I think that the main comments from design and landmarks commission were -- I will say that the tower orientation standards are used in south waterfront, that's the only place we use them, and so they did comment on if south waterfront standards were the right ones to apply at this location.
Fritz: Is that what this amendment would just apply to south waterfront ones.
Hoy: For tower orientation.
Fritz: Then I don't support that. I don't think that that's worked out the way I was hoping it would. I would hope we would just do the master plan and as part of that they would have the discussion about the plans.
Hoy: They could have that discussion. So what would happen is approving it as a master plan site, then what happens with heights, is it's the heights in the recommended draft and those heights are 200 feet and then 150 feet as you approach the river.
Fritz: And then the tower design would be up to the design commission.
Hoy: That's correct.
Fish: So should we vote on 12 then?
Wheeler: Alright call the roll.
Fritz: Good catch thank you for reminding us to finish up our work here today. Aye.
Fish: Is this our last vote?
Wheeler: This is it.
Fish: So good catch thank you for walking us through what is a very complicated process, but with the cheat sheet and the commentary, you make it much easier and I don't think you ever get enough credit for the staff work in helping us work through these very important issues, aye.
Eudaly: Aye.
Wheeler: Aye. Thank you we're adjourned.

At 3:41 pm council recessed.

CENTRALCITY
2035
City Council Hearing and Amendment Vote
March 7, 2018
Bureau of Planning and Sustainability
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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

1. **New Amendments**
   a) Move and Second
   b) Public hearing
   c) Written record closes Friday, March 9, 2018 at noon
   d) Vote on New Amendments on Thursday, March 15 at 4 pm

2. **Amendments Report** (from January 18 hearing)
   a) Withdraw amendments
   b) Vote on minor and technical as a consent package
   c) Vote on major amendments by topic

New Amendments

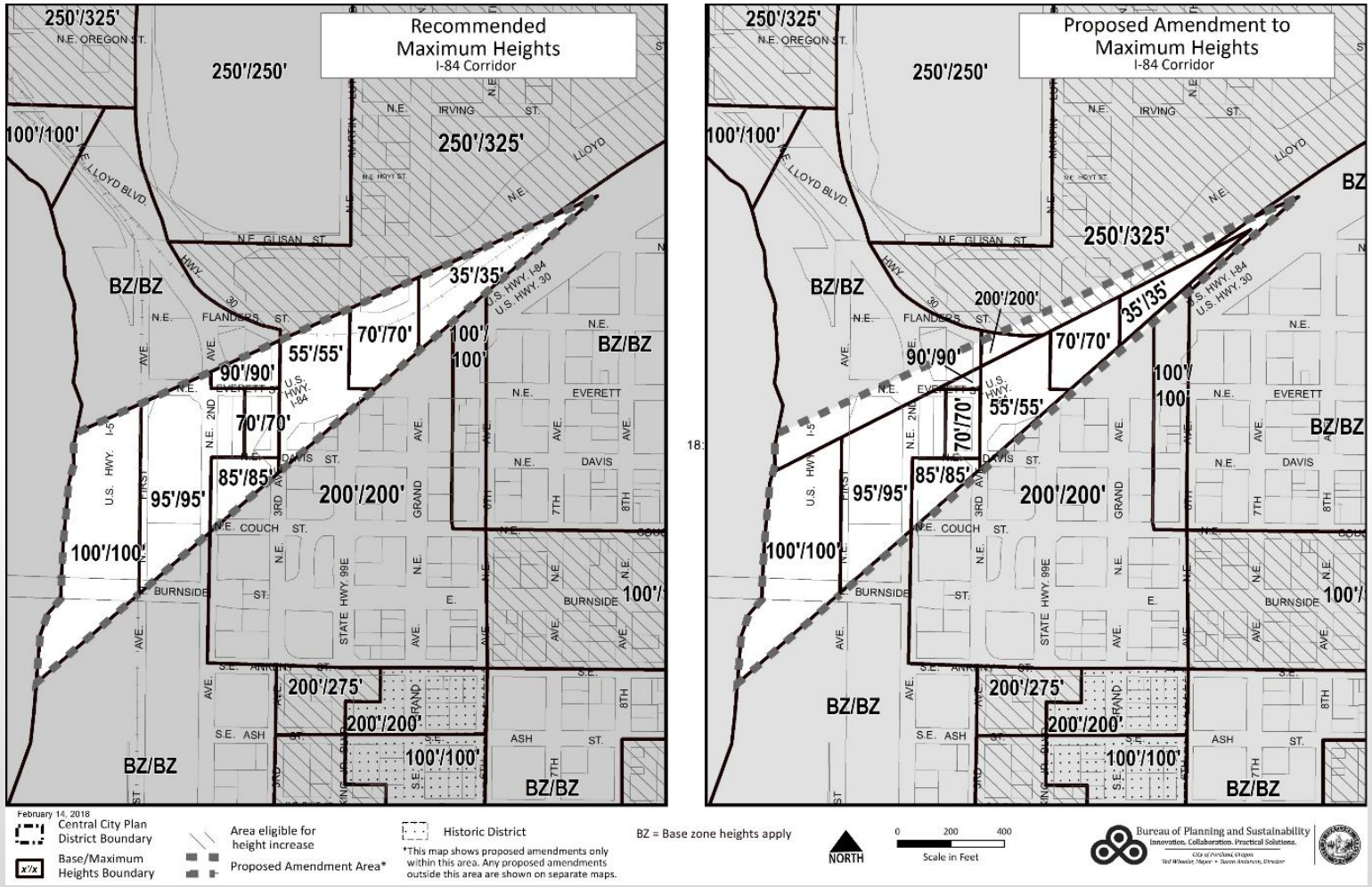
I. New Major Amendments

A & B: View of Central City Skyline from I-84 overpass

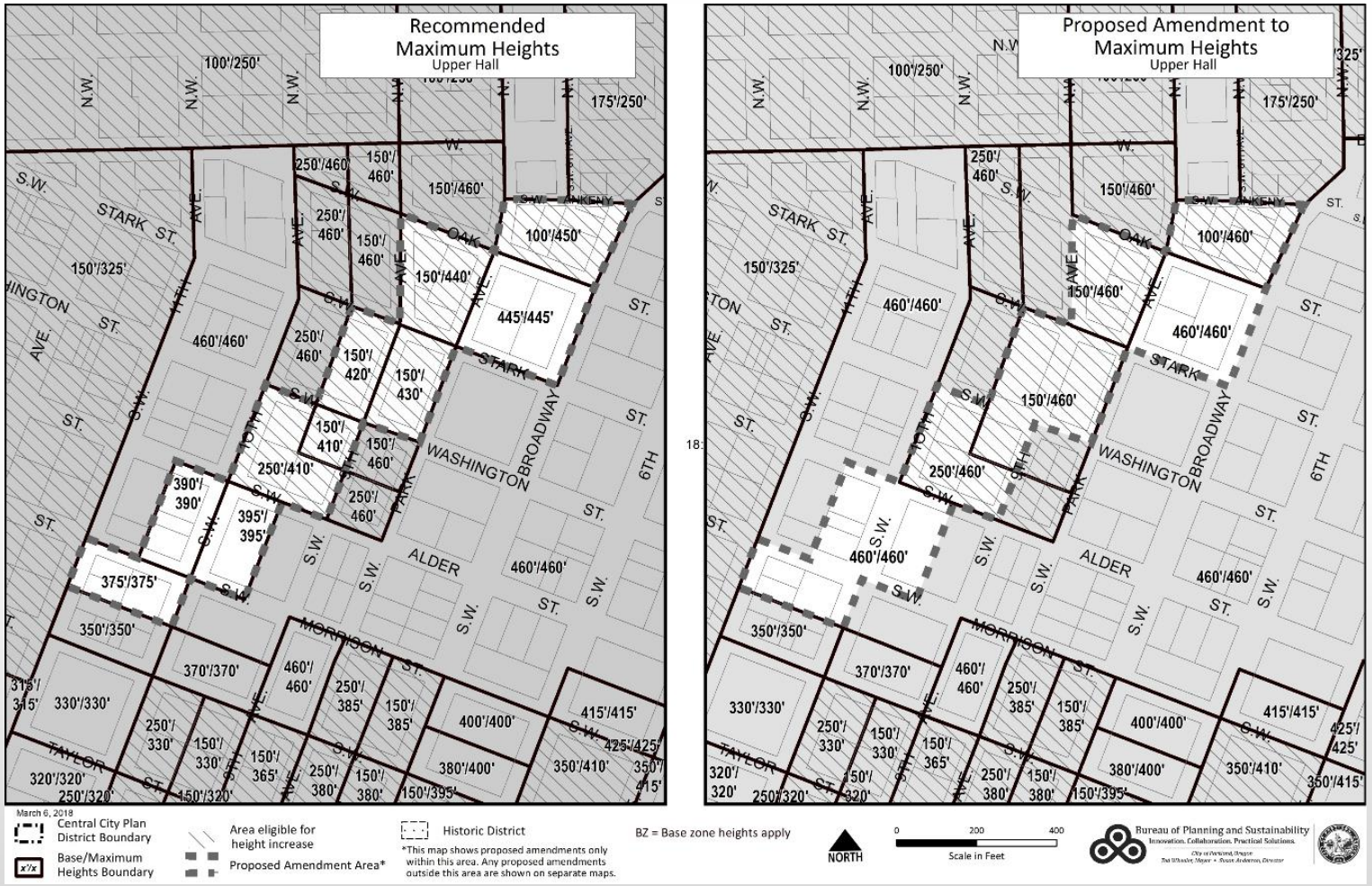
C & D: View of Mt Adams from Upper Hall

E: Measuring Top of Bank

Amendments A & B: View of City Skyline from I-84/Sullivan's Gulch



Amendments C & D: View from Upper Hall



Amendment E: Measuring Top of Bank

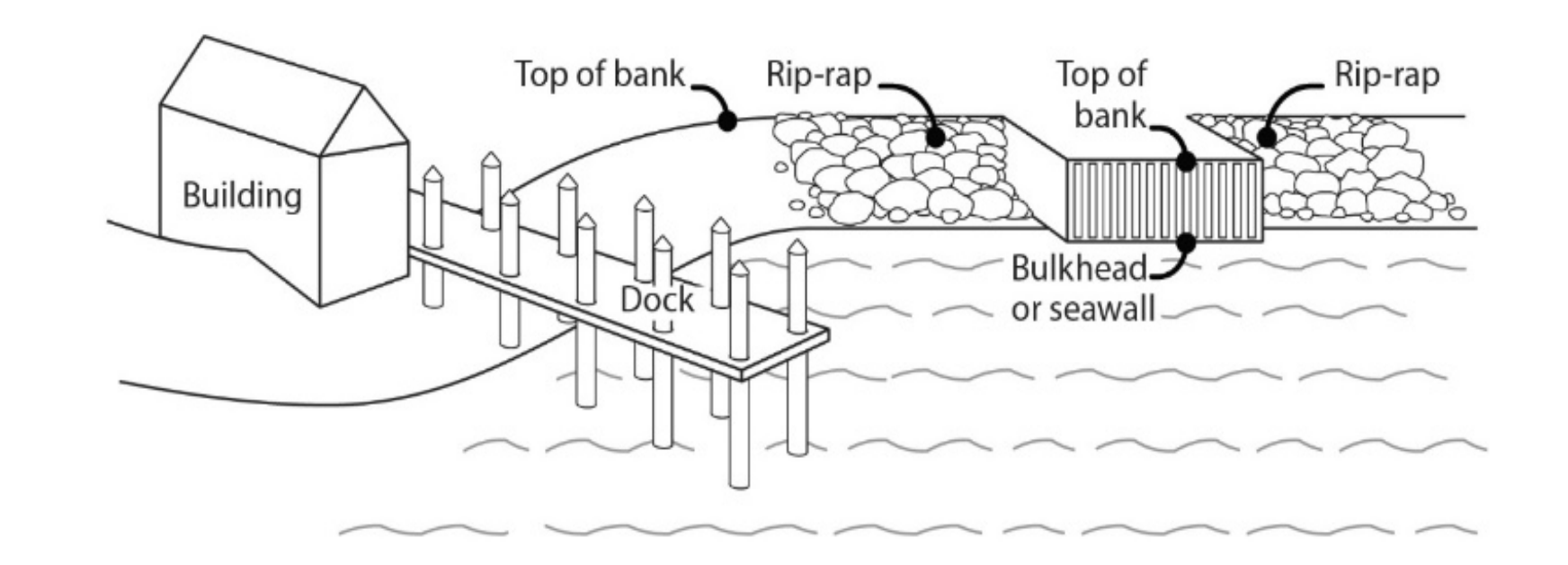


Figure 930-21 to be deleted

New Amendments

II. New Minor and Technical Amendments:

F: Clarifies ground floor industrial use requirement

G: Clarifies minimum density requirements

H: Clarifies measurement for bird safe glazing

I: Remove reference in low carbon standard for admin rule

J: River overlay zone boundary fix

K: FAR at Wells Fargo building

L: Comp Plan map, Significant scenic resources

III. Additional Amendment:

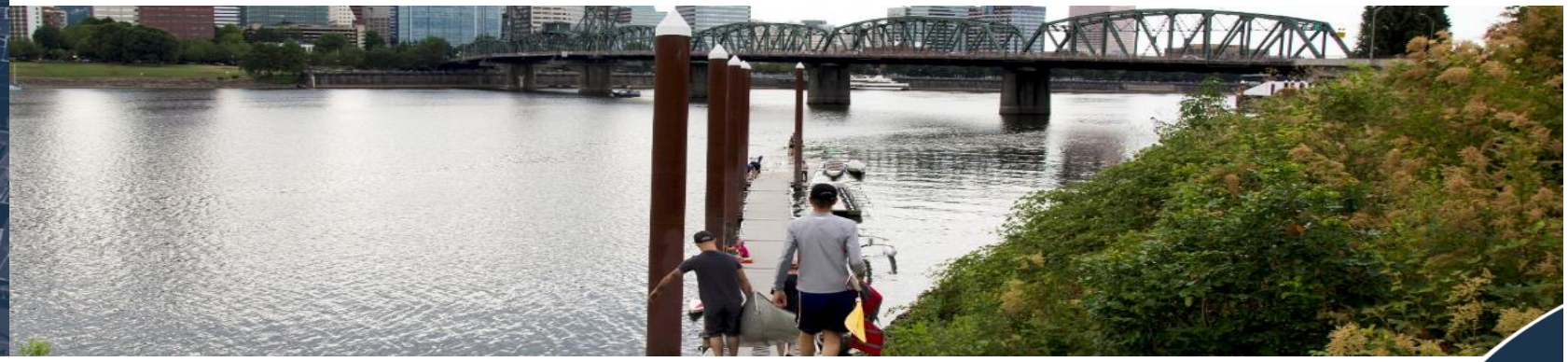
M. Trails Commentary

TESTIMONY PROCESS:

New Amendments

1. Sign up on the sheet outside
2. Karla will call you when it is your turn
3. Testify (2 minute limit)

   Please reference the specific amendment that you are testifying about
4. Submit written testimony by 3/9 at noon.



Vote on Amendments Report

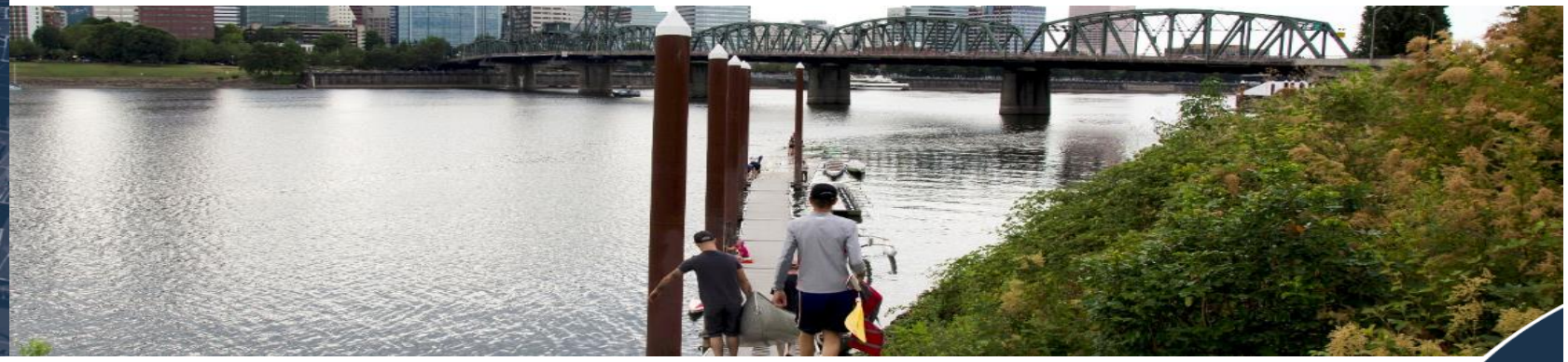
Overview of Process

1. Withdraw amendments
2. Hold amendments with additional proposed changes (vote on 3/15)
3. Vote on minor and technical amendment package
4. Vote on several amendments separately

Withdraw Amendments

1. Neighborhood Greenway Project List, 2B #9 (Saltzman)

2. Salmon Springs View Corridor, 2A1 #20 & 3A #2 (Wheeler)



Hold for a vote on 3/15

- View of Central City skyline from 1-84 overpass (2A1, #22 and 3A, #3)
- Height and FAR at Big Pink, Wells Fargo and Pac West (2A1, #15)

Minor and Technical Amendment Package

Consent Package -

- Vote on Minor and Technical Amendments

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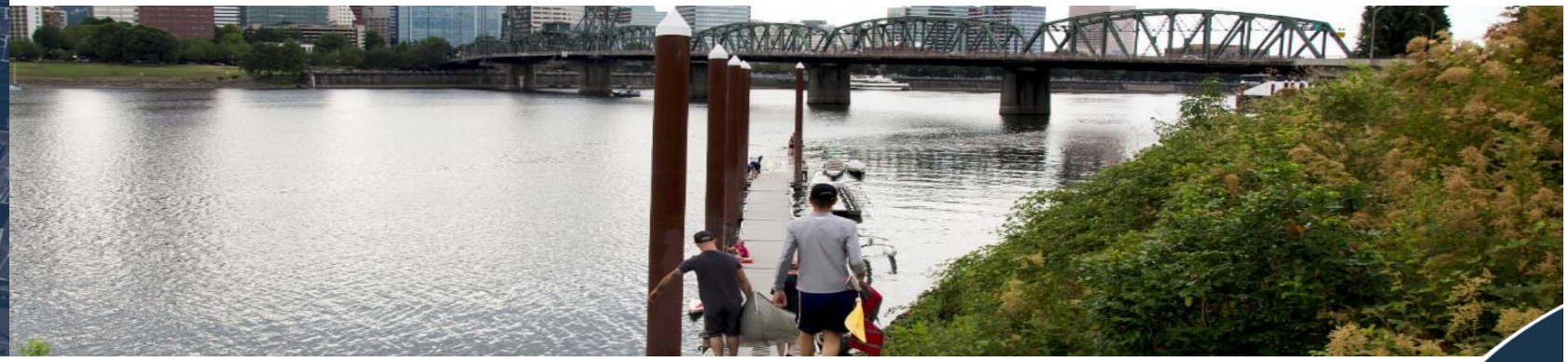
Amendments to be voted on by topic

1. Morrison Bridgehead
2. New Chinatown/Japantown historic district heights
3. SW Jefferson Street and SW 14th Avenue: View of Vista Bridge and West Hills
4. RiverPlace



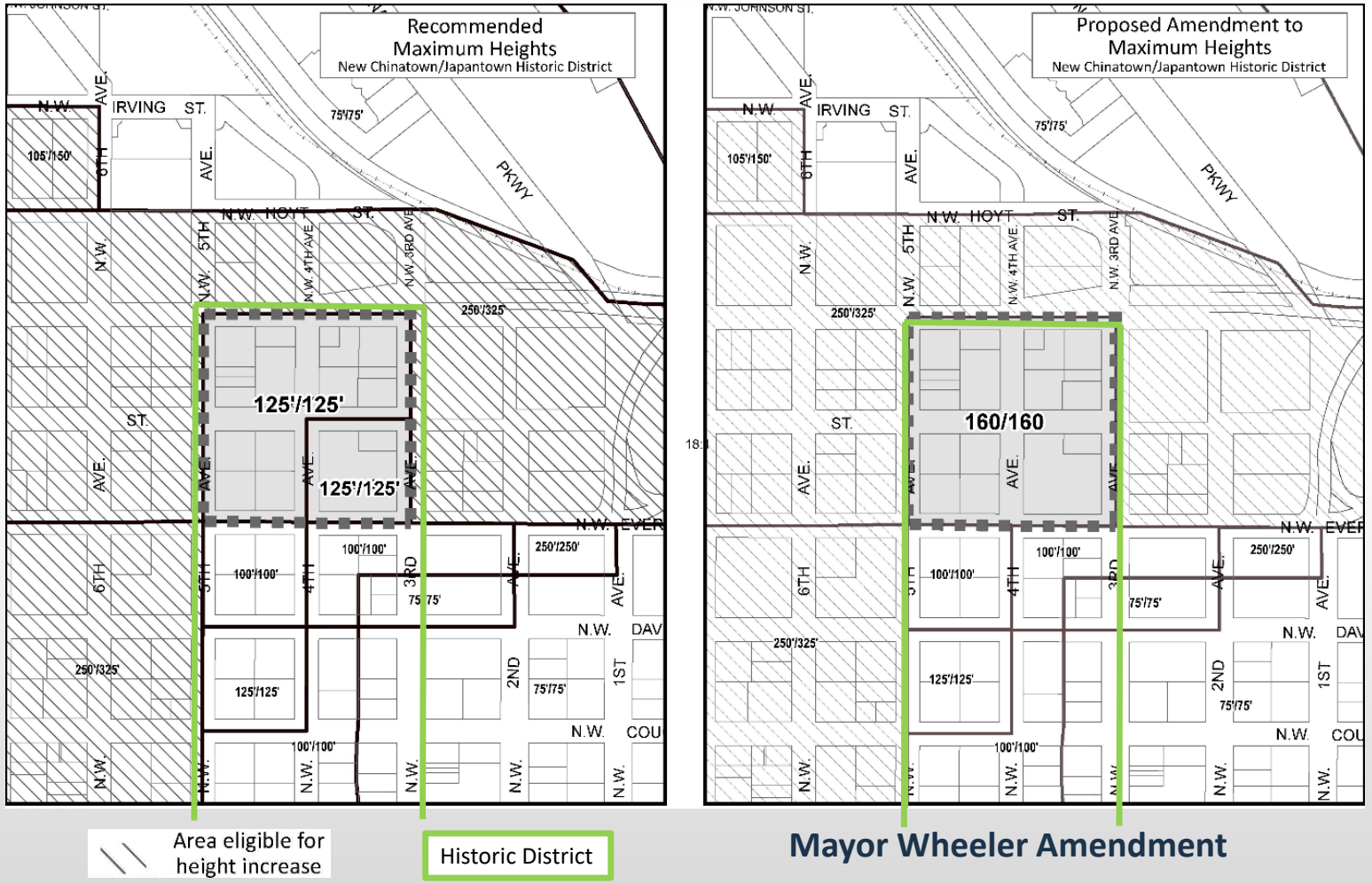
Morrison Bridgehead Height

Existing Height

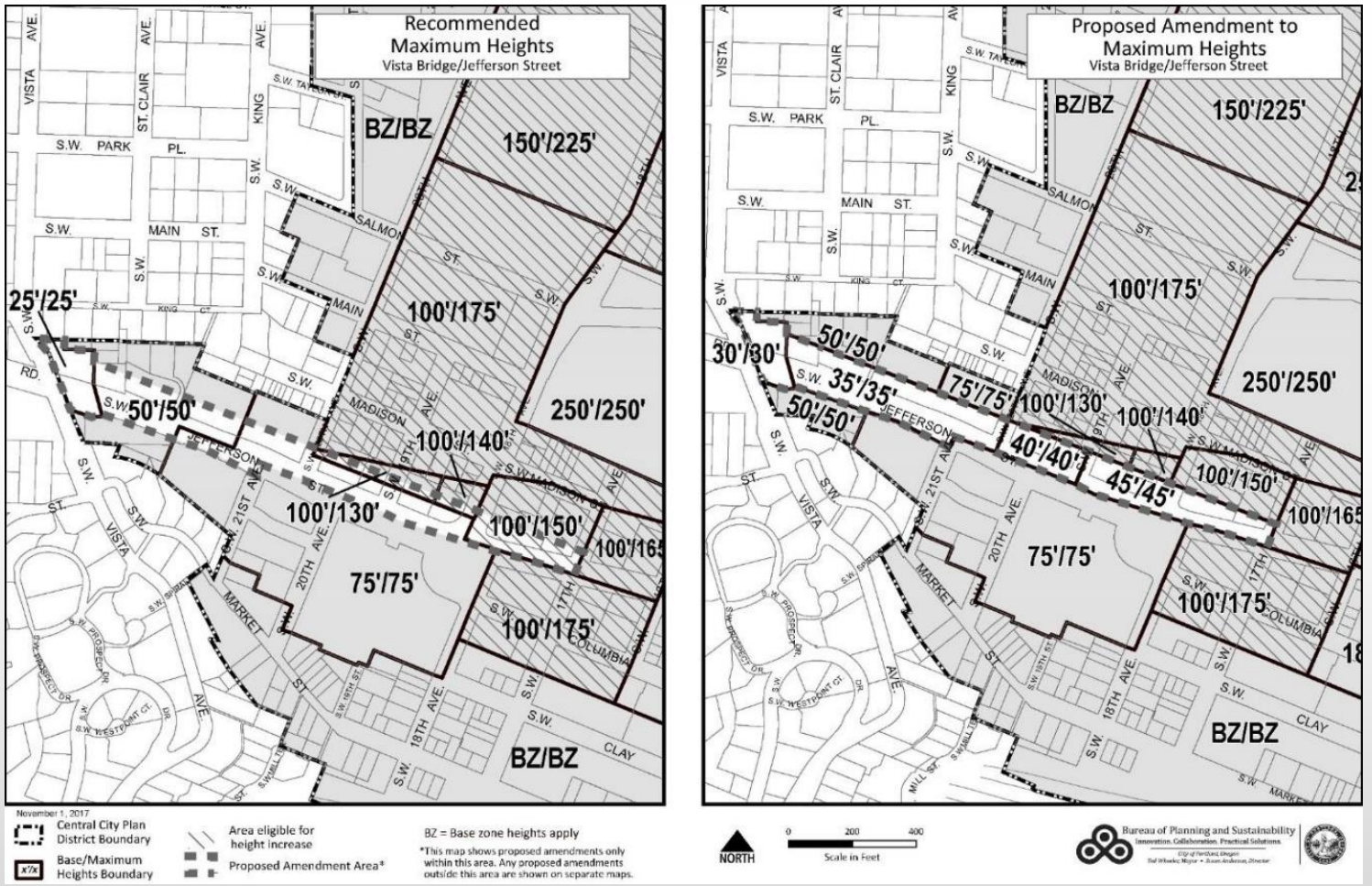
Recommended Draft Height

Commissioner Fritz Amendment

New Chinatown/Japantown Historic District Height



SW Jefferson Street and SW 14th Avenue: View of Vista Bridge and West Hills



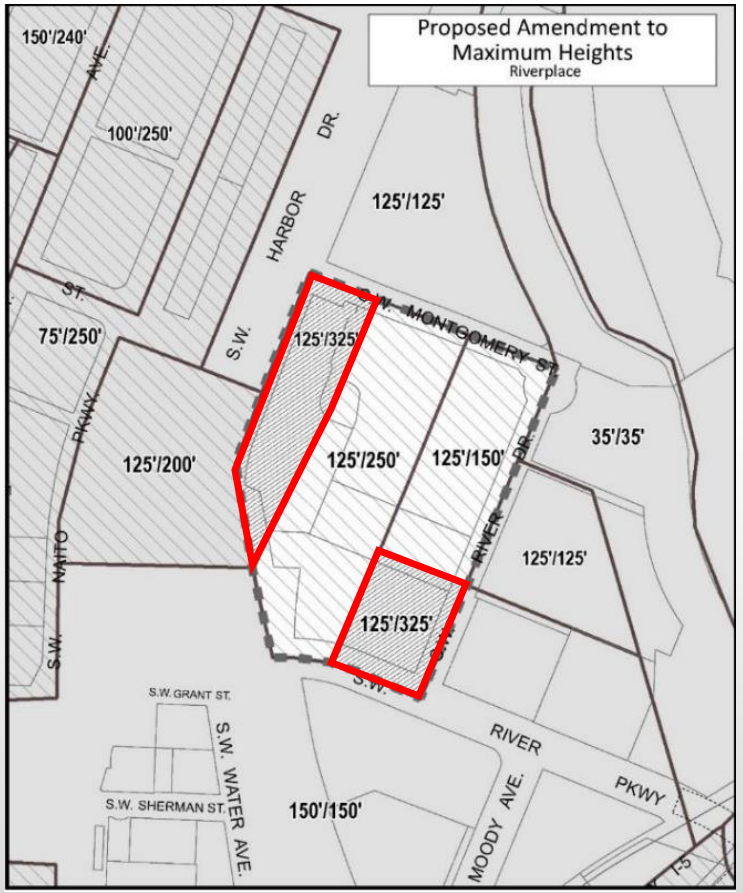
RiverPlace

Summary of proposed amendments:

1. 2A1, #7: Apply Height Opportunity Areas

2. 2A1, #10: Require additional standards for building spacing, orientation and massing

3. 2A1, #12: Require a Master plan



RiverPlace Transportation Analysis

Key Findings:

- No significant traffic changes outside of Downtown
- No impact at freeway on and off ramps
- More traffic pressures at local intersections but may be able to handle additional traffic
- More evaluation may be needed at key intersections at time of land use review

Next Steps

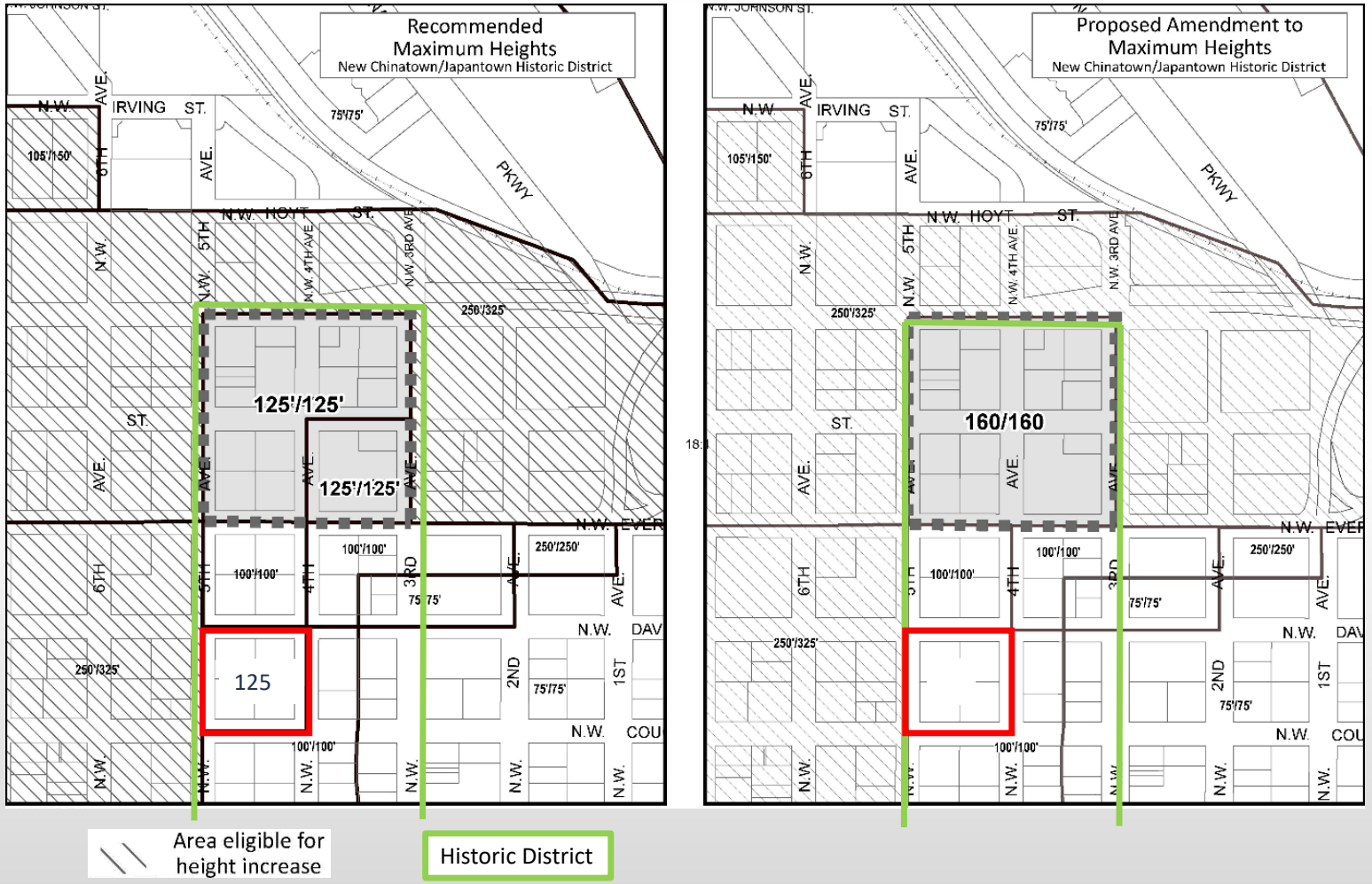
March 9, noon
Record closes on New Amendments

March 15, 4 pm Time Certain (1 hour)
Vote on New Amendments from the March 7 hearing (no public testimony)

May 24, 2:30 pm Time Certain
Vote on CC2035 Plan (no public testimony)

Extra slides

Block 33



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Amendments A & B: View of City Skyline from I84/Sullivan's Gulch

View of Mt Adams from Upper Hall – Summary of View

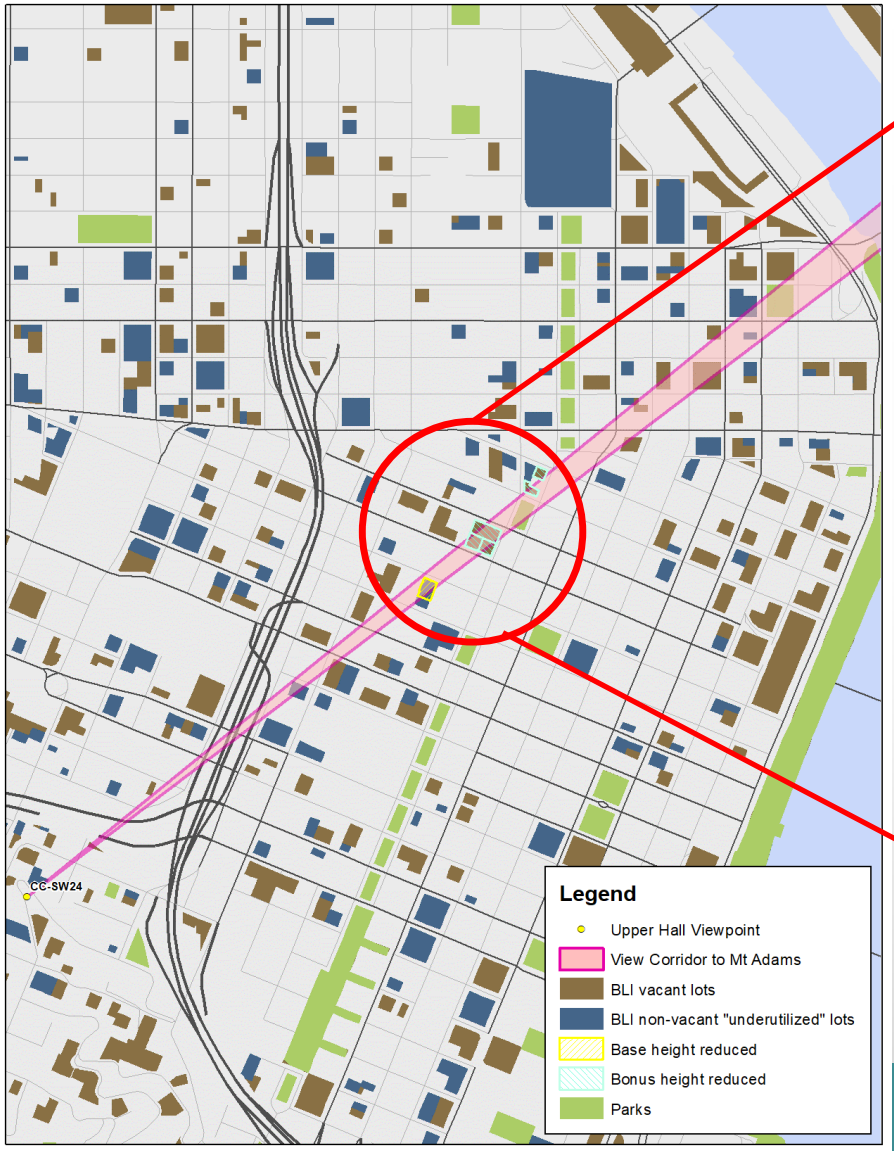
View from Upper Hall – Skyline and all 3 area mountains

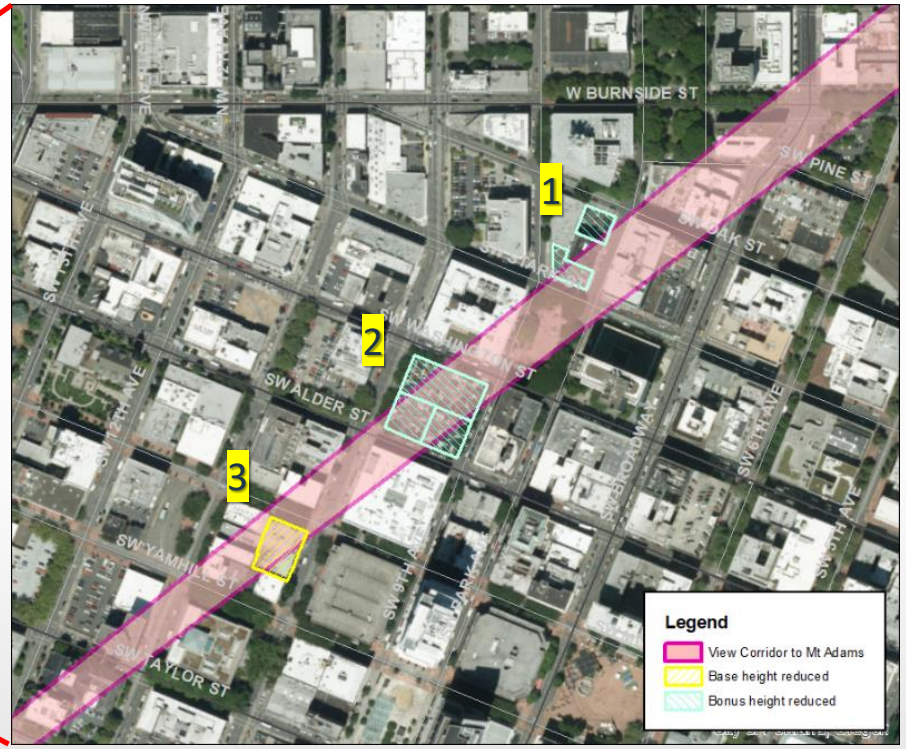
Zoom in of Mt Adams from Upper Hall

Upper Hall Viewpoint Location

Upper Hall Viewpoint

View of Mt Adams from Upper Hall – Impacts on BLI Sites





Site 1: 801 SW Stark St
Use: Parking Lot
Owner: Parcel 18 LLC
Height Change: Bonus 460' to 440'

Site 2: 900 SW Washington St
Use: Parking Lot/Food Carts
Owner: Goodman
Height Change: Bonus 460' to 410'

Site 3: 1018 SW Morrison St
Use: Commercial
Owner: Cook
Height Change: Base 460' to 375'

Amendments E: Measuring Top of Bank

D. Relationship to Other Structures.

1. Where a structure straddles the top of bank, the top of bank line is drawn as a straight line through the structure, connecting the top of bank line on either side.
2. Where there is a vertical bulkhead or seawall, the top of bank is the point at the top of the bulkhead that is closest to the river.
3. Docks, pilings, slips, wharves and other similar structures built over the water are not factored into the determination of top of bank. Where there is a dock, wharf or other structure on the bank, measurements of slope are taken on the underlying dry land. If the underlying dry land is not accessible, the top of bank is the default location described in 33.930.150.C.
4. Where the bank itself is a structure, such as a rip-rap slope at the edge of reclaimed land, the top of bank line is based on the predominant slope of that structure, rather than the slope of individual boulders or structural elements.

Salmon Springs view of Mt Hood

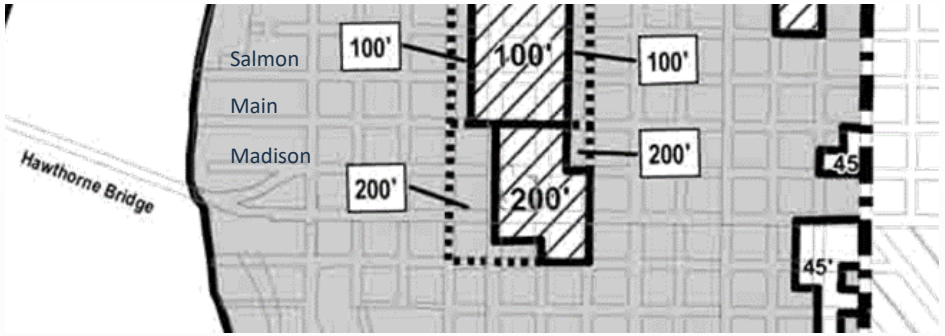
View of Mt Hood from Salmon Spring

Without height protections

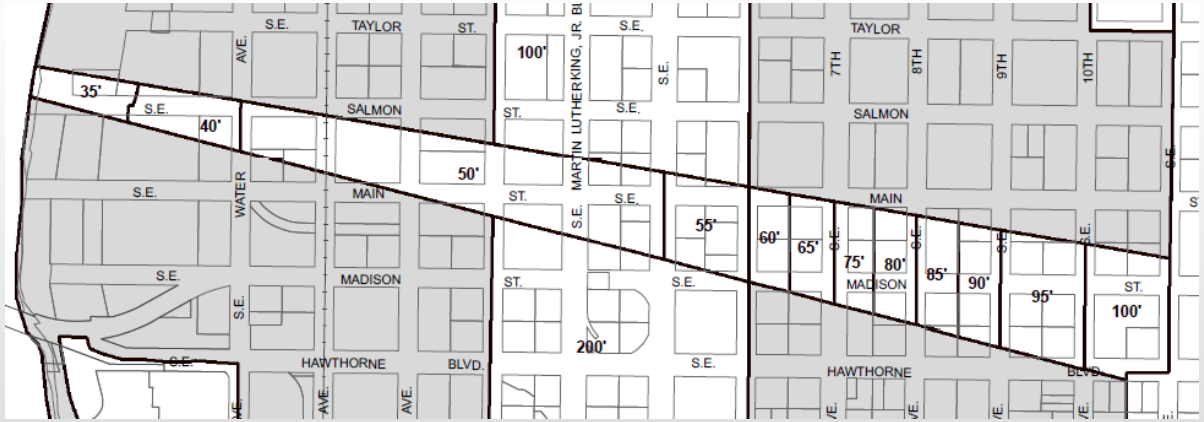
Viewpoint at Salmo Springs

With height protections

Salmon Springs view of Mt Hood

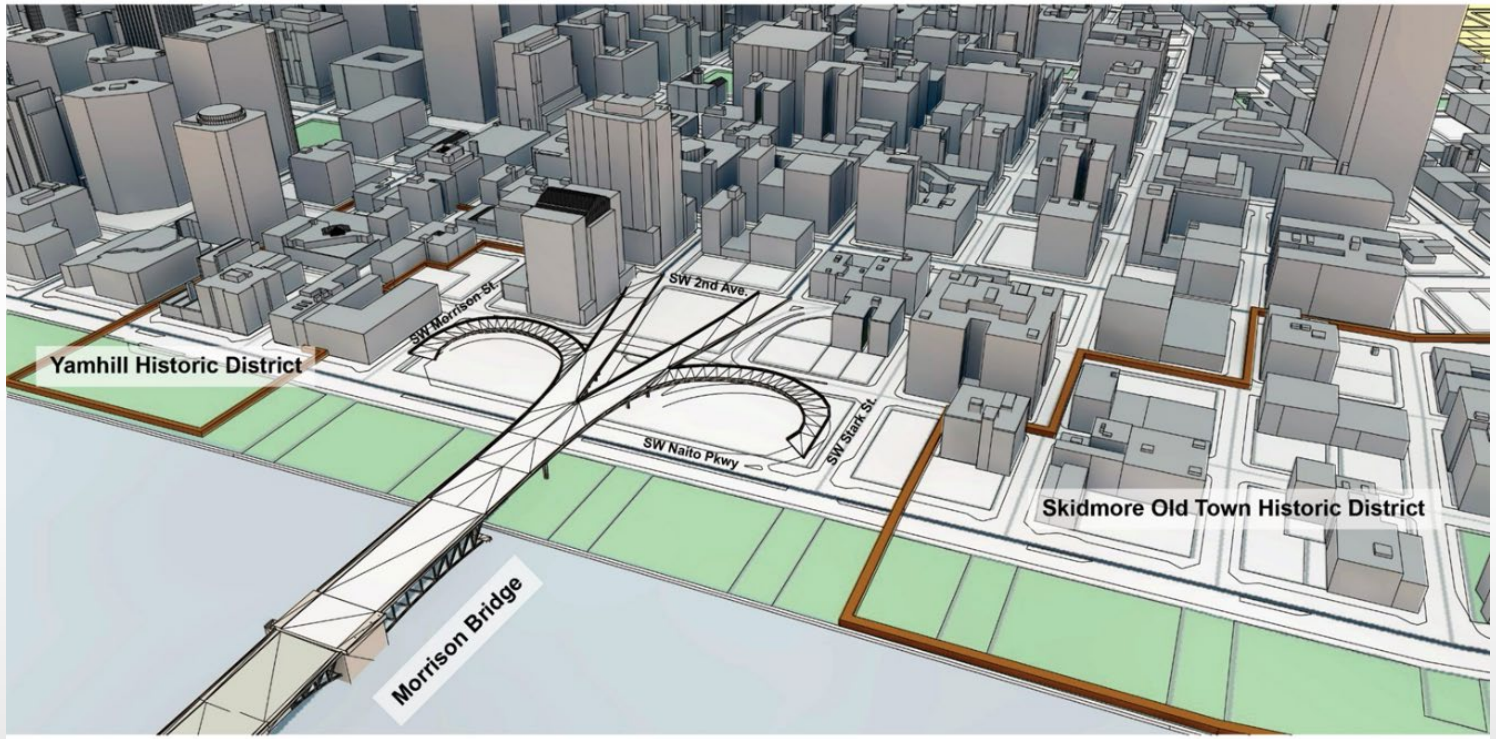


Existing Heights (bonus allows 175'-275')



Recommend Height Limits

Morrison Bridgehead Height



Morrison Bridgehead
Existing Conditions

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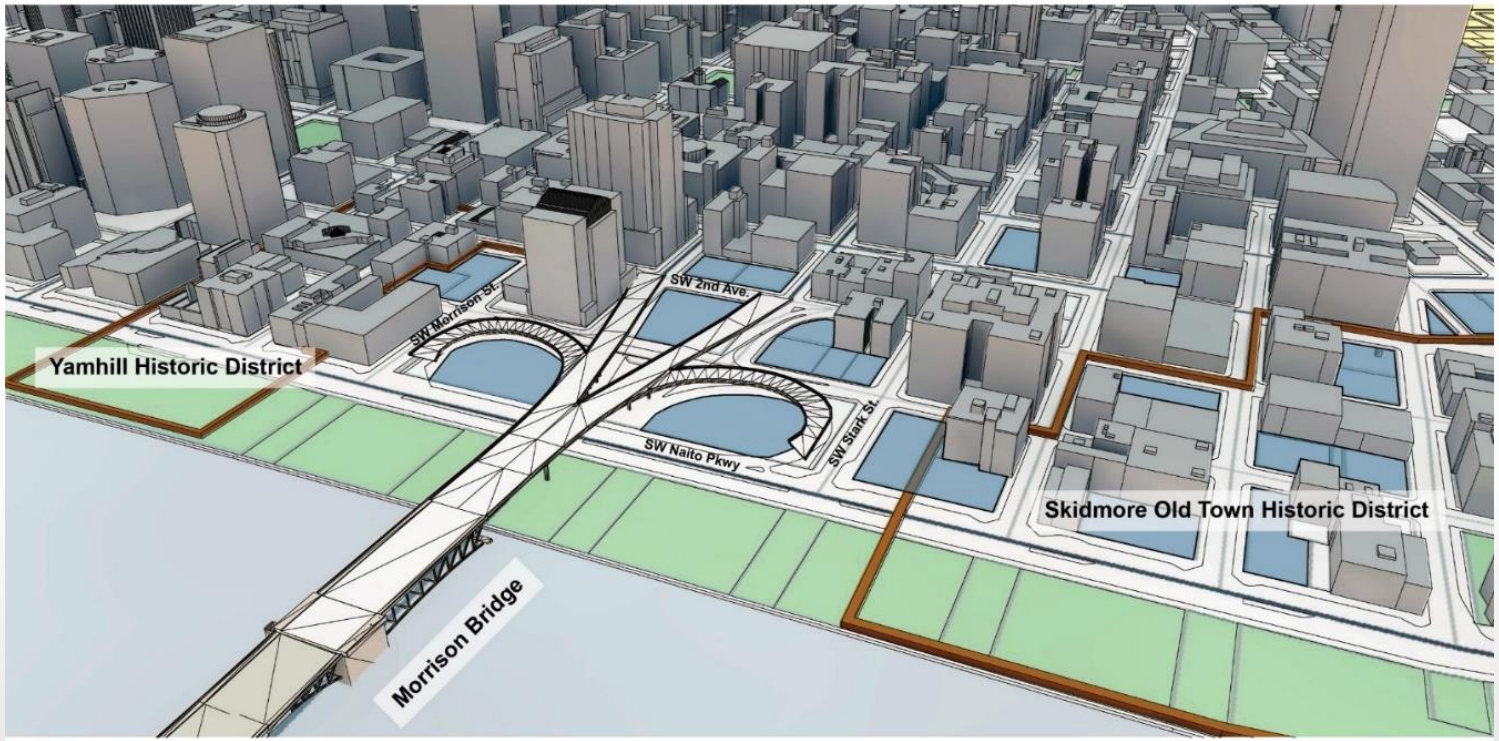
10-06-14

Morrison Bridgehead Height



Morrison Bridgehead
Redevelopment Sites

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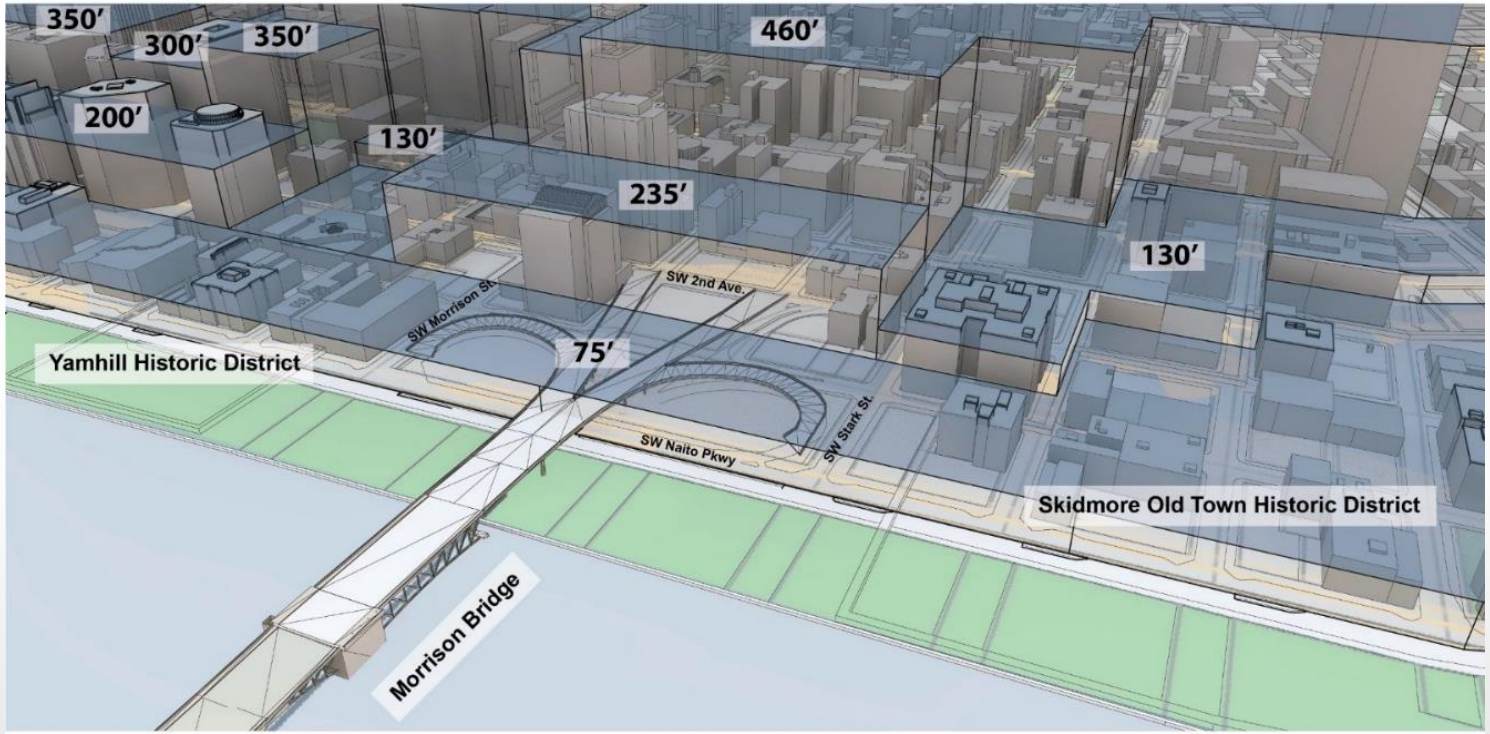
10-06-14

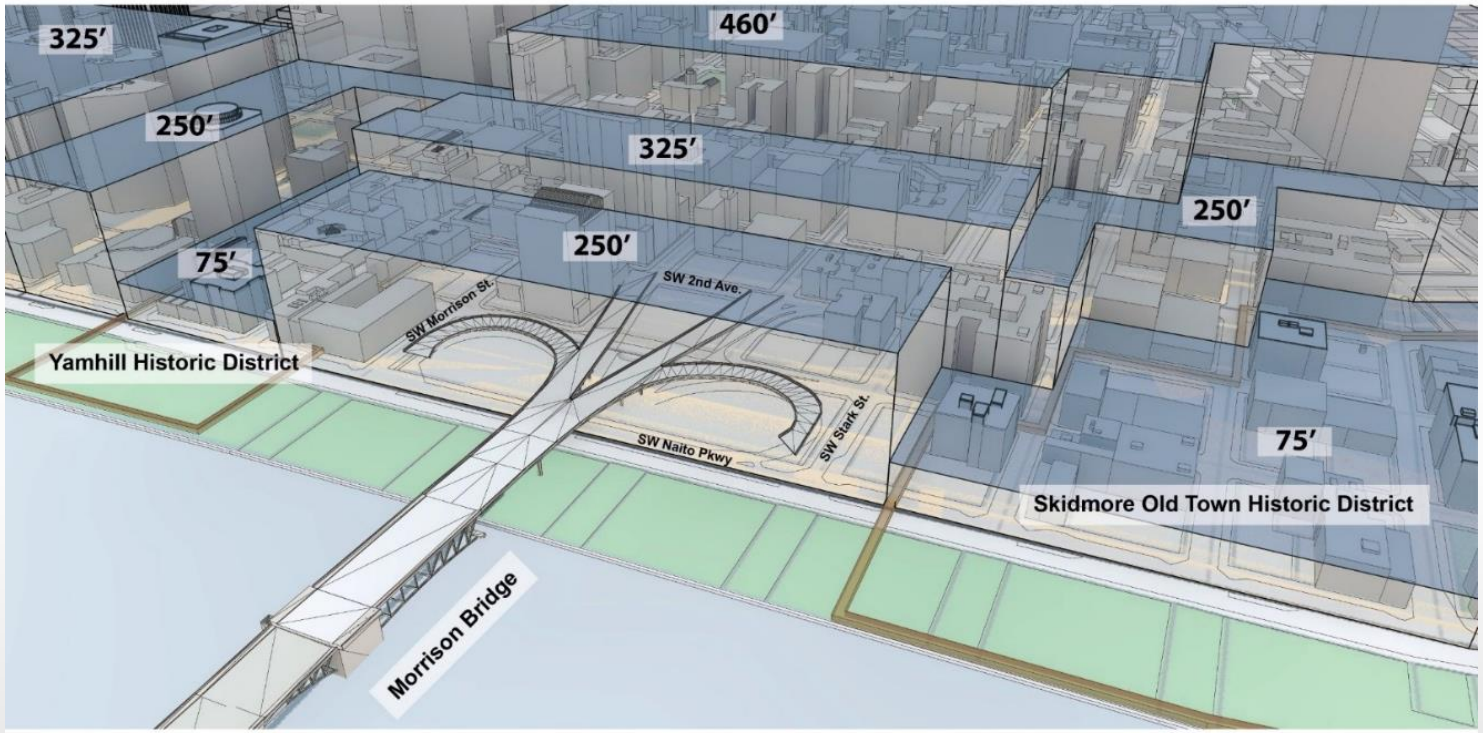
Morrison Bridgehead Height



Morrison Bridgehead
Existing Max Height Extrusions

DRAFT
10-06-14

Morrison Bridgehead Height



Morrison Bridgehead
Proposed Max Height Extrusions

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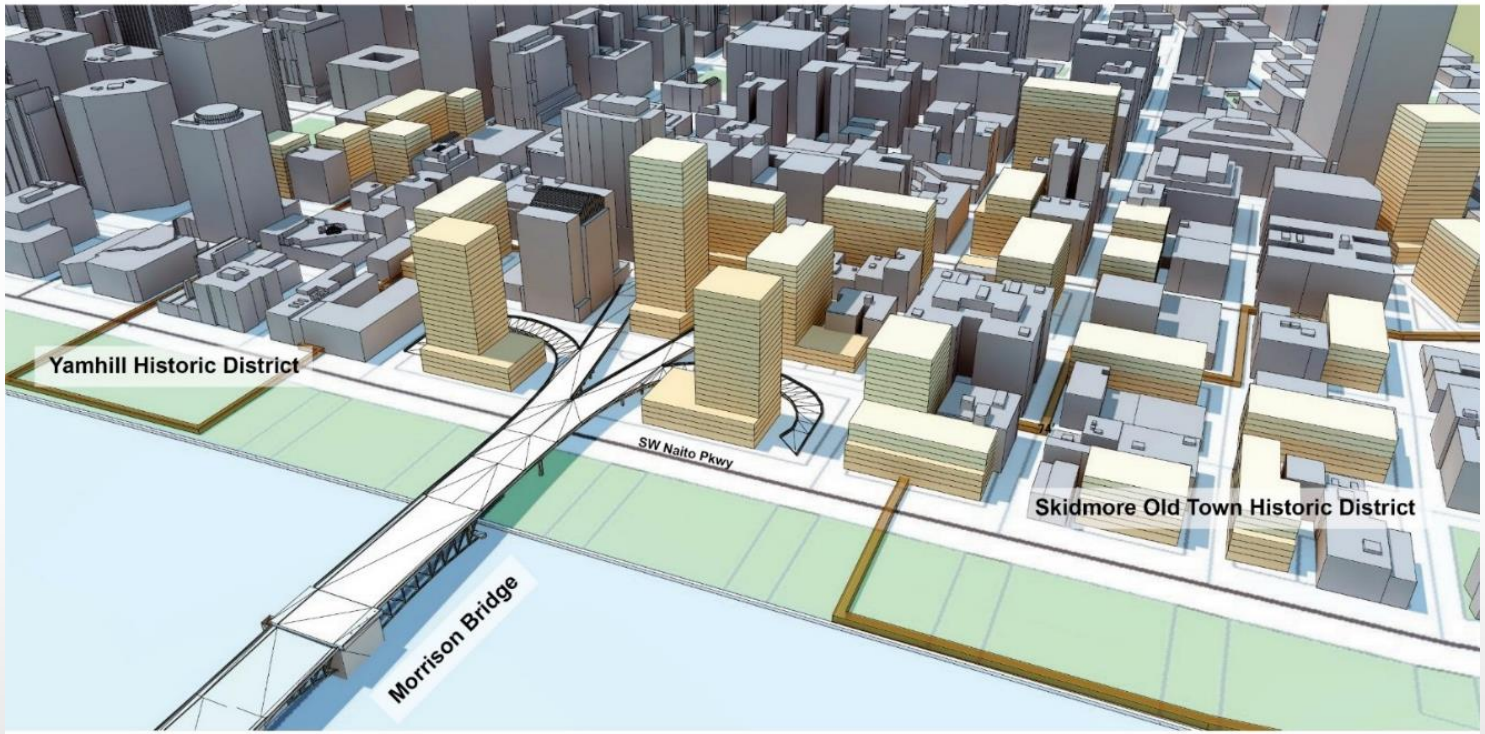
10-06-14

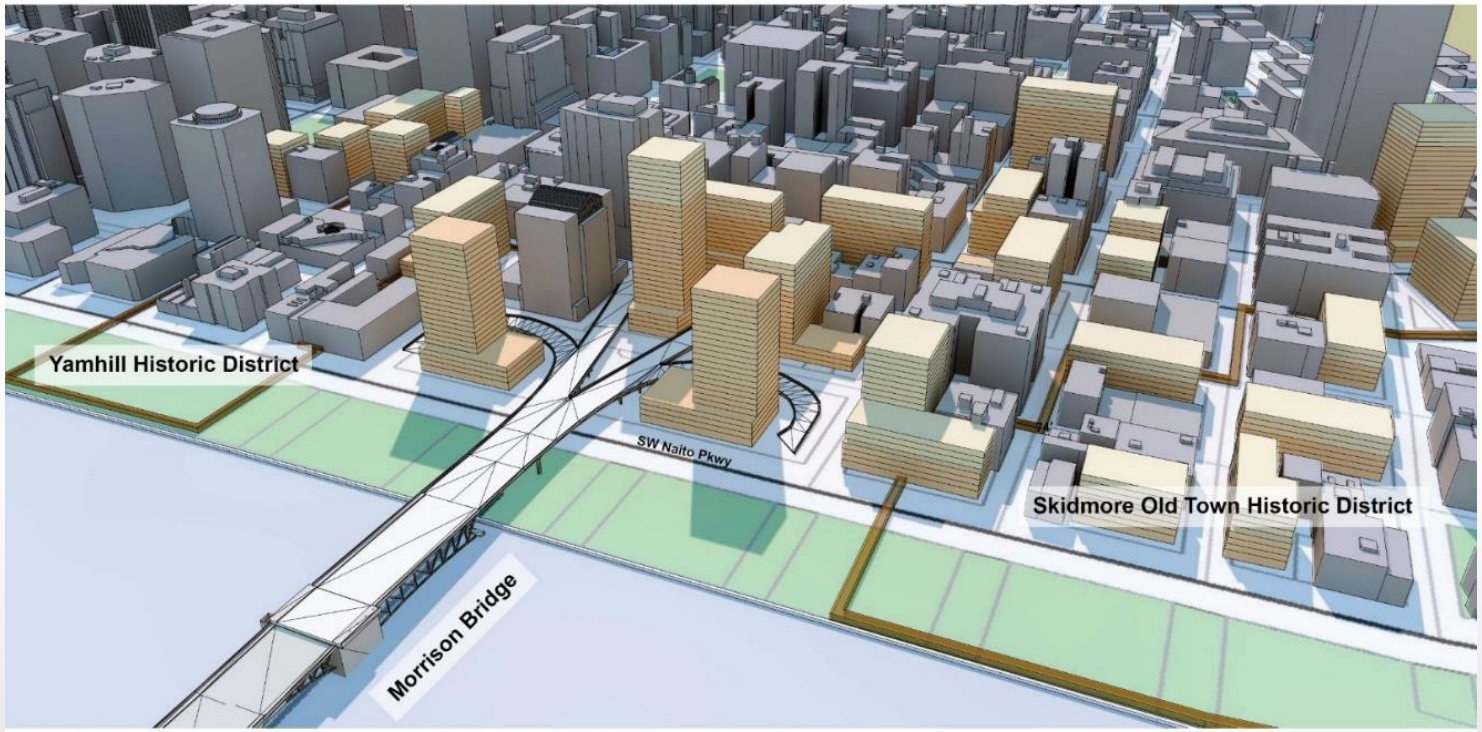
Morrison Bridgehead Height



Morrison Bridgehead
FAR calculated Building Volumes with Proposed Heights
Shadow Study: April 21st 12:00 PM

DRAFT
10-06-14

Morrison Bridgehead Height



Morrison Bridgehead
FAR calculated Building Volumes with Proposed Heights
Shadow Study: April 21st 03:00 PM

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10-06-14

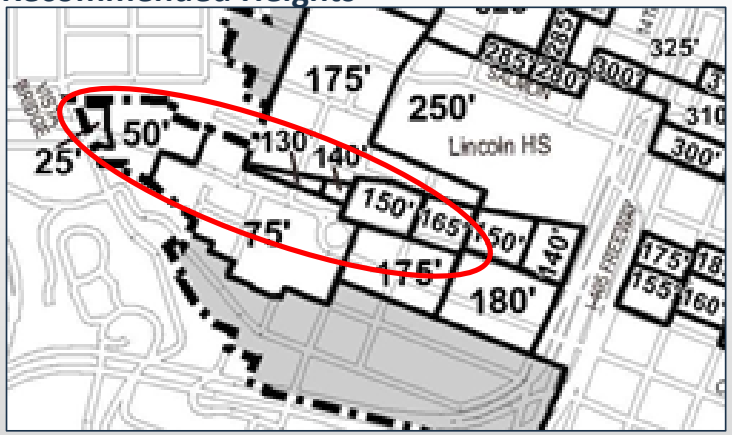
Scenic Resources - C3: View of Vista Bridge

C3. View of Vista Bridge from SW Jefferson Street

Existing Heights

Rendering of Existing Heights

Recommended Heights

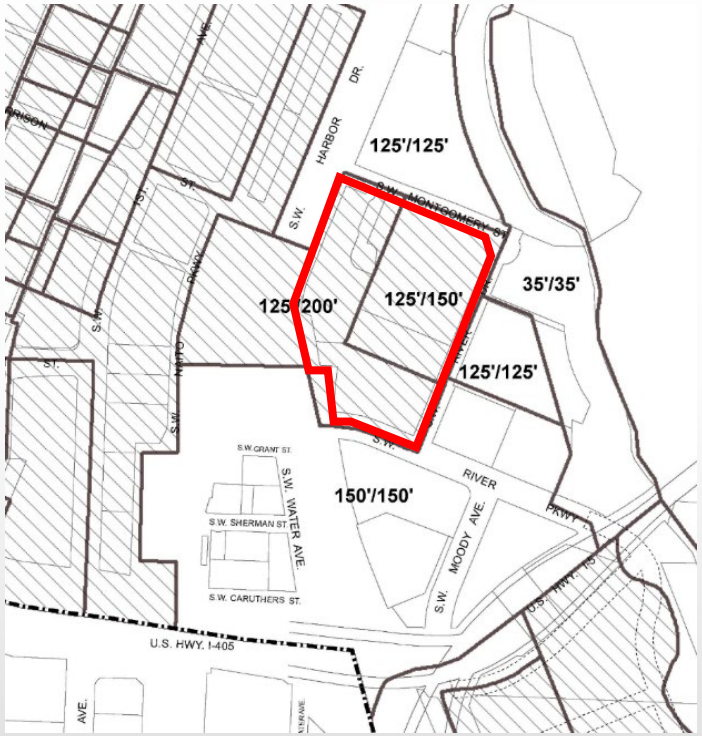


Rendering of Recommended Draft Heights

C3. View of Vista Bridge from SW Jefferson Street

B5: RiverPlace Height and Master Plan

Recommended Draft Height

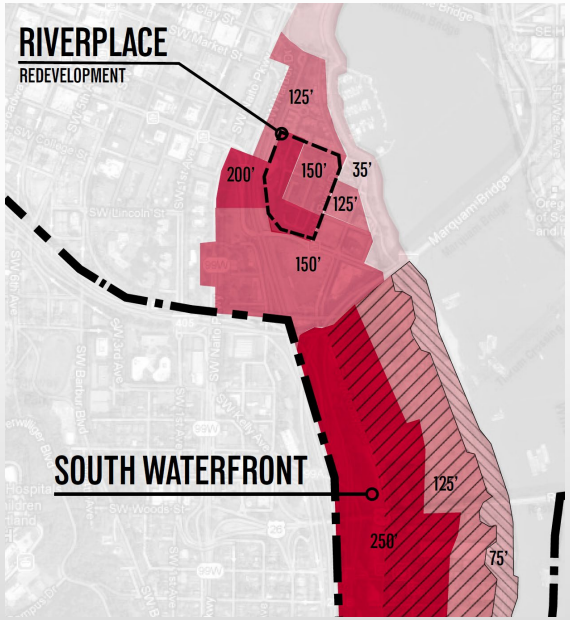


Existing	Recommended Draft
Height: 125/FAR 4:1	Height: 200'-125'/FAR 5:1

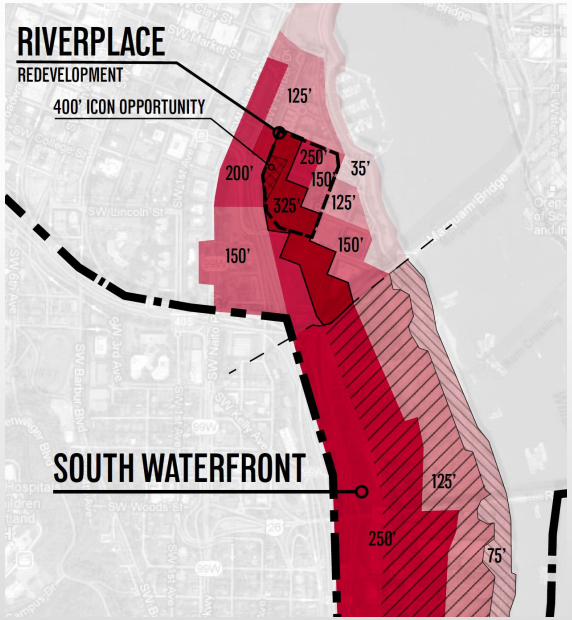
B5: RiverPlace Height and Master Plan

Property owner request:

- Extension of South Waterfront
- Heights ranging from 325 feet to 150 feet closer to the river
- One iconic tower up to 400 feet



Recommended Draft



Requested Height

B5: RiverPlace Height and Master Plan

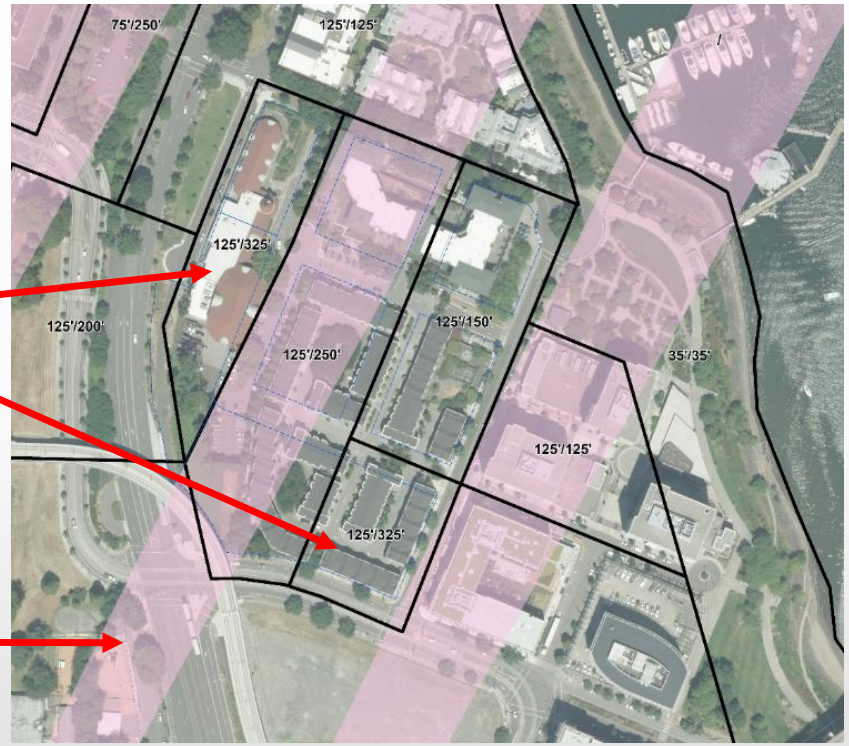
B5: RiverPlace Height and Master Plan

Proposed Heights

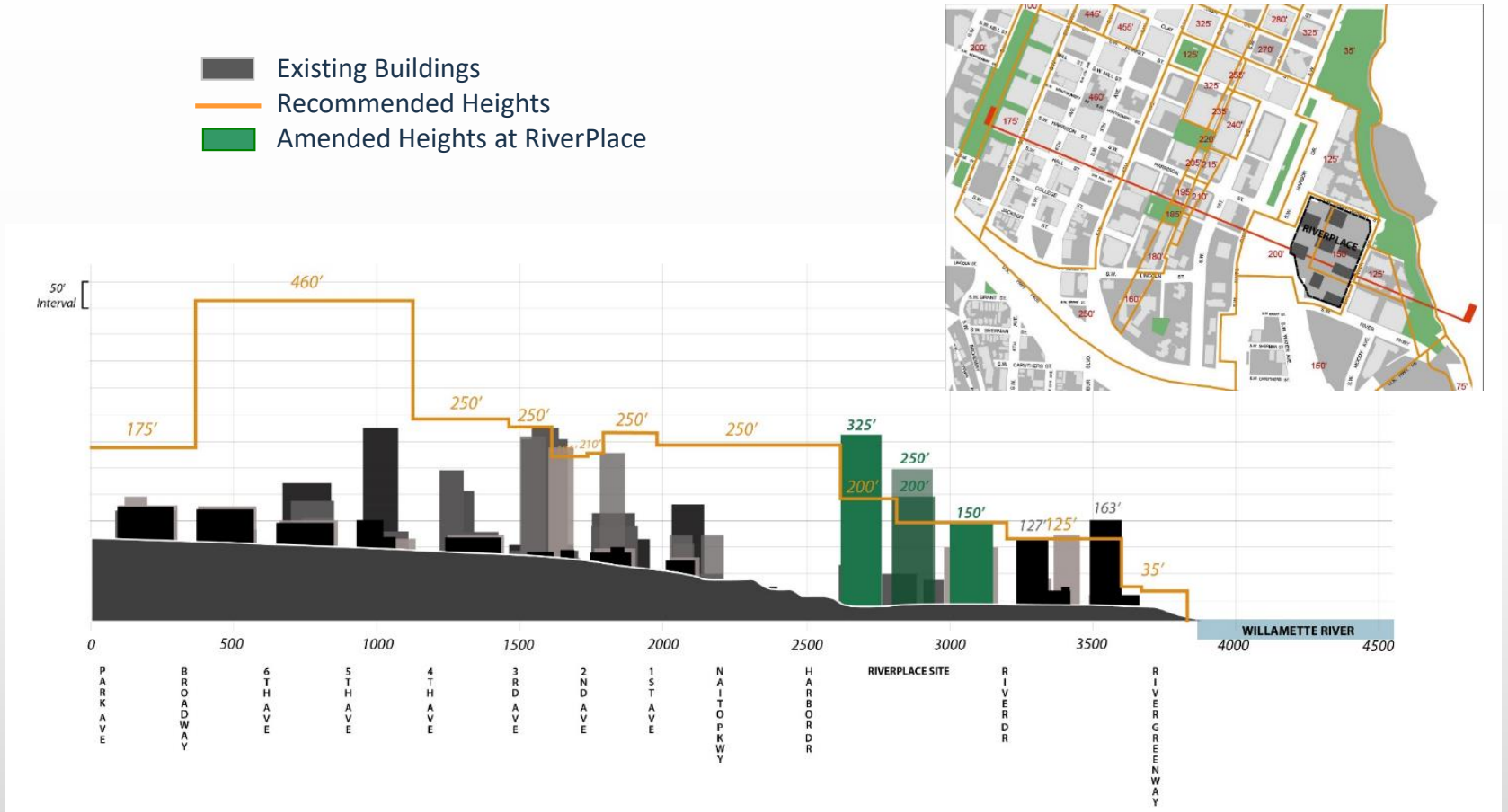
Base Height: 125’
Bonus Height:

- Up to 325 in corners outside of view corridor
- 250’ -150’ with approach to River

View corridor from Terwilliger Parkway of Mt St. Helens



B5: RiverPlace Height and Master Plan



Proposed Consent Amendment Package

1. Volume 1: Goals and Policies
2. Volume 2A, Part 1: Central City Plan District
   - *Except Amendments 7, 10, 12,16, 18, 21, 22*
3. Volume 2A, Part 2: Willamette River and Trails
   - *Except Amendment 6*
4. Volume 2A, Part 3: Environmental and Scenic
5. Volume 2B: Transportation System Plan
6. Volume 3A, Parts 1-3: Scenic Resources Protection Plan
   - *Except Amendments 3, 4*
7. Volume 5A: Performance Targets and Action Plans
8. Volume 5B: Green Loop

189000

Agenda Items 228-231 TESTIMONY 2:00 PM TIME CERTAIN

Central City 2035 New Amendments

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.
Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
✓ 1	Sherry Salomon	2393 S.W. Park Pl. #204	sherrysalomon@comcast.net	
✓ 2	Steve Salomon	" "	Salomonsteve@comcast.net	
✓ 3	Daniel Salomon	1510 Columbia Ave		
4	~~Mark Veltt~~			
✓ 5	Aesha Lorenz	2747 SW Roswell 97201	eyez_lorenz@mail2world.com	
✓ 6	MARK VELICY	1000 SW VISTA AVE. APT. #712 PORTLAND, OR 97205-1137	DMC.LOTUS@YAHOO.COM	SW UPPER HALL
7				
8				
9				
10				

Date 3-7-18

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt January 18, 2018 Items 59-62

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17TH DAY OF JANUARY, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 51 and 52 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 11:04 a.m. and reconvened at 11:08 a.m.

		Disposition:
	COMMUNICATIONS	
43	Request of Karissa Moden to address Council regarding hygiene access in Portland (Communication)	**PLACED ON FILE**
44	Request of John J Thompson to address Council regarding how implementation of the Forest Park Management Plan is working to create true urban wilderness (Communication)	**PLACED ON FILE**
45	Request of Phyllis Reynolds to address Council regarding Forest Park (Communication)	**PLACED ON FILE**
46	Request of Ted Kaye to address Council regarding Forest Park (Communication)	**PLACED ON FILE**
47	Request of Tom Cunningham to address Council regarding Forest Park (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
***48**	**TIME CERTAIN: 9:45 AM –** Reduce the speed limit to 20 miles per hour on residential streets in Portland to support safe travel (Ordinance introduced by Commissioner Saltzman) 30 minutes requested (Y-5)	**188774**

49	**TIME CERTAIN: 10:15 AM –** Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the SE 80th Ave and Mill St Local Improvement District (Hearing; Ordinance introduced by Commissioner Saltzman; C-10060) 15 minutes requested **Motion to accept amendments in PBOT 1/17/2018 memo:** Moved by Fish and seconded by Saltzman. (Y-5)	**PASSED TO SECOND READING AS AMENDED JANUARY 24, 2018 AT 9:30 AM**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***50**	Authorize a grant agreement with Dress for Success Oregon not to exceed $50,000 for their Reach East program for pre and post-employment support to women east of 82nd Ave (Ordinance) (Y-5)	**188773**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	
51	Authorize Portland Parks & Recreation to execute Parks Allocation Certification Agreements and accept annual grant awards from the Oregon State Marine Board for maintenance of boating facilities (Ordinance)	**PASSED TO SECOND READING JANUARY 24, 2018 AT 9:30 AM**
	Commissioner Dan Saltzman	
	Portland Fire & Rescue	
***52**	Authorize application to the Department of Homeland Security through its Federal Emergency Management Agency for a grant in the amount of $2,262,091 for self-contained breathing apparatus (Ordinance) (Y-5)	**188775**
	REGULAR AGENDA	
	Mayor Ted Wheeler	
	Bureau of Police	
***53**	Apply for and accept a grant in the amount of $15,000 and appropriate $7,500 for FY 2017-18 from the Oregon Department of Transportation Traffic Safety Division FY 2018 Speed Enforcement Grant program for sworn personnel overtime reimbursement (Ordinance) 20 minutes requested (Y-5)	**188776**
	Office of Management and Finance	

*54	Amend Intergovernmental Agreement with Portland State University for the Hatfield Fellows Program for training and leadership development to update the amount per Fellow to $40,000, for total contract not to exceed $1,200,000 for FY 2017-2018 (Previous Agenda 38; amend Contract No. 30003978) 15 minutes requested	**REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
55	Authorize a competitive solicitation for Price Agreements for Urgent Rehabilitation of Sanitary and Storm Sewers Project for an estimated $6,000,000 annually (Ordinance) 10 minutes requested	**PASSED TO SECOND READING JANUARY 24, 2018 AT 9:30 AM**
56	Increase contract with e-Builder, Inc. by $746,818 for additional software and license support and training for the capital project management software system (Ordinance; amend Contract No. 30004084) 10 minutes requested	**RESCHEDULED TO JANUARY 24, 2018 AT 9:30 AM**
	Water Bureau	
57	Declare City property located on SW Broadway and SW Grant as surplus and authorize its disposition (Second Reading Agenda 39) (Y-5)	**188777**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
58	Vacate a portion of NW Roosevelt St between NW 29th and NW 30th Aves subject to certain conditions and reservations (Second Reading Agenda 40) (Y-5)	**188778**

At 12:10 p.m., Council recessed.

2:00 PM, JANUARY 17, 2018

DUE TO LACK OF AGENDA
THERE WAS NO WEDNESDAY AFTERNOON SESSION

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18TH DAY OF JANUARY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Fish left at 5:10 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney; and Jim Wood and John Paolazzi, Sergeants at Arms.

		Disposition:
59-62	**TIME CERTAIN: 2:00 PM –** Central City 2035 Plan. 4 hours requested **January 2018 Amendments Report** **Central City 2035 Plan items are continued from December 6, 2017 for Council to hear testimony on the January 2018 Amendments Report.** For more information see project website www.portlandoregon.gov/bps/cc2035 **How to Stay Informed and Testify** To testify in person: People interested in providing oral testimony may begin signing up one hour before the hearing but may only sign up for one person at a time. Testimony is limited to two minutes per person.	
59	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1307; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN**
60	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1308; Ordinance introduced by Mayor Wheeler) **Motions:** **1. Regional Center Policy 1.9 Equity and the economy** Volume 1: Goals and Policies**:** Moved by Fritz and seconded by Fish. **2. Revisions to Amendment 9, Ecoroofs** Volume 2A, Part 1 (*Amendments Report* page 30): Moved by Eudaly and seconded by Fritz. **3. Minor and Technical Amendments Package:** Moved by Saltzman and seconded by Fish. **a. Revisions to Amendment 12: Master Plan** Volume 2A, Part 1 *(Amendments Report* page 35) **b. Revisions to Amendment 13: Parking Structures** 33.510.261.I.3 (*Amendments Report* page 52). **c. Revisions to Amendment 36: Parking and Loading access standards.** 33.510.263.B.1.g (*Amendments Report* page 83-84) **No Council votes taken.**	**CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN**

61	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1309; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN**
62	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1310; Resolution introduced by Mayor Wheeler)	**CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN**

At 5:24 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

January 18, 2018 2:00 PM

Wheeler: Good afternoon everybody this is the afternoon session Thursday, January 18, 2018 Portland council. Karla please call the roll.
Fritz: Here **Fish:** Here **Saltzman:** Here **Eudaly:** Here **Wheeler:** Here
Wheeler: I read this at the beginning of every meeting. The purpose of council meetings is to do the city's business, including hearing from the community on issues of concern. In order for us to hear from everyone and give due consideration to matters before the council, we must all endeavor to preserve the decorum of these meetings. To make sure the process is clear for everyone I want to review some of the basic guidelines, which I hope will make everybody feel comfortable, welcome, respected and safe at the meeting and also ensure that decorum is maintained for all of us. You'll have an opportunity to participate today. State your name for the record. We do not need to know your address unless you want us to know your address. If you're a lobbyist, you must disclose that under council rules. If you're here representing an organization, that's helpful for us to know as well. Today, people have two minutes to testify unless otherwise noted. I doubt we will go less than two minutes there's a lot of people signed up so just prepare for a long afternoon. When you have 30 seconds left, you're going to see a yellow light go on, on the console. When your time is up the red light will go on and we ask you that when the red light goes on and it beeps please stop your testimony at your next sentence. Conduct that disrupts the meeting for example shouting or interrupting others testimony or interrupting during council deliberations is not allowed. People who disrupt the meeting face ejection from the meeting, there's a disruption I'll issue a warning that if there's any further disruption anyone who is disrupting the meeting will be subject to ejection for the remainder of the meeting, anyone who fails to leave the meeting when they're asked to leave is subject to arrest for trespassing. If you want to show your support for something, thumbs up is sufficient you don't need to shout it out. If you're opposed, thumbs down, that's also good that helps us keep the meeting moving and is respectful of everybody.
Fish: Mayor, can I one comment?
Wheeler: Commissioner Fish.
Fish: We have received an unusually high amount of emails and other communications that have written testimony from people and perhaps some of you have come with written testimony. Please don't feel the obligation to race through your testimony in two minutes. If it's in writing and you've submitted it assume that we're going to have a chance to read it. If you're bringing it for the first time today, please give it to Karla and she'll make sure we get, but this is your chance to tell us something that you want us to hear, if your written testimony goes well beyond that, just assume we're going to read it. So, you don't have to speed-read it within your two minutes.
Wheeler: Very good. So, we're here today to take public testimony on the central city 2035 amendments report. Karla could you please all of the items 59 to 62.
Item 59.
Item 60.

Item 61.
Item 62.
Wheeler: Very good. Sallie, you're obviously up here already. Could you introduce yourself for the record and please introduce our hearing?
Sallie Edmunds, Bureau of Planning and Sustainability: Yes, Sallie Edmunds bureau of planning and sustainability. Thank you very much, council members. So, the purpose of this public hearing is for city council to hear testimony on amendments that were inspired by public testimony on September 7, 14 and 20, 2017 and that council moved and seconded during their deliberations on October 18, November 29 and December 8. So, the amendments that we have today can be found in two places. First of all we have this amendments report, published several weeks ago, in January and then, we also have this green packet and these are additional amendments that are not in this amendments report, but that we would like council to consider moving and seconding today, so they can be considered as a part of this hearing. So -- so, staff will walk through each of the amendments on the green sheet, in a few moments and then we can move forward with public testimony from that point. Once -- and then, a couple of things about the public testimony. Thank you, commissioner Fish, for going through some of this, but we do have that sign-in sheet outside. We are hoping that when you come up to testify, you can reference the amendment number in either the amendment document, this amendments report and I believe that there was a -- a list that was distributed at the -- at the table outside. So, people can mention the specific amendment number. Items on this amendment sheet have letters and so please mention the amendment letter, if you're testifying on something on this green sheet. So -- once we finish that, we are hoping that the written record will close tomorrow, Friday, January 19, at 5:00 p.m and that the next council session on this matter will be a vote on the amendments on Wednesday, March 7 and, that's not the date that is currently listed in the document. We've had a change of date, today. So, people can note that it's going to be Wednesday, March 7th, 2:00 p.m time certain rather than Thursday.
Wheeler: Very good and Sallie, if you could help me remember. At the end of this afternoon evenings hearing if we could state that again just in case people tune in later.
Edmunds: Will do.
Wheeler: Very good, so let's start by moving through the additional amendments that's the green packet paper. Rachel and Mindy, do you want to walk us through these?
Rachel Hoy, Bureau of Planning and Sustainability: Thank you, mayor. Wheeler Rachel hoy with the bureau of planning and sustainability. The first is an amendment to an existing policy in the central city plan. This addresses some concerns that were raised by seiu testimony that was received in the fall. This amendment relates to basically who benefits from development and the desire to support living-wage jobs among other public and other community benefits. So, this amendment also is listed or shown here in the slide also indicate some ways we could accomplish this. We wanted to note there could be land use tools, but there could be other programs to help support this in the future. So, I'd like to turn this over to commissioner Fritz, if there's additional comment or discussion.
Fritz: Thank you, Rachel and thank you, staff, for all the great work you've done on this project it's kept us all straight. So, people may recall that the last time we read this issue was discussed. Commissioner Fish and I pledged; we didn't have a specific language at that time, commissioner Fish and I have worked with both seiu and the bureau of planning and sustainability to propose this language, which you're seeing on the screen and so I move this amendment.
Fish: And I second it.

Wheeler: So we have a motion from commissioner Fritz and a second from commissioner Fish. Thank you, commissioner Fritz, I support this policy I think its greater in depth and clarity to this issue and I appreciate you for calling it out.
Mindy Brooks, Bureau of Planning and Sustainability: Okay. Next is the Eco roofs amendment. Mindy brooks, planning and sustainability. We heard have heard some concerns that the Eco roof standard could make it difficult to harvest rain water from roof tops in the central city. The standard itself does not preclude harvesting rain water from the portions of roof top that are not covered in vegetation. However, staff do want to make it clear that equipment that may be needed to be on top of the roof, such other kind mechanical equipment that is used in rain water harvesting, that it can be located up there. So the new language in the green sheet is letter g. It's also up on the screen there. This is a minor amendment, it does not change the intent of the Eco roof standard which is to maximize Eco roof coverage in the central city and I will turn it over to commissioner Eudaly thank you.
Eudaly: Yes, so we want to make sure the Eco roof requirement doesn't preclude meeting other sustainability goals for the city. Rain water harvesting is an important tool for addressing summertime drought conditions, which is hard to imagine right now, but, may happen and, I think this amendment will make it very clear that rain water from non-vegetated portions of the roof can be captured for reuse on-site. So, I move to add this amendment.
Wheeler: We have a motion. Do we have a second?
Fritz: Second.
Wheeler: We have a motion from commissioner Eudaly a second from commissioner Fritz.
Hoy: The next item, we have three minor technical amendments that we wanted to put forward today. That need to be moved and seconded to be a part of the hearing for today and, we can either move them all as a group or if there are any of the three that you would like to discuss, please let me know. I've listed the three of them here on the screen for you and I'm happy to go through them or if you'd like a moment to review and then we can go from there.
Wheeler: Colleagues?
Saltzman: Move them as a package. I would move them.
Wheeler: Very good commissioner Saltzman moves the minor and technical amendments is there a second.
Fish: I'll second.
Wheeler: Commissioner Fish seconds.
Hoy: The next slide here, these actually are two items that were previously moved and seconded at the December 6th session. We just omitted them inadvertently from the amendments report, so they've already been through you and discussed. I just wanted to make it clear that they could be part of today's meeting.
Wheeler: Very good so here they are and just for the record they've been moved and seconded, but I appreciate your cleaning that up, as well. Thanks you.
Brooks: The next one is an amendment concept, so we don't have the official code maps in front of you just yet. We received testimony requesting that heights on the block between southwest alder and southwest Washington and southwest 9th and southwest 10th have the heights maintained at the existing 460 feet. Height on this block was reduced to 410 feet to protect the view of mount Adams from the view point on southwest upper hall. The view itself is actually of the whole central city skyline and area mountains. This amendment to restore heights on the block means removing protections for the view of mount Adams and associated height limits on other blocks within the view corridor. The

view of mount st. Helens and the view of the city skyline would continue to be protected and I'll turn this over to mayor for discussion.
Wheeler: Colleagues I've asked staff to do some modeling and come back in March with some potential revised height limits for this view corridor and some other necessary change to implement a new direction on this. I've heard a good deal of concern, obviously, about slow-down in housing production and I understand that that means stabilizing housing in certain parts of the city, tighter lending markets are certainly having an impact and of course, we all know that constructions costs are at an all-time high. So, it's very important that we continue to think about density of housing in the central city and I was invited to actually go and look at this particular view corridor. It is a beautiful panoramic view of the greater Portland area and it is fantastic. I'm not sure the trade-off here in protecting what is really a very small view of mount Adams is worth the trade-off in terms of lost housing production opportunities and so I've asked staff to come back and take a harder look at that.
Fritz: Is that an amendment on the table?
Wheeler: So, it is not an amendment. My understanding is you'll come back with a technical review and once I have a chance to look at that, we can put that on the agenda for is it the march meeting.
Edmunds: March 7th.
Wheeler: For the March 7th meeting we can come back and put that on as a amendment.
Fritz: And then we take testimony on it?
Edmunds: We would have to have a hearing on the beginning of the meeting on March 7th and then close testimony and then move to the decision.
Wheeler: This is what I'll call a late-breaking story. I just want the opportunity, later in the spring, to take a look at this. It's an important issue and I don't want to rush it without appropriate factual bases. So, I've asked them to go out and do some work and bring it back to us.
Fritz: And when you do come back, I'd be interested in the analysis that we worked hard on in terms of the west quadrant plan and the potentially conflicted buildings from the advisory committee where does this stand on that.
Edmunds: Okay.
Wheeler: Very good. So, are we now ready, then, to hear testimony on the amendments included in the amendments report and the amendments that we just moved and seconded here today? Again when you come up, please begin each comment with an amendment number so we're very clear about what your comments are referring to and, please refer to the amendment numbers that are in the document or on the amendment summary sheet or the letters in the green packet. We're going to obviously limit oral testimony, as was discussed earlier, to the amendments report. We've already heard testimony about other portions of the central city 2035 during three days of testimony in September. I would like as always to extend an initial courtesy to members of our boards and commissions. Theses are Portlanders who volunteer a significant amount of their time to help make the city a better place and I want to thank all of you in advance, Chris and others, for your volunteer efforts to help improve our city's. I will give commission members the courtesy of three minutes of testimony since they're highly engaged in these subjects. And I understand Julie Livingston is here from the design commission, Wendy Chung is here from the landmarks commission, of course Chris is here, as well and you're certainly welcome to testify. As they're getting seated, we'll move into public testimony after this, two minutes each. We have a tradition here that if you have a disability, if you are a parent who has a small child here or have other extenuating circumstances please let the clerk know and we'll get you moved up to the front of the line. Good afternoon.

Wendy Chung: Good afternoon, thank you, mayor wheeler, commissioners for inviting us to speak. I'm Wendy Chung I'm appearing today on behalf of the landmarks commission. We have a letter you received via email yesterday of written -- a printed copy that I think Karla's about to hand to you that is slightly different only be in a that it contained a typographical error and so the new letter is substantively the same as the one you received yesterday. We're here to talk about two of the amendments and they are amendments 18 and 4, to volume 2a, part one of the central city plan district. So, amendment 18, in particular, speaks to the increase of heights in the new Chinatown/japantown area and specifically in the northern part of the district where the heights were originally 125 feet. As you can see, in the -- I don't know if you have a copy of the plan in front of you in the amendments there's a map and it shows the adjacent parcel at much lower heights. The landmarks commission has previously requested that the 125 be reduced to 75 feet to be compatible not only with the other existing structures, but the other part of the historic district so the district as a whole could be viewed as a cohesive unit. Therefore, we would urge you to reconsider increasing heights, even further, in the northern part of the district because it's close to the edge and it's a fragile district. The second amendment that we would ask you to consider is amendment 4, which allows for f.a.r. transfers into an expanded area and the expanded sectors include several historic districts and what we would ask is that you consider limiting transfers into historic districts so that we don't wind up with a right-sizing problem that we've had historically when receiving applications that we're really excited to receive, for instance, in old town Chinatown we're thrilled that there's been all this investment and folks are excited about investing in; we have the Grove hotel, the society hotel lots of new development. The challenge we have is because applicants are coming with projects that are incompatible grossly incompatible with the existing infrastructure, they are often times frustrated and challenged and of course the existing homeowners or property owners are challenged as well because unlike other districts, the resources actually the historic district as a whole. So, one incompatible large project could cause the entire district to be delisted and any taxes benefits that those existing property owners have or any potential new development in those districts could be stymied by one overly-large project. Thank you.
Wheeler: Thank you.
Julie Livingston: So, good afternoon, mayor wheeler, and commissioners, my name is Julie Livingston and I am the chair of the Portland design commission. You should have in front of you a letter from design commission that addresses amendments that you are considering today. We tried to lay it out so it's very easy to understand and the amendments are all identified in a bold font that is underlined, the nut of the issue is also in bold font in the text and design commission's request is highlighted in orange, so, kind of an easy graphic display. Each of our issues, we've also identified guidelines relevant to the issue I won't list them today because it's a lot of talk. So, thank you very much for supporting several amendments to-date, that have really improved our public realm. Limitations placed on public structures that don't have gross building areas above or surface parking that's fantastic. We also appreciate revisions to parking garages on street-facing facades. This is an improvement to our public realm and we also appreciate the expansion of the active use requirement in the pearl district one of our most walkable neighborhoods. We would like to draw your attention to issues that have been raised by historic landmarks commission amendment number 4 and amendment 18. Amendment 4 is expand transfers within a sub district. We could like the city council to eliminate transfers into historic districts and in between historic districts in an effort to preserve the character of these districts. F.a.r., floor area ratio, does not act alone. Floor area ratio has dramatic impact on both height and massing and these are issues that are central to our historic

districts. Along with the heights in new town Japan town, amendment 18, please know that we support historic landmark's requests for both of these amendments. Amendment 7, RiverPlace bonus height and amendment 10, RiverPlace special tower orientation standards, the amendment proposed blankets approximately eight blocks in RiverPlace with districts that are currently implemented in south waterfront. Design commission would like to see there be more public process around this issue and we request that the proposed expansion of south waterfront development standards be delayed until bps can undertake additional study. Amendment 12, the central city master plan, we applaud adding RiverPlace to the master plan site there is. We propose there be a further amendment that the current master plan chapter includes public art as a component of a master plan and Kristin Calhoun from the regional arts and culture council she is the public art director for regional arts and culture council will speak more to you about that. Thank you.

Wheeler: Thank you.

Chris Smith: Good afternoon, I'm Chris smith, I'm vice-share of the planning and sustainability commission also required by city code to say that I'm an authorized spokesperson for the no more freeway expansions coalition and what I'll be presented today is my own set of opinions based on both those experiences. I will be speaking today about the rose quarter freeway expansion, this will be the context of the amendment to tr120, but to the wider question of whether this freeway expansion's appropriate to be included in the central city plan. We've talked about the fact that induced demand will likely limit any congestion benefits. We've seen Willamette week largely debunk odot safety claims about this project. We haven't talked about the surface improvements and I'd like to do a little bit of that today. I have heard this project described as reconnecting the community. I think that's very much a misnomer. One of the impacts of this project would be to remove the flint street bridge that crosses i-5 today and replace that with a bridge from Hancock to Dickson. That really disconnects the community tis is historic Albina district and I'm afraid the detail's a little hard to see, but flint is here and it's part of the historic street grid and we even see that in the 50's, when the freeway was built, you can see the columns here where flint is being bridged to continue the connection that existing historically. So, when we first ripped up this neighborhood to create this freeway, we took efforts to keep flint around and now 50 years later, we're considering taking it out so I don't see how we can get credit for reconnecting the community when we're in fact removing a long-standing community connection from the project. It's interesting there is a bold and exciting vision out there to reconnect the community through the Albina vision something that I'm very interested in seeing advance. That vision calls for freeway lids that we could put buildings on top of. That's not what this project is currently intended to deliver. The freeway lids that are in the odot conceptual plan are not strong enough to support buildings, we'd have to have additional investment. So, again, we think it falls short from that perspective. And finally, I want to talk about what this does for the bike/ped environment. The key junction here is what's so called box where the freeways come together and you can see here, in the redesign for the area, you can see wide turning radius things you might see at a freeway interchange. At the same time we expect these to be pedestrian areas, we have bike facilities that go through here. You can see that where bikes will come from the esplanade and the steel bridge to the very popular Williams corridor, they're going to be funneled in between freeway ramps going in each direction. So people entering the freeway south bound and over here people lining the freeway north bound, hard to see how that's going to be a friendly environment. In the interest of time, I'll stop there, but I think we are very skeptical that this really delivers benefits on the surface.

Fritz: So, just a point of clarification is that all the planning and sustainability commission's position?
Smith: This is my position. The planning and sustainability commission voted 6-4 to support the project.
Fritz: Thank you.
Wheeler: Very good and are there others here who represent boards or commissions who'd like to testify? Are there any -- come on up, then. And, we'll also be -- are there elected officials or other appointed officials in the room or in the other rooms who would like to come testify? Come on down. Good afternoon.
Paul Anthony: Thank you. Good afternoon my name's Paul Anthony I'm a member of the Portland public school board. I am here speaking on my own behalf to amendment tr120, as the board member whose geographic zone includes Harriet Tubman middle school. Portland public schools plans to open Tubman, acknowledging that the decade long imposition of k-8 schools on Portland's most vulnerable communities have not given children access to and high quality and equitable middle grades experience, but rather the opposite. It is imperative that the district return to a middle school model as soon as possible to be able to offer classes that are even remotely equal, let alone equitable. To open Tubman this august, we must invest more than $12 million in health, safety and infrastructure improvements. In my view odot and city are putting Portland public schools and its board in a nearly impossible situation. We do not know if the widening of i-5 will even happen. We do not know if children will be able to occupy Tubman safely during construction if odot can confine construction to times when Tubman is not in use or if the Tubman building and site will even be viable after construction. Odot is proposing a 30-foot retaining wall next to Tubman. It requires horizontal pilings driven 40 feet into the hillside under the building. Those pilings will have to be woven between the vertical pilings that currently hold up Tubman. We do not know if odot's pilings can be driven without harming Tubman. If odot can limit pile driving to times when Tubman is not occupied or, what the consequences would be for Tubman if odot hits one or more of Tubman’s pilings. Odot is proposing multiple lids over i-5 one of which will end only 60 feet south of Tubman lids are known to trap and concentrate pollution. We don't know if those lids will trap and funnel the accumulated pollution north into Tubman, making an already bad air situation worse. So, the district and its board is risking the education of thousands of Portland's children, the hopes and dreams of my own personal community and spending $12 million of public money all on a resource this process is putting at grave risk. The current ask before the council is for a delay to study whether the proposed widening would actually relieve area congestion. With all the many unknowns this seems like a very reasonable request and I ask your support for it. Also, any answers that the council, the city or odot could provide to Portland public and its board would be greatly appreciated. Thank you.
Wheeler: Very good and I’ll make this pledge to you I will orchestrate a meeting between yourself, the superintendent and odot. I've come to get to know all of them very well, as of late. So, you've raised legitimate questions that deserve an answer and I’ll make sure that happens.
Anthony: Thank you very much. That is deeply appreciated.
Wheeler: Thank you sir, thanks for being here. Good afternoon.
Kristin Calhoun: Good afternoon I'm Kristin Calhoun, director of the public art program for the regional arts and culture council and I’m here to address you about amendment number 12 improve the central city master plan and RiverPlace as a master plan site. We are requesting the addition of public art as public art planning to the amendment. Thank you for the opportunity to speak to you today and for all the work you and many others have done on the Portland plan. It's such an important foundational document for the

growth of our city. Our city's commitment to public art is now many decades old and our community members are free to experience public art all over the city. Since the original central city master plan, we've seen many public art projects come through the public art f.a.r. bonus program. You've got a couple examples in front of you, such as the rise of a and d project north of the Fremont bridge at the waterline apartments. This is a project that includes three sculptures, two of which you have in front of you and they are a tribute to the drawings that were done by Greek immigrant tom Stefopoulos back in the 20s. Additionally we did a temporary project that you see called the acupuncture project, which looked at the intersection -- excuse me; the intersection of art, planning and community issues. So, these are just a couple examples of things that came through the f.a.r. bonus program and we understand that that bonus is being removed in favor of looking at our city's housing issues and we favor that. We do think that there is a fix to this, which is including it in the central city master plan program and you have gotten language, both from the design commission, through Julie and their letter, as well as through us and the letter that I've just submitted to you. The central city master plan process is specifically designed for very large sites, as you know. We've already had great conversations with the Broadway corridor, the zidell site and omsi about doing public art master plan for those sites. So, we would request a tweak to the language in amendment number 12 to include public art master planning. Thank you.

Wheeler: Thank you. Thanks, both of you. Are there any other elected officials, appointed officials? Just want to make one clarification before Karla reads the first three or six names of people for public testimony. I want to talk about something that will not be on the list today that a number of people have raised of late and that's the question of inclusionary housing and, I know there have been discussions about the economics of the affordable housing market there's been the issue of construction cost increase, adding to the cost of affordable housing. There have been some who have raised the question as to whether the inclusionary housing process itself has slowed housing production. We obviously would have an opportunity through the central city 2035 plan to potentially help the overall situation by adding increased incentives for new development and doing that as quickly as we can. We already know that adding density to the central city's consistent with the comprehensive plan and the central city 2035 process and goals and to the new mma designation from odot. The city council is considering an amendment to include direction to city bureaus to find a way to increase the 3:1 far cap on bonus f.a.r. in the central city. Today, I'd like to let everybody know that I'm directing my bureaus to bring a proposal to the city council by the end of 2018. This could include code amendments to increase f.a.r. in the central city, but, I don't believe this is work that should be rushed. I think it should be fact and data-based and it should be done properly so it's not going to be brought up here in the context of the 2035 plan. We have to consider the transportation impacts and avoid unintended consequences and we have to balance that with speed. So, I believe by the end of the year, separate from this process, is the appropriate time to raise that. Commissioner Fritz?

Fritz: Presumably, that would also include the discussion of an amendment that is on the table today, to add open space zoning to the zones that could transfer f.a.r., which could greatly increase the amount of f.a.r. available?

Wheeler: Yes. That -- we could do it either way. I mean, in my mind, we could either proceed with that today or we could bring that back as part of the overall package at the end of the year.

Fritz: It needs to go forward today. I just want to make sure that we are not talking at cross purposes.

Fish: Mayor, I just want to say I appreciate that we're going to take a look at this question. I've heard from a number of developers that there's a softening in the market right now, caused by the ramp-up of production. The fact that the gap between the prices for the market housing being built and people's incomes and some questions about forecasting the economy because, you know -- the question is not whether or not we're going to hit a speed bump someday, it's when, and it's going to happen. So, I've heard lots of concrete explanations of why the market is softening, why prices are softening a little bit and I'm pleased to hear that we're going to do a rigorous fact-based inquiry about whether iz has contributed to that or not because I think it becomes an easy target and it may very well be that other market forces are actually having a bigger impact then what's happening.
Wheeler: Very good. Thank you. So, that's the commercial break. How many people do we have signed up for public testimony today Karla?
Moore-Love: 70, so far.
Wheeler: 70, great and if anybody else would like to signup the sign-up sheets are still outside they're right behind this wall behind me. Karla will call up the first three people and then the next three people so that if they're in one of the overflow rooms they have time to get here.
Moore-Love: Call people with disabilities or small children?
Wheeler: Yes, please people with disabilities or small children or other mitigating circumstances that need to come up right now. Name for the record, two minutes. Thank you for being here.
Susan Lindsay: Hi, Susan Lindsay and I am woefully unprepared. Good afternoon I can't sit down, that's why I'm standing. That's why I came up front. I'm here, again I came in the fall and I'm here, again. There's so many people concerned about the heights and the view corridors from the west side looking east. Again, I want to focus on southeast 12th avenue and my concern about the maximum heights on southeast 12th avenue in particular front of Washington high school, historic Washington high school and where the community center will be built. It's 125 feet. It was supposed to step down to the neighborhood and it's not stepping down. So, right now Buckman and the inner east side and Buckman, in particular, is doing a great job of adding lots of housing units and lots of density and that's taking place, but we would like to focus, again, on this concern about that height on -- you know, if you take a look at stark and southeast 12th and the difference between one side of the street and the other, it's 125 feet. So, that's one thing. Second, I want to bring up just briefly a concern about this bird glazing on the windows that's one of the amendments. There seems to be a bit of controversy that perhaps there shouldn't be a numerous types of bird glazing's evaluated or used and of course I oppose that I think there's many different -- and the code right now with the amendment allows for that and I'm very much in support of that amendment so that it's not just limited. Third, I want to mention the Morrison bridgehead and the effort to try to keep the heights down there, thank you. And fourth, finally, is the surface lots in the central east side, we know that we're moving to a carless society, but we're not moving there very fast if you look at the central east side and I think if you're going to make an action to get rid of the surface lots in the central eastside, you need to help support a structured parking in the central east side. That really needs to take place and it needs to be a focus of the city, thank you.
Wheeler: For somebody who didn't prepare you were succinct, on-point, well organized and compelling arguments.
Lindsay: I teach public speaking. [laughter]
Wheeler: Very good, thank you for your testimony. Good afternoon.
Mary Vogel: Good afternoon, I'm Mary Vogel and I'm the first on the list Karla didn't call me yet, but in any case I'm testifying on volume 2b, transportation system plan, page 155,

number 9, neighborhood greenway projects. Rather than just delete, I request that you substitute, instead, projects 201, 30 southwest 12th and 20131 southwest Jefferson Columbia, page 170 of the tsp tables. As an urban cyclist for over 40 years, standing, I ask that these downtown bikeways in the transportation system portion of the central city 2035 be corrected to greenways instead, with funding appropriate to meet the change. From Portland bureau of transportation documents, I have the definitions of both bikeways and greenways. You can read it there I'm not going to read the whole thing, but I do want to say that city bikeways emphasize the movement of bicycles, whereas city greenways are a system of distinctive pedestrian and bicycle-friendly streets and trails, enhanced by lush tree canopy and landscaped storm water facilities. All three streets, southwest 12th avenue, southwest Columbia and southwest Jefferson are currently treeless in large swaths of their routes, especially the portions where low-income people live. My street, southwest 12th avenue, lost at least five large diameter trees within the past year, in the portion where we did have trees. Tree-shaded streets make cycling far more pleasant and safer and more pleasant and safer means more cyclists. Tree shaded streets also make more possible on the hottest days of the year, I always try to choose the shadiest streets from cycling and walking, even without triple digit temperatures. For many of my downtown neighbors on such hot days, the lack of shade makes those streets an utter deterrent to getting to needed goods and services. Thank you.
Wheeler: Thank you for your testimony. Good afternoon sir.
Ronald Buel: My name is Ron Buel Tr120 in the transportation system plan is what I'm speaking to. The rose quarter freeway expansion plan is not an improvement. Those of us at no more freeway expansions are having a hard time discovering any real benefits for the $450 million cost. It was an interesting meeting we had with matt grumm and art pearce. Matt grumm said he agreed with 98% of what we had to say, that congestion on i-5 would not be reduced. That the city's problem with vision zero the growing number of fatalities here would not be affected by this project. Grumm even used the phrase, induced demand. He knew what expanding freeways causes to happen. Art pearce of pbot wanted us to be accurate in our criticism. He said, this is an odot project, that the money is not coming from pbot. We, of course, disagree. This is a city of Portland transportation system plan. It passed the city planning commission. It's part of the 2035 city plan. We heard what mayor wheeler said when he spoke on think out loud. He said this was about neighborhood restoration of the historic Albina district he said that biking and pedestrian use would be improved. The mayor was wrong, on both counts. There are plenty of good reasons why Irvington and Elliot neighborhood associations oppose this project. So, commissioners, you own this project. You own the $450 million cost, even though it's being paid for by the state. You own the more than $100 million that will be spent on planning, design and engineering. You own the lack of real benefits every bit as much as the council before you owned the $200 million that wasted on the planning of the Columbia river crossing.
Wheeler: I'm sorry, sir. I'm going to have to ask you to wrap it up.
Buel: My last sentence is, if I were you, I'd give some more thought to this project's role in your own legacies, as commissioners and mayor.
Wheeler: Thank you.
Buel: Thank you.
Wheeler: Next three, please.
Doug Klotz: Alright hi my name is Doug Klotz. I'm here to talk about tr120 to start with and I'm here to say that the rose quarter freeway expansion is not an improvement to the neighborhood. As a long time pedestrian advocate and founder of Oregon walks I note some of in features Chris smith has pointed out all the large radius corners. The whole

project seemed to be designed to move rose quarter traffic in and out and freeway ramps were removed and radiuses were improved -- increased just to get cars in and out. The pedestrians and bicycle river structure, it's there, but it's sort of secondary and the sidewalks would be eliminated. I do support congestion pricing first. On number 8, which is the bird-safe windows. I support bird safe windows I'm worried the sidewalk will be less safe and inviting and here's why. The lines or dots on the glass will make it harder for someone walking along the sidewalk to see into the building, see the people inside and these are the people who are supposed to be providing eyes on the street and see if somebody's in trouble on the street and call police. I'm suggesting that the rules should require a clear appearing area between like four feet and seven feet so that you can see into the building and the people in there can you see you. There are bird-safe treatments that are more clear, the ultraviolet treatments more expensive, but there are treatments to do that or maybe that is just not the area where you need to. Anyway, moving along. I support the additional heights proposed in volume 2a, part one, section 17, at the Roseland theater, 15, at big pink, 18 at new Chinatown/Japan town and 19 in old town Chinatown as well as number 7 the RiverPlace bonus height. Downtown is the place where we should be building our highest and largest buildings and -- views from existing buildings are not protected and should be expected to change as the city grows. The new buildings will include affordable housing, which is much-needed and RiverPlace site, especially, will provide 500 units of affordable housing. I think we need to think carefully about that and try to accommodate Portland's growth as much as we can downtown.
Wheeler: Thank you. Good afternoon, Philip.
Philip J. Wolfe: Hello Mayor Ted, and commissioners, my name is Philip J. Wolfe. As you know I am still intending to run for city council 2018, with that said, I have tremendous concerns regarding the rose quarter freeway expansion….
Today I would like to address once again… with what you have said previously in other meetings that this projects supports in improving when I beg to differ. It is quite the opposite on many counts…

1. It doesn't support ECO friendly environment
2. It is heavily focused on cars, not walking (mobility) and bicycles
3. It doesn't support equity
4. It doesn't solve traffic congestion
5. And finally it brings more cars in already congested downtown which would bring chaos and death.

Bless you Amanda
In closing, please allow me to draw you something and bring you in perspective on why I am still amadant on considering adding other means of public transportation which supports

1. Cleaner air
2. Less congestion
3. Supports equity
4. Lessen congestion
5. Less death

Here I go.
Wheeler: Thank you. Good afternoon.
Agustin Enriquez: Good afternoon. Mayor and city commissioners, my name is Augustin Enriquez a principle with gbdr architects. City council reviewed an amendment to the cc2035 plan regarding an eight-acre parcel at the southern portion of downtown commonly referred to as RiverPlace on December 6th last year. Prior to that public testimony regarding the eight acres was provided to the planning and sustainability commission in 2016, on august 8 and city council a year later on September 7th, 2017. As a follow-up to the conversation you all had on December 6th, I offer a view observations. First a question by commissioner Fish was asked about spot zoning in the context of RiverPlace spot

zoning could be understood as the application of zoning to a parcel of land within a larger zoned area when there's rezoning it is at odds with that areas existing uses goals, objectives and restrictions. Spot zoning often carries the implication of favoritism as it happens without a public process that description does not fit the amendment. The eight acres at RiverPlace were discussed as part of the 2035 public process on multiple occasions and the zoning criteria proposed in the amendment is very similar to the zoning for the immediately adjacent south waterfront subdistrict. The amendment does not change the allowed density to this site it does not change the allowed uses for this site. The amendments only substantive zoning criteria being up zoned for RiverPlace's eight acres as building height and that height is consistent with the south waterfront. Secondly the description about the potential for such a large number of affordable housing units being a public benefit is accurate. However, that is not the only public benefit the proposal is to designate that open space in the northeast corner of the site adjacent to the existing south waterfront park. Similar land, this close to the heart of downtown -- similar land this close to the heart of downtown Portland, directly adjacent to open space by the Willamette river is mostly developed with buildings or surface parking. Land such as this that could expand the public enjoyment of the Willamette river seldom becomes available for redevelopment and when it does is rarely part of a larger parcel that sets aside the most valuable land for publicly accessible open space rather than building upon it. Building to the height proposed in the amendment requires that public benefit.
Wheeler: Did you provide us with written testimony?
Enriquez: I have not, but I will email this to you.
Wheeler: That would be great I just wanted to make sure I didn't lose it somewhere. Thank you. Appreciate it. Thank you, all three of you. Next three, please, Karla.
Moore-Love: A group of four has asked to come up.
Wheeler: Good afternoon.
*****:** Good afternoon.
*****:** Thank you.
LaJune Thorson: Hi, my name is lajune thorson and I'm here to speak about volume 2a, part one, amendment number 7. My husband and I had members of the south downtown neighborhood development coalition and we have some of our members here today. We've lived in Portland 42 years and downtown for the last eight. We urge the council to uphold Portland's traditional step-down to the river guideline by rejecting the building height increases sought by amendment number 7. We welcome redevelopment in pursuit of density and affordability, but in furthering those goals, the council must never lose sight of Portland's defining characteristic, its harmonious marriage of urban charm and spectacular scenic beauty and appreciation of harmony begins with the city's most central scenic feature, the river that runs through it. Viewed from above, from the tram, the hillside staircases, the roads and sidewalks winding above downtown, the Willamette seems always beckoning close by, inviting interaction with the great outdoors and what better vantage point for admiring the city itself enfolded in its hills than from the water level, tom McCall waterfront park, the bridges, the esplanade, kayaks, paddle boats and dragon boats. We have step-down zoning to thank for preserving those Portland impressions available to everyone from countless public view points now and forever. The central city 2035 plan already allows RiverPlace building heights up to 200 feet which more than doubles the current limits. This should provide ample opportunity for any developer willing to take Portland values to heart, while accomplishing the city's goals of density and affordability. We hope never to see a future in which our river is walled off from the city or vis versa, primarily for the benefit of private view holders and private profit. Let's please resist the destructive consequences of bad precedent and reject amendment number 7.

Wheeler: Thank you, good afternoon.
Joan Kvitka: Good afternoon I'm Joan Kvitka a long-time citizen and educator of Portland. I'm speaking on behalf of many active residents in my south downtown neighborhood. We are concerned about the decision making process regarding the proposed amendment volume 2a, part one, number 7, RiverPlace bonus heights. If enacted it would override the existing recommendations derived by the six-year planning process by the planning and sustainability commission that includes maximum heights in RiverPlace to 200 feet. One, outside the customary process, the developer mvp capital chose to wait until after the commission forwarded their recommended draft to council in May 2017. In July, mvp capital circulated to the council a glossy 22 page vision booklet describing eight high-rise towers with heights far exceeding the 200 foot limit, even in excess of 325 feet. Number two, mvp capital approached mayor wheeler for sponsorship, the mayor's commitment to finding affordable housing in the downtown core may have led him to support the eight soring towers to provide more units of inclusionary housing. He may also be influenced by an attitude that is revealed in a recent Portland Tribune article in which the mayor states "downtown is the most logical place to grow, all of the growth we accommodate there is growth that doesn't have to go into neighborhoods". Please take note, downtown is a neighborhood. For thousands of people who share the same concerns regarding proportionate livability through design and density. Number 3, mvp capital chose gbd architects to head the design of their RiverPlace development, Conveniently Katherine Schultz, a gbd principal, also the chair person of the planning commission. The appearance of complex is disturbing we feel overshadowed by investors and developers who seek to defy what will be iconic in Portland's near and historic future. We oppose diminishing the nature of our waterfront forever, we urge city council to reject this amendment. Thank you.
Wheeler: Very good. Thank you. Good afternoon.
Amber Bowell: Good afternoon, mayor wheeler and commissioners thank you for the opportunity to testify. I'm Amber Bowell full time resident of south downtown with my husband and twin toddlers. I'm here to express my opposition amendment volume 2a, part one, number 7 RiverPlace bonus height. My concerns lay in the dramatic increase in population density without a plan for infrastructure support and recognition of the impact in unattended consequences within my neighborhood. My number one concern is excessive density. The amendment will enable the developer to construct a complex five times the size of the next largest residential complex in the area, adding to the existing residents, this area will contain over 7,000. This is equivalent to the size of hood river. Number two concern, infrastructure overload. This development will overstress the marginal transit system of an overcrowded and slow street car and one bus line the congested street traffic will further impede both and access to max requires a half mile walk to a station. The streets of moody avenue and river parkway are near capacity I worry about the added traffic on harbor drive on outings the kids and I and my double stroller, cross harbor drive which is already very frightful. The impact on major arteries in and out of the city may be paralyzing and personally over the last five years, my commute on i-5 has doubled taking away precious time from my family. My third concern is safety. Currently there are three fire stations serving the west side downtown. Does this growth and density jeopardize the safety of the area and surrounding community? Would emergency services be able to reach my children in time when needed most? I'm not opposed to responsible and safe growth, but this amendment feels careless and lacks an understanding of and solution to its crucial consequences. Thank you for the opportunity and I hope you will consider my family's safety and concerns.

Wheeler: Very good. If I could just state for the record, so there's no confusion. Should any developer seek to build within whatever guidelines we choose for that particular area, they still have to go through the planning and development process, so all of those issues transportation, safety, egress, all of that comes into play. I do want to directly address the question of bias. You're right, I was not particularly eloquent in the way I stated that. Often times, I'm asked -- a microphone gets shoved in my face and someone says "what's your view of the world" and then I regret the exact choice of words. I want to tell you what I've been saying for the last several years, which is I do support density, particularly in housing, we need more middle so called missing middle housing, we need more workforce housing, we need more affordable housing, lower income housing. There will be increased density because we already made that decision when we chose to locate in an urban growth boundary to preserve forest land and farm land on the prefery. So, we already agreed to increase density. Now the question is, where does the density go? There are some areas where densities more appropriate than others and I've been very clear about what my own personal hierarchy is. The central city is the best place for increased density and increased housing, transit-oriented corridors, town centers are a close second. There will also be density in the more currently single-family residential neighborhoods and we've pursued strategies there as well. We'll be taking up the residential infill strategy, we've supported the auxiliary dwelling unit strategy. There are strategies within this plan that actually address increased density in neighborhoods outside of the central city area. So, all of that is on the table and I did not, in any way, mean to imply that I do not understand that downtown is an important and robust community and neighborhood. I simply believe and may have a difference opinion with you and so far, I feel that the central city is exactly where the most density should be. That's my official view of the world, but I appreciate you raising it.
Bowell: Thank you.
Wheeler: Thank you. Next three, please. Good afternoon.
Bob Shoemaker: Good afternoon, commissioners.
Wheeler: Thank you for being here.
Bob Shoemaker: Pleased to be here. Not pleased why we're here. I'm a member of a small coalition that has arisen in south waterfront or a portion of the waterfront of the river, who disagree with the proposal that the height limit be expanded, originally to 400 feet. Now, to something somewhat less than that, but a lot more than is presently there. Mrs. Shoemaker and I are residents of the RiverPlace condominiums, which are immediately across Montgomery from the site that is proposed to have the new height limits. RiverPlace condominiums comprises -- there are eight buildings surrounding beautiful courtyards, all low-rise, three or four stories, 190 condominium units. So, it's a very pleasant neighborhood right on the Willamette river, in a very Portland-like sort of a place. If the high-rises are allowed, rental units of similar architecture, it's just a matter of probably a fairly short amount of time before this will occur and RiverPlace as we know it and 190 people that live there will be displaced by more high-rises. This really isn't a way the camel's nose under the tent. Once you start high-rises and discard the plan for stepping down to the river, I think the city is committed to doing that again and again and again and I think to destroy -- to do this, is to place great risk on RiverPlace and there are probably other places along the Willamette river, which are so much a part of Portland, that will be replaced by high-rises. So, I'm -- among others -- asking you to not do this. Thank you.
Wheeler: Thank you, sir.
Gerson Robboy: Good afternoon, my name is Gerson Robboy and I'm a homeowner in the hosford Abernathy neighborhood. I've lived in Portland since 1965. I want to speak in

favor of the least restriction of building heights and that is a whole collection of items in this list, number 7, number 16, 17, 18, 19, 20, 21 and 23. Some of those have to do with view corridors. We have a crisis in housing costs in Portland. It's related to a crisis in homelessness and a loss of demographic diversity and we simply need more density. I want to advocate for the least restriction of building heights because we need to accommodate for the growth of the city and we need more housing to meet the demand in order to contain costs and, I feel that the trade-off, especially with view corridors, is just -- is not worth it. Simply put.
Wheeler: Thank you. Appreciate your testimony. Good afternoon.
Terry Parker: Terry parker, northeast Portland, a livable connected city is a city where mobility is not restricted. An equitably-healthy city is where infrastructure users pay fair share for what they specifically utilize. Portland fails on all front. On tr120, I'm in favor of this freeway expansion, it's really not an expansion, it's just adding weave lanes. You hear from a lot of bicyclist, motorists are left out of the process bicyclist don't use the freeway, motorist do. If anything, it'll cut down on the fender-benders, be safer freeway and you won't have the congestion from the fender-benders. I feel this shouldn't have tolls, this is without tolls that's discrimination. Given that motorists subsidize other modes, they already pay more than their fair share and this coincides with the third highest response from a how to improve the quality of life question on a recent metro poll, congestion. In Oregon a bicyclist is considered a vehicle, providing dedicated pavement space to accommodate bicycle travel like the green loop is a privilege. To establish equity health, amendments to increase bicycle connectivity including the green loop need to have a reference to charging bicyclists some kind of privilege or registration fee for the creation, use and maintenance of the dedicated pavement space. Continuing to siphon off gas tax dollars is inequitable, you're giving bicycles a free pass and that would be 2b, 2, 4, 6, 8 anything that includes adding bicycle infrastructure. Finally, on volume 2a number 16, 10 and 7. I agree with commissioner Fritz that step-down, maximum building properties closer to the Willamette river need to be maintained and this includes the Willamette bridgehead. The amendment also appears to uphold the policy that calls for improving access to and from the central city on the regional freeway system. Thank you, Amanda.
Wheeler: Thank you, terry. You meant the west Morrison bridgehead?
Parker: Yes. I put west in the testimony.
Wheeler: Thank you, sir. Appreciate your testimony. Next three, please.
Wheeler: Good afternoon. Would you like to go ahead and start for us?
Trish Nixon: Sure. Good afternoon mayor Wheeler and city council my name is Trish Nixon and I'm a managing principal with lrs architects. I'm responsible for a multi-housing studio. We have been involved in the design of more than 1,000 multi family housing units in the last five years and are currently working on several projects within the central city. My testimony is related to the central city plan district amendment number 4. I request that the current requirement to transfer f.a.r. in order to build up to the allowable height be eliminated so that maximum density can be more readily reached without the added and unnecessary financial burden that transfer has on projects. The taller height limits in the central city allow for a lot of density and greater opportunities to provide more affordable housing units. The additional 3:1 f.a.r. bonus for the inclusion of affordable housing units in a project is a great way to prioritize affordable units. In order to utilize that development in full the building would need to be high-rise construction. The reality is, high-rise construction adds a significant cost to a project and in and of itself often requires the maximum density in order for the project to financially make sense. Every cost added to a project impacts the viability of that project, allowing property owners to build up to the maximum height without the extra cost burden of a f.a.r. transfer after they have met the

affordable housing requirement, will improve the chances that a larger project will be built, therefore increasing the opportunities for more affordable living units within the central city and larger public benefits that come from the increased housing from sdc and cet fees to property taxes. For those reasons, I urge you to adopt the Oregon locust requested amendment to remove the transfer requirement for building up to the allowed height. Thank you.
Wheeler: Thank you. Good afternoon.
Brian Wilson: Good afternoon, my name is Brian Wilson resident of southwest Portland, also a business owner, mainland northwest, we specialize in developing workforce and affordable housing as well as college housing in the central city. I'm here to speak specifically on amendment 4, which by the way I do support I think it's an improvement. I would like to request that you consider the locust proposed amendment to remove the restriction on transfer and f.a.r. and the expense simply put I think it's urgently needed in the central city in order for us to be allowed to build to the maximum height. There are several sites I am working on currently in fact one that I hope to bringing to all of you very soon that would support affordable artist/live/work space in the downtown core. The site that we're considering would require the ability to do the f.a.r. transfer and any additional expense added to the project, which by the way will probably be financed with public facility bonds, might make it not pencil. So, I would urge you to consider that amendment I'm pleased you're going to bring additional f.a.r. up as a conversation later in the year that's fantastic, but this specifically refers to existing f.a.r. that we already have. Thank you for your time. I yield.
Wheeler: Commissioner Fritz.
Fritz: I just want to put out there that what we have been talking about is expanding the government's ability, city of Portland's ability, to provide additional f.a.r. through the transfer program and that could have multiple benefits including potentially choosing affordable housing projects to sell to at discount rates. So, that's what we're looking at and so just doing -- allowing to build to the total height wouldn't necessarily get us all the benefits that you just mentioned and so that's part of what the mayor and I will be working on over the rest of this year is seeing what we can do in terms of a package proposal.
Wilson: I appreciate those comments I would like to emphasize any flexibility that we can have in the system will help us build to the density goals that they city has established. That's certainly my priority.
Fritz: Thank you.
Wheeler: And Mr. Wilson, you're somebody who has been actively-engaged in this kind of development and we would very much like the opportunity to each out to you and get your expert insights and opinions about this process as well as it unfolds.
Wilson: I am at your disposal.
Wheeler: Thank you sir, appreciate it. Good afternoon.
Eric Cress: Thank you, thank you mayor, commissioners. My name is Eric Cress I'm a partner and founder of urban development partners. We're a sustainably focused community oriented developer based here in Portland. I'm also speaking today in support of the locust amendment to -- which addresses amendment number 4. In essence, this amendment would allow for the building of additional market rate and affordable housing when projects meet the 3:1 far bonus requirements while staying within property height limits. Again the 3:1 bonus requirements are affordable housing requirements and seismic life safety requirements. Importantly, imploring this allowance for central city buildings that are already subject to design review would provide additional needed housing without compromising urban form. In considering the dire need for additional private funds to build our housing infrastructure, any policy that is accretive to our housing supply without

compromising design quality is needed in consistent with the city's goals. This amendment would directly affect one project currently in our pipeline and certainly future projects, adding to the city's supply of affordable housing, without additional tax burden and in fact would provide additional property tax revenue. In addition I'd like to speak -- request reconsideration of the salmon springs view corridor, referenced as ccsw17 in the central city plan. As a building owner and resident of Portland, I certainly value the views of our beautiful, scenic resources quietly limit when they are blocked by construction around my home and my own office. However, I value transit oriented affordable housing and job more than views, especially for views that are only available 90 days out of the year. Taking a position for the luxury of scenic views over housing or jobs is inconsistent with our city's goals, especially in a time when affordable housing is so scarce. Thank you.
Wheeler: Thank you. Appreciate your testimony. Next three, please, Karla.
Sherry Salomon: The three of us would like to share the six minutes, if you could have the bell go off at the end? Would that be okay?
Wheeler: That's fine.
Sherry Salomon: Thank you.
Wheeler: I figure if you went through all the trouble of wearing the same shirt. [laughter]
Sherry Salomon: We did because we live in goose hollow and we're wearing our goose hollow shirts to show support for our neighborhood.
Wheeler: Very good thank you.
Sherry Salomon: My family is here today.
Wheeler: Sorry you have to state your name.
Sherry Salomon: Sherry Salomon.
Stephen Salomon: Stephen Salomon.
Daniel Salomon: Daniel Salomon.
Wheeler: Thank you.
Sherry Salomon: My family is here to beg city council to keep cherished public views protected. Don't privatize views of mount hood and the vista bridge so that only those rich enough to live in the buildings blocking the view can see them. Those are not Portland values. There are fewer and fewer places where the public can enjoy the views of mount hood. The central city 2035 plan removes over 60 public views that we enjoy today. 10 mount hood views will be lost along the river. We know that development is necessary. So we're only asking to save one of those views. Please vote for mayor wheeler's amendment to save the incredibly important mount hood view from salmon springs fountain.
Daniel Salomon: Mayor Wheeler, you seem to put a lot of stock in the idea that the planning commission already carefully considered this view and voted not to protect it, but they didn't carefully consider this view. We were there. Are you aware that the planning commission chair said she was unaware that there was a view of mount hood at salmon springs fountain. She was very dismissive and acted as if this was a view no one knows about. I'd like to remind you that the view of mount hood from salmon springs is the main image used for travel Portland's marketing materials to sell Portland around the world. The planning commissioner chair lives in lake Oswego and doesn't know this basic fact about Portland. This makes me wonder why we have non-Portland residents serving on suck important committees. This woman heads the commission that votes on heights and views and doesn't even know about one of the most important views in Portland. This is a highly-developed view site with telescopes and an amphitheater to enjoy the view. An east side property owner told the commission that residents could always go to council crest to see mount hood, a place less accessible by public transportation. This is an idea that the planning commission thought this was reasonable. The prevailing attitude was, just go to council crest if you like to see mount hood a place which I'd like to reiterate is a place less

accessible by public transportation. I'm not rich, I'm on disability and live in section 8 housing. I'm also a canary in a coal mine that there is so much more at stake with these issues then just access to beauty. This view corridor's – eliminating view corridors also impact human health, dignity and community. Will you plan for a city where there is egalitarian access to views or will you plan for a city where views are only for the rich?
Stephen Salomon: Salmon springs fountain is visited by thousands of tourists each week and will add more than $5 billion annually to our economy and thousands of jobs. You only need to lower heights on a few properties to save this last view of mount hood from the Willamette river. The view of mount hood from the vista bridge will only be one of the snowcaps. We're asking to save today's view, which has a beautiful contrast between the low slopes and the snowcaps. We're also asking to save the view at the weather beacon which can be clearly seen from the bridge. It will only take lowering the heights slightly on eight properties to keep the beacon unblocked. Please add an amendment to save this view.
Sherry Salomon: Please vote for the amendment by commissioners Fritz and Eudaly to save views of the vista bridge. You set heights at today's height, but that won't keep buildings from blocking the bridge. You can fix that by lowering heights a few feet more and making the zone with lower heights wider. Today, the bridge can be seen from many parts of the city because building heights are low for four full blocks next to the bridge. You'll also need to add back the protected view from i-405, down southwest Jefferson, since that was taken away in the last draft. For those of us who aren't rich enough to live in a building blocking views of the bridge, we shouldn't have to stand in the middle of the street, under the bridge, to see the arch. There's lots of money at stake. Conflicted sac members will gain approximately $50 million to $100 million in increased profits because of the increased heights they voted to give themselves. Please vote for commissioner Fritz's amendment to lower bridge head heights, which will go a small way to addressing heights that were gained unethically, but it will also prevent shadows across the waterfronts park and keep the riverfront from being walled off and privatized. We speak for retirees, for disabled people and for low-income people. We hope you listen to us and not just the wealthy developers who donate to your campaigns. We should have a voice here, we should all have access to views, rather than having them blocked off for private viewing to the very rich. Please vote for the average resident and not just those who stand to gain the most financially.
Wheeler: Thank you. Thanks, all three of you. Next three, please. Good afternoon would you like to go ahead and start please.
Eric Simon: Eric Simon.
Elizabeth Cooksey: Elizabeth Cooksey.
Traci Prince: Traci Prince, Hi we're with the goose hollow foot hills league the neighborhood association. Goose hollow's one of the densest neighborhoods in all of Oregon. We're very proud of the fact that half of our board is low-income and half are renters and that reflects our neighborhood demographics. We're representing a unanimous goose hollow position. We've seen that the more goose hollow fights for what's best for all residents in ways that cost developers millions, the more vicious the personal attacks. I was defamed online, again, this week. I have a view of mount hood and no proposed height in central city 2035 will affect my view. I and my fellow board members aren't fighting for personal gain. We're fighting for every Portlander who hasn't had time, for three years, of reading thousands of pages of code every six months in order to understand how much views are being privatized and how much ethically conflicted developers are being enriched. Mayor wheeler, your amendment would keep mount hood views from being privatized at salmon springs. However, you seem hesitant you said that you trust the

planning and sustainability commission decision. We feel you shouldn't trust it. Their decision won by only one vote. The commissioners were heavily influenced by a developer who consistently votes for policy that will make his business the most money and they were persuaded by the chair, who claimed there isn't a good view here. What does she know, she lives in Lake Oswego. Here's the view, its stunning, it's used by travel Portland as the iconic image marketing Portland around the world for conventions and tourism. It's crazy to decide that private profits are worth more than public access to this view, which is downtown's last public view of mount hood. Cc2035 removes 10 other views of mount hood from along the river and we're only fighting for one. We think we're being very reasonable by focusing on the one big view to save. Travel Portland sent you a letter, advocating to save this view and we agree with them, tourism brings billions of dollars to Portland and most tourists go to this spot. It will only take lowering heights on a few properties. Vote for egalitarian access to the last public view of mount hood from downtown. Thank you, commissioners Fritz and Eudaly, for trying to protect this from happening with your amendment. This is what views of the vista bridge will be like with the proposed heights, but you call for going back to today's heights.

Elizabeth Cooksey: Which many people have argued would allow for buildings to block bridge. We're asking to lower heights slightly from what you've proposed. 25 feet from the bridge to southwest 20th and 35 feet from 20th to 18th and we're asking for the middle section of lowered heights to be wider, covering the entire block next to the bridge to the north and south of Jefferson so that the bridge won't be walled in by buildings. Also, the view corridor from i-405 to the bridge was removed in the previous draft. It seems like language should be added back to make sure i-405 to the bridge is clearly stated as a protected view. City council already agreed to protect the view of the vista bridge when you adopted the west quadrant plan, one of its five urban design policies specifically named the vista bridge and committed to elevate the presence, character and role of this significant public view corridor which defines the district. Policy 5.4 of this draft commits to preserving views of the vista bridge. Policy 5.7 commits to preserving gateways. Please keep this magnificent gateway from being blocked by buildings. Please vote for the lower heights for at least four blocks near the bridge. We're asking for an amendment to protect today's view of mount hood from vista bridge and the view of the weather beacon. In this photo, the views -- the view is being used as a backdrop by a middle school's morning show. This vista from the vista bridge is important to Portland's sense of place. We are asking you to lower heights only slightly, four floors on approximately eight properties. It won't take much. In order to be able to see the charming weather beacon from the standard insurance building it would only take this slight lowering of allowable height. Many residents have told us about walking across the bridge and looking to see what the weather beacon predicts.

Eric Snow: On all views it is shocking to see that the eseaea economics, social, environmental and energy analysis developed by bps staff has no metric to measure views that are so iconic that they've appeared on Portland postcards and promotional materials for over a century. And there analysis private profits for, developers will always be weighted more than the public good of egalitarian access to views, we appreciate mayor Wheelers amendment that fixes typos related to Goose Hollow and the historic districts incorrect heights, this is a simple oversight and we're glad it was caught. As reported in the northwest examiner the ombudsman found that the west quadrant stakeholder advisory committee members public officials were unethical, they voted to give themselves millions of dollars by increasing heights on their own properties. You recently voted to require stronger ethics in stakeholder advisory groups, you said that knowing someone's conflict of interest was enough for you, that you would take care of the rest by voting in a way that

understands that a conflict took place. So you've been given overwhelming evidence that conflicts of interest took place during the central city 2035 process, yet you haven't lowered the heights these people voted to give themselves, you should rescind all heights given to these developers in this ethically compromised process. We don't thing Portland should be doing business this way, we support commissioner Fritz's amendment to reduce heights at the bridge head, but we believe that many other heights were obtained in ethically compromised ways and should rescinded. We've discussed these views in dozens of public meetings over a three year period. We've heard from our, disabled and low income residents that public access to views means a lot to them. Please represent all Portland residents and not just the developers. Thank you.
Wheeler: Thank you. Next three please. Wont you go a head and start please.
Elizabeth Hart Morris: Good afternoon mayor and commissioners, my name is Elizabeth hart Morris I am a co-founder and the executive director of the green roof info think tank also called gritt. Gritt is a Portland nonprofit dedicated to supporting the use of green roofs through education and outreach to heal our environment and to heal ourselves. On behalf of gritt we applaud and fully support the council's inclusion of an eco-roof requirement in the central city plan. We support council's amendments adopted earlier this month and grittt also supports the recent inclusion of a rainwater harvest equipment in the 40% exemption but no more. No more than the 40% is what I mean. Gritt is prepared to support the city of Portland, bps, the development and design community, building owners and install a maintenance contractors affected by the amendment. We provide green roof tours, education, research, as well as green roof symposia to help foster consistent adoption and use of green roofs across Portland. Thank you for the opportunity to provide comment and thank you so much for your influence on the future of Portland. Please feel free to contact gritt for more information, research, and we also invite you all, you all, to join our spring green roof tours and presentations that gritt will provide.
Fritz: Does gritt have a website that people could find out about that.
Hart Morris: Uh greendroofthinktank.org.
Wheeler: Good afternoon.
Donner Johnson: Good afternoon thank you for my chance to be here. My name is Donner Johnson and I am a member of the south downtown neighborhood development coalition.
I'm here to speak in opposition to amendment 7 the RiverPlace bonus height. This is an amendment which came into being as I understand it partly as a result of something called the vision booklet which was distributed by nbr developers. I've looked at this booklet at least parts of it and it has what I would call laudatory maybe questionable information, for example it shows buildings from a side view and there are buildings in that side view that don't exist and might never exist. I understand that they are doing an assumption about 2035, but what it does is mitigate the actual affect the step down affect that we have all agreed on in document 2035. Secondly I'd like to say that it's been said that this is not a case of spot zoning, but it obviously is a case of spot zoning since it is an exception to 2035 and it will definitely open the door to other developers who want to see if they can get the same kind of advantage. It reminds me of happened in San Francisco when I lived there in the 60's and the Transamerica pyramid was built which pierced the written and unwritten agreements that citizens had about building height and of course anyone who's seen San Francisco knows what has happened there. Another question and actually I have a question for all of you and that is this. I understand that 500 odd rentals will be built um these are rentals so the buildings entirely rentals, is there anything to prevent the developer from converting these to condominiums at some later date? Thank you.
Wheeler: Good afternoon.

Bob Sallinger: Good afternoon my name is Bob Sallinger I'm the conservation director for the Audubon society of Portland, we submitted some pretty extensive comments, I'll go through some of those today. First we want to support volume 2a amendment 8 the bird safe window standard amendments, that moves some of the technical details to administrative rules, but retains flexibility we think that's the right way to go, so we encourage you to do that, but please don't put any additional restrictions beyond that, I think we can work out all the details in the administrative rules.
Fish: Bob in terms of and this wont count against your time, but in terms of preserving flexibility, how many different kinds of treatments are there out in the marketplace today?
Sallinger: There's probably about a dozen out there and there's more coming on the market every time.
Fish: You want to have as much choice in flexibility.
Sallinger: With these in part for developers they serve different functions in addition to the bird safe goal and we think that it's important that developers have that flexibility to pick and choose cause some of them help with heating and cooling and other things as well, so aesthetics. So we think retaining flexibility for developers is an important aspect of this. Plus the technology is changing, it's emerging quickly around this, it's an evolving field and so keeping it in the administrative rules will allow us to add and subtract as new and better technologies come online.
Fritz: And in response to the concern raised Mr. Klotz earlier some of these technologies do allow people to see in and out of the building?
Sallinger: They all are able to see in and out of the building, some of them are dots and lines on windows things you see on buildings all the time right now. We have never heard of complaints around the country about those kinds of things they are being instituted in a lot of cities, that's not why people can't see in and out they are minimal, they break up the solid, open glass field that birds crash into.
Fritz: Thank you.
Sallinger: There are some options that don't have any interference at all. Volume 2 a, amendment 9, eco-roofs, we concur with gritt I won't repeat those comments, but we concur with gritt please don't go any further than you're going right now. Volume 2 b-8, naito parkway expansion, we would urge you to look closely at the tree impacts on that. That's going to take out about 90 mature trees and looking at the plans for that we're concerned they're not going to be replaced with adequate replacements, it looks like one to one ratios and very small trees that won't have the same value. So if they are going to remove trees one we should try to avoid that, two we should make sure that we replace them adequately if we do have to remove some. Volume 2 b, amendment 2, rose quarter expansion, you have heard from a lot of people, we also oppose this project, we do think it's a boondoggle, we think it's not consistent with the city's equity and environmental goals. We encourage you to think hard about going forward I think it's going to be a big waste of money and it will eventually collapse under its own weight but interferes will spend a lot of money getting to that point, so please do continue to look closely at that. Lastly, I want to express my appreciation to commissioner Fish for two amendments 5a amendments one and three that require the city to look at how we encourage development to move out of the flood plain and how we deal with light pollution. Appreciate those being put in there and really encourage the city to fund that in the next budget cycle so we can move forward on those two initiatives. So thank you.
Fish: Mayor can I give a preliminary response to the gentleman who asked about condo conversion, so please don't take this as the final word, but my understanding is that under the inclusionary housing rules, a developer has to agree to a 99-year covenant of affordability and that can't just be just taken off because the developer sees an opportunity

to convert to condos. That's the quick -- that's required by the program, but I'll try to drill down a little further for you. I wanted to give you reassurance that it's not a program set up so that someone can just at their discretion forfeit the public benefit that is required and convert to condos.
Johnson: In response I know that some cities have instituted punitive conversion costs, taxes, to prevent that kind of thing happening.
Fish: It would be a violation of the covenant and the council would in this case not look favorably on that. I'm sure there's all kinds of remedies if you violate the covenant.
Johnson: Thank you.
Wheeler: Thank you all three of you. The next three. Good afternoon.
Maria Cahill: Hi. My name is Maria Cahill and I'm coming to speak on volume 2-a-1, amendment 9. I'm a program manager for Recode a Portland based nonprofit funded to work on national efforts with a special focus on the west coast. We work to accelerate adoption of water reuse systems such as rain water harvesting and gray and black water treatment. I'm testifying today to encourage you to incorporate water reuse regulation into the central city 2035 plan and consider providing other permanent pathways throughout the city that will allow us to use all kinds of water more than once in buildings. The steep roof exemption allows developers to use them to avoid building eco roofs. Requiring rainwater harvest from steep slopes can bring new construction back into alignment with the cc2035 goals and policies. We noticed the water reuse policy language is mostly missing from cc2035 plan and that even some barriers to it have been created even though the water reuse is a climate change resiliency tool that can help meet multiple goals. It can mitigate flooding, increase storage capacity and optimize that storage using smart technology. Reused water requires a high level of treatment so when it is discharged it's highly protective of water quality and in-stream habitat. Low carbon district energy systems can be enhanced with water reuse methane systems which are already a cost effective way for high strength waste water generators like breweries to save money on their sewer bills. Our very own house low on eighth code project in the Lloyd district demonstrates how water reuse can improve the pedestrians environment, reduce heat island affect, improve air and water quality and create habitat for bird and pollinators. Even rain soaked cities like Seattle now require rainwater harvesting. They know they must adapt to climate change be expanding their water portfolio. These cities are innovating to allow harvesting of storm water, atmosphere condensate and nuisance water which is shallow ground water that would flood buildings. 30 water experts from 13 states including Oregon serve on the national blue ribbon commission for on-site nonpotable water systems and recently provided detailed guidance on health based approach for developing water reuse permit program. Across the country the accelerating adoption of reuse systems is already happening.
Wheeler: Thank you.
Cahill: Thank you.
Pat Lando: Hello my name is Pat Lando I'm a landscape architect with my own firm Lando and associates landscape architecture, I live in a house entirely covered by an eco-roof and 400 square feet of living wall. Ever since tom Liptan's retirement I'm now one of the longest practicing eco-roof consultants in the country along with Charlie miller and in fact early engineering of some soils are result of our collaboration. So I'm here to testify on two issues, one, amendment 2 a, number 9 eco roofs and a missing amendment for water reuse. First I fully support the staff's addition on the eco-roofs to allow for but I would like to allow for additions as submitted to you guys on an attachment. My review of these amendment languages creates an unintentional loophole for developers by allowing steep roofs buildings to avoid meeting the goals and policies of the 2035 plan. The amendment

also creates unintentional barriers not only to allow rainwater harvesting but emerging technologies but by achieve lead and sustainable sites the building challenge and potentially other metric programs that support sustainability in high performance buildings. In conversations with staff we anticipate that rainwater harvesting can be allowed to resolve some of these conflicts including the steep roof exemption while meeting the multi benefits found in eco roofs. With the addition of my proposed language submitted the city can achieve its goals of policy 2035 plan. The second issue is I'm requesting the commission to direct staff through a motion to add an amendment to include water reuse in the 2035 plan. I submitted to you a second page, a draft language from Seattle and san Francisco's most recent codes that allow adoption of this water reuse. The new amendments would address the 2035 goals and policy plans for resiliency, as well as building and infrastructure site development.
Wheeler: Thank you. Good afternoon.
Tom Liptan: Good afternoon. My name is tom liptan I'm the guy that came up with the idea of using eco-roofs for storm water management. While working for the bureau of environmental services I first became aware of this storm water management technique in 1992. In 1996 I installed a roof on my garage and tested its rain management performance. It worked like a charm and bes has confirmed this during the ensuing years with many monitoring projects. In 1999 under commissioner Saltzman's leadership bes helped install an eco-roof on the Hamilton apartments for storm water research purposes. This is was the first commercial eco-roof in Portland and it was on an affordable housing building. Studies on the Hamilton eco roof and others have provided bes with valuable information about storm water, biodiversity, energy and economic viability of eco-roofs. One thing I like to add into this part of my testimony is that I think there needs to be a really comprehensive comparison of many benefits that are associated with green infrastructure. This one associated with the discussion of harvesting and eco roofs and how that might come about to better understand what those values are. Anyway before retiring from bes I invented an eco-roof design, non proprietary, that does not require irrigation. Bes has about a dozen buildings with this design. This design is starting to find favor with private developers and it's simple and cost effective. I say this because a lot of people talk about the cost of eco-roofs and irrigation and various other maintenance issues. These are important depending on the circumstances or the context of the development but many developers will want to as they are doing now just put a roof on it and let me go on my way and that can be seen on division, on Hawthorne, various places where lots of apartment buildings are going up. I have visited u.s. cities and I guess I'm almost done I just want to say I very much confidently and wholeheartedly support the eco roof code amendments and I really want to thank all of you for your service and your consideration and I want to thank everybody in this room because his is democracy in action. Thank you.
Wheeler: Thank you, tom we appreciate it. Commissioner Fritz.
Fritz: I just want to say for those watching at home sometimes we have people who testify and I think people at home wonder are they actually what they say they are and you are actually what you say you are Tom, not only that, but you came to the parks budget meetings this year and you're ongoing public service is truly appreciated. Thank you.
Wheeler: Thank you.
Eudaly: Mayor.
Wheeler: Commissioner Eudaly.
Eudaly: I just have a quick question actually. First of all what a treat to have you here. Thank you for your innovation, early innovation.
Liptan: Thank you.
Eudaly: I want to make sure that this co-roof amendment is strong as it can be and I want

to make sure that I understand the concerns about the steep roof exemption because we have looked into this. So, I'm going to read to you the staff response and if you could give me some feedback I would really appreciate that. So currently developers are required to manage 100% of storm water from rooftops, steep or flat, it's a sunk cost it's less expensive to build a flat roof and use it to manage storm water than to build a steep roof and find a different way to manage storm water on site. Bes will allow an eco roof on a steep roof top it just requires more engineering this is why we don't require it but it's allowed. And also there was a concern that we would just have -- we would be requiring flat roofs all over the city so we don't want to prevent people from building steep roofs. So, is there language you're hoping that we'll add or change? What's the remaining concern? I understand that the harvesting rainwater that's really a separate issue or reuse of water is somewhat of a separate issue. I'm really wanting to focus on the eco-roof.
Lando: So, if you were just to address the steep roof and the eco-roof situation, what I believe when I read and interpret this would be that to avoid the additional cost of putting on an eco-roof a developer could very easily then just create a pitched roof, a 25% upgrade or pitched roof and not do anything that would contribute to the central city 2035 plan. It wouldn't provide the multiple benefits of an eco-roof and they would walk away. You're not mandating that they basically provide an as equal benefit that you're requiring the rest of the eco-roofs covering flat roofs. So you're missing that by simply allowing a developer to sidestep it by building a steep roof. Does that make sense?
Eudaly: It does make sense, but Susan is shaking her head. I think the fact is a lot of developers want to have rooftop amenities and I don't think that our eco-roof requirement is going to dissuade them of creating these amenities and many of them want to do eco-roofs as well and it's more expensive to gather the rainwater from a steep roof --
Lando: It's the same.
Eudaly: I don't think it is. I got a bunch of shaking heads.
Liptan: If I could just add so a steep roof it is more expensive to put an eco-roof on that. So that's perhaps why staff has said you don't have to put it on a steep roof, just put it on a flat roof. I really don't think it's necessary at all. Most of the buildings in the central city area are not really going to be looking at building steep roofs whether it has an eco-roof or not. My understanding of their point is that if you have this exemption then people are going to take advantage of it. Maybe a few will, it's hard to understand how many will take advantage of. It could be taken advantage of, though. So, perhaps the best solution is to delete it, delete reference to the slope of a roof. The language that is here today says at 40% could be used and I wanted to clarify that harvesting rainwater from an eco-roof is also possible especially this time of year there is runoff from eco-roofs during the wintertime so they can get water that way too. So, it could be as simple as just taking that off. It would address their concerns and if somebody wanted to do a steep roof, they would have to look at the possibility of saying, well looks like we have to put an eco-roof on it and then they say well maybe we don't want to do that and we'll just go a regular roof. Steep meaning above 25%. Eco-roofs are not that hard on lower slope roofs.
Lando: I agree with what tom was saying.
Eudaly: Ok, thank you.
Wheeler: Thank all three of you. Next three Karla.
Miles Sisk: I wasn't quite ready to talk yet, but I'll get started. Hi Everybody my name is miles Sisk I want to speak more specifically on to 2-a section 10 and height caps in general. I'm 23. I live downtown. I'm a renter like 87% much like 87% of the downtown neighborhood as well. I'm a seventh generation Oregonian. My family came over on the Oregon trail 150 years ago and went south. I've got somewhere over 150 cousins back in the rogue valley. A lot of city folk might not know this but Portland for years has served as

a beacon of hope and opportunity for my generation of rural Oregonians. Rural Oregon is gentrifying. There's not opportunity there for us anymore. There are not jobs there isn't much of economy, land prices are soaring because it's being bought up by people out of state, there's not a future for young rural Oregonians any more. We're coming here. I came here two years ago for that opportunity as well. I know dozens of other young people just like me, people I went to high school with, people I went to college with, who are on the same track that I was, we're coming to Portland for opportunity, for hope and for our chances. You're not going to hear us talking about height limits. You're not going to hear us talking about views. We're too busy trying to fight for a spot at the table in the first place. We're too busy trying to find a place in the city, in our state, that we have been looking to, to come to for years. We can't have that. We need more housing. 500 units of affordable housing were lost downtown when the Harrison towers were converted from affordable housing to condominiums. If you're one of those people living in the towers and you're complaining about the loss of your view from the new river place tower I happily welcome the new 500 units of affordable housing that would replace what you made us lose. Sorry.
Wheeler: Thank you. Good afternoon.
Aaron Brown: Good afternoon my name is Aaron brown, I'm a registered lobbyist over the no more freeway expansions coalition here to speak about volume 2 b. The 450 million dollar 1.8 mile freeway expansion is not an improvement for the people biking and walking in the neighborhood. Who says so? The local neighborhood associations for one and all of the active transportation groups that closely are following the municipal plans. We submitted a letter this morning detailing our specific concerns about the schematics. I trust that you and your staff when have the time to read it later, so I won't reiterate the points pps board member Paul Anthony and Chris Smith already ran them over I encourage you to look at the letter, it includes comments from 293 other Portlanders who in their wordiness committed an extra 31 pages of comments on why this is not an improvement. Instead of reading the letter I'll tell you a quick story. This Tuesday morning we were serving donuts and coffee on the flint avenue bridge. I got to talk to a lot of people, many I usually just spar with on the internet and realized that we also have a lot in common. We had a good time, got to talk about Damian Lillard's jump shot and a bunch of other nice things, talked to folks that were concerned about the Harriet Tubman middle school. And it reminded me of a really rainy Sunday parkways two years ago, it was the first chance I personally had a chance mayor Wheeler to speak with you. We had a conversation about the gas tax and we were cordial despite the fact that I had been Slagging you on twitter all week. Commissioner Eudaly, that was the first time I met you and we had a conversation I was delighted to learn that reading frenzy was a shop that I had visited and it was cool to realize that you were running for office. That is what is at stake at this project, the ability to build communities where that sort of universe happens. When one looks at the project schematics instead of odot's talking points it's increasingly clear this is a half billion dollar investment that is fundamentally antithetical to the type of community we all claim we're in support of. This project costs twice as much as a price tag to build sidewalks and crosswalks at every school in Portland metropolitan region twice as much. Our conversations today about density, transportation and urban form are ultimately a question of how logistically geometrically we build a city that all of us can afford to live in, can safely get to our jobs and walk our kids to school. I'll close with a quick comment if odot did get this design wrong, if odot did just flub this on, it's out of date, whatever, how would it look different than the community opposition that you've heard over the last six months. Thank you very much and we're honored to continue to work with you on this project.
Wheeler: Thank you both. Appreciate it. Next three, please.

Marilyn Weber: Good afternoon mayor and commissioners. Thank you for giving me this opportunity to speak to amendment 2 a, number 21, 20 and 21. Mayor wheeler, I hope you vote for your own amendment to save the mount hood view at salmon springs. When I heard that the last public view of mount hood in downtown was being blocked by tall buildings, I was astonished. I wondered who came up with that idea. Then I began to realized that our planning commission decided the needs of developers outweighed the public good. They decided that having equity and access to views was less important than making those views only for the rich. Their charts carefully measured private profits that would be lost if we lower heights to save views but they don't have a measurement for what having one view of mount hood downtown and having today's view of mount hood from the vista bridge means to Portland. If you use this logic then you would build tall buildings around big ben in London and the Eiffel tower in Paris. These striking landmarks define London and Paris. What defines Portland is mount hood. So you would be blocking Portland's Eiffel tower if you blocked the last view of mount hood downtown. There's a reason we have publicly accessible views. It's because Portland is the kind of city that doesn't believe that views of mount hood should only be for the rich. We are the kind of city that believes that a public view of mount hood should be accessible, should be egalitarian, should be something that can't be made private. I love to see the weather beacon as I cross the vista bridge. I love to see the lower slopes and the snow cap of mount hood. Proposed heights would block off the weather beacon and would only save views of the snow cap. Vista bridge has a striking view because of the contrast between the low slopes and the snow caps. It would only take lowering heights 48 feet on eight properties to save todays view of mount hood and the weather beacon. Please add an amendment to save this view that defines Portland. Thank you.
Wheeler: Thank you. Good afternoon.
Cliff Weber: Good afternoon. Thank you for this opportunity to address the council. I am here to speak concerning the same two amendments. Let me say by way of prescience on another subject the macon on the subject of affordable housing. My condominium is less affordable than ever due entirely to property taxes which rose 19% last year. So it does seem to me that affordable housing initiatives and inexorably rising property taxes are at cross purposes. Now, on the subject of the amendments, ten years ago my wife and I moved to Portland because the city was said to be special, enlightened, livable, ecologically aware. In all candor now that ten years have passed Portland seems less special with every passing year. As the entire nation was shown on 60 minutes, the problems afflicting American cities in general now plague Portland as well. These problems are intractable and I'm not here to talk about them. I do wish to submit, however, that destroying the assets that the city still retains seems an odd approach to mitigating Portland's problems. Rather, this will only add to them by hastening the day when Portland becomes just another generic American city whose residents flee to the suburbs. Like Mr. Josiah Failing writing in the Portland tribune three days ago, I too favor development in the central city on the condition that new buildings are well designed. At the same time I also join in failing in asking how much longer before Portland ceases to be Portland? Like them, I applaud the enlightened women on city council for their effort to honor the stewardship of past generations by preserving the views of mount hood and vista bridge that visitors and residents alike are currently able to enjoy. There is already plenty of room for tall buildings without having to obliterate iconic views in order to accommodate more. Thank you.
Wheeler: Thank you. Good afternoon.
Greg Wimmer: Good afternoon, mayor wheeler and commissioners. My testimony is in response to volume 2 a, amendment 21 view of vista bridge. My name is Greg wimmer and I'm a member of Jefferson holdings, the owner of the property located on southwest

Jefferson and south of 18th and also a business owner in the goose hollow neighborhood. During the planning and sustainability commission work sessions the vista bridge view from the Jefferson street overpass was discussed in detail regarding proposed height adjustment for development. City staff studied the view street extensively for the psc and provided detailed recommendations based on precise measurements. City staff and psc recommended a 75 foot maximum building height for our property which would allow for a typical five over one residential structure. The 75 foot building height was also proven not to block the view of the vista bridge. The psc reviewed the data and voted to approve the 75 foot height at this location. With the goose hollow max stop directly across the street from our property it provides an ideal location for multi-family housing. This position is strongly supported by trimet and city council with the intent of clustering around max stops. Please see attached letter from trimet. This location is a clear example of an economic and social opportunity for multi-family housing directly next to a max stop. Voting for this amendment would be a complete reversal and rejection of the work done by city staff and the psc. We ask the city council to affirm and support the recommendations from city staff and psc by voting no on this amendment. Thank you.
Wheeler: Thanks all three of you. Good afternoon.
Josiah Failing: Good afternoon I think I'm next, I'm Josiah failing. I'll be talking about volume 2-a, part 120 and 21. Thank you, mayor and council members, I'm here today to talk a little bit about the past and more about the future. In 1858 one of my ancestors sent a letter enticing her east coast cousin to visit the then new town of Portland. Though 'tis wet and rainy it does not affect one as you would naturally suppose, rain or mud over ankle is no obstacle if we wish to visit or do shopping. I think you would come on and behold the beauties and wonders of Portland for yourself. The view is most magnificent, the valley's inland lakes and snow clad mountains are at once revealed in this extended landscape and overall has spread a glorious canopy of the most ethereal, blue, brilliantly clear air as pure as the mountain snow. Can you resist so much? [laughter] remember the blue?
Fritz: Perhaps you could travel Portland. The blue yes remember the blue.
Josiah Failing: Though a bit older in pros this letter reminds me of the "new york times" and buzz feed articles we have all seen in the past ten years touting Portland's unique landscape and character. Today I'm speaking specially about two viewpoints that I feel are an essential part of the character of Portland. The views of mount hood from both the salmon springs fountain and the vista bridge. Back in my names sakes era one could likely view mount hood from the entirely of the waterfront especially considering mud over ankle is no obstacle. Losing views of mount hood has been an unfortunate consequence of growth since then which makes preserving the remaining views all the more important. I sincerely applaud the effort that has gone into crafting the 2035 plan, but I'm here to remind you of the long term value these unique natural resources bring. Consider the ramifications of gradually obstructing views of mount hood, will we eventually be just another cookie cutter metropolis with high rise buildings lining a river downtown. Let's take a look back towards the days when Portland was heralded as the trailblazer in urban planning. Tough decisions are required to protect what we have. If we continue to consider economic growth potential as the most important criteria for our city of the future of Portland how much of Portland will we have left? I would like my children, their children and their east coast cousins to view the central of our city that is mount hood from historically meaningful locations. Thank you.
Fish: Could I just ask you because I'm trying to keep your distinguished family tree straight. What's your relationship to bill failing?
Failings: Bill failing is my dad.

Fish: Okay.
Wheeler: Thank you. Good afternoon.
Zoee Lynn Powers: Good afternoon. Zoey powers on behalf of zidell yards I'm here to express support for two amendments to help facilitate the zidell yard master plan particularly related to the adaptive reuse of the barge building. The first which is listed as amendment 1, volume 2 a, part one, relates to the eastern section of the barge building. The current code has the unintended consequence of drawing the greenway setback line which is 100 feet from top of bank directly through the barge building precluding any additional height. The reason for this anomaly is that the top of bank line was originally drawn up and around the man made slip that launched the zidell barges even though the actual water line extends only a short way up the slip way. This creates a second setback where there's already an east-west setback from the actual river. The oddly located north-south setback is not providing a height setback from the river because the river also runs north-south. This has the effect of significantly reducing the height of the buildings around the slip way even though they are not adjacent to the river. To allow the adaptive reuse illustrated in the Zidell master plan this amendment would establish a new height reference line that follows the top of bank line except where it crosses across the slip way. I want to emphasize that any height around the slip way will be set back from the actual river in the same way as all the other buildings along the river setback. The second amendment which is listed as amendment 6, in volume 2 a, part one, relates to the western section of the barge building. The current barge building footprint is over 80,000 square feet a likely tenant may need 50,000 square feet or more of that space for an adaptive retail reuse. The current code limit on retail in the south waterfront is 40,000 square feet the amendment would change the 40,000 square foot cap for permitted retail use to 50,000 square feet but retain the current conditional use cap of 60,000 square feet. The modest change in the code that will facilitate the reuse of the existing barge building. Thank you for your time and consideration.
Fish: Mayor if I could we had testimony earlier from the regional arts and cultural council about public art and some development and zidell was mentioned. Could you share with us the opinion you have on that question?
Powers: On public art? I know the zidell family is very much in support of public art and that Charlene zidell has been working to create a master plan for the property to think about public art sort of in a broader contest rather than on a parcel by parcel basis.
Fish: We have been asked to craft an amendment based on something racc testified about so we made need to talk to you to make sure we get it right.
Wheeler: Thank you. Good afternoon.
Christe White: Good afternoon I'm Christe white here to testify on amendment 18 for Mr. Menashi. The planning and sustainability commission reduced Mr. Menashi's base height from 350 feet to 125 feet which was a loss of 225 feet on a single parcel. Recognizing this bps offered a compromise of 160 feet, restoring 35 of the 225 foot loss and we appreciate that effort however we would like to offer a different compromise. The 160 feet utilized by bps was based on data point for another nearby building and the notion that 160 feet might be more in line with the character of the historic district. The problem with that is that rationale is totally unrelated to our existing base height of 350 feet and the selected height reduction is a data point from a single building that wasn't built under the current zoning and has no relation to the efforts, objectives and goals of the 2035 regulatory environment. For example, inclusionary housing was not in place when that single data point was constructed nor was the city nor the owner of this property faced with the kind of issues that we face today to resolve the housing crisis. So a height of 160 feet forces a building that will be built to the property lines in a muscular form and the reason for that is because

we have a base far of 9-1 and a bonus opportunity of 3-1 because of inclusionary zoning. To use that within 160 you're going to build a muscular form to the property line. That muscular form will not necessarily be set back from the Chinese garden. Instead we can minimize our height loss at 250 feet and that allows you a more sensitive and slender building form that has opportunities to utilize that 3-1 inclusionary housing bonus and set it back from the Chinese garden. The point is we can accept some loss in height and even significant loss in height, we can meet you half way. We can accept a maximum base and bonus height of 250 feet. This will be a 100 foot loss in base light rather than the 190 foot loss bps has proposed. We can also accept a loss of all our bonus height potential this. This compromise would at least protect the reasonable unit count, encourage sensitive design options and preserve property tax and sdc revenues. Thank you sorry for going over.
Wheeler: Thank you. Next three, please.
Wheeler: And I don't know Karla are there still people in the overflow rooms?
Moore-Love: They are going to check.
Wheeler: There's several seats here if people want to come in. Good afternoon would you like to start please.
Aesha Lorenz: Hello, mayor wheeler and commissioners. I'm Aesha Lorenz, secretary for swirl neighborhood association and library for a Muslim community of Portland and they both support me in this. The reason I decided to go door to door in very cold weather last month and ending up getting 180 signatures is because of my shock that people just weren't aware of the view of mount hood from salmon springs fountain and of our beloved vista bridge were threatened by the possibility of even taller buildings. They are already too numerous in front of them, I just couldn't sit by passively. I have lived in Portland since 1960. My grandparents early German settlers who said Portland's country was god's country so they stayed here. Forming Lorenz brothers builders who drove up and down historic vista bridge frequently while building in downtown Portland heights overlooking beautiful mount hood. How can we allow this to happen when those who came before us loved it as much as we do? It's what Portland is known for. Mount hood from salmon springs fountain is frequently on the travel brochures and the charming beacon that looks like a car antenna is a popular icon too. Portland's tourism industry brought $5.2 billion in direct spending to us last year. How do you think people will feel after traveling here and then the gorgeous views are obstructed? Hard to believe a democratic society would allow preference to a builder over hundreds likely thousands of Portlanders who the view matters to. Extra housing does he say? Most people wouldn't be able to afford to live in those high-rises. Select few while the majority would be deprived of relaxing views that lessens stress. Please don't privatize the view for a select segment of society. This is not what Portland stands for. Portland and we care for the good of all, not a select segment.
Wheeler: Thank you and if I could just put out there, and people can feel free to comment on this, this isn't done for developers. At least from my perspective. This is done for more housing. Now thanks to the good work of commissioner Saltzman and others we have the inclusionary housing requirement. So when housing gets built in this city, there will automatically be the requirement for affordability. So every development that happens, yes, developers certainly make money, but there will also be affordable housing work force and lower income housing that results and so I want to be very clear that is my objective here. I'm not here to make people wealthy. Good afternoon.
Lee Doss: Hi. I'm lee doss. I have appreciated and been honored to work with or for all of you over decades. I have live here over 40 years and graduated from high school in Europe before raising my four children here in the public schools and in the trenches of the public schools in the neighborhoods being very civically involved during all this time. I just

want to echo on 20 and 21 what's been said that was positive. I was asked to come at the last minute and didn't prepare but I have appreciated so much each of you showing high integrity and leadership in a city that is watched globally beyond which you can imagine. I was born in tidewater, Virginia, gave up a scholarship at wayman mary to go to u of o, because this is where I wanted to raise my family and I'm still here and my kids have all gone to public universities out here. So I care about Portland being more than just what I personally have seen in the belly of the beast around here. I understand the perspective of developers. I have an international business. Our big family home had endless exchange students. Our kids were in Spanish immersion together. I really care about the global perspective and want to speak for that by being here because it's not just 90 days a year that you see mount hood. I have taken all these endless visitors from around the world to see the sunset view almost every day. It's rare that you don't see the sunset view when you're walking downtown. So even though we all care about that, all my kids were raised at the unitarian church. You can imagine the social justice aspect of this that's important to me. I think having that public view of mount hood, it's not an exaggeration to call it a social justice issue. In addition to being a business person and caring very much that these friends who want to invest in Portland see all the obstacles. So I'm wanting to support you all finding another way so that you can do both. Thank you.
Wheeler: Appreciate it. Good afternoon.
Bill Failings: Good afternoon. I'm bill failing. Recently exposed father of Josiah failing. [laughter]
Fish: Do you have anything to add to his superb testimony?
Bill Failing: Well, I do. Thank you, commissioner and his is what I do have to add. It's not just my own opinion, but I have been authorized by the swirl board to read this on their behalf today. So this really is from the swirl board of which I am one of the members. Dear mayor wheeler and commissioners. Please consider our support to preserve the iconic views of mount hood and the vista bridge for all Portland residents and visitors. These views are threatened by proposed building heights under cc2035. The swirl board strongly supports the height limits in these three corridors coming up. View of mount hood from salmon springs fountain, view of vista bridge from i-405 down southwest Jefferson, view of the weather beacon and lower slopes of mount hood from the vista bridge. That one surprised me, but there's quite a constituency for that. We have gathered a petition with names and addresses of 176 people from Portland and surrounding areas who support preservation of the above views. The aforementioned views. Not only do the scenic views of our iconic mount hood and vista bridge contribute to quality of life for Portland residents, they are also important tourist attractions. It's vital to preserve them. Portland has become a popular destination to visitors from all over the world. Their tourist dollars support our local economy. Thank you for your consideration. Nancy Seaton and john Neuman, swirl co-presidents. I too am very much a supporter of development in Portland. I agree with mayor wheeler, I think downtown is a terrific place to expand that density, but I think that it has to be selective and I think that with height considerations in mind it's extremely important and really want to say this is that I think it's important that we don't have developers on the same committees that are making these decisions. I think as church and state here. I just think that it bothers me frankly that there is that kind of interaction. There should be a purity to what planning is doing. I was with one very well known developer yesterday and I told him I was maybe testifying today. He's a name you all know, he did a lot of development in northwest Portland. He said, bill, there's something wrong in planning to allow these things to happen. I'll leave it at that. Thank you.
Wheeler: It raises an interesting issue because as the prior testimony indicated, it creates at least a perceived conflict if not a direct conflict. Really the hard tradeoff we have to

make here at least on this view issue is view versus housing. That's the tradeoff and it's a really hard tradeoff and that's why I put the amendment on it because I like the view too. It's a really -- I agree with you I think it's an iconic view, but I also understand that we are in a housing crisis in this city that's going to continue into the foreseeable future. The question is how do we trade these off? How do we weigh them? How do we achieve all of our goals?
Bill Failing: We respect that.
Wheeler: In some of these cases -- I appreciate actually where we are in this process because we're honing down on some very, very specific issues today. We're not discussing broad issues any more. We're discussing very, very narrow issues which means we're getting down to the real nut of the subject here, which is good. I appreciate that testimony.
Bill Failing: Thank you for your time.
Wheeler: Thank you.
Moore-Love: Next three.
Wheeler: Karla I'm sorry to interrupt, could I get a quick time check here? How many more people do we have?
Moore-Love: I have two full pages here. About 19. I don't know if there's more pages out there or not.
Wheeler: Very good. Good afternoon.
Jan Petit: Hi my name is Jan Petit. I have lived in Portland since 2009. Today is my first time in city hall and my first time testifying.
Wheeler: Welcome.
Petit: Thank you. I'm a resident of the Elliott neighborhood, I am a daily bicycle commuter and also the mother of two sons, one of whom will fingers crossed attend Harriet Tubman middle school in the fall. I agree with my neighborhood association the i-5 freeway expansion will not improve my neighborhood but instead will worsen air pollution for Elliott residents and for children at Tubman. The city of Portland and state of Oregon have only begun to acknowledge never mind make amends for the devastation inflicted when the i-5 freeway construction tore a hole through the center of the city's vibrant african-american community. This project will perpetuate and grow that devastation through increased air pollution and the removal of the flint street overpass, an excellent low stress cycling route I use daily. The proposed bridge for bikes will be too steep for all but the hardiest of cyclists. The caps and other service street changes are not an improvement and do not offset additional pollution. Freeway expansion has never solved congestion which means this project of $450 million will be an expensive polluting misuses of funds that could better go to solve our city's many real traffic safety problems. I want Portland to be a leader in fighting climate change and creating a healthy, livable city for all of our residents including my neighbors and children in Elliott. I'm particularly concerned about the negative impact on Tubman kids, many of whom come from our city's most vulnerable populations that have been least served by the schools in the city. This project will worsen congestion and pollution and harm our quality of life and our children's education. I urge you to remove the I-5 freeway expansion from the tsp.
Wheeler: Very good, thank you. Good afternoon.
Mary Coolidge: Hello, mayor, commissioners my name is Mary Coolidge, I work for Audubon society of Portland. I'm here to testify on amendment number 8 bird safe window standards, volume 2 a, part 1. Audubon strongly supports the bird safe window standard amendment in the central city 2035 plan. In adopting the bird safe glazing standard Portland joins 13 other municipalities in north America that have already implemented bird safe building requirements. That includes san Francisco and Toronto. The standard itself

has been written to dovetail with goals foreground floor transparency and street activation. Adoption moves technical details of how to achieve that bird safe standard into an administrative rule which allows bps to provide more detailed information and direction on when and where specific materials are appropriate to be used. It also provides flexibility for developers and designers on material selection. A menu of material options will facilitate compatibility between active ground floor use and reducing collision risk for birds. This will also include a limited menu of products that are appropriate for ground floor use in order to maximize transparency and some creating as little as 6% pattern density on the windows, so really low on pattern density. This amendment also creates flexibility to add and remove materials to the list as the bird safe glazing industry evolves, we imagine that there will be a lot more materials that are available in the future. We urge you to adopt the bird safe glazing amendment as proposed. I also just want to take a moment to thank commissioner Fish for bringing light pollution amendment 3 in volume 5 a, which calls for the initiation of dark skies research by staff looking at best practices to reduce impacts of light pollution on human health and also wildlife and ecological health. Thank you for your time.
Wheeler: Thank you. Good afternoon.
John Hollister: My name is john Hollister and just before I start a clarifying question. Do you get two minutes per amendment? [laughter] did I misunderstand?
Fish: I have a special relationship with the mayor. He will give you whatever you want.
Hollister: Good. That's cleared up. I want to talk about first item number 20, the view of mount hood from salmon springs, iconic view, public access, most visited park in the city and of the five mount hood views from the waterfront park wits the least economic impact. I think just we need to as you're balancing density with the view corridors I think that that is one to highly consider. I also want to speak in support of the volume 5 a, number 7, on the centennial mills, public open space, pedestrian connectivity. I'm very much in favor of that and then I was looking for another amendment I proposed it on September 14, cc northwest 08 and I looked all the way through the white sheet and I didn't find it. Then I went to the green sheet to see if it was in late breaking news, but no, it wasn't there either. So I was perplexed and so I'm just a little flustered. So I'll just segue. It's commissioner Fish, I want to thank you personally for bringing the city one of the most beautiful parks in all of Portland. Fields park and it's visited by thousands of people from all areas of Portland. It has an iconic view of the largest, most expensive piece of public art in all of Portland. The Fremont bridge. At $82 million in 1973, with a 4% inflation rate in today's dollars that would be $450 million. Stan Penkin just sent me the name of a piece of art sold in November. Do you know what that piece of art was? It was -- ask me a question real quick.
Fish: What was the piece of art?
Hollister: The piece of art, not to use my time is the defendus Salvador mende that's close. Can you imagine having a big building painted right in the middle of that? I can't. So there are only two pieces of property that are affected in this particular view corridor. Mayor wheeler, as my favorite mayor ever, I would like to request that you consider sponsoring this view corridor and getting in on to the march 17th so we can have public debate on it.
Wheeler: We'll look into it. Thank you. Appreciate it. Good seeing you. Thank all three of you.
Michael Mehaffey: Good afternoon, mayor, members of the commission. I'm Michael mehaffey, I'm president of the goose hollow neighborhood association. I know our board is grateful for your considering a number of amendments, mayor wheeler, on the salmon springs and vista bridge. I think we all recognize that we need more housing in the city. The issue really is the quality of new development and whether we're taking an evidence

based approach to make sure we're making the right decision. You have got tough decisions, we understand that. I'm speaking today for myself and I would like to address volume 2 a, amendments 20 and 21, on views. Speak in the larger context of the slow but growing privatization of the urban commons within our city and in many cities. In my current work with u.n. habitat and implementation of the new urban agenda, which is a very interesting, exciting development I think, the quality of public space is looming as a central issue. High quality public space is now understood as key to equitable access for all, for social interaction and physical well-being, for equitable economic opportunity and prosperity and for environmental sustainability. I'm sorry to say that around the world today public spaces under grave threat from privatization. That is from selling off the urban commons to private interests, sometimes for the best of apparent reasons at the time and that's why these decisions are tough and need to be thought about carefully. Views sunlight and sky are an integral part of this urban commons, the public spaces that we all own essentially. When a public view from salmon springs to a beautiful mountain or vista bridge is privatized within new buildings, someone is temporarily enriched in that case but the entire city is permanently impoverished a little bit more. Bit by bit we lose our heritage, our livability and our collective urban treasure. One day we look up and realize we no longer recognize our city and then it's too late and we're all the poorer for it. In closing I think it's vitally important for Portland to show global leadership and resist this insidious degradation of our public space commons. Thank you.
Wheeler: Thank you. Good afternoon.
Brad Malsin: Brad nelson, president of the central eastside industrial council and Beam development. Thank you, mayor and city council. I'm here to talk about a lot of the issues you've already heard. Housing is absolutely a must issue, but also jobs. We have spent and I guess the word that I want to focus on is compromise because we participated in a multi-year central city planning exercise 2035 plan and southeast quadrant plan with bureau of planning and sustainability in a Portland style. We brought people in, people commented. This was hours and days and weeks and months and years of public testimony of compromise of talking about what would work and what wouldn't work and then centered around this we've have been building a transportation infrastructure to support density. So I understand views, I live in the central east side, I understand when towers go up blocking views going to the west, going to the east, but how do we kind of look in the rearview mirror here once we have reached a sense of compromise on how to navigate development? Without the density to take advantage of the investment in public transportation both for jobs and for housing, I'm kind of not following the lines. I'm from New York, I grew up in Brooklyn. A lot of you know that. I mean views are compromised all the time to achieve additional jobs and housing and everything else. I respect the people who come here and are passionate about the community, passionate about being part of Portland, but I have to question why we are readdressing this when we have already reached a sense of compromise.
Wheeler: Thank you. Perfectly timed. Good afternoon.
Dan Yates: Remember I used to testify here without glasses. My name is Dan Yates with the Portland spirit. Been involved in the 2035 process for many years. I have to say I'm extremely disappointed where we have ended up. Purely from where we are in relationship to river related and river dependent development. I have six quick points I'll race through. First, a top of bank issue is the way that they want to change it will now take my property which I have been through three greenway permits now make me nonconforming. That will be true for everybody else who has been through the process because it's a rather major change. The new greenway trail will be moved from starting at the top of bank for the first 25 feet to now 50 feet to 75 feet. This will mean that every time someone develops the trail

will now become disconnected and the code doesn't allow for the east-west connection, it's only north-south code. For the life of me I can't understand how we spent the last 25 years building the trail now you want to create a checkerboard. The city continues in its planning process to ignore state goal 15, the greenway code, and how it relates to river related and river dependent development. Specifically, our property is targeted for a terminal so we can activate the river for more opportunity in the way of transportation, overnight boats, things like that. This terminal is specifically not allowed to have any offices. I can't imagine building an airport without offices, I can't imagine city hall without offices. How can you manage things without the right to do it? I can't for the life of me understand why the city would want to get involved in the dredging permit process and originally the first draft of the 2035 plan had the marine transportation security act of 2002 incorporated into it. All that has been removed. The last issue is the most important to me. That is the city has for the last 20 years ignored supreme court and 9th circuit rulings related to greenway trails and I do not want the city to end up like Tigard, Eugene, and forest grove, by refusing to incorporate supreme court tests that are over 20 years old into their planning code that have resulted in over $10 million in fines to other Oregon cities.
Wheeler: Dan, I had promised you that I would get a meeting with you and with our bureau. Has that been scheduled?
Yates: February 2nd.
Wheeler: Very good.
Yates: Yes. We both know that planners are not attorneys and city attorneys are not specialists in this area. So I'm bringing my attorneys who are specialists in this and hopefully we can avoid the city falling into this trap because it is a big problem staring at you. Thank you.
Wheeler: Thanks all three of you for your testimony. The next three, please.
Cheryl Vitaliano: Hi my name is Cheryl Vitaliano and I want to thank all of you for your stamina except for mayor wheeler, who just left.
Fritz: We're not taking a break we call it a compassion break. So we're not doing one where we all leave we're just going to take it one at a time. He'll be right back.
Vitaliano: I'm supportive. I am. I had written all of you and I want to thank -- [laughter] Ms. Fritz. Thank you, mayor.
Wheeler: I'm listening.
Vitaliano: I want to thank Ms. Fritz for writing me back because I'm talking today about central city district, the amendment 7, 10 and 12 and we have been hearing some passionate discussion about views and access to the waterfront and the possibility of a wall of high-rises in front of our river. One of the reasons that I stayed here today is because no one has brought up the safety issues of what can happen if we actually build eight high-rises and the possibility of between 5,000 and 7,000 people and someone mentioned the possibility of hood river being in this very small area. What I envision in case of an emergency is how are they going to evacuate? Most of us remember the floods of 1996, Chloe. You probably were in high school then.
Eudaly: No, no, no. I was hoping that my bookstore wouldn't end up under water.
Vitaliano: Okay, well. I remember boats being tied up to McCormick and Schmidt's at the river place. So it isn't a matter of if, it's when and if a tsunami does come and it does come down the Willamette river, how are the people going to evacuate? And I think that needs to be included as part of this plan. Right now there's one narrow road to leave. So I would like you to also consider that. Thank you.
Wheeler: Good point. Thank you. Good afternoon.
Paul Riopel: Good afternoon. I'm Paul Riopel I'm a resident of northeast Portland and thank you, mayor wheeler, commissioners, for giving us this opportunity. We're here to

address the -- it's volume 2 b, item 6, on the tsp project list, the Sullivan's gulch trail and Brad Perkins and I are members of the Sullivan's gulch trail committee and specifically the Lloyd boulevard alignment we're here to speak in opposition to the Lloyd boulevard alignment. I'm making reference to the green route resolution sponsored by mayor wheeler on December 16, 2017. Be it further resolved that bps and other city agencies are authorized to continue to work with community partners on similar open space projects and active transportation circuits such as lance green ring Sullivan's gulch trail. We're fully in support of Sullivan's gulch trail, it is the Lloyd boulevard alignment that we oppose. I have submitted some letters and one of them is from another member of the Sullivan's gulch trail committee John Frewing. We have some significant safety concerns that the alignment to Lloyd boulevard would cause cycle crossings at mlk boulevard and grand avenue, which are significantly congested areas and congestion will increase in those areas and bicycle safety will be significantly compromised. We instead support a proposal to actually put the Sullivan's gulch trail under grade, underneath the mlk and northeast grand avenue bridges and connect with the steel bridge which would be more aligned with the vision zero plan for bicycle and pedestrian safety. I will turn it over now to brad Perkins who will use my remaining nine seconds to talk about the rest.
Brad Perkins: If I can get a few seconds of jack Frewing who couldn't stay as well he has testimony that I'll relate to here. Thank you for the time. Again, I'm going to speak to the opposition to 2 b6 regarding Sullivan's gulch trail and Lloyd boulevard alignment. Safety should be utmost when planning by corridors. Safety has been Sullivan's gulches committees overriding concern for the past 11 years in its attempt to work with Portland bureau of transportation to implement an off-street trail between gateway green and Willamette river. The trail committee generated concept plan approved by the city council on July 2012 via resolution 36947 directs city staff to allocate funds and continue working on this viable and safe corridor for bicycles and pedestrians, to travel slightly under all I-84 viaducts for easiest access to major north-south bike corridors. Unfortunately fort past six years pbot senior staff has ignored funding and development directives by the city council for the Sullivan's gulch trail. The trail had documented community support from 15 neighborhood associations, three neighborhood coalitions, many businesses. The trail committee offered to raise over $1 million but fund-raising and negotiations with union pacific railroad cannot begin until pbot moves forward on funding the initial 95% publicly owned corridor segment between 21st and Willamette river. A catalyst project the bike and pedestrian Sullivan's gulch bridge over i-84 is a perfect opportunity to begin development of this corridor segment by landing it on the north bank 15 feet below Lloyd boulevard with connecting ramps to both northeast 7th and 9th. Most importantly this initial Sullivan's gulch trail segment avoids dangerous arterial traffic corridors by safely directing people underneath grand avenue mlk boulevard. Unfortunately during pbot's initial bridge planning process it's obvious safety or saving money is not pbot's main goals. For example senior pbot staff and kpff engineering have not considered 60 foot shorter -- 8th bridge span that would save $1.5 million and connect directly to the Sullivan's gulch trail. If there was a change of priority by pbot to develop the fastest -- the safest bike and pedestrian corridors that are off the street or enforced resolution 36947 reordered by you people, the trail's initial segment could take this $1.5 million in savings and combine it with $2 million meant for the trail from prosper Portland and re reallocate $2 million of the Multnomah street bike lane upgrades and $1 million for Lloyd boulevard sidewalk from tsp improvement funds and invest $6.5 million in a safe trill corridor. I'm trying to -- [speaking simultaneously]
Wheeler: We're getting way into the details. I think it's an interesting concept. I would like to learn more about it and you have my word I will look at it and be in touch with the city planners about it as well.

Perkins: Lastly, if this is going to meet vision zero. I can't think of a better way to do it. It's an action program that will help move that mission along. I appreciate your time.
Wheeler: Thank you. I appreciate your time. Thank you for the written testimony.
Moore-Love: The next three.
Bob Bernstein: Ok and I'll start I'm Robert Bernstein I've met most of you, I met you at the sequoia protest, commissioner Eudaly, nice meeting you for the first time. So I basically back everything that bob sallinger said about trying to maintain big trees and reuse of water is going to be critically important even this year, commissioner, even though it's raining today, I think our snowpack is about 30% and maybe we'll get to 60% of average after then weekend. My biggest concern is the model that, the logical model that people use for reducing house prices. You seem to be focused on closed system which would be if these three chairs were for sale and you had maybe five people waiting for them and you built two more chairs, seemingly the price should go down as long as there's no price fixing by developers. But in an open system where you have a line going filling up this room, extending out the doors, around the street with more and more people coming in to wealth every day in this country and in other countries, that is an open system. So you're focusing on supply where the demand is as important. The only thing in my opinion that's going to drive prices down is either we become so crowded and untenable, if that's a word, untenable, unlivable, or we become the same as other cities on the west coast. That's how it works in my world. I would urge you to speak to some logic teachers about open and closed systems.
Wheeler: Very good. Thank you. Good afternoon.
Emerald Bogue: Good afternoon almost evening, mayor, commissioners, my name is emerald bogue and I'm with the port of Portland here today to testify on language found in the commentary regarding top of bank. Specifically we're concerned about major amendment 6 measuring top of bank and the potential implications for hundreds of acres of port owned facilities located in the north reach of the Willamette river. For some context here's a map that shows port properties in the north reach versus the central reach. I will hand this to council. I will hand many of those to council clerk. Anyway everything that's blue is port of Portland property there's a great deal of it in the north reach no worries. So the issues we have today are really twofold. One is that the commentary in major amendment 6 calls for consistent application on this of top of bank code when plans are updated for the north reach. So, that's thing one, thing two, is that we learned of this a few days ago, so to be clear, we did provide written testimony on central city 2035 to bps in 2016. Bps staff were responsive to our concerns. The language I'm referring to now is new to us. So our ask is pretty simple. It's to modify the commentary and code to only apply to the central reach and refrain from committing to other plans. We know that the Willamette river has a really broad constituency and we're all on board in making sure that it works for everyone who uses it, but we know that it works differently in different parts of the river. Applying this code to the north reach is a big deal. The city shouldn't attempt to do it without at least engaging the property owners including port of Portland. We're confident we can come to the right solution for the north reach, but we would love to do that in the actual north reach process and not be prescriptive in this particular plan. Thank you for your time.
Wheeler: Appreciate it. Good afternoon.
Kal Toth: Thank you. Good afternoon. My name is Kal Toth I'm from goose hollow. Thanks for the opportunity. I'm speaking to number 20 and 21, to do with views. I'll be brief. I have an email that covers what I'm going to say in a little more elaborately and coherently, maybe. Cc2035 provides lots of opportunities for developers to build both affordable and unaffordable housing. Both are happening. I think we should be more

strategic and less political. Surely we can protect our iconic views and still develop what we really need. So I'm saying let's be more careful. Let's not tamper with our valuable heritage. Let's protect our views of mount hood and vista bridge. We can do this. Thanks for allowing me to speak. I'll send an email.
Wheeler: Thank you for coming in and thanks for your patience, all of you here at the bitter end here.
Moore-Love: The next three.
Wheeler: Good afternoon.
Melanie Yoo: Good afternoon, mayor and commissioners. I'm here to ask for your support for amendments 20 and 21. While basically I echo the sentiments of Josiah failing's article in the tribune and others who have spoken today. Portland will not be Portland without the unobstructed majestic view of mount hood. I moved here last year and I chose Portland because of its great natural beauty. As a visitor since 2011 I enjoyed all the urban amenities the city has to offer, however it was this incredible public view from vista bridge, the riverfront and Washington park that without a doubt formed my decision to permanently move here. Now every guest that visits I get to host that same tour without fail and they instantly fall in love with pdx right away. I grew up in san Francisco, another city with iconic views, but even those nuts in California would not consider putting up tall buildings in front of the golden gate bridge or half dome because it makes no sense from a public relations standpoint. Good restaurants, music and shopping are now everywhere in the u.s. and they are not enough to draw the multitudes you desire or predict. Please don't forever destroy what is uniquely Portland. After all who wants to live or visit a city and pay taxes to like at a bunch of giant glass buildings? No one. Thank you.
Wheeler: Thank you. Good afternoon.
Douglas Allen: Mayor wheeler, members of the council my name is Doug Allen. I'm talking to volume 2 b, item tr120, I'm testifying to say the rose quarter freeway expansion is not an improvement for the local neighborhood. Please remove it from the transportation system plan of the central city update. The purported benefits of this freeway expansion have been thoroughly debunked. The no more freeway expansions coalition has done an excellent job. Please take the time to review and understand the case that they make that the claimed benefits to neighborhood connectivity and bicycle and pedestrian movement are illusory. I went on the odot tour of the site and I have often traveled through the area on both the freeway and surface streets. The more I learn the more I'm convinced that the coalition is correct. I ask the council one last time to please reject this project as currently planned and work with odot, metro, trimet and residents to come up with a better approach. Thank you.
Wheeler: Thank you.
Barbara Shaw: Thank you good evening mayor, commissioners. I'm Barbara Shaw, very happily retired former city employee and a resident of river place condominiums, which is right next to river place parcels that are the subject of volume 2 a, amendment 7. I guess it's no surprise I'm speaking against this amendment. Primarily because it will allow 350 foot towers immediately adjacent to many acres of 35 to 40 foot buildings. This is directly contrary to the central city design guideline that requires new buildings to complement the context of existing buildings. I heard some language today where people are calling the context for this development the south waterfront and although that may make it easier to approve this density if that's what needs to happen that's not the neighborhood for this development. There's a network of huge highways that separate this parcel from the south waterfront. The correct context for consideration of this parcel is the 190 units that are the river place condominiums directly to the north. Additionally, I want to just point out something about the characterization of this amendment as enabling affordable housing.

While correct I think it's an incomplete characterization because it doesn't take into consideration the existing rental housing that's on the site. There's 250 or -- I don't know the number but that range of housing that's there now and although it's not affordable housing, I think it's a fair assumption that the new housing, the incomes of the people living in new housing even with the affordable component will be way in excess of what's there now, the incomes of the people who live there now. So, isn't this the middle missing middle that is going to be removed? So that's it. I want to thank you for all of the work on this.
Wheeler: Thank you. We appreciate your testimony. Next three, please. You're up, welcome.
Matt Hill: I'd like to start by saying thank you to the mayor and the council for allowing me to speak. I'm Matt Hill I am a representative for the northwest council of carpenters and also a member of local 1503 in Oregon City, Oregon. I'm addressing volume 2b amendment 2 the I-5 rose quarter project, it is my feeling that this is a good project going forward. This $450 million of infrastructure improvements they're going to get us what we need, family wage jobs, keeping people employed at a decent rate to be able to afford to live in our city that isn't quite affordable as it used to be so to say. The rose quarter you it's a, the whole area is a hub of people there's the people that come into the rose quarter for events at the coliseum, at the moda center, the convention center, but it's also a major thoroughfare coming through I-5 for both commercial traffic and private traffic commuters, people traveling through, people vacationing and almost 20 years ago that I moved here, it was a traffic problem then and traffic as we all know has gotten worse in those 20 years and it's going to continue to get worse and something needs to be done to address it, otherwise we'll just have a major stop. Speaking to that, the average traffic volumes, depending on the numbers you look at, traffic 63,990 vehicles a day on the offramps, 84,730 it's an amazing volume of traffic that needs to be moving smoother. As a result of all the traffic and the situation it is, this segment of i-5 has the highest accident rate in the state of Oregon, that should be alarming in and of itself. It's like three times the crash rate of the Terwilliger curves another past problematic spot. This project it will improve the safety of the area and reduce crashes by adding the auxiliary lanes that are needed allowing more vehicles time and space to the merge and the addition of the shoulders will enhance the ability of the emergency vehicles to handle the incidents that do happen in that particular area. The last thing I want to touch before I leave is that idling time there, an hour of a vehicle idling burns approximately a fifth of gallon of gas and releases 4 pounds of co2 in the air. I've heard some people speak to the increase in emissions because of it, I have the feeling that emissions can be drastically reduced by improving flow and stopping the cars that are sitting there idling trying to get through. In closing, thank you very much for the opportunity to speak.
Wheeler: Thank you for your testimony. Would you like to go ahead and start.
Tina Wyszynski: Hello, by the way, I just double-checking parking today, love it. Hello I'm Tina Wyszynski and I'm president of the stadium district business association and a resident of goose hollow and I'm here to express opposition to the amendment for the vista Bridgeview, amendment 2a, number 21, 3a number 4. A gentleman was here a little earlier named miles sisk, he spoke earlier today about needing housing and other people needing housing more than needing a view. He is absolutely right. We need housing. It's no secret. Our business association supports density and we support the need for more housing, we hear every day there's a shortage of housing, and we all see it every day, the stadium district in goose hollow it's unique in Portland in that we have and we are zoned for and have three max stops, we are the definition of high density. Our businesses support growth, housing and density, we need businesses to stay alive and thrive and that can only happen with an increase in housing and people coming into the businesses and the

density, it's right there, it's just waiting for the right opportunity, which is right now and that's really what the city of Portland ultimately wants, so, please vote no on this amendment, thank you.
Wheeler: Thank you. Good afternoon.
Gwenn Baldwin: Good afternoon mayor Wheeler, city council Gwenn Baldwin here representing Oregon locust and testifying related to volume 2a part 1 amendment 4 and in support of removing the far transfer requirement. A half block site at southwest stark and 10th which is currently a surface lot provides a really good example to illustrate our request. The base far plus the 3:1 affordable housing bonus and a 250-foot base height could result in a 25-story tower, but that that's not likely to happen. High rise construction is more expensive than the cost relative to the income that could be generated by that height and that far. So it's likely to result in more of a 7-story podium-style construction which would give you 178 units of housing, 36 of which are affordable, but if the developer could build to the full allowed height of 410 feet on that site without the time and cost of far transfers and approximately 41 story type 1 high rise would be feasible as costs are spread out over more units. This taller project compared to the shorter 7-story one would give the city 128 more affordable housing units. Plus $8 million more in sdc, $1.8 million more in cet's. $2.6 million more per year in property taxes on this site alone, by eliminating this one unneeded step, the city gains so much more in public benefits. It's a simple amendment that delivers bold results. Removing the far transfer requirement will not add any new far, that's a really important discussion to have in 2018. It simply facilitates using the existing far that council already approved. I urge you to take this bold step for more housing, more public benefit thank you.
Wheeler: Thank you.
Jim Howell: Mayor Wheeler, commissioners my name is Jim Howell, I represent orta association, Oregon rail and transportation advocates, we too wish to eliminate the i-5 rose quarter project from the central city plan. If that's not possible, if it – we suggest possibly an amendment or a change to commissioner Saltzman's amendment. It states odot in partnership with pbot will implement congestion pricing and tdm options and we would like to see added to that, including modeling an i-5 corridor max line as an alternative to this freeway project. And then goes on to say, to mitigate for climate impacts as soon as feasible and prior to and we would suggest you eliminate the opening of and replace it with incurring significant costs for the project. That's a way that we -- our organization has been opposed to this project for many years. In fact, we testified back in June of 2012 against it, before the stakeholders advisory committee, and I won't read that -- I sent a copy of that to you so you could read it, as part of that testimony, it states, so far, and this was in the testimony, so far metro has proposed a viability transportation alternative to i-5 through the metropolitan area, max provides the alternative -- between Gresham. The north-south i-5 corridor has only the yellow line high capacity transit. Is my time up? So anyway, you have the rest of it there. Basically we opposed it and we gave you a copy of four little slides of about a 20-minute slide show. If any of you are interested in this type of alternative, please contact us and we'll be glad to show it to you.
Wheeler: Thank you all. Would you like to start?
Scott Schaeffer: Hi, how are you doing? My name is Scott Schaeffer I'm a representative of the northwest carpenters be speaking on volume 2b, the rose quarter amendment no. 2, rose quarter project. Like to thank you, mayor and members of the city I come to be able to speak today. I'm here to speak in support of the i-5 rose quarter project. As a representative for the northwest carpenters union, of course we support the $450 million of infrastructure improvements to this. It will create a lot of living wage jobs for the community cross the city for our workers, but as a native Oregonian and a Portlander, I've watched

this great city grow. That growth has become historically unprecedented in the last few years, the infrastructure is kind reached its maximum with the traffic, especially in this corridor. It was never designed or envisioned to handle this kind of traffic, especially with the 70,000 plus vehicles that daily go through the on-ramps of the rose quarter and I-84. The factors that have made this corridor, like my partner had spoke about, the highest crash rate in the state, as most Oregonians I drive i-5 to get my family to and from what we do daily. I myself have witnessed wrecks there, pretty scary prospect and have tried to veer from that with my family in the car, I will drive that I will not do it with my family. This project will help reduce and help in accident recovery by widening the shoulders and hopefully reducing crashes by 50 percent, we have heard issues about bicycles and pedestrians in this project. I've been a bike commuter I know from southeast Portland and downtown, it's a pretty dangerous ride. The improvements proposed, I believe, would be a safer experience for thousands of bikers and commuters, the connecting central city neighborhoods that have -- I haven't been easily able to access would be there for us, I believe. I'd like to thank you for your time and hopefully your support in the i-5 corridor improvement project.
Debbie Kitchin: Thank you, mayor and commissioners for the opportunities to be here, I'm Debbie kitchin. I own a business in the central east side Interworks general contractors, we are a small remodeling company, have about 20 employees. Our company, I participated as co-chair of the stakeholder advisory committee for the southeast quadrant and contrary to what some people have described as the stakeholder advisory committee, meaning they are stakeholders from the district we have stakeholders representing small business owners, representing the four neighborhoods that were affected by southeast quadrant, representing nonprofit organizations that are in the southeast quadrant, as well as small businesses and we had some developers, we had environmental groups, we had representatives of rapid transit and transportation, so I think it was a very diverse group and represented a wide range of views and we did not agree all the time. I think the -- what we came up with in the comprehensive plan was a balanced view that looked at increasing density in our corridors, mlk and grand and all the bridge head streets like Burnside and Hawthorne and so on and that's where the density is concentrated for housing and for commercial growth and job growth. But at the same time, preserving the industrial sanctuary in the southeast quadrant, we are a unique district in the city, we provide middle income jobs and arts organizations and low cost space for small businesses and emerging businesses, I think the balance is really critical and so I'm very concerned about in volume 2a, part 1, the no. 20, the salmon streets springs corridor, that we are limiting heights in the commercial area in the corridors where we need them in order to preserve the industrial sanctuary in the central east side and create these middle income jobs and family wage jobs. So I think that's what's threatened by that.
Wheeler: Thank you, appreciate it.
Wheeler: Karla, time check.
Moore-Love: One more person, Rodger leachman is the last one signed up.
*****:** Good evening.
Wheeler: Good evening and thank you for your patience.
Damien Hall: Absolutely. I was able to take advantage of your online viewing and watch from my office and then return.
Wheeler: Well done.
Hall: Seamless system as far as I'm concerned. Mayor Wheeler, members of the council my name is Damien hall, here on behalf of a client and property owner, Mr. Joe angel, like to talk about Amendment volume 3a, no. 3, which is the view corridor from an overpass over i-84. Looking to the west, the view of the downtown skyline and west hills, there's a

proposed amendment within the amendment report, which we are in support of and request that the council move forward and adopt in its current form. We believe it is a good amendment because it meets the city's and council's objectives in relations to allowing full development at the site to the cx density, so increasing density, that's allowed in the central city, which furthers the county's affordable housing, as well as job creation related goals, which has been discussed here a number of times today. We think it's a win/win in that regard, we also believe it provides the same amount of protection if not more to the views that are the subject of the view corridor because we believe a lot of that protection is natural because of the below grade nature of Sullivan's gulch and the existing freeway. Unless you have any questions, I think it's a win/win for the city, please adopt the amendment and I believe that's why we haven't heard my testimony in position.
Wheeler: Not in the last four hours. Thank you for being here we appreciate it.
Mark Velky: Good afternoon, mayor, commissioners, my name is mark Velky and I'd like to thank you for the chance to testify. I'll be talking about amendments related to views and I support the mayor's amendment and also commissioner Fritz's and eudaly's amendments on views. I had two minutes of testimony right here that I was going to read to you today, however you've heard it all. So to save us some time I'm going to summarize it in 12-word quote. Now I'm a simple guy, so when it comes to protecting the views we currently have of mount hood from the salmon springs fountain and to and from the vista bridge. It reallt is as simple as the following quote. Hopefully you won't think I am a crack pot. I did look this up yesterday when I remembered this quote and besides the quote I'm going to use, it was originally used by Charles dickens in the tale of two cities, I found out, but I'm not using that one, I'm using the one from the 1982 movie the wrath of khan. Towards the end, when spock is just about dead, he looks to kirk and he says, the needs of the many outweigh the needs of the few. So this is what I'm asking you to do to save our iconic views, thank you.
Wheeler: Thank you, excellent testimony.
Moore-Love: Last person is roger leachman.
Roger Leachman: Good afternoon.
Wheeler: Afternoon.
Leachman: Lonely up here. My name is roger leachman -- do you have a question, you started to say something.
Wheeler: Not at all.
Leachman: My name is roger leachman, I'm Resident on southwest vista and I serve on the board of the goose hollow foothills league. I don't think I need to repeat what other people have said about the amendments to protect iconic views to that and from the vista viaduct and mount hood. One might instead ask the obvious question, why weren't they protected in the original proposals, I have an obvious answer, cc2035 was the result of developers, architects and property speculators with conflicts of interest who were enabled by a planning bureau focused on accommodating those private financial interest including the rigging of public process in violation of even the very lax government ethic laws of Oregon. The planning bureau has noted before even evaluated projected private profits for developers owning the 18 buildings whose heights would need to be reduced to preserve a public benefit. No evaluation for the factor of iconic views. On the subject of iconic views, let's move across the Atlantic and consider Paris, France, Paris and the Eiffel tower, funny how the planning bureau in Paris should ignore this opportunity, all that buildable inventory around the Eiffel tower, perhaps the Portland planning bureau can instruct the Parisians about the fallacy of their thinking, I move from the French to the u.s. of a. I spent the summer of my junior year among the Navajo in southeast Utah in the area designated by Mr. Obama as bears, ears national monument. Mr. Trump has cut bear's ears by 85

percent, why? To benefit extractive industries, especially uranium miners whose past activity has already poisoned Navajo water sources. It's the interest of Navajo, hopi, utes, et cetera, being despoiled for the benefit.. for private financial benefit of bilagaana, bilaganna are white men. Pin America private profit almost always trumps the public interest. Well, I would ask you to take the smallest of steps to take Portland off the same page as my fellow alum, Mr. Trump, full disclosure, he graduated in the class after me, so pass the amendments to protect our iconic views.
Wheeler: Appreciate it. All right. That concludes our hearing on the central city 2035 amendments report. Just a reminder, the record will be left open for written testimony until tomorrow, Friday, January 19, at 5:00 p.m., so if you are not able to be here today and testify, you still have that opportunity to do so.
Fritz: Mayor may I ask a question about that?
Wheeler: Commissioner Fritz.
Fritz: Is your staff actually going to start working on it at 5:01 tomorrow or would it be possible to extend the deadline until noon on Monday?
Saltzman: They're hard work staff, I know that.
Fritz: I know they're very hard working, but I personally think that people having especially for the amount of work that's gone into this particular hearing you should be able to take the weekend off. And I think certainly I would appreciate extending the deadline to noon on Monday.
Wheeler: Is there any objection? Seeing none, we will revise that, the record will then remain open until Monday, January 21 at 12:00 noon. I think that's great, thank you, commissioner Fritz. I'm sorry, the 22nd, what did I say? January 22, Monday, January 22, 12:00 noon. As I mentioned earlier, I'd like staff to draft amendments for the upper hall view issue, we moved and seconded today, I'd like that published please for review by March 2 and in consultation, I understand that's fine, on march 7 I'd like to begin our session with a public hearing on that particular amendment then I'd like to close the hearing and then deliberate on the amendments report and the other amendments that we moved and seconded at the beginning of the hearing today. Is there anything else that anybody would like to do or say before we adjourn?
Lauren King, Deputy City Attorney: What time is the march 7 meeting we should announce that as well.
Moore-Love: 2:00 p.m.
King: It's a 2pm time certain, thank you.
Wheeler: So the march 7 meeting will be 2p.m. time certain march 7. Thank you everybody, who testified today, excellent testimony, great points raised by all, we are adjourned.

At 5:24 pm council adjourned.

CENTRALCITY
2035
City Council Hearing
January 18, 2018
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

1. Introduction

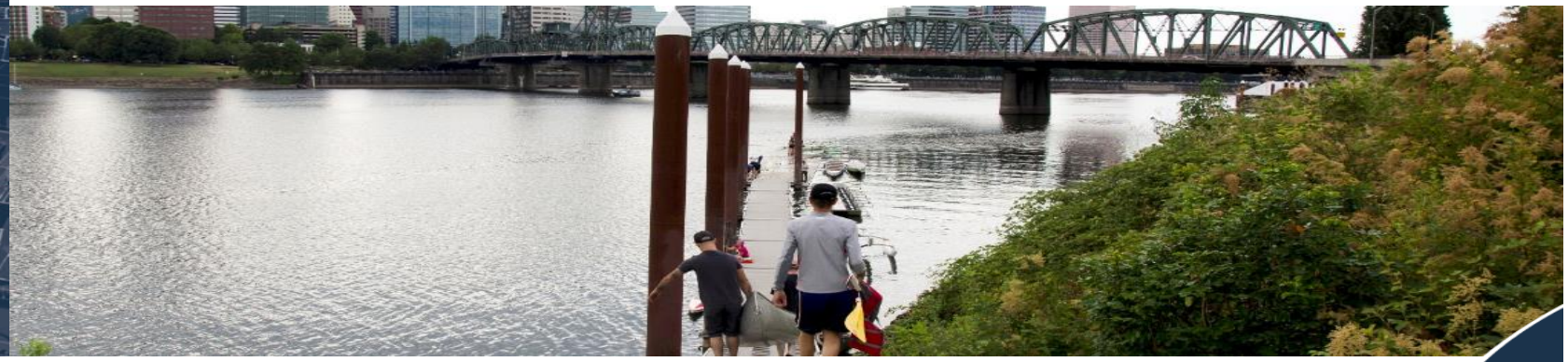
2. Amendments
   - Amendments Report
   - Additional Amendments (on green paper)

3. Testimony
   - City Commissioners
   - Other elected or appointed officials
   - Public
   - Testimony closes
   - Written record closes on Friday, January 19 at 5 pm

4. Next Steps
   - Council vote on amendments on Wednesday, March 7
   - Council vote on CC2035 on Thursday, May 24

TESTIMONY PROCESS

1. Sign up on the sheet outside
2. Karla will call you when it is your turn
3. Introduce yourself and the specific amendment numbers that you will be testifying about
4. Present your testimony (2 minute limit)
5. Submit written testimony by 1/19 at 5 pm.



I. MAJOR AMENDMENTS

A. New Amendment 6: Regional Center Policy 1.9 Equity and the economy

Support greater access to and expansion of economic opportunities in the Central City for all groups facing longstanding disparities including education, housing and employment ~~barriers~~ so that they can ~~share in employment, and~~ achieve an equitable allocation of the benefits of development and economic prosperity. Accomplish this through land use tools (e.g., FAR bonuses and transfers) and/or other programs.

B. Revisions to Amendment 9: Ecoroofs

33.510.243.B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of 20,000 square feet or more must have an ecoroof that meets the following standards:

1. The ecoroof, including required firebreaks between ecoroof areas, must cover 100 percent of the building roof area, except that up to 40 percent of the building roof area can be covered with a combination of the following. Roof top parking does not count as roof area. Roof area that has a slope greater than 25% does not count as roof area:

   a. Mechanical equipment, housing for mechanical equipment and required access to, or clearance from, mechanical equipment;

   b. Areas used for fire evacuation routes;

   c. Stairwell and elevator enclosures;

   d. Skylights;

   e. Solar panels;

   f. Wind turbines;

   g. Equipment, such as pipes and pre-filtering equipment, used for capturing or directing rainwater to a rainwater harvesting system; or

   h. Uncovered common outdoor areas. Common outdoor areas must be accessible through a shared entrance.

II. MINOR AND TECHNICAL AMENDMENTS

C. Revisions to Amendment 12: Master Plan: amends the approval criteria to comply with Central City Fundamental design guidelines or subdistrict specific guidelines.

D. Revisions to Amendment 13: Parking Structures: amendment clarifies that parking on top of a structure is allowed.

E. Revisions to Amendment 36: Parking and Loading access standards: amendment reflects that there is MAX light rail track that connects eastbound trains on SW Yamhill

F. Revisions to Amendment 12: Master Plan

Amended Code:

33.510.255 H. Approval Criteria

7. Internal open areas are accessible within, and distributed throughout, the master plan area, and have connections to the surrounding neighborhood and to any adjacent open space. Internal open areas enhance visual permeability through the site, especially on sites near the Willamette River. The size and location of each open area must be adequate to accommodate the intended use of the space.

33.510.255 K. Open area requirement.

1-2. [No change]

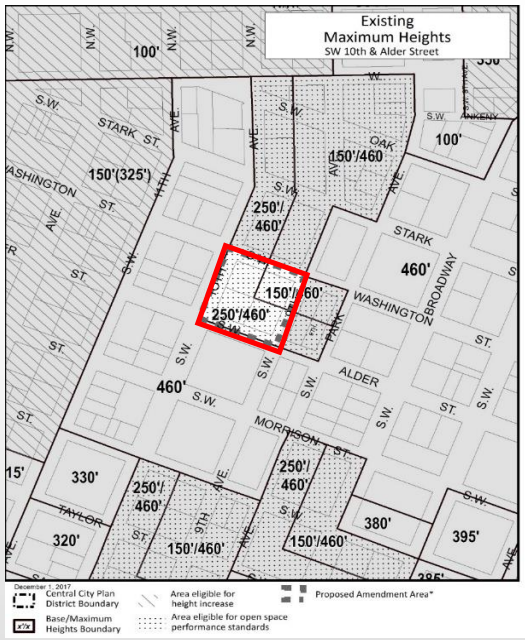
3. Required open area development standards.

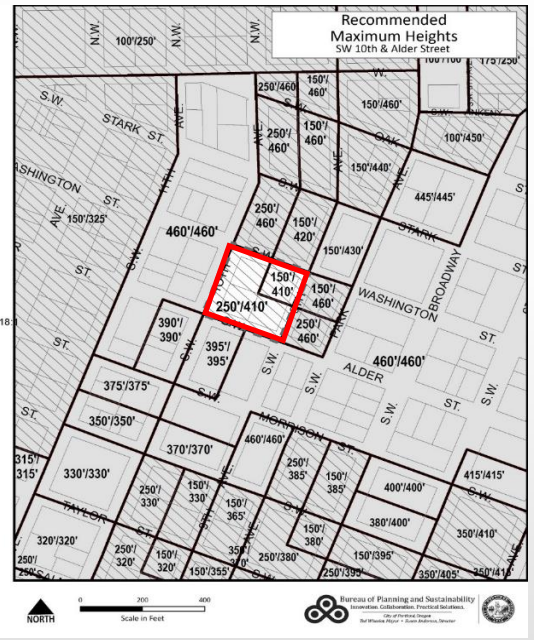
a. At least 20,000 square feet, or 50 percent, whichever is less, of the required open area must be designed as parks or plazas. At least one of the parks or plazas must have dimensions that allows a 50 foot by 50-foot square to fit entirely within it, and in master plan area 6 at least one park or plaza must be located directly adjacent to the OS zone.

b-d. [No change]

IV. AMENDMENT CONCEPT

G. Remove View of Mt Adams from SW Upper Hall





C. Revisions to Amendment 12: Master Plan

Amend the Master Plan approval criteria to remove reference to specific Central City Fundamental design guidelines

Code Section: 33.510.255

H. Approval Criteria. A Central City Master Plan review will be approved if the review body finds that the following approval criteria have been met. Criteria H.1 through H.11 apply to all Central City Master Plan reviews. Criteria H.12 through H.15 also apply to proposals within the area identified on Map 510-6 as requiring a Central City Master Plan review for residential uses.

1. The Central City Master Plan is consistent with applicable subdistrict goals and policies of the Central City 2035 Plan;

2. The master plan demonstrates how development will comply with the Central City Fundamental Design Guidelines, as well as any design guidelines specific to the subdistrict the master plan site is located within;

D. Revisions to Amendment 13: Parking Structures

Amended Code:

3. Surface parking and structured parking with no gross building area above it are prohibited except as follows:
a. Parking on top of a structure is allowed
b. [a re-lettered as b]
c. [b re-lettered as c]

E. Revisions to Amendment 36: Parking and Loading access standards

Amended code:

B. Parking and loading access standards.

1. Motor vehicle access to or from any parking area, loading area, or parking structure is prohibited on or along the following streets unless the street listed is the site's only frontage, in which case access is not allowed:

a. – f. [No change]

g. On 1st Ave between SW Washington and SW Yamhill Streets; and

h. [No change]

189000

Agenda Items 59 – 62 TESTIMONY 2:00 PM TIME CERTAIN

Central City 2035 Plan Amendments Report

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.
Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
1	Mary Vogel	1220 SW 12th #709 97205	mary@plangreen.net	Vol 2B TSP p155 #9
2	Ronald A. Buel	1830 NE 70th Portland, OR 97213	Ron@donavoncards.com	X
3	Doug Klotz	1908 SE 35th Pl. Portland OR 97214	dougurb@gmail.com	Vol 5A #2 Vol 2A pt.1 #5
4	together if possible LAJUNE THORSON	255 SW HARRISON #. PORTLAND OR 97201	lajune.thorson@gmail.org	
5	JOAN KVITKA	2309 SW 1st Ave #1842 Portland 97201	JKvitka@me.com	)
6	Amber Bowell	2211 SW 1st Ave, #1804 Portland, OR 97201	amber.bowell@gmail.com	Vol 2A Pt. 1 #7
7	PHILIP J. WOLFE	941 NW Naito Parkway Portland OR 97209	philip4portland@gmail	TSP
8	Bob Shoemaker	1710 SW. Harbor ~~Drive~~ Way, #306 Portland		Vol 2A Pt 1, #7,
9	Agustin Enriquez			
10	JERRY PARKER			

Date 1-18-18

189000

Agenda Items 59 – 62 TESTIMONY 2:00 PM TIME CERTAIN

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
11	Gerson Robboy	1736 SE 21st 97214		
12	Trish Nixon	LRS Archit 720 NW Davis St		
13	Brian Wilson	Mainland NW 215 NW Park Ave		
14	Eric Cress	Urban Developmental Partners 116 NE 6th Ave, Ste 400		
15	Stephen Salomon	1000 SW Vista Ave #807 PDX 97205		
16	Salomon, Daniel			
17	Sherry Salomon	1000 S. W. Vista Av 97205 #07		
18	Eric Simon	1640 sw Montgomery PDX 97201		
19	Elizabeth Cooksey (Cooksey)	1132 SW 19th #607 97205		
20	Trail Prince	2187 SW Market		

Date 1-18-18

189000

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
21	Elizabeth Hart Morris	6303 SE 15th Ave	elizabethkhart@comcast.net	Ecoroof
22	Downer Johnson	227 SW 1st Ave #121	downjon@gmail.com	
23	Bob Sallinger	5151 NW Cornell Road PDX	bsallinger@audubonportland.org	
24	Maria Cahill		maria@recodenow.org	
25	Pat Lando	6604 SE Scott Dr. PDX 97215	pat@lando-landscapearchitecture.com	
26	Tom Liptan	2707 SE Madison 97215	TLIPTAN@PSU.COM	
27	Jon Crumrine	5401 SW Alta Mira Cir. 97239		
28	Miles Sisk	1331 SW 12th Apt 34 / 541-359-5769	Mics@feliciaforportland.com	
29	Aaron Brown	4047 N Michigan Ave PDX OR		
30	Marilyn Weber	1132 SW 19th Ave #805 PD, OR 97205		

Date 1-18-18

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Please indicate which amendment(s) you wish to testify about.

	#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
left	31	Helen Dennis	1132 SW 19th Ave Portland 97205 #404		
?	32	Cliff Weber	1234 SW Jefferson Portland		
	33	Greg Wimmer	~~[illegible] SW Jefferson~~		
	34	JOSIAH FAILING		josiahfailing@gmail.com	
	35	Zoee Lynn Powers	111 SW Columbia Street #700 Portland, OR 97217	zpowers@radlerwhite.com	
	36	Christe White	111 SW Columbia Ste 700	cwhite@radlerwhite.com	
	37	Aesha Lorenz	2747 SW Roswell, 97201	eyez_lorenz@mail2world.com	
	38	Lee Doss	1905 NW Hoyt St	leedoss@comcast.net	
	39	BILL FAILING	97201	WLFAILING@GMAIL.com	
left	40	~~JOHN FREWING~~ John Frewing	1300 NE 16th 97232		

Date 1-18-18

189000

Agenda Items 59 – 62 TESTIMONY 2:00 PM TIME CERTAIN

Central City 2035 Plan Amendments Report

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
41	John Hollister	526 NW 13th Ave		
42	Susan Linosay	625 SE 17th Ave		
43	MICHAEL MEHAFFY	742 SW VISTA AVE #42		
44	Brad Malsin		brad@beamdevelopment.com	
45	Dan Dan Tator			
46	Paul Anthony	5529 N Haight Ave	panthony@pps.net ZB	
47	Jan Petit			
48	Brad Perkins	1722 NE Schuyler	perkinsrealty@comcast.net	
49	Paul Ripoll	5030 NE 72nd Ave	paul.rioel@gmail.com	
50	Mary Coolidge	5151 NW Cornell Rd	mcoolidge@audubonportland.org	

SPOKE 2 3

Date 1-18-18

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Agenda Items 59 – 62 TESTIMONY 2:00 PM TIME CERTAIN

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
✓ 51	Cheryl Vitaliano	2221 SW 1st 97201		
✓ 52	Bob Bernstein	7415 SE Main		
✓ 53	Emerald Bogue	4305		
✓ 54	Kal Toth	1132 SW 19th Ave 97205		
✓ 55	Melanie Yoo	1832 SW Main 97205		
✓ 56	Douglas R. Allen	734 SE 47th Ave Portland OR 97215		
✓ 57	Barbara Shaw	0305 SW Montgomery #303 97201		
left 58	JEFF MERRICK	97209		
left 59	Haithem Haithem Toulan	97239		
✓ 60	Matt Hill	97213		

Date 1-18-18

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
61	Tina Wyszynski	1711 SW Clay St. Pdx 97201	tina@studiumdistrictpdx.BIZ	
62	~~Brad Schnell~~	~~1125 NW Couch #450~~		
63	Mike Kingella	707 SW Washington #927		
64	Gwenn Baldwin	1020 SW Taylor St. #770		
65	JIM HOWELL			
66	Scott SCHAEFER	16836 E. BURNSIDE	SSCHAEFER@NW CARPENTERS.ORG	
67	Debbie Kitchin	114 NE 7th	dkitchin@interwaysllc.com	
68	Michael Harrison	OHSU	HARMICHA@OHSU.EDU	
69	Ted Labbe	Urban Greenspaces Institute	ted.labbe@gmail.com	
70	Micah Meskel	Port Audubon	mmeskel@audubonportland.org	

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Not speaking

one person signed up 3...

Date 1-18-18

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Agenda Items 59 – 62 TESTIMONY 2:00 PM TIME CERTAIN

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Please indicate which amendment(s) you wish to testify about.

#	Name (please print)	Address & Zip Code (optional)	Email (optional)	Amendment(s)
✓ 71	Damien Hall	101 SW Main St #1100 Portland OR 97202	dhall@balljanik.com	Vol 3A #3
✓ 72	MARK VELICK	1000 S.W. VISTA AVE. APT. #712 PORTLAND, OR. 97205-1197	DMC.LOTUS@YAHOO.COM	
✓ 73	Roger Leachman	742 SW Vista Ave #36 Portland, OR 97205	rogerleachmann@hotmail.com	
NO 74	Liz Morris	already testified, but would want to testify again		
75				
76				
77				
78				
79				
80				

Date 1-18-18

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt December 6, 2017 Items 1307-1310.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF DECEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1277	Request of Injured and Pissedoff to address Council regarding Hope in Motion documentary (Communication)	**PLACED ON FILE**
1278	Request of Mimi German to address Council regarding the right to petition my government (Communication)	**PLACED ON FILE**
1279	Request of Josh Maurice to address Council regarding strategies for constructing optimal futures (Communication)	**PLACED ON FILE**
1280	Request of Joe Walsh to address Council regarding communication (Communication)	**PLACED ON FILE**
1281	Request of Neal H. Walker to address Council regarding Portland Police idea about sidewalk safety (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
1282	**TIME CERTAIN: 9:45 AM –** Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Ordinance introduced by Commissioner Saltzman; amend Code Section 17.88.090; amend Policy TRN-1.26) 45 minutes requested **Motion to accept substitute Exhibit A:** Moved by Saltzman and seconded by Fritz. Vote not taken.	**TO BE CONTINUED DATE TO BE ANNOUNCED**

*1283	**TIME CERTAIN: 10:30 AM –** Approve funding recommendations made by Children's Levy Allocation Committee for November 1, 2017 – June 30, 2019 (Ordinance introduced by Commissioner Saltzman) 30 minutes requested (Y-4)	**188708**
1284	**TIME CERTAIN: 11:15 AM –** Accept Portland Utility Board Annual Report (Previous Agenda 1267; Report introduced by Commissioner Fish)	**RESCHEDULED TO DECEMBER 13, 2017 AT 11:00 AM TIME CERTAIN**
	CONSENT AGENDA – NO DISCUSSION **Mayor Ted Wheeler**	
1285	Extend term of Street Closure Program in Old Town/Chinatown for a period of one year (Second Reading Agenda 1248) (Y-4)	**188696**
	Bureau of Planning & Sustainability	
*1286	Approve annexation to the City of Portland of property within the City's Urban Services Boundary in case number A-1-17, on the southwest edge of the City on west side of SW Terwilliger Blvd south of the Terwilliger Blvd/SW Iron Mountain Blvd intersection (Ordinance) (Y-4)	**188697**
1287	Consent to the transfer of Mel Deines Sanitary Service, Inc. residential solid waste, recycling and composting collection franchise to Kahut City Sanitary Service Inc. dba City Sanitary Service (Ordinance)	**PASSED TO SECOND READING DECEMBER 13, 2017 AT 9:30 AM**
	Office of Management and Finance	
*1288	Pay claim of Madonna Kelsey in the sum of $7,786 involving the Portland Water Bureau (Ordinance) (Y-4)	**188698**
*1289	Authorize a Special Appropriation grant agreement with the African Youth and Community Organization in an amount not to exceed $27,800 to expand the youth coordinator position (Ordinance) (Y-4)	**188699**
*1290	Authorize a Special Appropriation grant agreement with Champions Barbering Institute, Inc. in an amount not to exceed $41,400 to provide access to post-secondary education for low-income and underserved residents through the art of barbering (Ordinance) (Y-4)	**188700**
*1291	Authorize a grant agreement with Janus Youth Programs, Inc. for $67,716 to help sustain the Village Market in Portland (Ordinance) (Y-4)	**188701**
1292	Extend term of franchise granted to Sprint Communications Company, LP to build and operate telecommunications facilities in City streets (Ordinance; amend Ordinance No. 172141)	**PASSED TO SECOND READING DECEMBER 13, 2017 AT 9:30 AM**

1293	Authorize an Intergovernmental Agreement with the City of Gresham and Multnomah County for the City of Portland to conduct transient lodging tax audits on Gresham and Multnomah County's behalf (Second Reading Agenda 1250) (Y-4)	**188702**
	Commissioner Chloe Eudaly **Bureau of Development Services**	
1294	Authorize an Intergovernmental Agreement with Portland State University to conduct customer/community and employee surveys and provide related services, for an amount not to exceed $75,000 (Ordinance)	**PASSED TO SECOND READING DECEMBER 13, 2017 AT 9:30 AM**
	Commissioner Dan Saltzman **Bureau of Transportation**	
***1295**	Amend an Intergovernmental Agreement with the Oregon Department of Transportation for local agency certification (Ordinance; amend Contract No. 33000146) (Y-4)	**188703**
***1296**	Amend Intergovernmental Agreement with the Oregon Department of Transportation for Foster Road Streetscape Project: SE 50th - 92nd Ave to update the project scope and budget (Ordinance; amend Contract No. 30005488) (Y-4)	**188704**
***1297**	Authorize a contract with the lowest responsible bidder for the Foster Streetscape Project, SE 50th to 92nd Ave (Ordinance) (Y-4)	**188705**
1298	Authorize a contract with the lowest responsible bidder for the SW Vermont Street Pavement Rehabilitation - SW 65th Ave to SW Capitol Hwy (Ordinance)	**PASSED TO SECOND READING DECEMBER 13, 2017 AT 9:30 AM**
1299	Amend contract with Central Parking System of Washington, Inc. to extend contract term through March 31, 2019 and replace the contract incentive fee with a management fee for parking garage management service (Second Reading 1257; amend Contract No. 30001972) (Y-4)	**188706**
	City Auditor Mary Hull Caballero	
***1300**	Assess property for system development charge contracts, private plumbing loan contracts and safety net loan deferral contracts (Ordinance; Z0826, K0168, T0185, T0186, W0055, Z1203, K0169, T0187, Z0827, W0057, P0147, P0148) (Y-4)	**188707**
	REGULAR AGENDA **Morning Session** **Bureau of Development Services**	

1301	Authorize contribution to the Northwest Transportation Fund to satisfy requirements found in Portland Zoning Code and qualify for a floor area Office use bonus for the ESCO property prior to submittal of a land use review application or building plans (Ordinance introduced by Commissioners Eudaly and Saltzman; C-10049) 30 minutes requested **Motion to amend title to add project number C-10049:** Moved by Saltzman and seconded by Fritz. (Y-4)	**PASSED TO SECOND READING AS AMENDED DECEMBER 13, 2017 AT 9:30 AM**
	Mayor Ted Wheeler	
1302	Reappoint Kelly Sweeney, Laura Young and Ron Schmidt to the Citizen Noise Advisory Committee for terms to expire October 2020 (Report) 20 minutes requested **Motion to accept the report:** Moved by Fish and seconded by Fritz. (Y-4)	**CONFIRMED**
***1303**	Authorize a grant agreement with APANO Communities United Fund not to exceed $100,000 to support a part of the capital campaign to build a cultural center and permanent home for APANO (Previous Agenda 1246) 20 minutes **Motion to accept substitute agreement:** Moved by Fish and seconded by Fritz. (Y-4) (Y-4)	**188709** **AS AMENDED**
	Bureau of Police	
1304	Authorize disposal of surplus Taser X26 Electronic Control Weapons, holsters, cartridges and batteries and authorize the Portland Police Bureau to proceed with donation and/or sale of the property (Second Reading Agenda 1261) (Y-4)	**188710**
	Office of Management and Finance	
1305	Accept bid of McClure and Sons, Inc. for the Columbia Boulevard Wastewater Treatment Plant Renewable Natural Gas Facility Project for $9,679,676 (Procurement Report - Bid No. 00000685) 15 minutes requested **Motion to accept report:** Moved by Saltzman and seconded by Fritz. (Y-4)	**ACCEPTED PREPARE CONTRACT**
1306	Accept Guaranteed Maximum Price of $17,885,767 from Balfour Beatty Construction LLC dba Howard S. Wright for the construction of the 10th & Yamhill SmartPark Garage Project (Procurement Report - RFP No. 00000423) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-4)	**ACCEPTED PREPARE CONTRACT**

At 12:33 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF DECEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

		Disposition:
1307-1310 TIME CERTAIN: 2:00 PM 2 hours requested **Central City 2035 Plan items continued from November 29, 2017** For more information see project website www.portlandoregon.gov/bps/cc2035 **December 6 amendment motions below.**		
1307	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1272; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**CONTINUED TO JANUARY 18, 2018 AT 2:00 PM TIME CERTAIN**
1308	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1273; Ordinance introduced by Mayor Wheeler)	**CONTINUED TO JANUARY 18, 2018 AT 2:00 PM TIME CERTAIN**
1309	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1274; Resolution introduced by Mayor Wheeler)	**CONTINUED TO JANUARY 18, 2018 AT 2:00 PM TIME CERTAIN**
1310	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1275; Resolution introduced by Mayor Wheeler)	**CONTINUED TO JANUARY 18, 2018 AT 2:00 PM TIME CERTAIN**

Motions for Items 1307-1310 No Council votes taken. 1. **1308 Accept amendments and discussion items:** Moved by Fritz and seconded by Saltzman. 2. **1307, 1308 & 1309 Accept Minor and Technical Amendments package including N-1:** Moved by Fritz and seconded by Saltzman. 3. **1308 C-1 View from I-84 overpass:** Moved by Saltzman and seconded by Fish. 4. **1308 E-1 Volunteers of America:** Moved by Wheeler and seconded by Fish. 5. **1308 M1 Maximum Building height within 150' of top of bank:** Moved by Wheeler and seconded by Fritz. 6. **1308 O1 Flexible Building Design policy:** Moved by Wheeler and seconded by Saltzman. 7. **1310 O2 Green Loop Resolution with modified resolved clause to read "authorized to continue to work with community partners":** Moved by Wheeler and seconded by Fish.	
8. **1308 N2 Define parking structures 3a. modified to change "nothing above it" to "no gross building area above it":** Moved by Fritz and seconded by Fish. 9. **1308 N3 OHSU/PSU parking ratios:** Moved by Fritz and seconded by Fish. 10. **1308 B5 RiverPlace height and master plan amendments:** Moved by Wheeler and 2nd by Fish. 11. **1308 L2 Sharing /Consolidating Resources:** Moved by Wheeler and seconded by Fritz. 12. **1308 G4 Allow FAR transfer from OS:** Moved by Fritz and seconded by Fish. 13. **1308 Motion to continue discussion of FAR Bonus transfer within a subdistrict:** Moved by Fritz and seconded by Fish.	
REGULAR AGENDA **Afternoon Session** **Mayor Ted Wheeler** **Portland Housing Bureau**	
1311 Establish annual sale price cap of $375,000 for the Homebuyer Opportunity Limited Tax Exemption Program (Resolution) 15 minutes requested (Y-3; Fritz absent)	**37335**

***1312**	Approve Portland Housing Bureau to participate in the Home Purchase Assistance Program, a Freddie Mac pilot mortgage loan product that provides down-payment and closing cost assistance to low and moderate-income homebuyers through approved participating mortgage lenders (Ordinance) 30 minutes requested (Y-4)	**188711**
***1313**	Authorize acquisition, construction and permanent funding not to exceed $21,700,000 using North Macadam Urban Renewal Area funds to acquire certain real property located at 2095 SW River Parkway for the development of a 203-unit affordable rental housing project and authorize a 99-year ground lease to RiverPlace 3 Housing Limited Partnership, or another BRIDGE Housing Corporation affiliate (Ordinance) 30 minutes requested **Motion to amend ordinance finding 15 to reflect current approval status; swap in correct Exhibit A:** Moved by Wheeler and seconded by Fish. (Y-4) **Motion to amend ordinance finding 7 to prioritize finding funding for vouchered units:** Moved by Fish and seconded by Fritz. (Y-4) (Y-4)	**188712** **AS AMENDED**
	Commissioner Dan Saltzman **Bureau of Transportation**	
1314	Amend the boundary of the NW 20th Ave Local Improvement District to accept $500,000 in funding from Esco Corporation, include and assess property at 2141 NW 25th Ave to fund traffic signal replacement and intersection improvements to the NW 23rd Ave and NW Vaughn St and U.S. Hwy 30 intersection (Hearing; Ordinance; C-10049; amend ordinance No. 187244) 10 minutes requested	**PASSED TO SECOND READING DECEMBER 13, 2017 AT 9:30 AM**
1315	Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the St. Johns Truck Strategy - Phase II project, through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 1268)	**CONTINUED TO DECEMBER 13, 2017 AT 9:30 AM**

At 4:17 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF DECEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney and at 2:50 p.m., Jason Loos; and Mike Miller and John Paolazzi, Sergeants at Arms.

The meeting recessed at 5:06 p.m. and reconvened at 5:15 p.m.

		Disposition
1316	**TIME CERTAIN: 2:00 PM –** Amend street vacation ordinance to replace certain conditions and add conditions applicable to the vacated portion of SW Madison St between SW 10th Ave and SW Park Ave for the Rothko Pavilion at the Portland Art Museum (Ordinance introduced by Mayor Wheeler and Commissioners Saltzman, Fish and Eudaly; amend Ordinance No. 127882) 2 hours requested **Motion to amend ordinance to state days and hours of public access year-round in finding #7 and directive a(a):** Moved by Saltzman and seconded by Fish. (Y-4)	**PASSED TO SECOND READING AS AMENDED DECEMBER 13, 2017 AT 9:30 AM**

At 5:33 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt December 6, 2017 Items 1307-1310

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

December 6, 2017 2:00 PM

Wheeler: Good afternoon everybody this is the Wednesday, December 6 afternoon session of the Portland city council. Karla please call the roll.
Eudaly: Fritz: Here **Fish:** Here **Saltzman:** Here **Wheeler:** Here
Wheeler: Karla could you please read items 1307 through 1310.
Item 1307.
Item 1308.
Item 1309.
Item 1310.
Wheeler: Colleagues today is a continuation of the central city 2035 matter. The central city will be the first amendment to the new comprehensive plan. As i'm sure you all recall we have held public hearings and took testimony on central city 2035 on september 7th, 14th and 20th. We held deliberations sessions on October 18 and November 29th. All the items that we moved and seconded during those days will be in the amendments report that's going to be a subject of a public hearing here on january 18th. Today we're going to continue to discuss items of interest to council members and decide if we want to move and second additional amendments to include in the amendments report. There will be no public testimony today. Just as a reminder for those of you who are following this process and I know there's many, the public record is currently closed. That means we are not accepting written testimony at this point either. However, the record will open up again on january 5th in preparation to the january 18 public hearing on the central city 2035 amendment report and Sallie, I assume you'll want to walk us through today's agenda.
Sallie Edmunds, Bureau of Planning and Sustainability: Yes. Thank you very much, mayor, members of city council. We've organized the agenda today into two parts just as we did last time. The first part includes items that staff believes council should discuss or council has indicated that they would like to discuss and the second part of the agenda is a package of amendments that we believe are minor or technical amendments that council could move and second as a package. So before we go further i'm just hoping that council can let us know if there are any items on that list of technical amendments that they'd like to pull for discussion but there's one other item that we were hoping to pull back into that minor and technical group and that is parking and loading on southwest 1st. That's item n1. We were hoping to include as part of that package.
Wheeler: So council, looking at the blue page are there any items you would like to discuss or that you're comfortable moving and seconding or are you comfortable just moving and seconding those items as a group? Right before the full business there's a blue sheet and it's listed as amendments and discussion items and the exception being of course n1 down to the minor and technical amendments.
Fritz: And that's n1 you wanted to move into that, is that correct.
Edmunds: Yes please.
Fritz: Yes, I'm fine with that.
Saltzman: Me too.

Wheeler: Do I have a motion to move the minor - first of all, we need a motion and second to accept the amendments and discussion items is that correct.
Edmunds: That's correct.
Fritz: So moved.
Wheeler: Do I have a second?
Saltzman: Are you moving on the parking?
Wheeler: Just the amendments and the discussion items,
Saltzman: Oh ok, second.
Wheeler: So we have a motion and second for the discussion items. Do I have a motion to move minor and technical amendments package?
Fritz: Including n1, yes.
Saltzman: Second.
Wheeler: We have a motion and second on the minor and technical amendments package including n1. Ok, so now those items that have been moved and seconded will be moved to the amendments report that's going to be subject of the january 18th hearing.
Edmunds: Ok, that's great. So we will follow the same process we've done in the past and staff will introduce the items and most of the items on the agenda today are actual proposed amendments, they're just a few discussion only items. And then once staff gives a presentation the council member who sponsored it can begin the discussion.
Wheeler: And just to be clear as per usual if there's no second the proposed amendment will not be part of the amendments package that will be provided to us on january 18.
Fish: Mayor can I address that for a second? Because that's a slightly different process than we normally follow and I want to offer the public my perspective on that. By seconding an item we are ensuring that we will have a further conversation about the item. We are not signaling that there is council support for the item we are not locking in future action. In my view having watched this unfold for a while is that if one of my colleagues strongly is interested in further assessment of an item I think it is good form to second it for the purpose of having a further discussion, but that does not mean that either the second or the rest of the council is in accord with the direction of that policy, it just means we want to have further discussion. I think that's important that people hear cause I think it comes close to being disrespectful not to push forward to the next phase, something one of my colleagues thinks is of sufficient importance that they want follow-up further discussion. That's how I look at it.
Wheeler: Yea and commissioner Fish I would like to agree with that philosophy and sometimes there are conversations that we need to have where people want to ask for more information, so I certainly concur with your viewpoint. So we're now looking at what we have in our packets as these very large foldouts we are not going to go through them exactly in order. We're going to start with the table c item, so those are the scenic view items. We've had a lot of discussions about resources, scenic resources in the central city. Views of mount hood, Mt st. Helens and the city's skyline have been discussed and they certainly contribute to our city's identity and there has been a strong consensus that protecting many of those views is important for future generations. We obviously need to balance protecting views against our city's stated objectives around housing, jobs and transportation as well. So not all 153 views across the central city can necessarily be protected given that. Personally i'm committing to finding the best mix possible that we can so that residents, employees and visitors all have access to what I believe are some fairly unique views to our community. So Mindy I guess you're going to start of our conversation today with regard to the c items.
Mindy Brooks, Bureau of Planning and Sustainability: Yes, good afternoon commissioners Mindy brooks, planning and sustainability. We've just got two items to

discuss today the first one is a view of the city skyline from Sullivan's gulch. This is an existing viewpoint on the 12th avenue overpass over i-84. There are height limits today that have been in place since 1991 to protect this view. And the staff recommendation from planning and sustainability commission is to move the viewpoint from 12th avenue to a yet to be constructed bike and pedestrian bridge that'll be between 7th and 8th, about, and then move the viewpoint and the heights accordingly. At the October session there was a concept proposed to retain the existing viewpoints and the existing heights and then based on additional conversations with commissioner Saltzman's staff we have looked at three options, which are the three in front of you I'm going to walk you through them. Before I walk through them I just want to point out on the screen they are also in your packet if you want to fold them out and mark them. The gray dashed area is the full area where change can be considered and there are different mixes within that gray dashed area. So option 1 is the recommendation that came forward, this moves the viewpoint to the new alignment of the bridge and it puts the viewpoint in the center of that alignment and changes the heights accordingly. Option 2 is the existing heights that are in place now. So, it would keep the viewpoint at 12,000 where it is now and keep the heights as they are today. Then option 3 is to move to the new bike-ped bridge alignment but move the viewpoint slightly south of center and that will change how the properties are impacted so let me show that. So, this is a image that shows all three of those options on top of each other. The red line or maybe it's kind of brown on the screen now, but the red outline is the existing view corridor with the existing heights. The blue is the recommended view which is the center line of the new alignment and the yellow is the alternative which shifts the viewpoint to the south of the alignment. What I want to point out first by moving it from 12th to the new overpass less of the properties on the north side are impacted, more to the south are more impacted by the view corridor, but between the two options, the blue and the yellow, the blue has more impacts to northern properties and the yellow more impacts to the southern properties there. The reason my staff chose the center line is because we don't know where a bump-out, a viewpoint would be design on the new bridge it hasn't been designed yet. So we figured center is a good place to start from and we can make adjustments later after there is a viewpoint. I want to point out on this, and maybe my cursor will work a little bit -- so this line here, this blue line here hopefully you can see that is where the recommendation is. The yellow line is the new. So, there are a number of properties that have never had height limits that if we choose option 3 would have height limits applied to them.

Fritz: But none of the properties are currently developed would interfere with the views in any of those blocks or not.

Brooks: We have tried very hard to avoid to make this based on what the development looks like now to the extent that we can. Things keep developing, so we keep working on it but we're trying to avoid properties that are already fully developed at a height. So i'm going to take it back to just this. I can flip back and forth but these are the three options again set against themselves and I will turn it over to you, commissioner Saltzman.

Saltzman: Thank you. So, I do support the relocating the viewpoint to the new bridge, 7th avenue bridge I guess I'll call it and shifting the point of measurement to the south. So it was my understanding if we did that we would not impact southern properties any more than they are impacted by the current view shed though so that's I was perplexed by your coloring diagram there.

Brooks: Yes, they would be.

Saltzman: They would be impacted so it's not the same as lining up on the blue line.

Brooks: It's not. If you shift the whole viewpoint from the center to the south then that bottom line is where the view would come across the properties. So, it does have more impact on the properties on the south to shift it that way.
Wheeler: Could you go back to the last slide options one, two and three. So, commissioner Saltzman is the proposal you're discussing now option 3 the alternate view?
Saltzman: I believe that is option 3.
Brooks: That is option 3 correct.
Fish: One of the things that's hard to assess, the next slide if we can go forward, that does a really good job visually showing us the impact but it doesn't really tell us what the true impact is because we don't have information about underlining zoning, intentions with regard to the impacted property. So, what is your guidance to us for how we make this decision since again you've done a very good job showing us the impact, I mean visually how the site line would change, but it doesn't really give us information about how it would impact future development or existing property owners.
Brooks: Sure. So staff recommendation would be to leave it at the center for now which would be the blue area with the blue line. That has been the proposal all along so all the property owners that were impacted by that have been noticed and have had an opportunity to come forward. When the design is done for this bridge and I understand that it's moving along, the new bridge will be coming along, once we know where a viewpoint will actually be designed we can make changes to this. We can come back and actually change it based on the view, the actual viewpoint and view itself. That would be the recommendation.
Fish: And my only concern with the alternative view currently is what Dan alluded to a second ago which is the expanded impact on properties and not knowing really what is the consequence of that.
Brooks: Right.
Saltzman: Although in looking at the properties, if i'm not mistaken, that big shaded area northeast 3rd and Burnside, wouldn't that be the building that was just built, the high rise there? I mean there's nothing we can do that's going to impact its height.
Brooks: Right. Are you referring to the yards building?
Saltzman: The yard's right. I think that's what that big block is there. Right there.
Brooks: Right this right here this edge where can you see my cursor, that is the edge. So the, even moving it to the south the yards building would be just outside of the view. That was intentional when we drew it to begin with because the yards building blocks that side of the view so we wouldn't want to include.
Saltzman: Right.
Fish: Where is hooper detox on this just to be clear?
Brooks: I'm not sure.
Joe Zehnder, Bureau of Planning and Sustainability: It's between couch and Burnside and mlk.
Fish: Ok, so it would, a bit of.
Brooks: So that's out.
Saltzman: Yeah ok.
Brooks: That would be out. So this couch, this is Burnside.
Fish: Move a little north from there for a second on your cursor, keep going. What's that building? Cause that's clearly impacted by the expansion.
Zehnder: I think that's stark vacuum's.
Brooks: Maybe stark vacuum? No?
Fish: No, they're on the west side I think.
Brooks: On the west side of Davis.

Fish: Maybe you're right.
Saltzman: I think that I guess the point I was trying to make is and maybe it's the wrong point, but it looked like a lot of these properties already been redeveloped already at their new heights. They're not likely to be impacted, but if that's not a true statement then maybe we should carry it forward. I guess i'm reluctant to sort of leave uncertain for a long period of time where that view shed is going to fall because people don't like uncertainty. Property owners don't like uncertainty. I'm not sure, I know the 7th avenue bridge is under discussion and all that and it's been funded by this council. So it may be relatively quick, but then.
Brooks: Yes.
Saltzman: So I guess if I would like to see us carry this forward to january 18th discussion and vote. My homework assignment would be to find out more about the schedule for the 7th avenue bridge
Brooks: Ok.
Saltzman: and when we could actually, but I do think 7th avenue bridge is the best point to measure the view shed from. It's a question of whether we move it south or not.
Fish: And Dan may I ask may I add a homework assignment? Could we get an annotated map with the impacted properties?
Brooks: Absolutely.
Fish: And just let us know cause there could be some winners and losers here. I would like to know how it works.
Brooks: So, let me just be clear, commissioner Saltzman, you are recommending option 3.
Saltzman: Correct.
Brooks: And commissioner Fish, you're asking for when we come back to you with the hearing that we bring you, well in advance bring you the information.
Fish: Who's impacted by the different corridor.
Wheeler: Do you want to forward that as an amendment then for discussion?
Saltzman: I just don't want to foreclose moving the viewpoint south.
Wheeler: Let's go ahead and move that is there a second?
Fish: Second.
Wheeler: Ok, so moved by commissioner Saltzman and second by commissioner Fish. Moving on to the next one Mindy I believe that's c7, the view from upper hall and I believe that's just being offered as a discussion item as opposed to anyone proffering it.
Brooks: Correct. So, this is the view from upper hall. It's as you can see on the screen a panoramic view of all three areas mountains and the central city skyline itself. This is actually one of two locations in the central city where you can see mount Adams and where we protect the view of mount Adams, the other is from the rose garden where we protect this view. The testimony -- i'm sorry, the maps on the screen are the existing and the recommended heights and so the recommendation was to leave the base height alone but that the bonus height would need to come from 460 to 410 in order to be protective of that view of mount Adams. And I think I'll leave it there unless there are questions about that.
Saltzman: And that is the block where the food carts are presently located on 10th and Yamhill?
Brooks: Yes.
Fish: So the recommended maximum heights, but you're not asking us to do anything on that?
Brooks: There was no amendment offered, there was just a request that you discuss this one.

Wheeler: 410 is what's already proposed.
Brooks: Yes. That is proposed as reducing the bonus height from 460 to 410 to protect this view.
Wheeler: Can I ask a question that's not necessarily related to this zoning question? The view you showed us on upper hall, where is that from? Is that from a sidewalk?
Brooks: It is.
Wheeler: and is that view in any way protected from adjacent private property owners?
Brooks: Do you mean from development?
Wheeler: Yes.
Brooks: That would block adjacent property lines.
Wheeler: Protected by as opposed to protected from.
Brooks: Yes, it is today that is a protected view. There's actually a height limit just in front of the view that doesn't extend very far, it's a 30 foot that protects the immediate view itself. Most of it is actually right of way because upper hall is a hair pin turn so a lot of that height limit is actually sitting on right of way.
Wheeler: I'll just throw out a marker for further discussion that has nothing to do with zoning and that is sometimes I trudge up that thing on my bike. People have gotten very, very creative with plantings in order to block those views from the public and if we are going to take the time, energy and resources to protect these views as a public asset then we need to talk about planting strategies.
Brooks: Absolutely.
Wheeler: I didn't even know you could get those things to grow 30 feet tall but people managed to figured it out. Alright so.
Fish: May I ask one question on this on the recommended height. The two properties to the east, are those the two structures which are now being renovated to hotels? Is that one of those the historic building on the corner and the other one the building that used to be office but they are both now being turned into hotels? Am I in the right --
Saltzman: The wood lark building?
Brooks: I'm seeing general nods from my colleagues.
Fish: And those are being renovated one of them is a historic structure being renovated. They are not actually going to be built any time soon. We're just talking about the empty lot.
Brooks: Right.
Fish: And a modest reduction to protect the view corridor.
Brooks: Correct.
Fish: Okay.
Wheeler: Very good. We don't need an amendment on that item we're going to shift gears and go over to item e1. This is volunteers of America, troy, I believe you're going to give us some background on this one.
Troy Doss, Bureau of Planning and Sustainability: I am mayor I'm troy doss with bureau of planning and sustainability. You may recall when we took public testimony the volunteers of America came in and they requested that there be a zone change for a property they own on the central east side. The property is currently zoned ig1, it's an industrial zone. Actually falls in the industrial sanctuary classification but on that site is a preexisting women's treatment center that's been there really since 1930s and then daycare was added approximately 1990s. They'd like to redevelop the site with the same use and expand it modernize it, but this current zoning doesn't allow for that. So, they're request was can we rezone it to ex which is an excuse zone, it would remove it from the industrial classification. The central east side industrial council was concerned about the loss of industrial land there. We tend to agree with them on that and so we were directed

to try to find a way to allow the use in this situation that wouldn't completely change the base zone. So, what we've done is we've proposed an amendment for the central east side that basically would say if you're established existing use on the central eastside and you already have group living, community service or daycare uses you can redevelop on site and you can redevelop to an far floor area ratio of 3-1. That gives them approximately 120,000 square feet of development potential. It's consistent with the current approach towards industrial office uses in the district and volunteers of America said this would work perfectly for them and is consistent with the central eastside industrial council has asked us to go.
Fish: This would be as of rights, so its not a conditional use?
Doss: As of right.
Fish: So its not subject to a 10 year renewal.
Doss: No.
Fish: If you follow these guidelines unless you discontinue the…
Doss: If you discontinue the its we go back to the industrial use classifications primarily they have to go through that process.
Fish: You know just by way of history volunteers of America acquired a lot of property in this corridor at a time when it wasn't deemed to be very attractive -- not the most valuable dirt in the city, but from donors and people through their estates who gave land so they have some sites, and they held on to them and now of course it's a very desirable area with access to transit. So, I think that's why there's strong sentiment on council to allow them to develop a public benefit like this.
Doss: So, I'll turn this back over to the mayor I believe.
Wheeler: Very good. Certainly i'll move it.
Fish: Second.
Wheeler: We have a motion and a second so we'll continue that. I believe we're all very supportive of this. I want to thank you for working with the central eastside industrial group to forge what I think is a really common sense proposal here. Voa has done a lot of great work in the community over the decades and we certainly want to see that to continue.
Fritz: Its also brilliant solution well done. Thank you.
Wheeler: Very good thank you, next up is table m, south waterfront. Troy, can you walk us through the potential amendment?
Troy Doss, Bureau of Planning and Sustainability: This one there was a request from zidell, they are putting a master plan together for the zidell yards and one of the things that this proposal and eventually ohsu is likely to find as well as is, when we adopted the south waterfront plan we established a greenway setback. And we do want development to be set back from that, but on top of that there was a height setback that was applied. When you look at how it's applied to the district it works really well when you're measuring east to west from the edge of the greenway setback but when you look at how the greenway comes in around the barge facility it really starts to impact properties much further into the district and affects three primary development parcels, two of which are currently in play. They had asked that we finds an approach that would allow them to go forward. What we've proposed is that although we would maintain the greenway setback exactly where it is and around the barge way we would straighten the line for the height setback so that really you still have the setback for development but in terms of taller buildings, in this case 150 feet as opposed to 125 feet, they would not be affected by this provision.
Fish: What's the difference between the two slides?
Doss: The one to the left is showing how the height setback is kind of following the contours of the districts along the top of the bank that's more so associated with the greenway setback. And what we've done is we've straightened that line out to be more

specific to just height. Again, the greenway setback has remained so what you see on the left is really showing that setback. On the right you're seeing what would be the height setback.
Wheeler: It's hard to see, but there's sort of a little divot about halfway down on the left there and what that represents is the bottom of their spillway and that's why it dipped in the way it did.
Doss: In fact you see another one that comes up here and that reflects actually an old culvert that used to be in the greenway that's no longer there. It's been restored, but anyway we were showing – we were contouring it based on the contours we had in 2003 things have changed. Regardless for this situation, though, the going in around the barge way itself if you apply that same logic it really starts to push back into development much further into the district than was anticipated so we recommend straightening the height setback and leaving the rest of it the same.
Wheeler: Well I like this solution. I think it's a good solution to the height issue without complicating the south waterfront setback issue which the greenway requirements which this council obviously supports. So I'd certainly like to move this as an amendment.
Fritz: Second.
Wheeler: Motion and a second, any further discussion on this item? Very good moving on to o1, flexible building design policy. Troy can you walk us through the amendments?
Troy Doss, Bureau of Planning and sustainability: Yes, there was discussion and testimony regarding primarily focused on parking structures can we if we have city owned parking structures that are developed can we create them in such a way they can be repurposed later on for other uses. This started to strike a chord we remember other people saying this during the development of the concept plan several years back saying why not have that similar approach to all buildings really to the extent possible. So, rather than creating a policy statement that really focuses exclusively on parking structures we put this together that says we want to encourage building flexibility for any structure including parking structures so that it might be repurposed over time.
Wheeler: I think you biased the conversation by showing a photograph of that particular structure. I'll certainly move this as an amendment if there's a second.
Fritz: Second.
Wheeler: Great gots of interest. Next up is o2 the green loop resolution. Mark, you want to come up and join us, please? Thanks Troy.
Mark: Thanks, mayor, commissioners. So this amendment came out of testimony received on the green loop resolution specifically from a letter from the climate justice collaborative and thinking more broadly about the city wide system of city greenway in the comprehensive plan and how to sort forward other projects around the community. So the green loop is definitely part of a system of the, the city greenways throughout the city, we've been working with the Lents community, green Lents and forwarding Lents greenway specifically also add some other projects to think about city-wide not just in Lents, but also in north Portland and potentially in Sullivan's gulch trail as well. This amendment would sort of give the authorization to city staff to raise their level of engagement sort of city-wide to forward these kinds of projects is holistic sort of effort to improve parkways and these greenways throughout the city. As we work on the green loop we can forward other initiatives as well that's sort of the bulk.
Fish: Mayor if I could make a comment i'm going to support this, but I think it's redundant for a couple reasons. One is we're doing central city 2035, and if we take everything that -- if we take this to its extreme everything we're doing in 2035 someone could say we want some consideration for something outside of central city and by definition we are limited in our focus to the central city. Number 2, this says we're authorizing people to work with

community partners. I don't want there to be any doubt that we are currently engaged in those conversations in fact the north Portland greenway has been a long-standing priority of this council. The completing the 40 mile loop, figuring out this vision, linking it to Sullivan's gulch I mean these are all bedrock city policies. So, I just want to say i'm happy to support this, but technically we're talking about central city 2035. I don't -- I think we shouldn't just take each of these up each time because some group feels like we haven't given adequate weight to something that's beyond the scope of the project, but I don't want the "you are authorized to work with the community", to be interpreted as we're not already working with the community. These are things that the council is deeply committed to and technically don't need an amendment to reaffirm what we're already doing.
Wheeler: Could we do a friendly rewording of this? Cause I'm compelled by what commissioner Fish has said. Could we say are authorized to continue to? Cause I agree with you. This sounds like we're starting something new, but in fact we're continuing an established policy. We're clarifying it and codifying it in the 2035 plan that commissioner Fish is right if somebody just picks this up and reads it one could get the impression we're just starting from scratch and we most certainly are not. Is that acceptable to everybody? To make that wording change.
Fish: Yeah, I think that's better and I think the legislative history is clear now, but again, I don't think it's necessary but i'm happy to second it.
Wheeler: Good, then I'll move it. Very good. Parking. Mauricio, do you want to come up and walk us through some of the proposed amendments with regard to parking?
Mauricio LeClerc, Portland Bureau of Transportation: Yes, Mauricio LeClerc with pbot. We have two and two and three. So jumping right in, on the first one we owe our thanks to our staff at bds and bps they highlighted the potential loophole in our language our intended law may backfire on us. So, basically we define structural parking – sorry surface parking a certain way and since the 70's we have been trying to minimize the amount of surface parking and we regulate parking policy in central city by limiting the amount of surface parking and by limiting the amount of parking that can be done with a new development. With this code does both for the limitations to surface parking as well as more limits as to how much parking you can build. Well, it has come to our attention thanks to bds and bps staff that you could interpret surface parking as you can have surface parking lot and put a carport on top, a light roof, and suddenly that becomes structure parking that's exactly what we don't want to do. To preempt that sort of interpretation of the code we want to clarify what it would mean by that. Basically it says it has to have a building on top to be surface parking -- structure parking. I'm sorry. Here. So, that's the language basically says surface parking and structure parking with no gross building area above are prohibited. So, just a little thin roof over a parked car is not structural parking. Likewise, we want to clarify that if you're on top of a building you could park there like we have in some smart parks that is ok. So long as you have a full building below it or a building above that would be considered structured parking, if not it's just surface parking I think that clarified.
Fritz: So, I'd like to move a second surface friendly amendment which I just noticed in part a, it says but nothing above it. Could we perhaps say no building area above it because we wouldn't mind if there was -- [speaking simultaneously]
LeClerc: Build area above it, yeah. I think that clarifies it even better.
Fish: So let me ask you another question. Today's Willamette week had a suggestion that we tax the hell out of surface parking in order to encourage development and I'm reminded that Charlie hales' chief of staff josh when he ran for council in 2002 ran on a platform of taxing the hell out of surface parking lot and I think John Russell was a big booster of that and there might have been strong opposition from another developer at the time. I'm just

reminded of it. I'm not going to put you on the spot. It's been something that has been kicked around as changing our tax code to tax impervious surface differently as a way of encouraging development. It has nothing to do with this. Withdraw my comment.
LeClerc: But it does support the idea that we have been trying so hard since the '70s to redevelop the surface parking lot and we don't want to actually encourage more by not clarifying what the code means. This one requires somebody to introduce an amendment.
Wheeler: Alright so commissioner Fritz found a friendly way to change that. Do you want to take that as a motion?
Fritz: Yes please.
Fish: Second.
Wheeler: We have a motion, we have a second for and 2 and 1 and of course we move to the technical package so next up is n3, ohsu parking.
Mauricio LeClerc, Portland Bureau of Transportation: So on that one --
Lauren King, Deputy City Attorney: So, with parking because I don't have the entire code language in front of me it's hard to know exactly how that technical amendment works, so it would be our recommendation to check in with the code writers and see the full context so there might be after we have had a chance to look at it there might be a further clarification.
Wheeler: Ok, can somebody work on that while we're in session and bring it back to us before we leave?
King: So, its the three we have a, but not b and c. Yes, we can do our best.
Wheeler: Let's see if you can get it done so we don't have to revisit it.
LeClerc: You're not addressing any of those, right?
King: We're just changing the word nothing to no built area.
Fritz: I'm not changing anything in b and c.
Wheeler: So, we'll let, you'll just make sure there's no lack of parallelism. Whatever the word is. Ok good so we are at N3.
Leclerc: The second one is ohsu sent a letter, also psu signed it, basically said that they are okay with the work we have done on parking. We have actually limit further limits how much you can build in south waterfront, but they are explaining a concern which is valid according to staff that the rules for preservation parking, which is basically parking after your building has been built you can build more to meet your entitlement. The way we wrote the code doesn't quite work to how their master plan is being implemented so basically they want a little bit more flexibility to be able to do the things that are in the master plan basically. The idea would be to be -- they don't want to -- they haven't been building parking with each building, they have been trying to bank it so that like a campus, a normal campus has buildings and parking is grouped in a special place. They have been doing that by what this new code does is provide a trigger you need to have less parking than a certain amount to be able to qualify. That would disqualify many of their buildings from getting the parking that they have accounted for in the master plan, so a long story short this gives them the flexible to keep doing what they are doing to create parking that they need and to continue to create the master plan.
Fish: I have been spending a lot of time down there lately, and the parking, the existing parking is beyond capacity. I think with the new buildings online it's going to continue to -- the beauty of the way they have configured their parking is to get it off the streets and to places as quickly as possible which I think is important. Is there a downside to this? Are we opening the door to something that's unintended?
LeClerc: Well, we're trying to avoid -- in terms of total amount of parking not necessarily because we are actually lower how much they can ultimately get and we're trying to avoid an adverse effect, which would be if we do not adjust what we're trying to do now ohsu

would be forced to build parking with every new building and actually try to build as much parking with every building as possible to compensate for what they cannot do according to the code. So in a way we're trying to avoid overbuilding parking and allow them to build in what they need in a more specific manner. So, I don't think there's much of a downside and we're limiting this to medical offices and colleges and to the south waterfront area which already has a unique circumstance of having the established campus and it's very hard already to build parking there. There very expensive to build especially underground so I think we're not under the danger of overbuilding parking in this district as a result of this change.
Wheeler: Commissioner Fritz did you have a question?
Fritz: I just was willing to move it forward for the point of discussion. I do have concerns about whether it overly broadens it.
Fish: I'll second it.
Wheeler: We have a motion and second on n3. That takes us next to height and far. Rachel, do you want to come up and walk us through some of these proposals?
Wheeler: Joe. Thank you.
Rachel Hoy, Bureau of Planning and Sustainability: Good afternoon Rachel Hoy with the bureau of planning and sustainability. So the next table that we're going to walk through is table b, so that should be at the front of your packet these are the two items that we're going to talk about. Tso this first item, this is a discussion item, so no amendment has been put forward. The request is to increase the far on the half block at 87 southwest stark. So the current far on this half block is 4:1, request is to go to 6:1. This I will point out that this whole area from the markham bridge to the Broadway bridge along the riverfront, the far is 4:1. So, staff's recommendation has been to maintain that far at 4:1. Generally we have lower fars along the waterfront to align with lower heights and this I would just point out the site can receive bonus far up to 3:1. So, I just want to turn that over if there's further discussion that you would like to have about this particular item.
Saltzman: It can receive bonus 3:1 on top of the 4:1?
Hoy: That's right. These are their base fars. So, all of these sites have the ability including this one to get an additional 3:1 bonus.
Fish: Trying to just remember what's there. Is it like a record store and tattoo parlor?
Hoy: That's a parking -- i'm sorry, that's a surface lot
Fish: A service lot.
Hoy: At this particular site and it is again the way we've outlined it it's request is for that half block. To the north is within the historic district.
Fish: What rationale has been put forward for this increase?
Hoy: Part of the rationale was the proximity to just to the west the far is 9:1. So an interest in having an far similar to the adjacent sites. So I guess our rationale has been it's also this is a kind of a narrow area along the waterfront and we have typically the pattern we have maintained is 4:1 pattern along our riverfront.
Wheeler: Alright good, I don't sense any urgency to put forth any amendments on that. Is there any further discussion anybody want's to have on this particular item? Very good, b5. River place height and master plan adjustments. Joe, I think you're – Oh I'm sorry commissioner.
Saltzman: I have to excuse myself due to my family's ownership interest in properties that could be impacted by changes in this height for this amendment, I will excuse myself.
Wheeler: Duly noted. Don't go far. So next up the 5 river place height master plan adjustments. Joe or Rachel I'm not sure?
Rachel Hoy, Bureau of Planning and Sustainability: I'm just going to start out and I wanna recapping a little bit. We did talk about a river place testimony that was received,

and through that testimony the owner of the site had requested additional height allowances at this location as you can see highlighted in red on the map. They did not request any increases to density and I just want to point out this is a different proposal than the one that went before the planning and sustainability commission. A little background on the site as you can see on the slide the current heights are mostly at 125 feet. There is some area at 150 on the existing floor area ratio, at this site is 4:1. The map to the right shows the planning and sustainability did vote to increase the maximum heights from 200 on the western edge of the site and it's slowly decreases from 150 to 125 approaching the river. The psc also raised the far on the site from 4:1 to 5:1 for this area highlighted in red. Their rationale there was to maximize redevelopment potential of the site and its inclusion of affordable housing in the future. The property owner request -- is requesting basically the same building height limits common to the adjacent south waterfront sub district and those heights range from 325 to 150 as you approach the river and in addition the request was for one iconic building up to 400 feet within the redevelopment area. The owner suggested that the need for this additional height was to help meet public objectives especially in the case of the concept they submitted. Their concept included a publicly accessible park that combined with access ways is close to two acres of the eight acre site. They also proposed a taller building as a way to achieve allow densities while still including these additional public benefits. So I'm going to turn this over to Jo e.
Joe Zehnder, Bureau of Planning and Sustainability: Joe zehnder with the bureau of planning and sustainability. So, I just wanted to walk us quickly through the rationale that we brought to building the recommendation that's in front of you today or proposed amendment. When we looked at the height allowances on this site the proposal and the current owner who started this discussion with the planning and sustainability commission has particular idea in development program. When we're setting allowances we're setting allowances for that, but also in case another developer is ultimately and another plan is ultimately going to be what's built here, but we wanted to put in place allowances that make sense with the location and with our approach to height in the central city and on the waterfront. So these seven sort of considerations that are on the slide here are versions, of the same ones that we have been talking about for a while now that we've used elsewhere in the central city. Principle number one is that height increases in central city 2035 are only coming through a bonus and that is true of this case. The current base height limits would stay the same but we're talking about allowing more height but only through a bonus and that bonus is our inclusionary housing program to start with. Secondly, we're continuing something that you've talked a lot about, which is to protect public views and here we have public view from Terwilliger of mt. St. Helens and it's from a full on public view with a viewing area. When you look at the proposal that's why there's this lower height swath cutting through the center of the site so we managed to do that. Part of what we see in talking with the particular proposal that's on the table now is that indeed for the amount of development that we would like to see on the riverfront and in river place, to bring it even up to what is allowed today because in that first generation of the development this site it was built at a lot lower density than is actually what is even allowed because it was built in the '80s and '90s. When you allow buildings to go vertical you open the ability to have more open areas, circulation area and these open spaces. You have more options to get a better design to introduce a relatively large precinct, a new large development into our city and our waterfront. So, that was a compelling argument and one we have used on the Broadway corridor and the post office, this is not new thinking, it just was compelling when applied to here. So, when we thought about those approaches we have a precedent that we have already negotiated and deliberated through for an extended period of time and that's the rules we use in south waterfront. We looked at

those in addition to the height allowances and we're going to bring those up and apply them to the site as Rachel will explain next. We have a precedent and a set of approaches that talks about how close towers can be together. How do you get visual and physical permeability so it doesn't just become a wall? How do you look at shadows? How do you look at the public realm? Those we're bringing up into the proposal as well so we have that precedent to use here. In that precedent like I said and elsewhere in the central city we considered the impact of where we allow more or less height on adjacent parks. In this one we have an interesting situation where it's adjacent to waterfront park and if we're able to get by going vertical more open space on the site and it'll arrange that so it's nest to the waterfront park that could be one of the biggest additions to that open space system that we have made in a while. We want to leverage major transit investments. We have streetcar. We have already invested. It's up the hill but near our extension of the max line as well and the whole discussion started possibly even at the psc, there was enthusiasm for reinvestment of the waterfront. Doesn't take necessarily this scale to do it but when we step back and look at what was right for the site and consistent with our plans that's the basis on which we made the recommendation that Rachel is going to give you.
Hoy: I am going to walk you through a couple of slides to further lay out the proposed amendments. This is the view corridor that we're talking about from Terwilliger parkway, view of mt. St. Helens that central city 2035 preserves. Here is another aerial showing you how the view corridor crosses the site. So just to talk through some of the proposal for height here we'd like to propose the base height remains at 125 across the entire site. The red arrows point to two areas. These red arrows point to two areas outside of the view corridor that may go up to 325 feet. This height is the maximum that can be achieved in south waterfront. As joe mentioned also similar to what south waterfront staff has put together some code language that's in your packet for additional standards that would be required that these be narrower towers should the project want to go to these heights. Other proposed heights within the site within the view corridor itself in this area, the proposal is up to 250 feet and this goes down as you approach the river to 150 feet. There are also proposed additional standards that would apply to the entire site that will require special building spacing so as joe referred to, to avoid these kind of long walls through the development so special spacing between buildings, special orientation of buildings so we have better visual permeability through the site. So here is another picture of what the view would look like with these potential height opportunity areas as I mentioned --
Fish: Can I ask you a question? Given that you've made a lot about narrower buildings to protect site lines, why did this picture look like co-op city?
Hoy: So this is just the way that we do our modeling. We haven't sculpted these buildings at all. It simply is to show.
Fish: Just to be clear listening to joe understand the view that he expressed, there would be lots of separation between buildings and discrete corridors, it would not be a wall like this.
Wheeler: These are not buildings. It's important -- this is the far --
Hoy: Correct.
Zehnder: It's important to note we don't want to misrepresent either way by designing something that is our fantasy. The design review process and rules we put in place is going to make this work no matter what the development team proposes to move forward.
Wheeler: Just by way of an interesting exercise for some other day. Do this exercise on the south waterfront as it is allowed versus what is actually built and you'll see that actual results may vary considerably from the envelope.
Fritz: And also mayor there concisely fought was expected cause I was on the planning commission when we heard similar arguments, that would be plenty of views down the

green streets and that really there would be a lot of ways to see through because of the sculpting of the buildings and my impression is that really hasn't turned out so well. So i'm quite concerned about this one.
Hoy: So, this is the slide interesting showing you a cross section from downtown park avenue down to the waterfront. This actually cuts straight through the building that we're in, the 1900 building. So, it gives you an idea of what we have done here in gray and black are its a profile of the existing buildings, the orange line shows you the recommended heights that are in the recommended draft. So, you'll see from the transit mall at 460 the gradual stepdown to the river in heights. The area in green are proposed amended heights for the river place area.
Fritz: So it would go up to 325 even though its behind it is 250.
Hoy: Yes. This is to show you, yes, the area in green would be if those -- that would be the amount that they could go up to, maximum amount as proposed up to 325.
Wheeler: Is the 250 means sea level or is it above ground? Where is the 250? So in fact it's stair stepped up.
Fritz: Yes, if we were to approve this amendment it would step up.
Wheeler: Did my point make any sense or is it one of these things where I am cartooning something --
Zehnder: It does stair step up and this diagram shows how that works with the grade differential between the top of the hill and the waterfront.
Wheeler: Got it good thank you. Just checking.
Hoy: Sure. So just to summarize there a set of five proposed amendments to put forward so I'll walk through those. So, the first one is to apply a height opportunity area, so the areas in red on the map would be considered height opportunity areas. In these areas bonus height may go up to 325. There would be additional standards that would apply similar to south waterfront for the building massing that would result in narrower towers with these areas should a project decide to go to those heights. The other heights on the site would range from 250 to 150 as you approach the river. Number 2, there would be a requirement for additional standards that would apply to the entire site that would require spacing between special additional spacing between buildings and orientation of buildings to allow visual permeability through the site. Number 3, require a master plan for the site. So joe talked a bit about this. This is a new tool new tool that we have revised in the central city plan that would provide an urban design and development framework for the site. It would address site elements for example the location of open space, connectivity through the site for public and private streets and access ways as well as requiring shadow studies to preserve light and air on parks and adjacent open space and the waterfront. Number 4, this is also an element of the master plan. There is as I mentioned an open area requirement within the master plan for this particular site. We have proposed that there would be open area adjacent to south waterfront park and that is the open space just adjacent to this property. It is adjacent to the waterfront and they would be required to have some level of open space to improve access to the waterfront. Number five is a minor technical amendment, but one that we do need to correct that corrects the view corridor that you saw mapped of the Terwilliger parkway and it's updating our scenic resource protection map to align with the correct more correct elevation for the site. So, those are the five amendments on the table and I would like to turn it over to the mayor.
Wheeler: I want to hear from commissioner Fish but can we move these as a package?
Hoy: That was our thinking.
Wheeler: Commissioner Fish?

Fish: Mayor I just to clarify this before we move anything, joe, I got a couple letters from people saying shouldn't do this because it's spot zoning. So could you address that for me?
Zehnder: Right and spot zoning its I'm not 100 spot zoning has a bad name when in the cases where it's applied for particular benefit of a particular property and in the past it may have been for a particular property owner outside of the context of the overall plan. That's sort of the baggage that that concept carries. So when you consider your major rezoning you want to do it in the context of the area around it and that makes it not a spot zone but full on contextual thinking. And that's in part why we wanted to go through those considerations cause I wanted to show you, yes, this is a property, a big property, but the way we're thinking about it is consistent with the rest of what we have tried to reason through in 2035 and we're doing it as part of 2035.
Fish: Thank you. Second question, is the only -- you said this is subject to the bonus to get the height. Is the only trigger for the bonus inclusionary housing?
Zehnder: Correct.
Fish: So you couldn't get the height because you want to add commercial space.
Zehnder: The only way to access the bonus system in this location is to use the inclusionary housing program. Once you've satisfied that you could move on to transfer provisions that are available in the code, but the threshold is inclusionary housing.
Fish: And so that's from your point of view part of the public benefit.
Zehnder: Correct and that's even when we did this in -- that is the heart of the public benefit, yes.
Fish: My final question is, since we're talking a lot about design, how it looks, master plan, could you just give me a quick reminder what the council's role with respect to either design or the master plan? If at some point we go forward with this plan.
Zehnder: I'm going to make sure the master plan is a new provision. The master plan requires that the phased development of the site be thought through at a public process that's overseen by the design commission. Upon appeal I believe that master plan process will ends up in front of city council if we're not --
Fish: That is baked in as a safety valve.
Zehnder: It is. Yes.
Fish: And does the design that's and you anticipated my final question. The design review commission would oversee the master plan process. Are there specific design guidelines that can be applied to any tower above a certain height? Do we have that option to put that requirement in?
Zehnder: Well we've baked those into the rules that we have imported from south waterfront.
Fish: So that would go to design review?
Zehnder: Yes, that actually sits in the code and we have added some of the amendments that you're making add guidance to the design review process as they look at the master plan.
Fish: Thank you.
Hoy: If I could make one clarification to add to what joe has said, commissioner Fish, you asked about the triggers for the bonus and if it would be inclusionary housing. The only just to be clear so the proposal we received was for the concept for residential development and certainly that would trigger affordable housing. If there was a building that came in a straight commercial, no residential development, they would have the choice of going to the affordable housing fund or they could go to the historic resources transfer. They have a choice if they are purely commercial building.

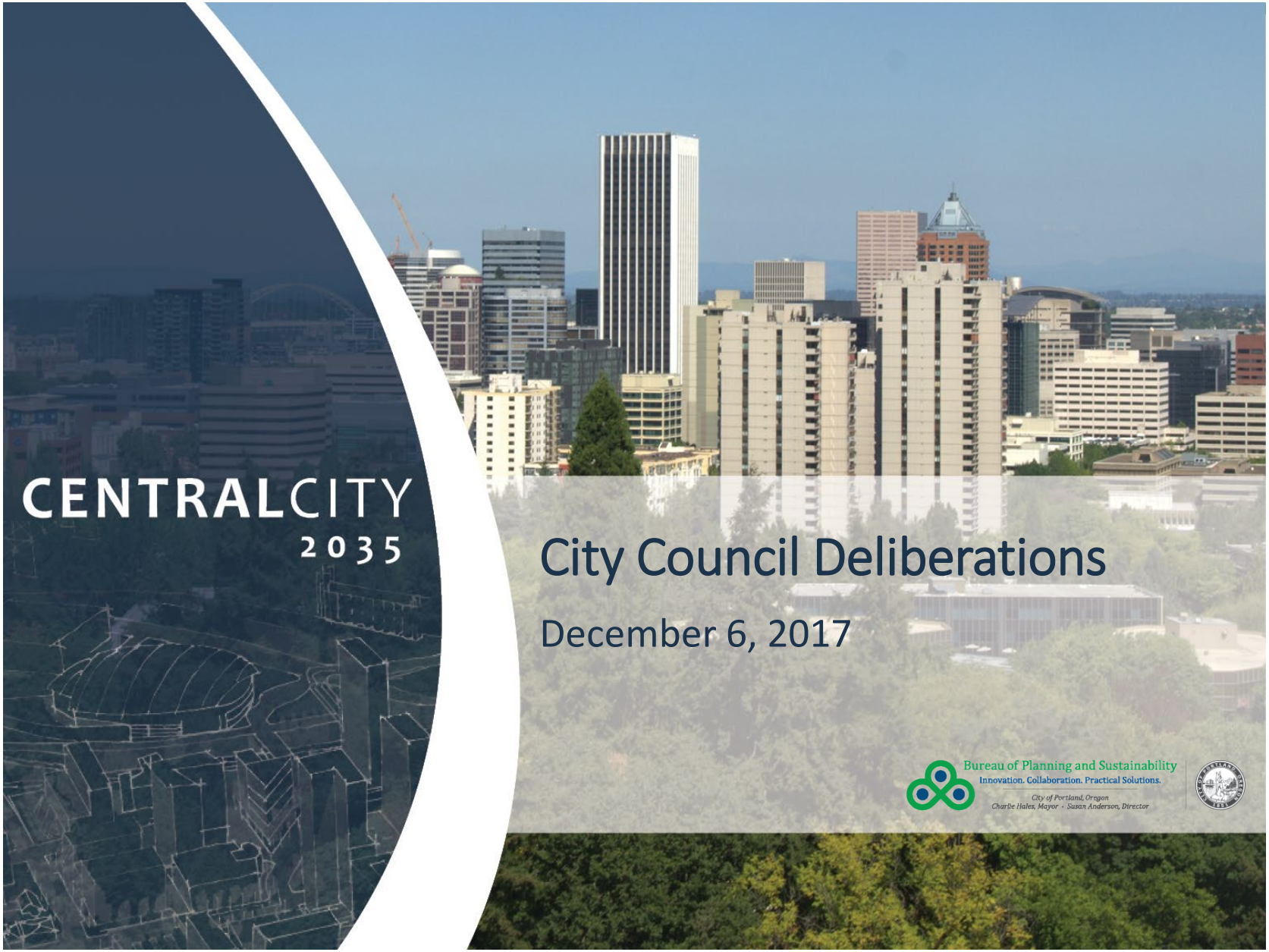
Fish: I would want to know more about that because the whole thing has been framed in terms of a benefit around affordable housing, and one of the things I don't fully understand is what the off-ramps are that could result in height without that benefit and while we can't -- it may be that for market or other reasons it never gets built if we proceed with this but I want to make sure there are not other ways around iz, because to me that's one of the few compelling parts of this.
Hoy: Again that would be a straight commercial building which is somewhat -- we see mostly a lot of mixed use now. So, most of our projects are triggering affordable housing. You build 20 units or more and you've triggered affordable housing.
Fish: Couldn't we just say that there is no bonus for a commercial building?
Zehnder: One could, but just to be clear even if -- how many acres is this?
Hoy: It's an eight acre site.
Zehnder: So, even if it was eight acres of strictly commercial building, if it meets bonus floor area to build out its program it will need to participate in the inclusionary housing program and just for strictly commercial building the approach is not to build units but to pay into the fund, and that we have structured so it still is part of the inclusionary housing program but it might not necessarily have housing on the site if there is no housing on the site. We haven't seen eight acres of exclusively commercial development in the central city I think almost ever.
Wheeler: Very good, well first of all thank you for doing the work. Thank you for making these amendments that I think address some of the public interest issues that have been raised, open space, access to the river, making sure tower width and spacing requirements are put into place, protecting the view corridors, the visual permeability issues that commissioner Fritz has raised. With that I would like to move it.
Fish: Mayor, I have some -- unresolved questions about this but I think it is worth continuing the conversation and so I will second your amendment.
Wheeler: Thank you, commissioner Fish. I appreciate that. Next up master plan L2. Sharing and consolidation of resources. Rachel, I think you're up.
Rachel Hoy, Bureau of Planning and Sustainability: This is again dealing with our new master plan provision for the central city. This is a new approval criterion that we're proposing this is coming from a working closely with bds as we're finding that some of our master plan sites are beginning to do their own master planning and getting ready for the city submittal. We're finding that this is a new approval criterion that would be very beneficial. It is in the vein of let's have these projects show us how they can efficiently use resources and their space on site and how they can consolidate. For example, consolidate parking and consolidate access to parking. Their mechanical equipment, trash and recycling. So it's also a way to show how we're going to maximize the use of ground floor for more active uses.
Wheeler: I would like to move this. Colleagues for any further questions.
Fritz: Second.
Wheeler: Any further discussion or questions for Rachel? Very good. Now we're to bonuses and transfers part 2, our next item is g4, to allow far transfers from open space. Rachel?
Rachel Hoy, Bureau of Planning and Sustainability: This proposed amendment to allow far transfers from open space staff supports this amendment as it will provide additional pool of far for the bonus and transfer system. It offers another option to meeting development and density goals in the central city. The slide before you provides the necessary code updates that would be needed simply by adding open space or o.s. to the list and I'd like to turn it over to the commissioner Fritz and if there's any more discussion on this amendment.

Fritz: Very basic thing so I move the amendment.
Fish: I'll second it. Seems very straight straightforward.
Wheeler: We have a motion and a second any further discussion on that particular item? Moving on to item g3, that's transfer within a sub district sometimes known as the seiu proposal. Joe, do you want to talk about this?
Joe Zehnder, Bureau of Planning and Sustainability: Yes, thank you, mayor.
Wheeler: I understand nobody has offered an amendment about there was a request for discussion on this?
Zehnder: Correct.
Fritz: yea and I was not thinking of offering an amendment but as time has gone by and I've looked at the complexity of this I think there might be merit in moving it forward for discussion.
Wheeler: Joe.
Fritz: I didn't tell you that yesterday cause I've only just thought about it.
Zehnder: Great, so the proposal that was considered by the planning and sustainability commission and then considered again in the city council process from seiu is to change the transfer from within a sub district, one of the two transfers that the new central city plan would allow and make it a transfer that with certain triggers would only make transfer floor area available for commercial development of a certain scale if service workers working in that building make 50% median family income. The way that the transfer would be administered and recorded is that and to get the transfer the building, the developer would have to provide building development services with a covenant that records that this condition is in the property's records, in the property's deeds. As the building is built and the building is operated, if at any point in that time this condition is not being met, that enforcement mechanism would require -- would create the opportunity to be enforced through court action by a third party. So this is something new, but not just through a zoning enforcement action but it could be raised through a court proceeding and historic property transfers would still be available that was the idea. The planning and sustainability commission and staff considered the notion of finding means to promote living wage jobs especially in the service sector, especially in our central city where so much of those jobs exist is, you know, worthy goal and like many worthy goals the zoning code in this particular zoning provision we don't think is a workable or effective or appropriate place to try to do that. Let me just explain.
Fritz: Actually Joe if I could cut this short I share many of your concerns and I'm not convinced this is the entirely the right way to move it forward either but I don't want it to get lost because I think it's a very important concept. So, rather than going into all of the pros and cons now, this is one I would like to continue discussion.
Fish: I would like to explain while i'll second this with a condition. We put strings on all kinds of actions we take, discretionary actions. We say an opportunity zone you have to meet certain wage goals. We say in grant agreements you have to meet city policies. I can go chapter and verse. The principal objection on this is that you have made an argument that the zoning code is not where we should address this. That it may be an otherwise laudable goal. I'm not sure when and how we're going to address this if we don't at least seize this moment to say let's keep it on the front burner because I think what we're talking about is justice for janitors, let's be clear here. We're talking about a discretionary act of the city in which we're saying as some kind of condition we don't want you degrading area wages and exploiting people. Now we already do that in all kinds of ways. We recently adopted a statement of principle on a community benefits agreement. We say in all our affordable housing you have to meet a prevailing wage. I agree it may be that the zoning code as an instrument is not ideal and there may be particular reasons why it would be

difficult to enforce, but along with commissioner Fritz, I see this as an opportunity to frame the issue and ask you not just to come back and tell us why this doesn't work but to give us options for something that's a first cousin that gives us some leverage through this discretionary act to maintain area standards in the service sector. Again you may come back and say we have looked at it, we still can't find an answer but all we're saying is we want to continue the discussion in January and so I will second the proposal.
Wheeler: So its moved by commissioner Fritz and seconded by commissioner Fish.
Saltzman: This would be for commercial buildings only?
Zehnder: You all should tell us, but this was the proposal just commercial?
Rachel Hoy, Bureau of Planning and Sustainability: Yes, its just for commercial.
Zehnder: Just to put it in a framework -- [speaking simultaneously] we're glad to bring this back. I'm sure it will recommend a policy statement about where the city is in a contractual or development agreement kind of thing.
Fish: Can I make a suggestion Joe? Cause we've found your office to be incredibly creative even where you disagree with the premise of the question. I would say a follow-up meeting with commissioner Fritz's office and my office to do some brainstorming and still you may at the end of this come back and still say we're barking up the wrong tree but we want to have that conversation.
Fritz: That's my intent too certainly don't go home tonight and start working away at it.
Sallie Edmunds, Bureau of Planning and Sustainability: So mayor we don't actually have an amendment on the table at this point so we would have to come back with an amendment sometime in the future. We could either come back on January 3 we have that date penciled in as a possible date, or we could bring it back on January 18th and you could consider it before --
Wheeler: I suggest to meet with commissioners Fish and Fritz and between the two of them they can make a recommendation to council.
Edmunds: But I believe we have to announce that meeting at this meeting. Isn't that right?
Fish: I would say let's tentatively say it will come back january 3rd because I really want to keep this on track and that can change but you need a placeholder.
Saltzman: Can't we take the language that was proposed to the planning commission and advance it?
Zehnder: This has never actually been -- there's been no language. The planning commission did not recommend for this at all.
Saltzman: I thought they had an amendment they rejected though or something.
Zehnder: No, they discussed the issue its similar to the discussion we're having now commissioner.
Fritz: Are there other items that would be heard on january 3?
Edmunds: We don't have anything else on the list for January 3rd at this time.
Fritz: If we put it then cause I agree commissioner we want to kind of keep working on it. Do you have a suggestion?
Lauren King, Deputy City Attorney: I think you're heading in the direction -- you're coming back for the amendments package on january 18th. So we could bring language at that meeting. You can introduce it then so that you don't have to have a separate hearing.
Fritz: I would I think given the holidays and everything I think the 3rd is acceptable.
Fish: Mayor is that acceptable
Wheeler: That's acceptable.
Fish: 18th.
Wheeler: Let's plan on that so Sallie, tell us where we are and what the schedule is going to be going forward.
*****: Great. Okay. On -- excuse me?

Edmunds: First of all we have to go back to the parking item. When Mauricio was up here you asked for an amendment to the parking item.
King: So just to clarify commissioner Fritz's amendment was to add no building area above it let's I recommend that you change it to no gross building area above it and that's a standard scrivener, so it's consistent. As far as the seiu thing, I just want to clarify it sounded like there was a motion and second but that was just for the concept, so there's not an actual amendment. Just want to be clear on the record.
Wheeler: That was clarified subsequently, that there was no formal amendment on the table so that's withdrawn.
Fritz: And that we might bring something on the 18th.
Wheeler: Hearing no objection to the scrivener error on the parking issue.
Edmunds: So we don't need to move and second that again.
Fritz: That was actually what I said In the first place.
King: I heard building, I apologize.
Edmunds: Great so the power point slide that we have up shows january 3 at 2:00 p.m. We do not need that meeting. We have just decided. So we are not going to have that.
Fritz: I think you're probably quite relieved to have a bit of time off.
Edmunds: So we will be publishing --
Fish: It's going to be eaten up by five today so hold that data I put first dibs on it. Thank you.
Edmunds: So on January 5th we will publish the amendments report based on the feedback we have gotten from you at the last three meetings and the items that you brought forward prior to beginning the hearings and then we'll have our hearing on january 18 and take it from there.
Wheeler: Very good, that concludes the central city 2035 discussion for today. We're going to continue the conversation on january 18th at 2:00 p.m. Time certain. Next item, 1311.

[end of excerpt]

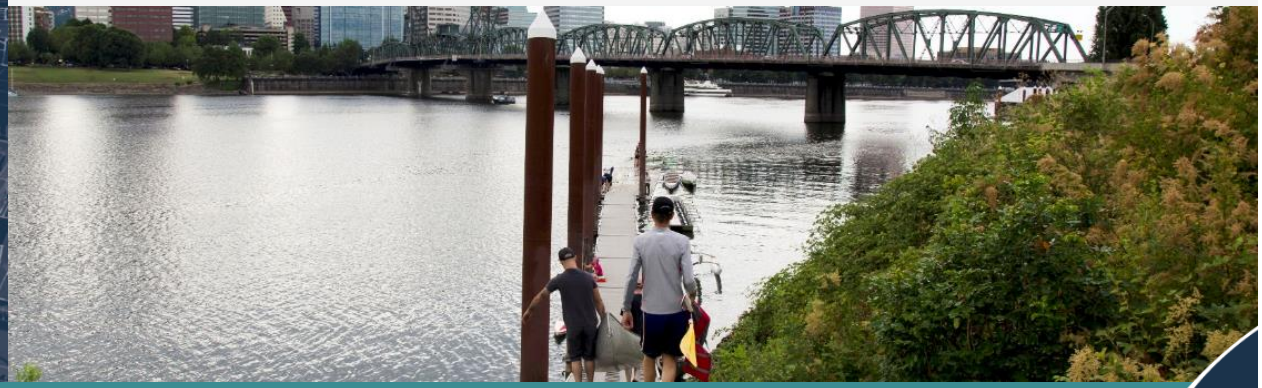

CENTRALCITY
2035
City Council Deliberations
December 6, 2017
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

1. Minor/Technical Amendments Package
2. Amendments and Discussion Items
   - C: Scenic Views
   - E: Zoning and Use Allowances
   - M: South Waterfront height
   - O: Policy and Action items
   - N: Parking
   - B: Height and FAR
   - L: Central City Master Plan
   - G: Bonuses and Transfers

PROCESS

1. Staff introduces the item
2. Commissioner who requested discussion or amendment begins the discussion
3. Amendments
   - Motion
   - Second
4. Discussion items
   - No action



Minor and Technical Amendments

B6: Height Map Corrections - Lloyd

B7: Height Map Correction – Goose Hollow

B9: Increase Parapet and Railing Height

B10: North Pearl height code structural revision

E2-3: Retail allowances for OMSI & South Waterfront

E5: Allow hotel uses on SE Ivon Street

L1: Increase tree density

L3: Shadow Study consistency

L4: Open area requirement

M2: Exempt streets from design review

N1: Parking and Loading Access on SW 1st

N4: Existing surface parking in Central Eastside

O3: Policy: Goose Hollow Character

O4: Action: Seismic Regulations

O5: Plan Glossary

O6: Reference Goose Hollow on Policy 5.19

Scenic Resources

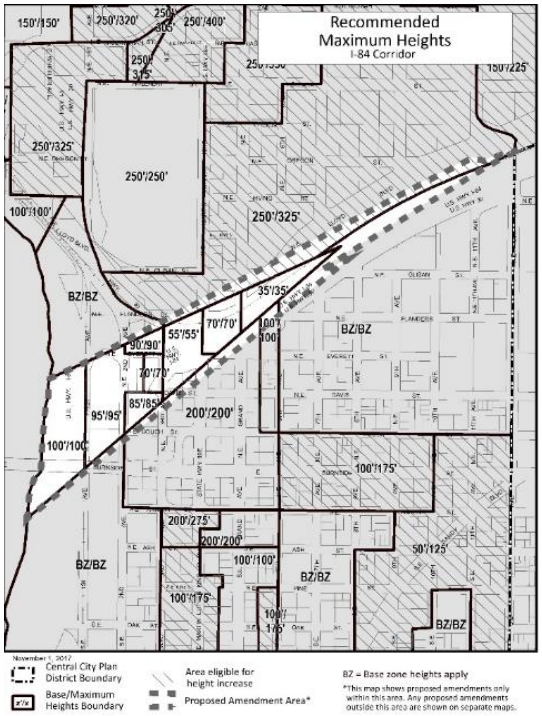
C1: City Skyline from I-84

C7: View of Mt Adams from Upper Hall

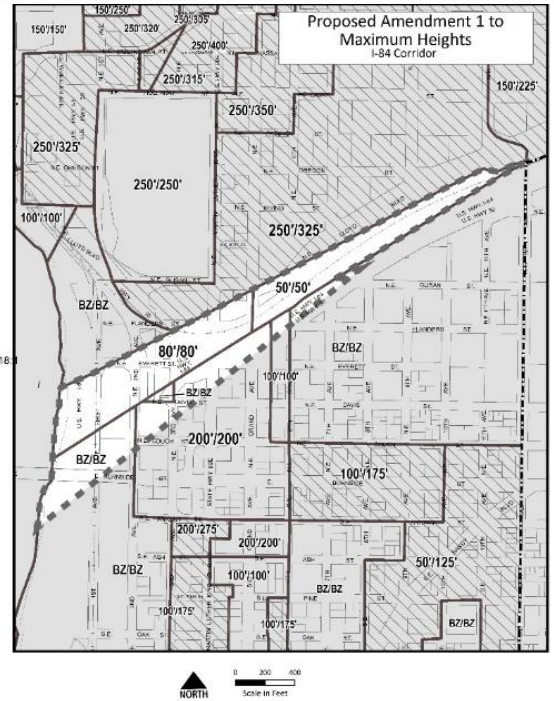
C1: View of City Skyline from Sullivan's Gulch/I-84

C1: View of City Skyline from Sullivan's Gulch/I-84

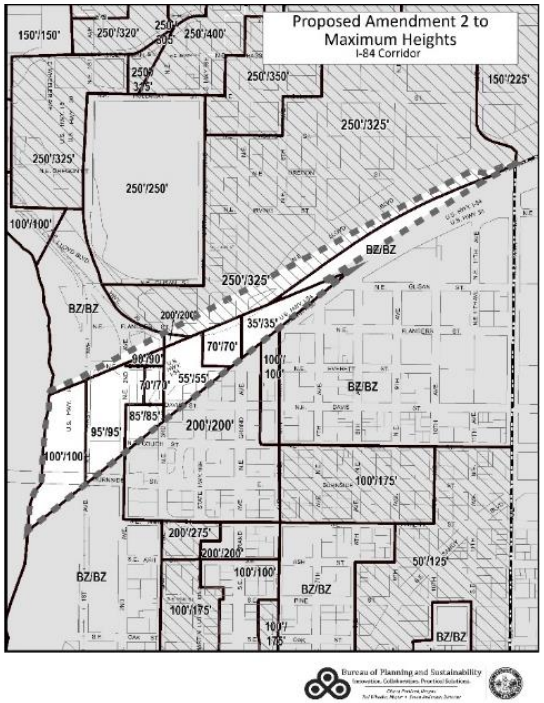
Option 1: Recommended View



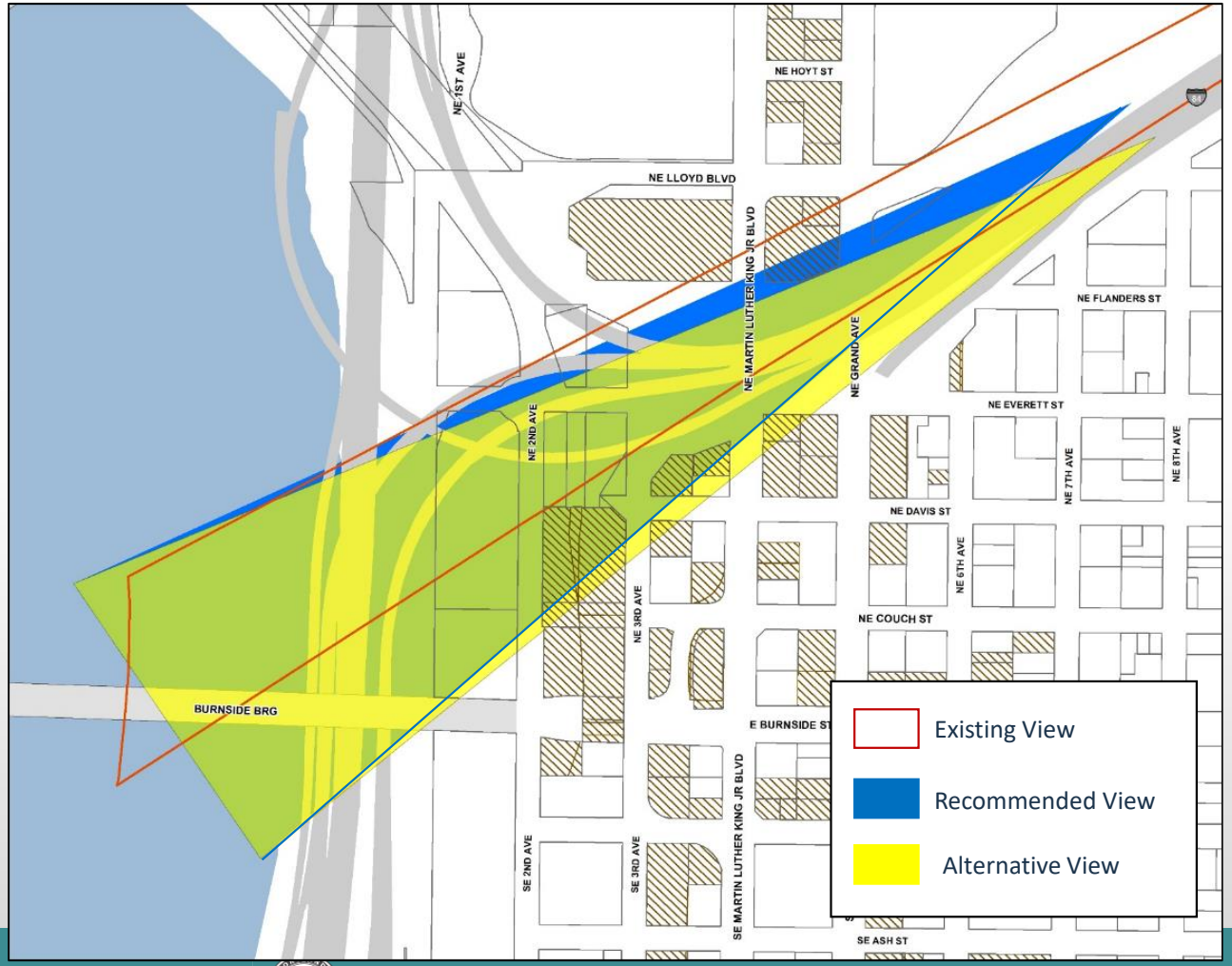
Option 2: Existing View



Option 3: Alternative View

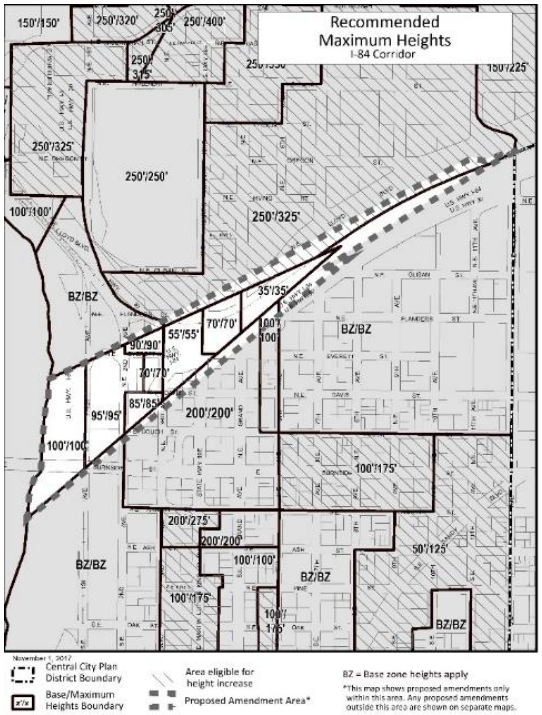


C1: View of City Skyline from Sullivan's Gulch/I-84

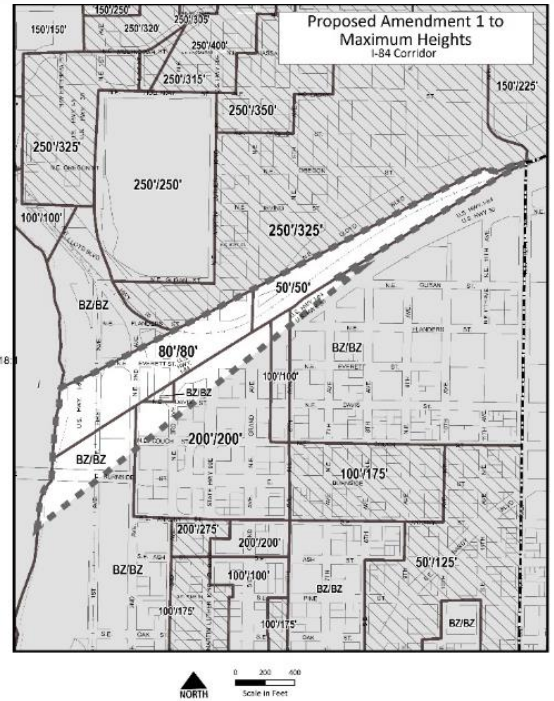


C1: View of City Skyline from Sullivan's Gulch/I-84

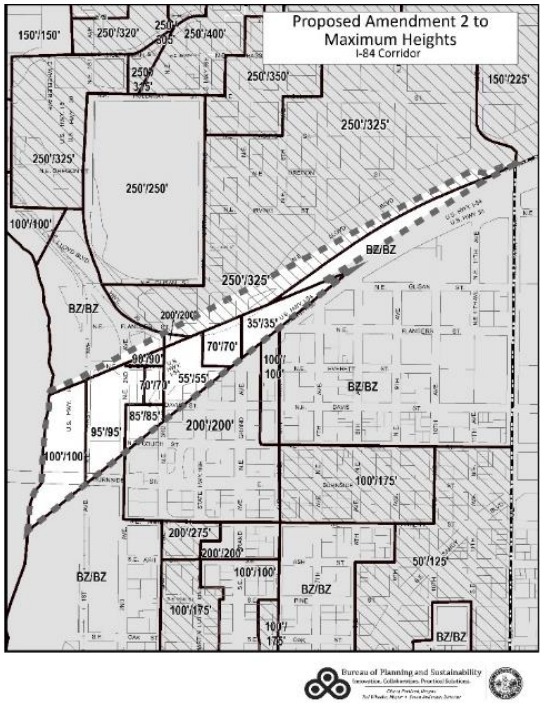
Option 1: Recommended View



Option 2: Existing View



Option 3: Alternative View



C7: View from Upper Hall

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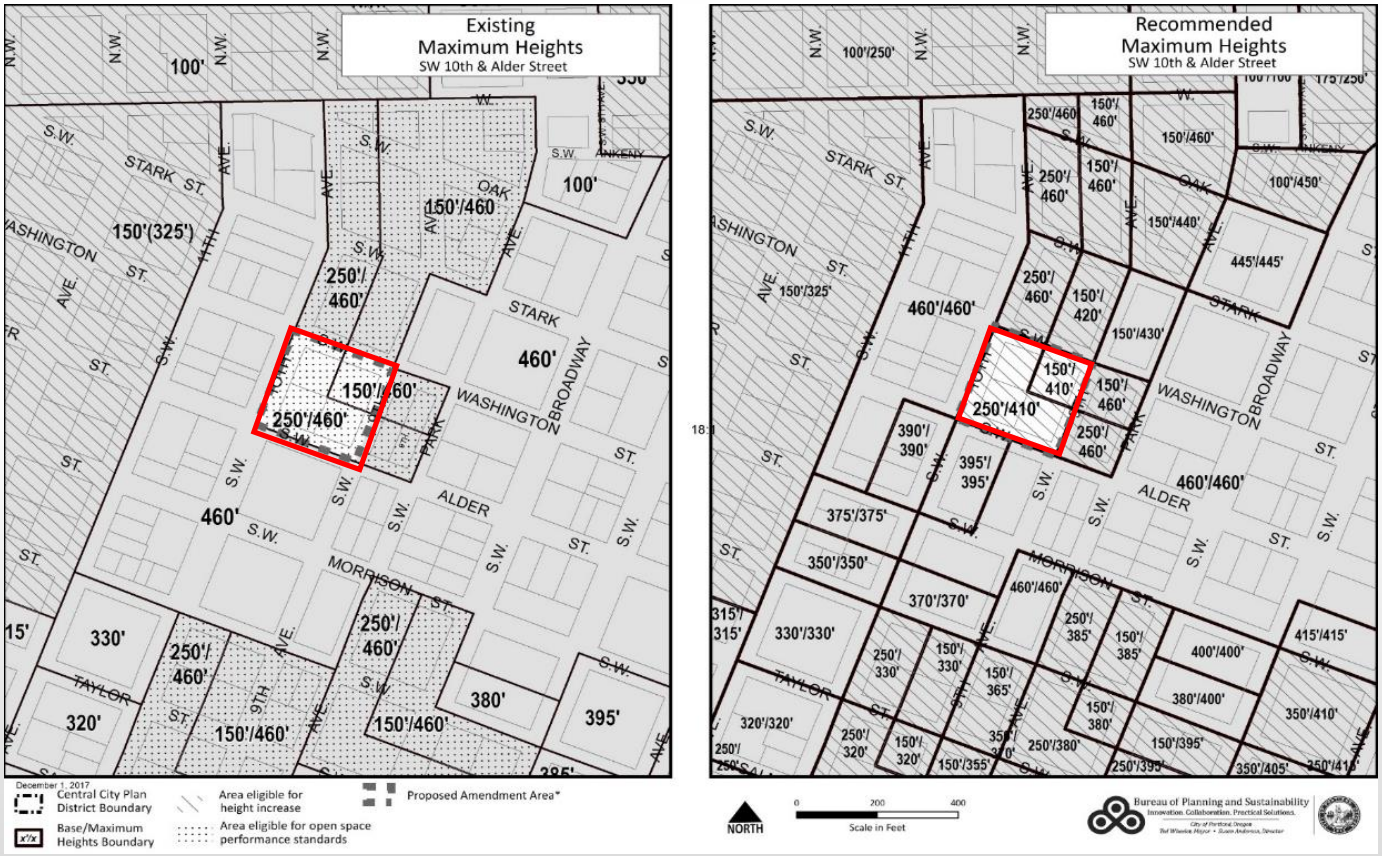
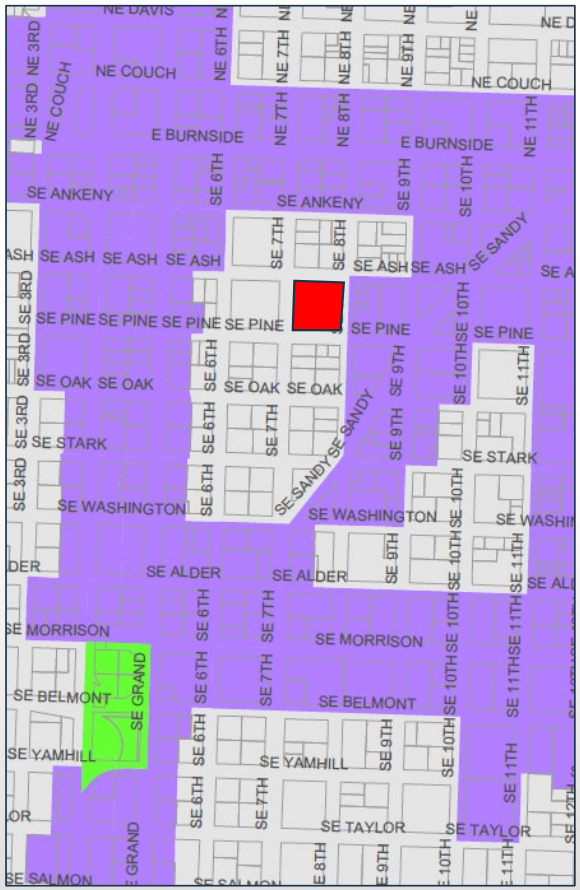


E1: Volunteers of America



VOA Request: Rezone existing women's residential treatment center from IG1 to EX

CEIC Request: Explore code amendment to allow existing use to redevelop and expand on site and retain existing industrial zoning

E1: Volunteers of America

Recommended Amendment:

- Establish new use allowance for Central Eastside.
- Allow existing Group Living, Community Service, and Daycare uses to redevelop and expand on site.
- Limit these uses to a maximum FAR of 3:1.

Amendment addresses VOA's redevelopment needs, while addressing the concerns of the CEIC.

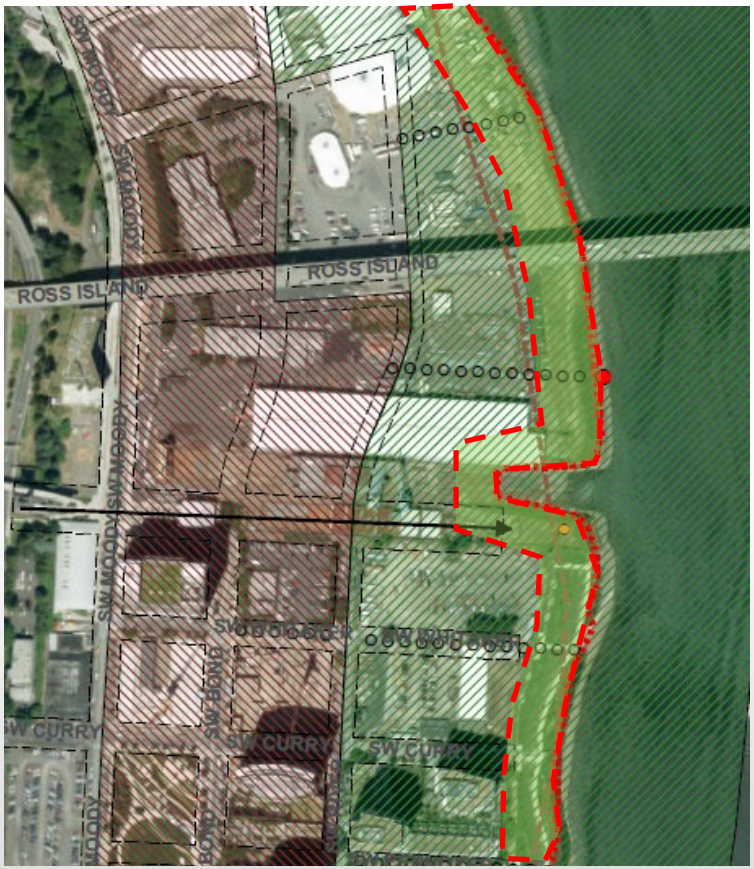
Amend 33.510.119.C.3:

C. **Group Living, Community Service, and Daycare uses.** Group Living, Community Service, Daycare uses are allowed on sites that had Group Living, Daycare and Community Service uses operating at the same time on *[insert effective date of ordinance]*. The total amount of net building area allowed for Group Living, Community Service, Daycare uses combined is an amount equal to 3 times the total site area. If the Group Living or use allowed by this section is discontinued for 3 continuous years, Group Living uses are no longer allowed on the site. If the Community Service or Daycare uses allowed by this subparagraph is discontinued for 3 continuous years, new Community Service or Daycare uses are subject to the use provisions of the IG1 zone.

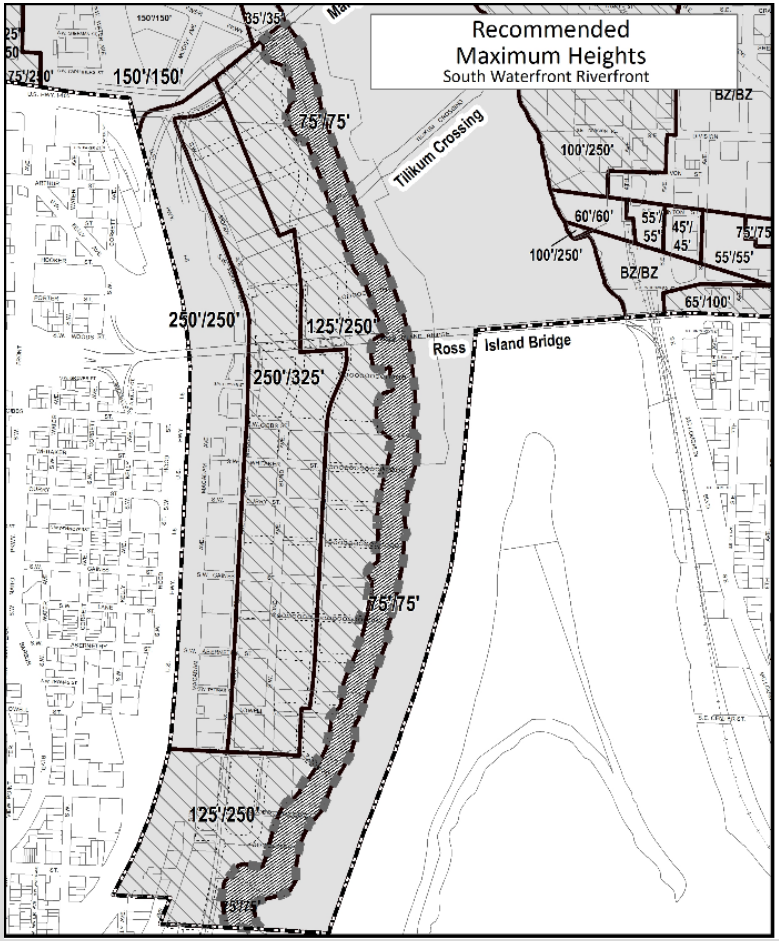
M1: South Waterfront Height

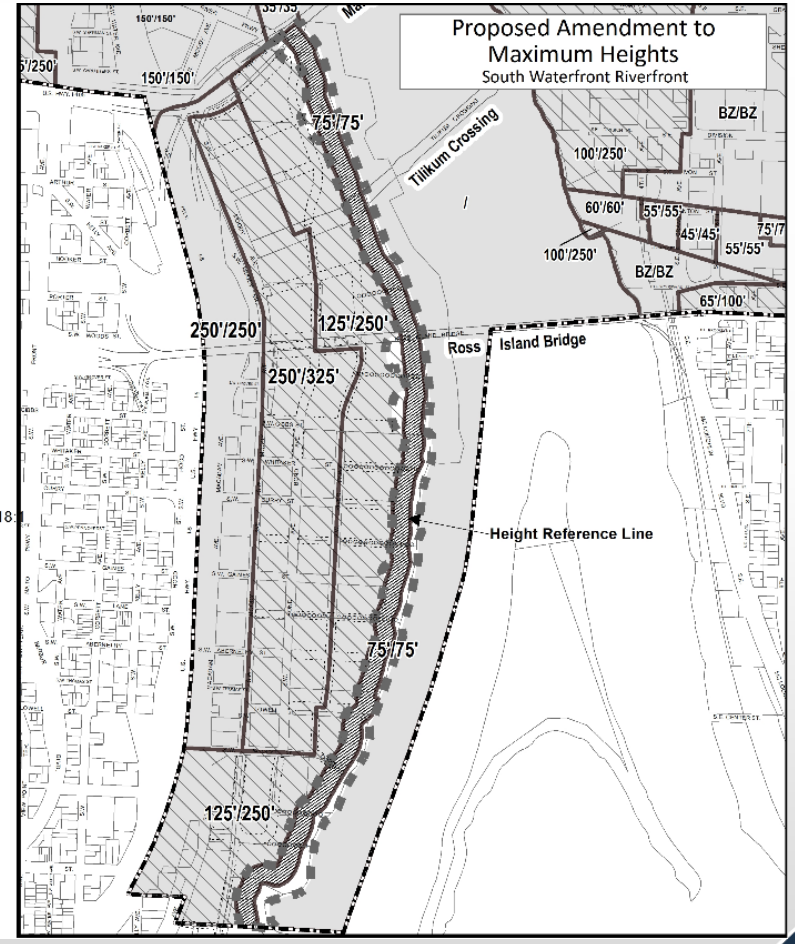
Zidell Request:

Amend South Waterfront height provision to allow buildings within an area located near the greenway, and that are limited to 125’ to go to a maximum height of 150’, if approved as a modification through design review



M1: South Waterfront Height



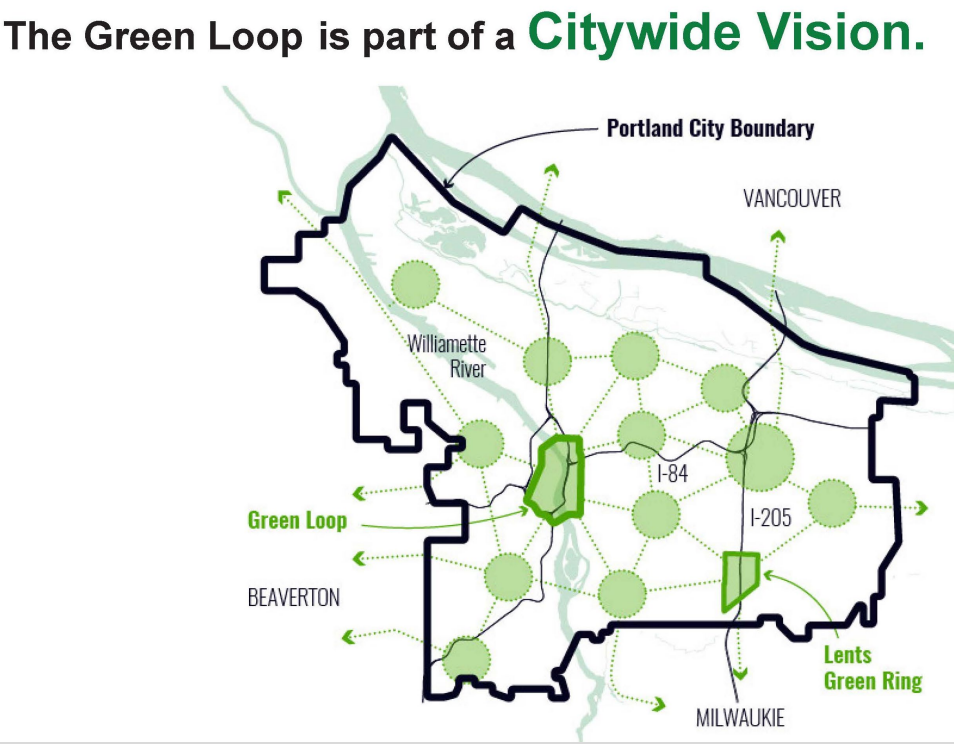


O1: Flexible Building Design Policy

Policy 1.14 Flexible Building Design. Encourage flexible building design and construction, including structured parking, that allows buildings to be repurposed and accommodate a variety of uses in the future.

O2: Green Loop Resolution

BE IT FURTHER RESOLVED, that BPS and other city agencies are authorized to work with community partners on similar open space projects and active transportation circuits, such as the Lents Green Ring, the North Portland Greenway and the Sullivan's Gulch Trail; and



N: Parking

N2: Define parking structures

N3: OHSU Parking ratios

N2: Define Parking Structure

Amend 33.510.261.I.3:

3. Surface parking and structured parking with no gross building area above it are prohibited except as follows:

   a. Parking on top of a structure where there is gross building area below the parking, but nothing above it, is allowed;

   b. [a re-lettered as b]

   c. [b re-lettered as c]

N3: OHSU Parking Ratios

Amend 33.510.261.G:

33.510.261.G. Preservation Parking
The regulations of this subsection apply to Preservation Parking. Adjustments to this subsection are prohibited.

When Preservation Parking is allowed. Preservation Parking is allowed when approved through Central City Parking Review. Existing buildings with Residential or hotel uses that have 0.5 or fewer parking stalls per unit or room are eligible to apply for Preservation Parking. In the South Waterfront subdistrict, existing buildings with Medical Center or College uses are eligible to apply for Preservation Parking. Other existing buildings that have fewer than 0.7 parking stalls per 1,000 square feet of net building area are eligible to apply for Preservation Parking…

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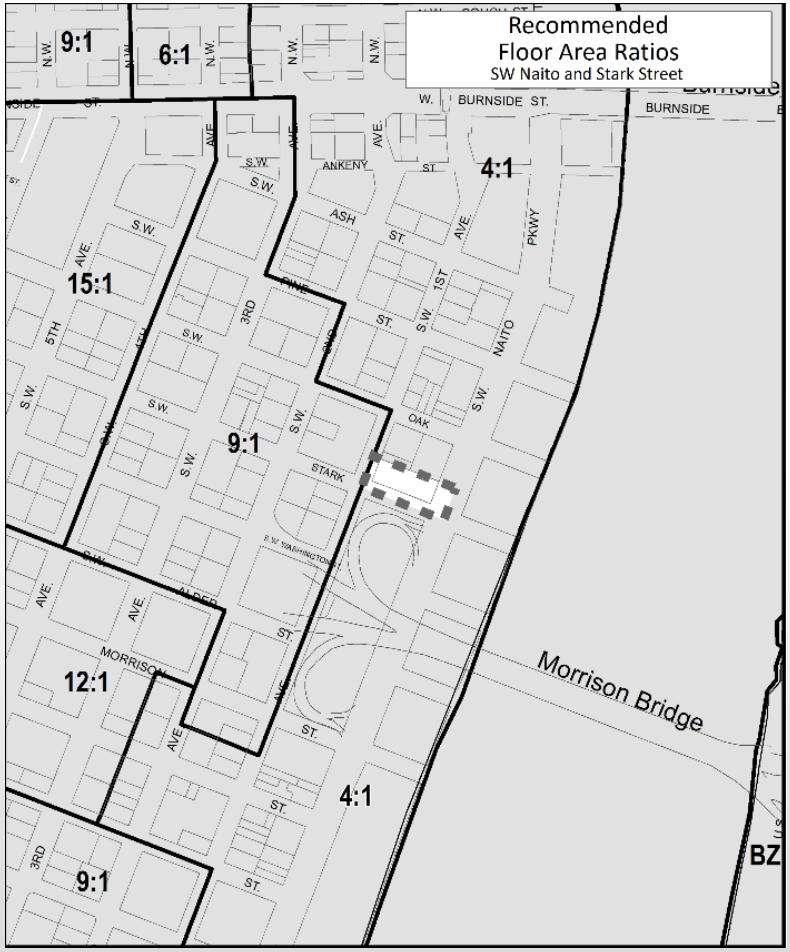
1994 CCTMP Surface Parking Lot Inventory

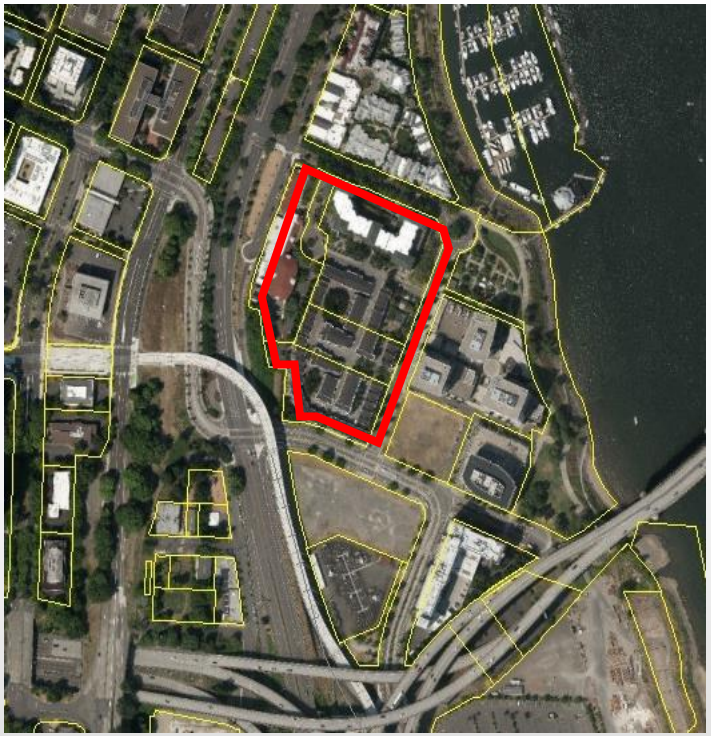
B: Height and FAR, Part 2

B8: FAR increase to 6:1 near Morrison Bridgehead
B5: River Place height and master plan amendments

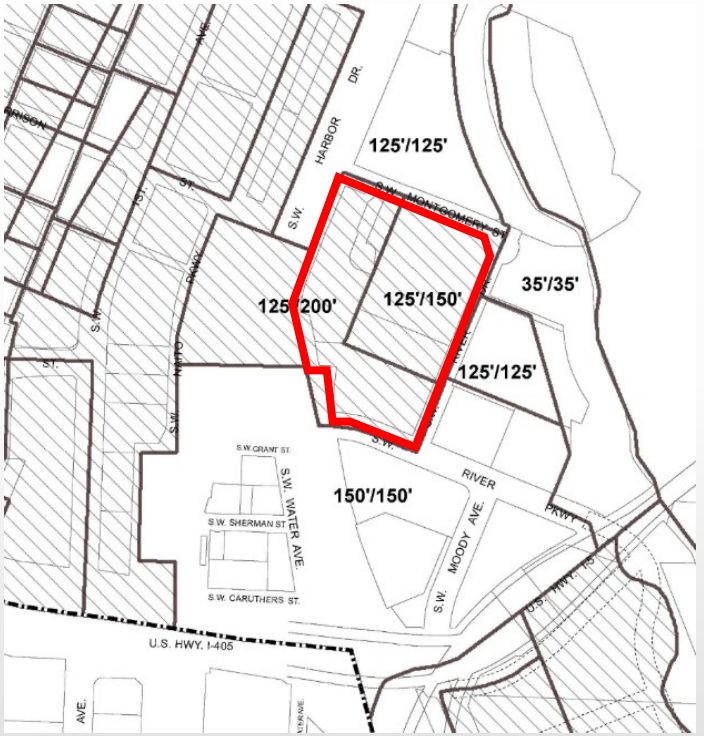
B8: FAR increase to 6:1 near Morrison Bridgehead



B5: RiverPlace Height and Master Plan



Recommended Draft Height

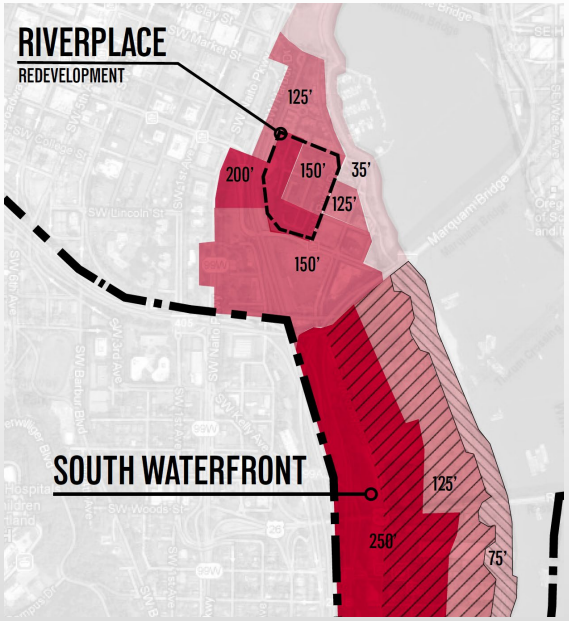


Existing	Recommended Draft
Height: 125/FAR 4:1	Height: 200'-125'/FAR 5:1

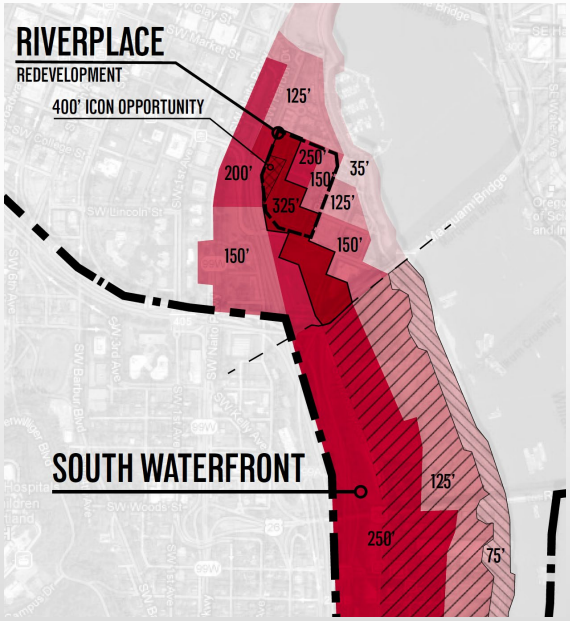
B5: RiverPlace Height and Master Plan

Property owner request:

- Extension of South Waterfront
- Heights ranging from 325 feet to 150 feet closer to the river
- One iconic tower up to 400 feet



Recommended Draft



Requested Height

B5: RiverPlace Height and Master Plan

Factors considered in setting maximum heights:

1. Only allow more height through bonuses
2. Protect designated public views
3. Provide flexibility for better design
4. Extend approaches used in South Waterfront
5. Consider impact on parks and open spaces
6. Leverage major transit investments
7. Encourage reinvestment in along riverfront

B5: RiverPlace Height and Master Plan

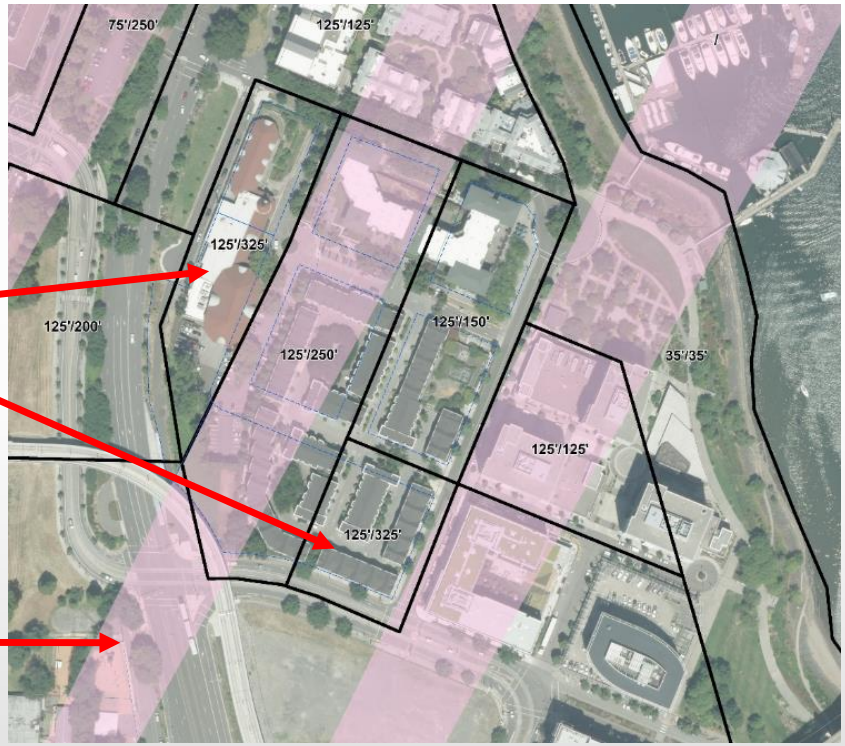
B5: RiverPlace Height and Master Plan

Proposed Heights

Base Height: 125’
Bonus Height:

- Up to 325 in corners outside of view corridor
- 250’ -150’ with approach to River

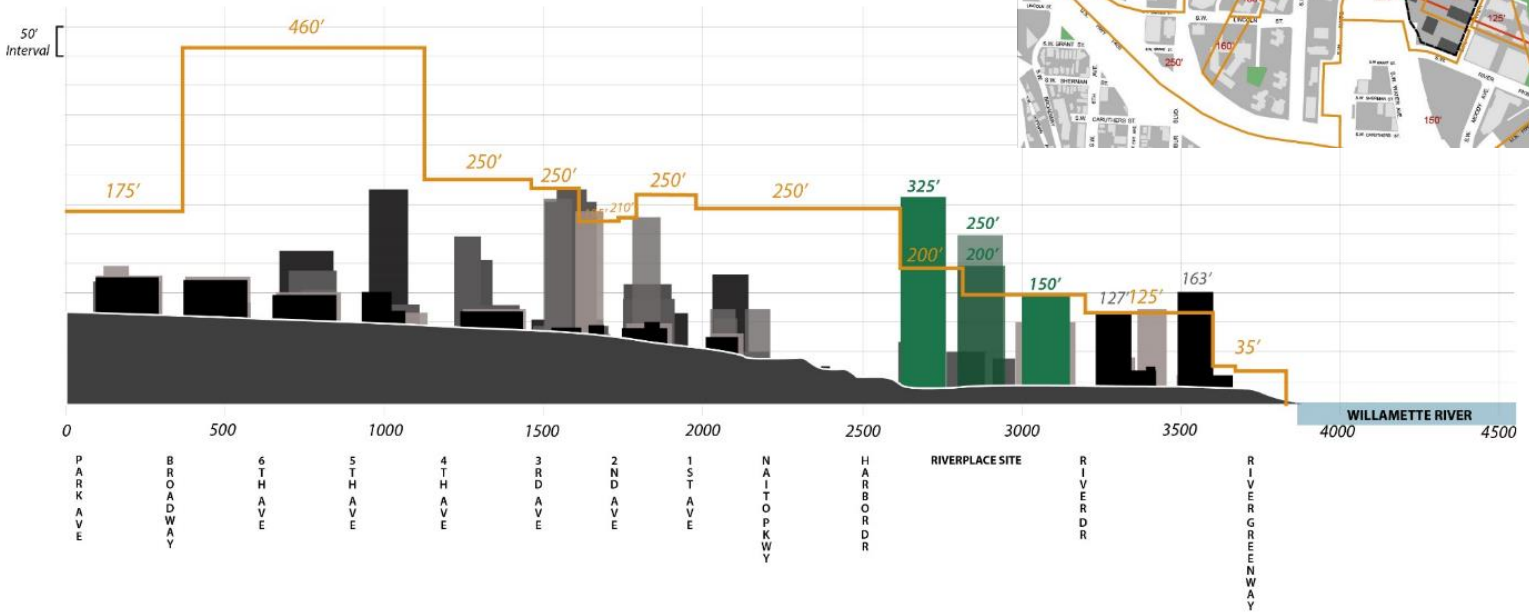
View corridor from Terwilliger Parkway of Mt St. Helens



B5: RiverPlace Height and Master Plan

B5: RiverPlace Height and Master Plan

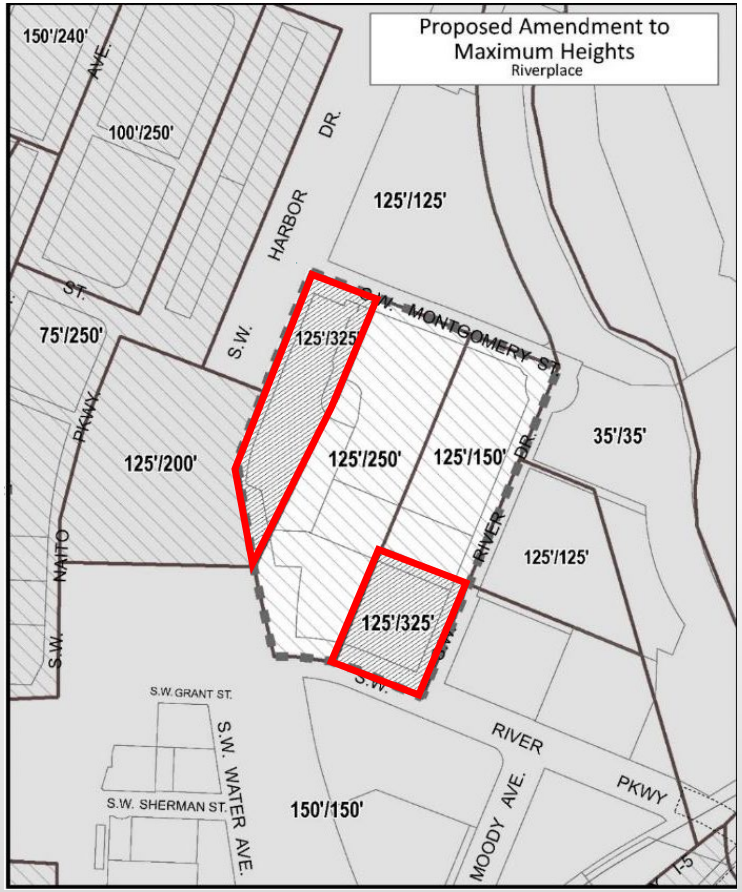
Existing Buildings
Recommended Heights
Amended Heights at RiverPlace



B5: RiverPlace Height and Master Plan

Summary of proposed amendments:

1. Apply Height Opportunity Areas
2. Require additional standards for building spacing, orientation and massing
3. Require a Master plan
4. Require visual permeability, open areas and access to the river
5. Minor technical: Correct the view corridor map in Scenic Resources Protection Plan



L2: Central City Master Plan

Amend 33.510.255.H to add the following new criterion:

11. The master plan demonstrates that, to the extent practical and feasible, inactive uses such as, but not limited to, parking and access, loading, and trash and recycling are shared or consolidated, with the goal of activating the pedestrian environment.

FAR Bonuses and Transfers, Part 2

G4: Allow FAR transfers from OS
G3: Transfer within a Subdistrict

G4: Allow FAR transfers from OS

Amend 33.510.205.D:

1. **Transfer of floor area from a Historic Resource**. The following regulations apply to transferring floor area from a Historic Resource:

   a. [No Change]

   b. Sites eligible to send floor area. In order to send floor area, the site must meet the following requirements. Sites that are eligible to send floor area are allowed to transfer unused FAR up to the maximum FAR allowed on the site plus an additional 3 to 1:

      (1) Be in a RH, RX, CX, ~~or~~ EX, or OS zone, and

      (2) [No Change]

2. Transfer of floor area within a floor area transfer sector. In the RX, CX, ~~and~~ EX, and OS zones, floor area, including bonus floor area and bonus floor area earned through a bonus that no longer exists in the zoning code, may be transferred between sites…

G3: Transfer within a Subdistrict

Summary of SEIU Proposal

Commercial FAR transfers of at least 1:1 or 35,000 sq ft.

Pay service workers a rate = 50% MFI.

Record covenant on the property.

Enforcement is thru court action.

Historic property transfers still available.

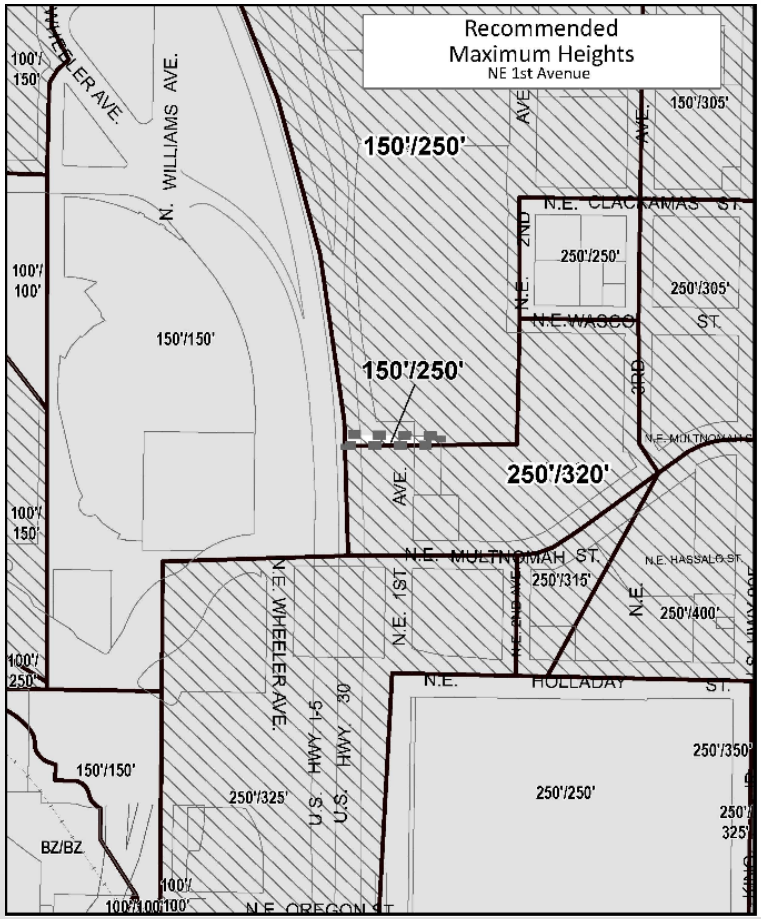
Recommendation: This should not be added as a transfer.

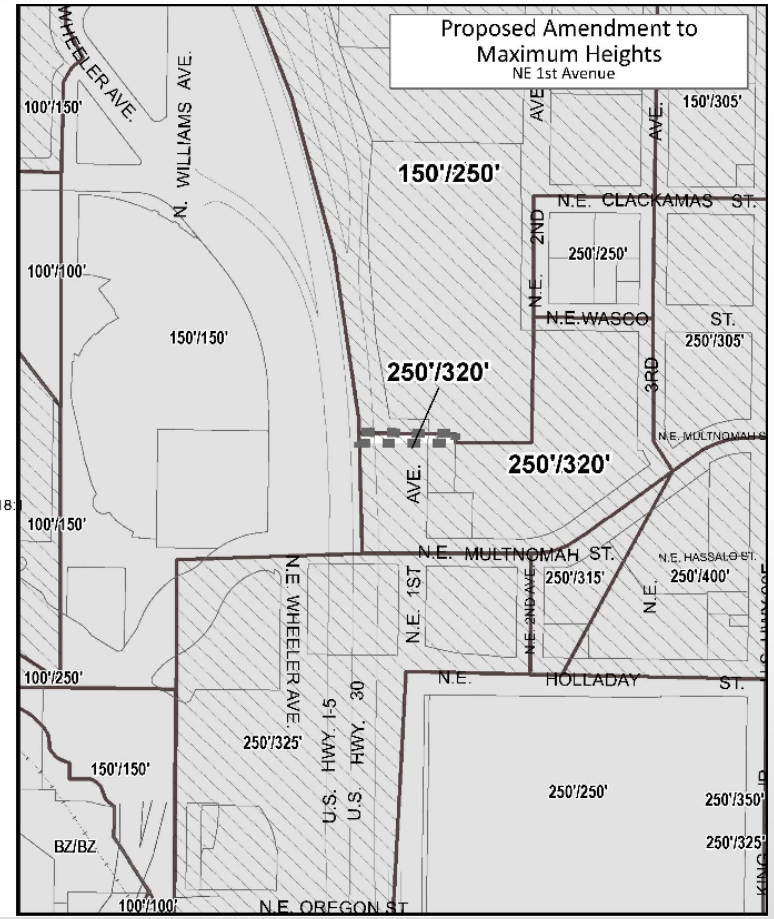
- Best implemented in some way other than zoning code.
- Not likely to be used by developers – covenant, 3rd party enforcement & other risks.
- City does not have system to monitor and enforce requirements.

CC2035 Schedule

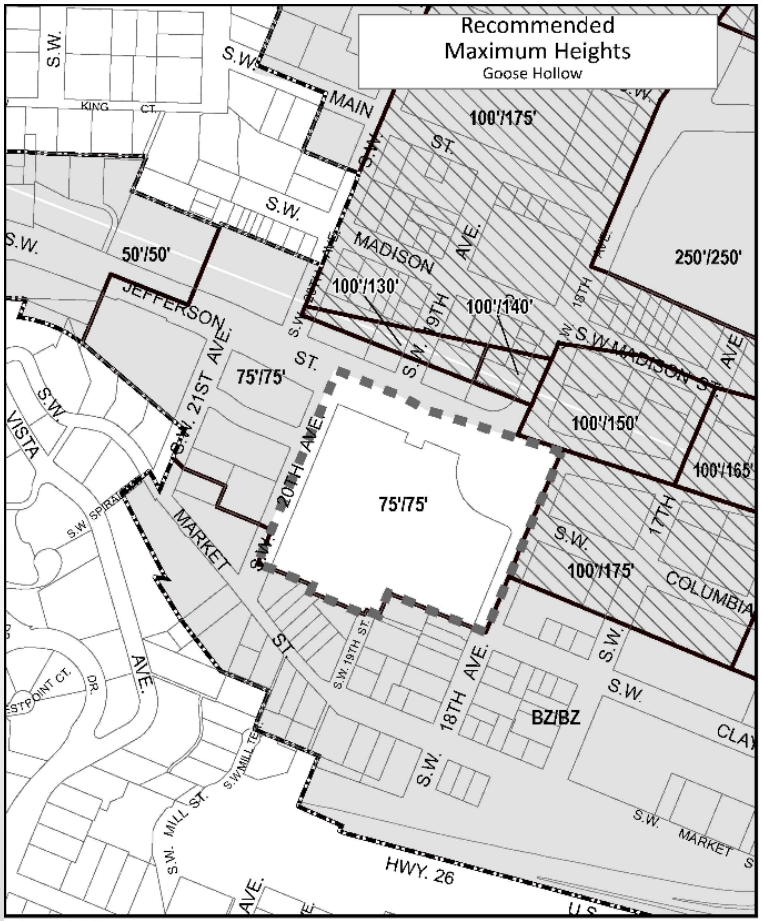
January 3, 2 PM	(Tentative) Deliberations. (no public testimony)
January 5	Publish CC2035 Amendments Report
January 18, 2PM	Public Hearing on CC2035 Amendment Report
March 2018	Vote on amendments. (no public testimony)
May 24, 2018	Final Council Vote (after Comp Plan effective date)
June 25, 2018	CC2035 Effective date

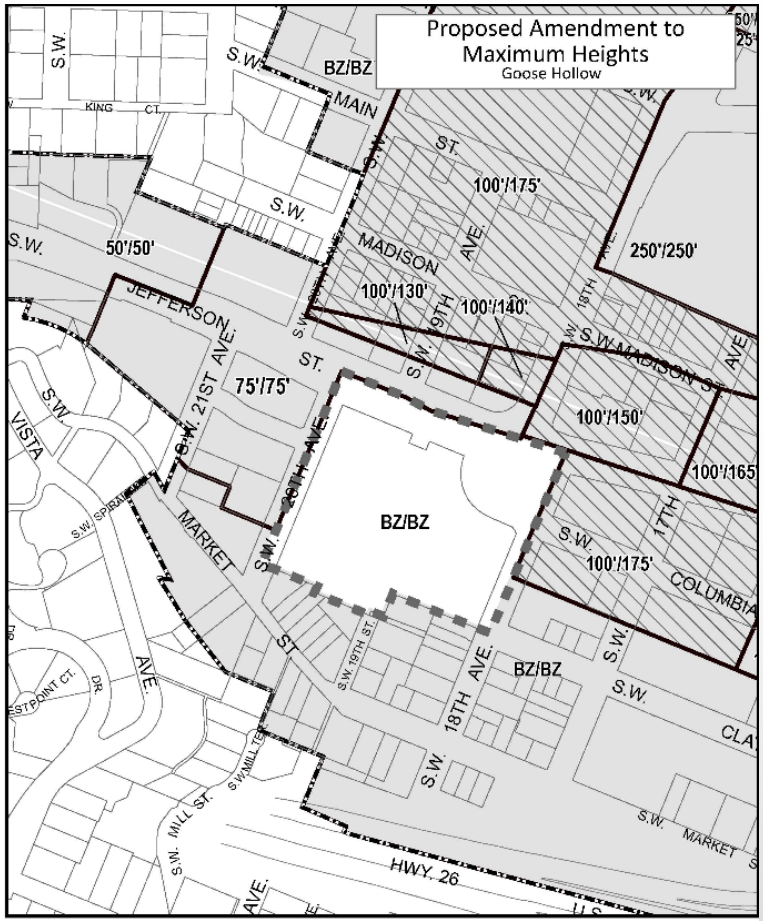
B6: Height Map Correction - Lloyd





B7: Height Map Correction – Goose Hollow





B9: Increase Parapet and Railing Height

Amend 33.510.210.C.2.b:

b. Parapets and railings. Parapets and rooftop railings may extend 4 feet above the base height limit;

B10: North Pearl Height Code Structural

Amend 33.510.210.D.3.d:

d. North Pearl Height Opportunity Area. The following additional standards apply when bonus height will be used in the North Pearl Height Opportunity area shown on Map 510-16:

(1) When bonus height will be used on sites located entirely between NW Naito Parkway and the Willamette River, building façades that face NW Naito Parkway or the Willamette River must not be wider than 120 feet in length; and

(2) When bonus height will be used on sites that are not located between NW Naito Parkway and the Willamette River the following must be met:

- The building must not be taller than 175 feet; or
- If the building is taller than 175 feet, the floors of the building above 100 feet must not be more than 12,500 square feet each.

E2-3 &5: Retail Allowances for OMSI & South Waterfront & Hotels at SE Ivon

Amend 33.510.116:

B. Retail Sales and Service Limitation. On sites shown on Map 510-12, Retail Sales And Service uses are limited to 50,000 square feet of net building area per use. Approval through a conditional use review is required for any individual Retail Sales And Service use over 50,000 square feet of net building area, but individual Retail Sales And Service uses with more than 60,000 square feet of net building area are prohibited. These limitations do not apply to hotel use.

L1: CC Master Plan - Increase Tree Density

Amend 33.510.255.K.3.c.(2):

c. The open space must meet one of the following tree density standards. Tree canopy sizes are defined in 33.248.030.C.2:

(1) A minimum of one tree per 1,000 square feet of park or plaza area is required if all of the trees are small canopy trees; or

(2) A minimum of one tree per 2,000 square feet of park or plaza area is required if at least one medium or large canopy tree is provided

L3: CC Master Plan Shadow Study Consistency

Amend 33.510.255.K.3.d:

d. Parks and plazas must be sited so that shadows from buildings cover no more than 50 percent of the park or plaza at noon on March 21, June 21 and September 21, and not more than 75 percent of the adjacent open space at noon on the December 21, and 3:00 pm on March 21, June 21, and September 21.

L4: CC Master Plan Open Area Requirement

Amend 33.510.255.K.3.a:

a. At least 20,000 square feet or 50 percent, whichever is less, of the required open area must be designed as parks or plazas. At least one of the parks or plazas must have dimensions that allows a 50 foot by 50 foot square to fit entirely within it.

M2: Exempt South Waterfront Streets from Design Review

Amend 33.510.253.E.4:

4. Exempt from design review and South Waterfront greenway review. The following are exempt from design review and South Waterfront greenway review;

   g. Development of public streets identified in the adopted South Waterfront District Street Plan, Criteria and Standards are exempt from design review, but not greenway review.

N1: Parking & Loading on SW 1st

Amend 33.510.263:

B. Parking and loading access standards.

1. Motor vehicle access to or from any parking area, loading area, or parking structure is prohibited on or along the following streets unless the street listed is the site's only frontage, in which case access is not allowed:

   a On Fifth and Sixth Avenues between NW Irving and SW Jackson Streets;

   c. - e. [No Change]

   f. On 1st Ave between NW Davis and SW Stark Streets;

   g. On 1st Ave between SW Washington and SW Morrison Streets.

N4: Existing Surface Parking in Central Eastside

Revise Paragraph 33.510.262.D.2 to remove requirement that operation of commercial parking facilities must be approved by PBOT.

O3: Policy: Goose Hollow Character

Revise Policy 5.GH-5:

Historic resources and districts. Identify significant historic resources within the district.~~,~~ Retain the personality and character of Goose Hollow by encouraging the preservation and rehabilitation of existing buildings that represent a wide range of architectural styles, scales and eras.

O4: Action: Seismic Regulations

Geography	Code	Action	Next 5 years	Lead
Central City ~~Old Town/Chinatown~~	RC55	Consider revising seismic regulations to allow for more incremental upgrades.	X	PBEM, BDS

O5: Plan Glossary

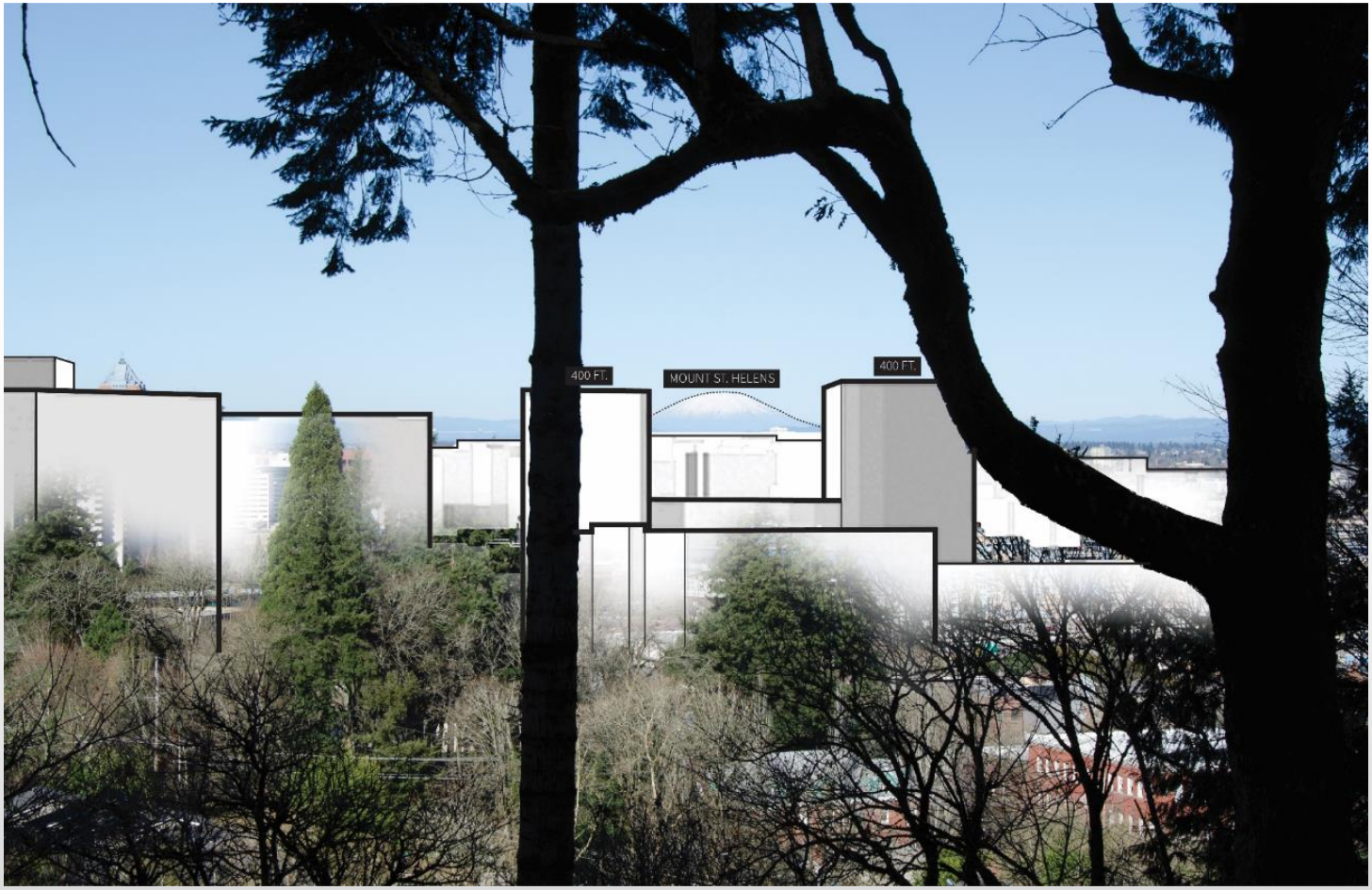
Neighborhoods: Broad areas of the city that typically include residential, commercial, and mixed-use areas. Neighborhoods are physical communities located outside of ~~the Central City and~~ large industrial areas. The term "neighborhoods" may, but is not always intended to, refer to specific Neighborhood Association geographies.

O6: Reference Goose Hollow in Policy 5.19

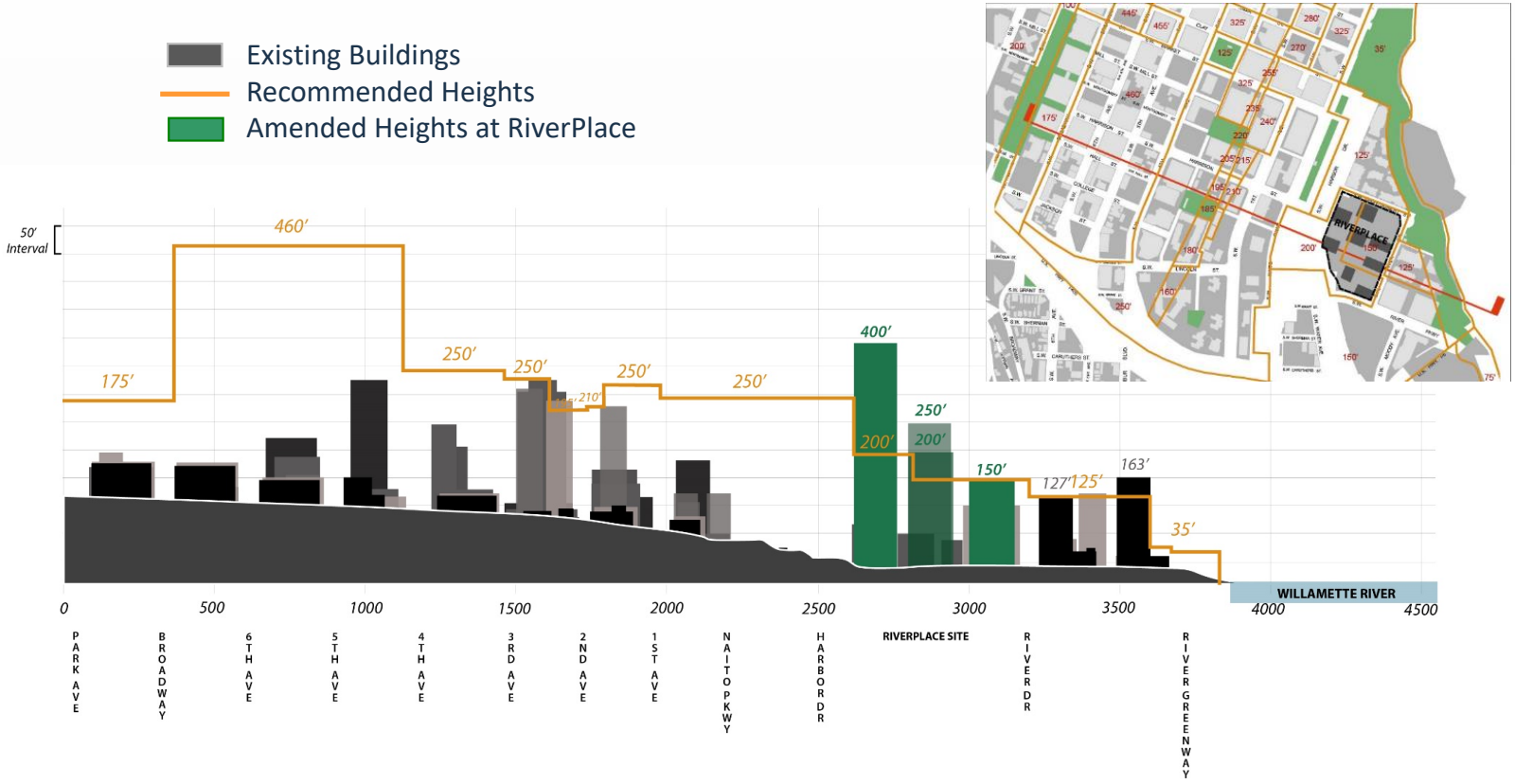
POLICY 5.19 Historic resources and districts. Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.

See district policies section for related policies in: DT, WE, PL, OT, LA, CE, GH

B5: RiverPlace Height and Master Plan



B5: RiverPlace Height and Master Plan



CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt November 29, 2017 Items 1272-1275.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **29TH DAY OF NOVEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Saltzman arrived at 9:32 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 1246 and 1256 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1238	Request of Shedrick Wilkins to address Council regarding police (Communication)	**PLACED ON FILE**
1239	Request of Craig Rogers to address Council regarding trust and City government (Communication)	**PLACED ON FILE**
1240	Request of Eli F. Richey/Hightower to address Council regarding filming police and public spaces (Communication)	**PLACED ON FILE**
1241	Request of Roberta Palmer to address Council regarding tax reform (Communication)	**PLACED ON FILE**
1242	Request of Alan Kessler to address Council regarding transit congestion in Portland (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
1243	**TIME CERTAIN: 9:45 AM –** Presentation regarding partnership between the Portland Rose Festival Foundation and Portland Parks & Recreation (Report introduced by Commissioners Fish and Fritz) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-5)	**ACCEPTED**

1244	**TIME CERTAIN: 10:00 AM –** Rose Festival Foundation Updates (Report introduced by Commissioner Fish) 30 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-5)	**ACCEPTED**
***1245**	**TIME CERTAIN: 10:30 AM –** Authorize conveyance of city-owned property located at 1010-1034 NE Grand Ave to Home Forward, and funding not to exceed $5,600,000 to its affiliate, Lloyd Housing Limited Partnership, for the construction of a new mixed-use, affordable housing development located in the Oregon Convention Center Urban Renewal Area (Ordinance introduced by Mayor Wheeler) 30 minutes requested **Motion to add to the ordinance directives a new subsection: Within the next year Portland Housing Bureau and Lloyd Housing Limited Partnership shall review the feasibility of including at least 20 units of permanent supportive housing in the development and shall report back to Council:** Moved by Fish and seconded by Fritz. (Y-4; Saltzman absent) (Y-5)	**188688** **AS AMENDED**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
***1246**	Authorize a grant agreement with APANO Communities United Fund not to exceed $100,000 to support a part of the capital campaign to build a cultural center and permanent home for APANO (Ordinance)	**RESCHEDULED TO DECEMBER 6, 2017 AT 9:30 AM**
***1247**	Authorize a grant agreement with Metropolitan Family Service in an amount not to exceed $200,000 for Experience PDX program to provide academic support for children at academic risk and enhance teacher outcomes at four low resourced Portland schools (Ordinance) (Y-5)	**188680**
1248	Extend term of Street Closure Program in Old Town/Chinatown for a period of one year (Ordinance)	**PASSED TO SECOND READING DECEMBER 6, 2017 AT 9:30 AM**
	Office of Management and Finance	
***1249**	Authorize a grant agreement with VOZ Workers' Rights Education Project in an amount not to exceed $31,516 to support Portland day laborers through trainings, wage claim services and marketing of worker center (Ordinance) (Y-5)	**188681**
1250	Authorize an Intergovernmental Agreement with the City of Gresham and Multnomah County for the City of Portland to conduct transient lodging tax audits on Gresham and Multnomah County's behalf (Ordinance)	**PASSED TO SECOND READING DECEMBER 6, 2017 AT 9:30 AM**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	

***1251**	Amend contract with Pioneer Courthouse Square Inc. for $82,433 for additional services related to the all user restroom configuration project; authorize contract in the amount of $100,000 for payment of unanticipated losses and costs as approved in the Fall Supplemental Budget (Ordinance; amend Contract No. 30000073) (Y-5)	**188682**
	Commissioner Nick Fish **Bureau of Environmental Services**	
***1252**	Accept and appropriate a grant in the amount of $68,275 from Meyer Memorial Trust for Willamette Floodplain Streamlined Monitoring Framework (Ordinance) (Y-5)	**188683**
***1253**	Authorize Interim Sewer Service Agreement with the City of Maywood Park (Ordinance) (Y-5)	**188684**
***1254**	Authorize the Bureau of Environmental Services to reimburse property owner at 7835 SE 15th Ave for sewer user fees paid to the City in the amount of $5,054 collected in error (Ordinance) (Y-5)	**188685**
***1255**	Authorize the Bureau of Environmental Services to reimburse the ratepayer at 11619 N Force Ave for sewer user fees paid to the City in the amount of $2,736 collected in error (Ordinance) (Y-5)	**188686**
	Commissioner Dan Saltzman **Bureau of Transportation**	
***1256**	Accept a grant in the amount of $669,209 and authorize an Intergovernmental Grant Agreement with Metro for Regional Transportation Options SmartTrips, Smart Cities Transportation Demand Management programs (Previous Agenda 1229) (Y-5)	**188687**
1257	Amend contract with Central Parking System of Washington, Inc. to extend contract term through March 31, 2019 and replace the contract incentive fee with a management fee for parking garage management service (Previous Agenda 1230; amend Contract No. 30001972)	**PASSED TO SECOND READING DECEMBER 6, 2017 AT 9:30 AM**
	City Auditor Mary Hull Caballero	
1258	Approve Council Minutes for July-December 2016 (Previous Agenda 1231) (Y-5)	**APPROVED**
	REGULAR AGENDA - Wednesday **Mayor Ted Wheeler** **Bureau of Planning & Sustainability**	

S-*1259	Delay effective date of Portland's 2035 Comprehensive Plan and implementing measures to allow more time for the required state review (Previous Agenda 1228; amend Ordinance Nos. 188177 and 187832) Rescheduled to November 29, 2017 at 4:00 pm Time Certain. **Motion to accept substitute ordinance:** Moved by Fish and seconded by Eudaly. (Y-4; Saltzman absent) **Motion to amend dates in directive a, b and c to May 24, 2018 at 1pm:** Moved by Fish and seconded by Eudaly. (Y-4; Saltzman absent) (Y-4; Saltzman absent)	**SUBSTITUTE 188695 AS AMENDED**
	Bureau of Police	
***1260**	Execute a contract with Sunshine Division, Inc. to define roles and responsibilities in support of Sunshine Division's mission to provide food and clothing to community members in need (Ordinance) 15 minutes requested (Y-5)	**188689**
1261	Authorize disposal of surplus Taser X26 Electronic Control Weapons, holsters, cartridges and batteries and authorize the Portland Police Bureau to proceed with donation and/or sale of the property (Previous Agenda 1233) 20 minutes requested **Motion to remove emergency clause:** Moved by Fritz and seconded by Fish. (Y-5)	**PASSED TO SECOND READING AS AMENDED DECEMBER 6, 2017 AT 9:30 AM**
	Office of Management and Finance	
1262	Accept bid of Moore Excavation, Inc. for the Slabtown Sewer Replacement project for $8,423,219 (Procurement Report - Bid No. 00000715) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-5)	**ACCEPTED PREPARE CONTRACT**
1263	Accept bid of Landis & Landis Construction LLC, for the Concordia Sewer Rehabilitation project for $4,876,431 (Procurement Report - Bid No. 00000730) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Saltzman. (Y-5)	**ACCEPTED PREPARE CONTRACT**
***1264**	Authorize short term subordinate urban renewal and redevelopment bonds on behalf of Prosper Portland to finance projects in urban renewal areas (Ordinance) 15 minutes requested (Y-5)	**188690**
***1265**	Authorize general obligation refunding bonds through December 31, 2019 (Previous Agenda 1234) (Y-5)	**188691**
	Portland Housing Bureau	

***1266**	Amend Joint Office of Homeless Services Intergovernmental Agreement with Multnomah County to provide revised FY 2017-18 budget allocation to the Joint Office of Homeless Services (Ordinance; amend Contract No. 30005335) 15 minutes requested (Y-5)	**188694**
	Commissioner Nick Fish	
1267	Accept Portland Utility Board Annual Report (Report introduced by Commissioner Fish) 10 minutes requested	**RESCHEDULE TO DECEMBER 6, 2017 AT 11:15 AM TIME CERTAIN**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
1268	Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the St. Johns Truck Strategy - Phase II project, through the exercise of the City's Eminent Domain Authority (Ordinance)	**PASSED TO SECOND READING DECEMBER 6, 2017 AT 9:30 AM**
1269	Amend Public Improvements Code sections on penalty for violation, permits required and permit revocation terms in support of the Bureau of Transportation right-of-way use enforcement program (Second Reading Agenda 1236; amend Code Sections 17.100.050, 17.23.050, 17.24.016) (Y-5)	**188692**
	Portland Fire & Rescue	
1270	Accept a grant in the amount of $103,471 and authorize an agreement with the Mt Hood Cable Regulatory Commission to increase network capabilities for fire stations (Second Reading Agenda 1237) (Y-5)	**188693** **AS AMENDED**

At 12:43 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **29TH DAY OF NOVEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4.

Commissioner Fish arrived at 2:04 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney and at 3:00 p.m. Ben Walters, Chief Deputy City Attorney; and John Paolazzi and Nicholas Livingston, Sergeants at Arms.

The meeting recessed at 3:46 p.m. and reconvened at 4:01 p.m.

		Disposition:
1271	**TIME CERTAIN: 2:00 PM –** Accept the 2017 Portland Historic Landmarks Commission State of the City Preservation Report (Report introduced by Commissioner Eudaly) 1.5 hours requested **Motion to accept report:** Moved by Fish and seconded by Fritz. (Y-4)	**ACCEPTED**
1272-1275	**TIME CERTAIN: 4:00 PM** **Central City 2035 Plan items rescheduled from November 2, 2017** For more information see project website www.portlandoregon.gov/bps/cc2035 Motions were made for items 1273 & 1274. Motions are numbered below in the order they were made. No Council votes were taken.	
1272	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1194; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 1.5 hours requested for items 1272-1275	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
	Continued next page	

1273	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1195; Ordinance introduced by Mayor Wheeler) **Motions:** **1. 1273 & 1274 Accept Minor or Technical Amendments:** Moved by Fritz and seconded by Eudaly. **2. 1273 A – West Quadrant SAC Map, Part 2:** Moved by Fritz and seconded by Eudaly. **3. 1273 C3 – View of Vista Bridge:** Moved by Fritz and seconded by Eudaly. **4. 1273 F1 – Ecoroofs:** Moved by Eudaly and seconded by Fish. **6. 1273 F3 – Bird Safe – technical amendments:** Moved by Wheeler and seconded by Eudaly. **8. 1273 G1 – Expand the transfer within a subdistrict:** Moved by Wheeler and seconded by Eudaly. **9. 1273 G2a – Increase bonus FAR, allow more than 3:1 FAR to be earned through bonus:** Moved by Wheeler and seconded by Fritz.	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
1274	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1196; Resolution introduced by Mayor Wheeler) **1. 1273 & 1274 Accept Minor or Technical Amendments:** Moved by Fritz and seconded by Eudaly. **5. 1274 F2 – Light Pollution:** Moved by Fish and seconded by Fritz. **7. 1274 H2 – Redevelopment in the floodplain:** Moved by Fish and seconded by Fritz. **10. 1274 G2b – Increase bonus FAR, analyze options:** Moved by Wheeler and seconded by Fritz.	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**
1275	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1197; Resolution introduced by Mayor Wheeler)	**CONTINUED TO DECEMBER 6, 2017 AT 2:00 PM TIME CERTAIN**

At 4:58 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **30TH DAY OF NOVEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lory Kraut, Senior Deputy City Attorney and Jim Wood and John Paolazzi, Sergeants at Arms.

		Disposition:
1276	**TIME CERTAIN: 2:00 PM –** Direct the Portland Bureau of Transportation to work with the Oregon Department of Transportation to implement the Oregon State Legislature's value pricing on I-5 and I-205; and to work with the Bureau of Planning and Sustainability to research and evaluate best practices for congestion pricing strategies (Resolution introduced by Mayor Wheeler and Commissioner Saltzman) 2 hours requested (Y-5)	**37334**

At 3:44 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting
Excerpt November 29, 2017 Items 1272-1275.

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

November 29, 2017 2:00 PM

Items 1272, 1273, 1274 and 1275.
Wheeler: Now that we've gotten that preliminary work out of the way, we just change the effective date, of course, for the comprehensive plan. We held several public hearings and took testimony on the central city 2035 plan on september 7, 14 and 20. And then on october 18 we began our deliberations in earnest. All of the items we moved and seconded that day are going to be in the amendments report that's going to be the subjects of the public hearings on january 18. Today we are going to continue to discuss the items of interest to council members and decide if we want to move and second additional

amendments to include in the amendments report. There will not be any public testimony today on these items. Just as a reminder for those of you following the process, the public record is closed which means we are also not accepting written testimony at this point. However, for those of you keeping score. The record will open up again on january 5 in the preparation for the january 18 public hearings on the central 2035 amendments report. So sallie, you're going to walk us through today's agenda. Thank you for being here.
Sallie Edmunds, Bureau of Planning and Sustainability: Thank you very much.
Wheeler: Could you please read -- we'll read them all, the bulk if you wouldn't mind. If you could read items 1272, 73, 74 and 75 as a group, thank you.
Wheeler: Very good.
Edmunds: Thank you very much. So we have organized the agenda for today and into two parts, the first part includes items staff believes council will want to discuss and the second part is a package of amendments we believe are minor or technical amendments we believe that council could move and second as a package. So as you can see, the first group includes a short report on the west quadrant plan map, the scenic views, green buildings, river environmental and bonuses and transfers. Then we also have this set of minor and technical amendments. Mayor, I was thinking before we go further, I was wondering if you could ask council if they are interested in pulling any of the minor and technical amendments forward for discussion.
Wheeler: You have the list before you of the minor and technical amendments, are there any you'd like to pull out for discussion or are we prepared to move those as a group. I'll accept a motion if there are none that people would like to discuss.
Fritz: So moved.
Eudaly: Second.
Wheeler: We have a motion from commissioner Fritz, a second from commissioner eudaly.
Edmunds: Terrific. So those items will now be part of the amendments report that we will have a hearing on january 18. So today we plan to follow the same process we did on october 18, for each of the proposed amendments we'll have a staff presentation with some background and then whichever commissioner was most interested in that item they would begin the discussion. Most of the items on the agenda today are amendments, there's just a couple that are discussion only items at least at this time.
Fish: It is our intent today to go until when?
Edmunds: 5:30.
Fish: That's ambitious, can we get all this in between now and 5:30?
Edmunds: We hope so.
Fish: As long as you don't get more interruption from people like me, we'll have a fighting chance. I'll say if for you.
Edmunds: The first item is what quadrant plan sac ownership map. On october 18 we presented a map showing west quadrant plan member ownership, and at that meeting, commissioner Fritz asked if we could provide more explanation regarding how the view corridors go across the central city and why the heights are so different in different places. Just as a reminder, this map, the orange places are those places where height is increasing and blue is where the height is decreasing, gray is no change.
Mindy Brooks, Bureau of Planning and Sustainability: Good afternoon, mindy brooks, planning.
Wheeler: Afternoon.
Brooks: So this we're going to attempt to explain how the corridors work here, in the downtown area, we have no less than 12 views that cross this area and they're all from different elevation up in the hills. Using gis, we modeled how tall buildings could get before

intruding into any of those view corridors and this is just one piece of information that goes into building heights, we also consider other policies like historic districts and adjacent neighborhoods and parks and for example much of the area around the transit mall is to increase in height, except where there are view corridors that limit that. Just to take it down to the street level and show you how complex this is, this is a five-block area along southwest taylor between 3rd and park. The map on the left shows increases and decreases in orange and blue. The top map on the right is the existing height limits which divide all the blocks in half. The map on the bottom right shows the recommended heights which are based on the view corridor. Because the heights were split now and they won't be split in the future, half the block is increasing a little bit and half the block is decreasing a little bit. It is small increases and decreases, this is an example of how complicated it is to address views in the downtown area. I'll turn it over to commissioner Fritz.
Fritz: A very succinct and eloquent explanation mindy, thank you. This is a summary of literally hours in preparing this map and several hours in explaining to me to my satisfaction why each of the lots in this area were up or down. I asked to have this map made and the scenic overlays placed over it. I wasn't at all interested in who particularly owned any of the block. I wanted to be able to understand without any kind of bias why I think it's going up and down. I am absolutely satisfied that they -- there wasn't an influence of the committee members on the outcomes because there's no place in that area where it shows something that's incongruent. The only one we are concerned about has an amendment, is the morrison bridge head. That already has an amendment and we will be discussing it.
Wheeler: Great any further questions, if not, let's move on to c3 the views vista bridge. I understand, commissioner Fritz, you have an amendment, mindy, can you give us background on that.
Brooks: This is the view from jefferson and 14th, the vista bridge. And last time there was some request for additional information. The top two images you're looking at are the existing heights in the view and the bottom are the recommended heights for the view corridor. Top left shows existing heights of 30 to 45 feet and top right shows how that view would change with full buildout. The bottom left shows the recommended heights of 75 feet along the north side of Jefferson street. And the bottom right shows how that view would change with full buildout at 75 feet. The reason why they recommended 75 feet is because jefferson street is a commercial corridor along a light rail stop and 75 feet is more flexible and supports the redevelopment of sites such as the surface parking lot but 75 feet would cause intrusion into the view corridor. Because the view of the vista bridge can only be seen from 14th from the street and the view disappears from 18th street, part of the recommendation is to add a new viewpoint at 18th and improve Collins circle to celebrate the vista bridge. Commissioner Fritz, you asked at the last session that we look into retaining the existing heights. To maintain the existing view of the vista bridge. The map on the right, puts the existing heights back in place and the map on the left is the recommended height of 75 feet. I will turn it over to commissioner Fritz.
Fritz: I am moving to return the height limit to the existing height, keeping that second piece of the proposal with the circle to return the height so the iconic view remains.
Wheeler: Is there a second?
Eudaly: Second.
Wheeler: commissioner Fritz moves, commissioner eudaly second. Any further discussion on this item? Next up green buildings, a number of proposed amendments here, mindy, walk us through the amendments.
Brooks: We will start with eco roofs. A group of staff from BPS, BDS, BES as well as staff from commissioner eudaly and commissioner Fish's office have been working on this

amendment. And the goal has been to really encourage as much ecoroof as we can while providing space for things that have to go on the roof like hvac systems, elevator enclosures and also to allow space for amenity uses up there like outdoor seating. We have kind of run into three issues that we've been trying to address. The -- one of them is a new fire code adopted in 2016 that limits the size of vegetated areas on a rooftop, some of the amendments are related to that. We need a standard to support architecturally diverse skyline, we don't want just flat roofs. Also we need to make sure there is adequate space for the things that have to be up there. You need a penthouse for the stairwell enclosure, and the elevators and so forth. We've been working through that. I want to give an example of how we have been working through that so you can see how this works. First I wanted to say that the code that you saw before, basically said first on a roof, you take out items like hvac and elevator enclosures and all those spaces and then on the remaining roof, 60 percent needs to be ecoroof. The way it's structured now is everything needs to be ecoroof. But you're allowed that 40 percent of the roof can be used for a mix of things that need to be up there. That's how this has been restructured. This is just an example, a generic full block, could be anywhere in the city. With the new code as we're proposing it these are the two ways it could play out. The top scenario is you have the mechanical and all that stuff in the middle and everything else goes to ecoroof. You can see how we have put fire breaks in there to address the fire code. You end up with a lot of ecoroof. It really is maximizing. The bottom scenario shows that the code actually allows for that flexibility in that tan space, that space could be used for mechanical and other things, it could be used for amenity space, it's a flexible area. At no point can you go below 60 percent ecoroof coverage total. I have another example of this on a half block, similar examples here on maximizing, trying to maximize that ecoroof area.
Wheeler: We had a lot of testimony on this particular item and we had some people advocating for even more stringent standards with regard to the ecoroofs. It's my understanding that this -- I don't want to call it a compromise because I think it's still pretty substantial. Would this not be the most progressive ecoroof policy in the united states?
Brooks: Yeah it would. Other cities have ecoroof requirements or incentives, this is definitely a very progressive approach for sure. Karla handed out to you, I think or handing out now to you, another version of the code. We put in your packets code, but we have continued to work on it, Karla will give you a version that has yellow highlighted text which is also on the screen that is new. I'll quickly walk through what that is. We added to the purpose statement the three bullets, and these are to make it easier when an adjustment comes in through design review for there to be something to judge it against, helping to clarify how adjustments should be considered underneath this. We also added an exemption for slopes with a pitch that's greater than 25 percent. You would not have to put an ecoroof on something greater than 25 percent, although you could if you wanted to, you're not required to. Those are the two new amendments we are putting in.
Wheeler: Commissioner eudaly, would you like to move these as amendments?
Eudaly: Yes, I would to move them.
Fish: I'll second.
Eudaly: I'd like to say thank you to everyone that helped us fine tune this amendment. I definitely don't see it as a compromise. We just made it make more sense. And I think really balanced our two goals of maximizing the ecoroof space while allowing building owners and occupants and visitors to enjoy the outdoor areas, i'll list off some of the benefits of ecoroofs for anyone who is listening and remains unconvinced. They significantly decrease storm runoff and help preserve fish habitat and absorb carbon dioxide and other air pollutants, they cool urban heat centers and they enhance energy capacity of solar panels. I think that you've really gone over all the significant changes to

this amendment. The only thing that I want to clarify, this only applies to new development that's over 20,000 square feet in net building area. It will result in a less than 1 percent increase to the overall cost and there is an existing list of exemptions, which would include patio equipment, fire aisles, all of that, if you've forgotten anything, and that list needs to be expanded, changes can be made to the annual regulatory improvement code amendment process.
Wheeler: Commissioner Fish.
Fish: I want to thank commissioner eudaly and her team for convening the various parties to get to this compromise. This is a long time coming, this is a requirement. But this seems like a reasonable compromise in balancing other required and competing uses and I think everybody that had a hand in working through to get to this point.
Wheeler: I want to share that same sentiment, I think this standard is very important to address our sustainability and our climate action goals, that includes clean water and clean air and includes heat island effects and affects habitat. Considering where we started with this conversation, I think it's come a long way, commissioner eudaly, I want to Thank you and thank your team and I want to thank the bureau staff for working hard to bring a lot of disparate voices to the table on what will be the most progressive green roof policy in the united states. It's a good, smart one. I want to say, i've shopped this around to a number of people that I just know personally who are developers and architects, and the feedback was very positive particularly based on the accommodations made for some of these other amenities on the rooftop, and one individual told me that this is where the market is actually going. I believe you even showed a couple of photos in your presentations of buildings where that is what the client wanted. So I think this is great timing and i'm very appreciative of your work, commissioner.
Eudaly: I would also like to acknowledge local advocates, GRIT for helping bring this to our attention and to my staff member, jamie duhamel, who really led this process from my office.
Wheeler: Very good. So moving along. We are covering a lot of interesting areas today. F2, light pollution commissioner Fish. Did you want to move a light pollution amendment?
Fish: Yes, this is one that commissioner Fritz and I both support. I'm going to be very clear mayor, this doesn't go as far as I'd like. But what we're doing is going from the discretionary rather vague consider the Project to actually initiating a project. I do have concern about the five-year time line and wonder if that's a function of resources and prioritization in the bureau. I'm seeing a nod.
Brooks: Yes.
Fish: Can you give us a sense of what would be required in terms of council action to move this up in terms of priority. Are we talking about funding and staff? Give us a sense if we thought five years was a bit -- if we wanted to accelerate the process, susan, what would you need in order to meet that?
Susan Anderson, Director, BPS: Susan anderson director of the bureau of planning and sustainability. All these [inaudible] in the next five years. That doesn't mean it couldn't happen in year two, we wanted to give ourselves a little room when we put out our budget annually, you're able to look at all of the things that are out your list and decide which ones you want to put forward, we could put it forward in our next budget. A tradeoff with something else and see if that's something you want to put at the top of the list.
Fish: Mayor, you have a big say on this and without getting into the weeds here, there's a debate about how you create the standard, and the requirement. And bps has said they want to go through a process to get to that. There's some advocates who said the council should set a specific requirement. One way we can, I think, bridge that difference is prioritize a process to get to the standard and then have the council determine when we

implement it. That would require a clear direction to bps either with resources or prioritization that this goes to -- this does get done sooner rather than later, mayor.
Wheeler: I agree. It's very important and there's been a lot of literature on this in recent months, there's a number of studies that show the rapid global spread of light pollution and what the consequences are, often those are couched in terms of impacts to humans and to wildlife and it discusses things like disruptions of sleep patterns and destruction of habitat and the collapse of nocturnal animal populations, but it's also important for our energy goals. So I think it does require a thoughtful approach rather than us just picking a number and hoping we got it right. So I would support that I hear what you're saying with regard to both resources and man power to back that.
Fish: I would offer this compromise amendment with the understanding that we would through the budget process prioritize establishing the standard with some sense of urgency provide the resources to bps implement a standard.
Fritz: Second.
Wheeler: We have a motion and a second from commissioner Fritz. Very good. And then we're getting into f3, this is bird safe, like the other two green building items, this one implements the sustainability values, i'd like to move this but mindy, could you talk about this details.
Brooks: Sure. What we are doing with the amendment is just moving the details of it into an administrative role. The standard itself, what is required, the percentages and so forth, would stay in the zoning code, the administrative rule would handle the specifics about materials and glazing and frtiz spaces, material and so forth. We think this is important because this is a new field a new technology and it will change, an administrative rule is more flexible it allows for more change. And we can put more details in the administrative rule to help developers understand it. So go ahead. That's the amendment.
Wheeler: Is there a second.
Eudaly: Second.
Wheeler: Sounds like commissioner eudaly just beat out commissioner Fritz on that. They'll fight it out. Then we'll move on then to h2, redevelopment in the flood plain, commissioner Fish, I understand you would like to speak to this item and potentially offer up an amendment?
Fish: I'll let staff go first.
Brooks: So this a little bit of background, I want to remind everybody the williamette river hasn't flooded in a while. But it does flood about every 30 years. It flooded in '48, '64 and '96. This is a lovely picture of the pearl in '96. We do expect that flooding will intensify, frequency will change with climate change, the plan already has an increase in the width of the setback. It applies a new river environmental overlay zone to the river and to the riverbanks and it puts in place a bonus for property owners to choose to set back even further. But all of these requirements in bonus come into play at the time of redevelopment, when somebody redevelops the site, that's when they setback, that's when they can get this bonus. We have proposed with commissioner Fish a new action that directs BPS to partner with BES, OMF, the bureau of emergency management and bds to explore options to incent people to voluntarily move out of the flood plain ahead of redevelopment.
Fish: I think the theory here is -- it's one thing to say that typically these things are linked to development, given this is a flood plain and given the consequences, i'm not sure we can afford to wait. Why not consider an incentive plan to have these buildings removed ahead of any redevelopment. In some instances the removal done ahead of redevelopment may actually enhance the redevelopment and create greater options. So the amendment would be to explore options to -- around potential incentives to remove structures and flood plains. It seems to me that's a common sense approach. The question

we have heard from a couple of advocates that want to go further, and expand this explicitly, the williamette river greenway and the central reach, there's been some concern from bps about this. Can you address that for me?
Brooks: Expand the setback to a wider setback?
Fish: Yes.
Brooks: Let me -- sorry. We can talk about that too. So the setback right now in the williamette river is 25 feet from the top of bank. It's been that way since 1988, and we all know 25 feet is not enough to protect natural resources, it needs to be wider, best available science says that.
Fish: I may have misspoken, the amendment says -- the amendment talks about existing structures in the williamette river flood plain essentially and some have suggested we expand that to include the williamette river greenway in the central reach..
Brooks: Yes and that is included in here. It would be the flood plain or the setback is where we would consider these new incentives.
Fish: That's in my memo.
Brooks: Yes.
Fish: It's late in the day. I have to be clear what's in my amendment before I offer it.
Brooks: So yes. It's exploring the options to incent property owners to voluntarily move structures out of the flood plain or the river setback prior to any site redevelopment.
Fish: I offer this a as an amendment.
Fritz: Second.
Wheeler: Commissioner Fish moves and commissioner Fritz seconds.
Brooks: As you were saying, commissioner Fish, there was some requests regarding the width of the setback itself. So you asked that we have another discussion about the setback, as I was saying, it was 25 feet and we proposed to expand it to 50 feet which really is an absolute minimum for setback of development from the river. For the central city, this is really about as wide as you can go because there's a lot of development that's already happened. We've got most of the greenway trail there so going wider just isn't reasonable in the central city so 50 feet is where we have stuck with the recommendation.
Wheeler: I understand this was just flagged as a discussion item, not necessarily an amendment.
Brooks: Yep, there's no amendment.
Wheeler: Any further questions on this one, colleagues, very good. Moving on to bonuses and transfers. Rachel and joe, you going to walk us through the proposed amendments.
Rachel Hoy, BPS: Good afternoon, commissioners, i'm going to be working from table g in your packets. G is the bonus and transfer table. So the first item, g1, we received testimony that indicated that the transfer areas that are in the recommended draft, which we call a transfer within subdistricts, those areas were not large enough and that we should consider making those transfer areas larger to increase the pool of available f.a.r. And simplify the system. So staff is proposing to, as you see, on the slide here, staff's proposing to combine several of the subdistricts in the downtown area into a single larger what we're calling a floor area, transfer sector. So this area would include the pearl, downtown, old town chinatown, west end and south downtown. We would keep goose hollow, south waterfront, central east side and lloyd would be combined with lower albina. Keep those areas separate. We do feel this new sector does increase the pool substantially in the downtown area and would certainly be responsive to some of the testimony that we have received. This simplifies the system and we also feel that it keeps the areas corresponding to some of the areas that we modeled for the transportation system and especially pays attention to the regional transportation system. Just to recap, in your table, table g, no. 1, you'll see that this would require zoning code updates that are

in your table, then the map that's shown on your screen here shows the creation of this larger sector. So mayor, i'm going to turn it over to you if there's any discussion on this particular amendment.
Wheeler: Is there any further discussion? I'd like to move this as an amendment. I don't know if people have any further discussions before we get a second.
Eudaly: Second.
Wheeler: Commissioner eudaly seconds. Any further discussion?
Fritz: I have a question about 2a, it says the [inaudible] site must not be in a historic or conservation landmark, what's the reason for that?
Hoy: Because we do have a historic resource transfer. In the new system of transfers, we've got the historic resource transfer. So if you're a historic resource, we want you to use that transfer.
Fritz: You can't get both?
Hoy: Right.
Wheeler: G2 increase bonus far for fee in lieu. Great.
Joe Zehnder, BPS: So this g2 has two components, the first is a request to increase the amount of floor area that a project earning central city and inclusionary housing bonus commercial project, office building can earn, in response to concerns that the cost per square foot in our current inclusionary housing program is high enough that it's going to discourage use of the bonus. And the result of that would be that -- whereas we would just get less resources in for affordable housing, through the bonus if the bonus isn't used and secondly, we run the risk of having central city buildings underbuilt. The inclusionary housing program put a fee of $24 a square foot on it. It was determined for that, that fee was determined as part of the study we did to create inclusionary housing, which was an economic study looking at pro formas and the cost of development. We looked very closely at the costs of residential developments since that's the focus of the inclusionary housing program. Our look at commercial development was present but wasn't as in depth and we have had nagging concerns that cost may be too high and since we adopted -- since we did the study in 2016, to today, the cost of construction in general in Portland has gone up 5 percent a year. We think that this proposal that we are -- i'll explain next is sort of a good conservative hedge against this -- concern about the cost of that per square foot. The proposal would be this. Currently for $24, you get one square foot of additional floor area, you can build on a commercial building through the bonus system up to a 3 to 1 bonus for the whole site. So you can earn it, you pay for it per square foot. You're capped at 3 to 1, the money raised by this goes into the affordable housing fund, we are proposing instead of 1 square foot $24, we amend the zoning code for an interim period, 18 months is what we’re proposing, to make it 1 1/2 square feet for $24. The impact of that is the right to reduce the effective cost per square foot for a commercial building. We are limiting the amount of time we would do this provision so that we can sync it up with the ordinance that requires the inclusionary housing program to be reexamined and recalibrated in three years since its adoption, we can double-check as part of that analysis that this move that we have made here is still calibrated correctly. So.
Wheeler: This is good work and it addresses the problem that's been identified by commercial developers, it's an interim strategy, this is not a permanent fix, this is an interim solution. I will therefore move this.
Fritz: Second.
Fish: Can we have a conversation.
Wheeler: Please.
Fish: One of the things we were clear about when we adopted inclusionary zoning is that we wanted a fee in lieu process, but we wanted to structure the overall system to

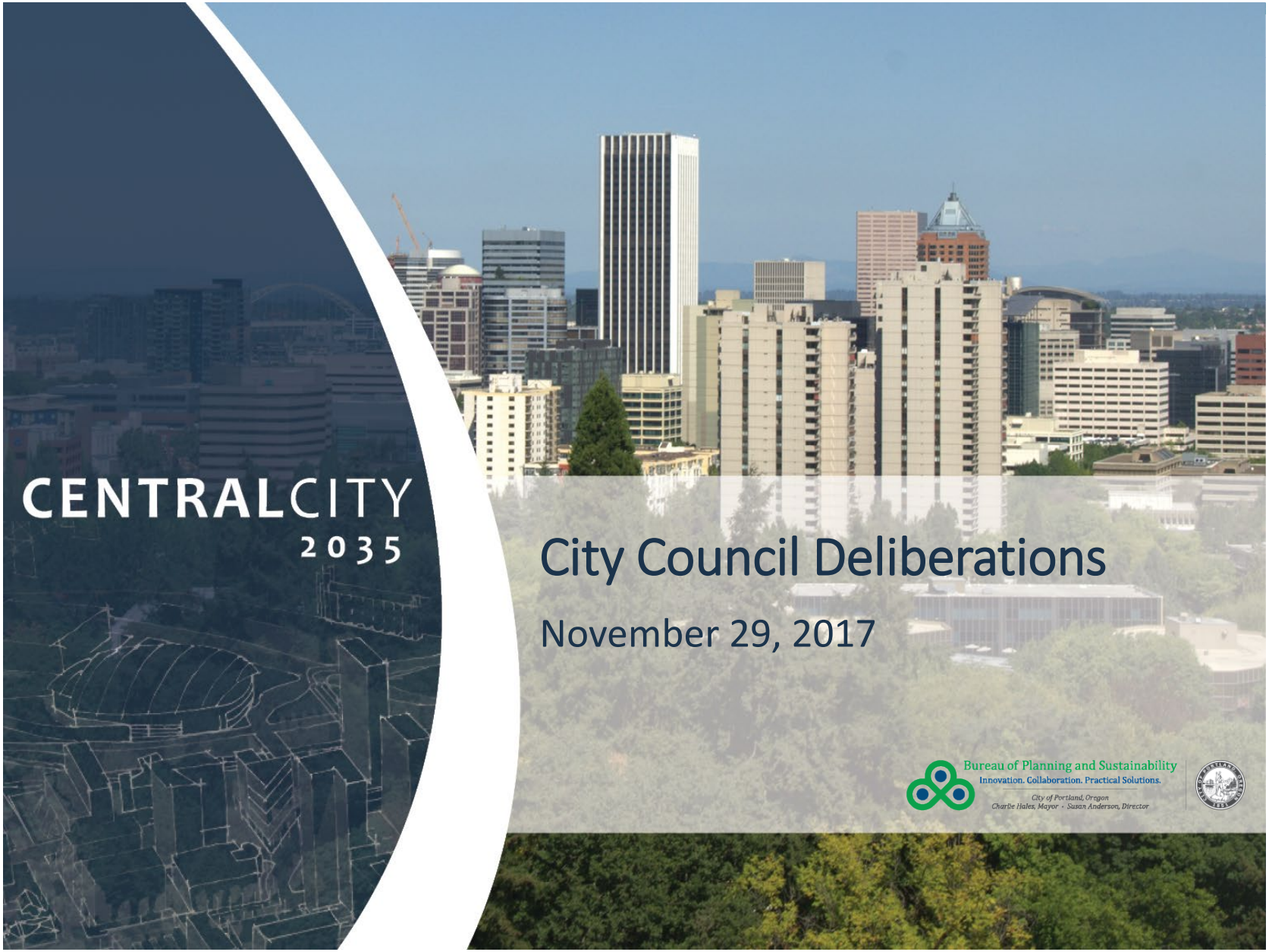
encourage units onsite. That's because for two fold, one is we wanted to capture the bird in the hand, we wanted to get the units while they were -- while the market was hot and we also thought that we were likely to get more units in high opportunity areas. So creating a fund for some later time, you know, was less certain. Less certain, less likely to be in a high opportunity area and so my recollection and my recollection on many things these days is compromised, so correct me. My recollection is we wanted to create a slight disincentive from people using fee-in-lieu because we thought that the actual on-site affordable housing component, especially in central city was preferable, could you respond?
Zehnder: You are absolutely correct. That's why this particular proposal only applies to commercial buildings. So because to make the system that you just described, commissioner, work for residential or mixed use buildings that include a residential unit, we did a very close economic analysis to create that disincentive to create the incentive to build the units on site. A commercial building is not going to include units so we always just had a straight up fee in lieu for that additional space.
Fish: That's number one. Here's my second question, in a commercial building like this, to what extent can we attach other requirements that are sort of in keeping with Portland values, like how the building treats workers or any other thing the council considered, to what extent can we add that as a rider to this program?
Zehnder: It would be a major change in the inclusionary housing program.
Fish: Talking about on the commercial side?
Zehnder: Even on the commercial side. The premise that's at the heart of this whole discussion is that we think there's value in the additional floor area, and that we are trying to capture some of that value we are allowing as a bonus and use that for a public benefit. And so the cost -- anything else we add as a rider has the same problem of it will have an additional cost.
Fish: In that case, opening up the old discussion and creating another cost so we have to treat it that way.
Zehnder: There's issues with the seiu proposal, which I think we talk about next time. Anything we want to add to this list of public benefits that we ask in return for a bonus, we should calibrate when we set the price, it's a game of setting how much value we can capture, what's the cost of that to deliver the price of the additional far.
Fish: When we later come back and talk about the seiu proposal, what i'm interested in better understanding from you, where's the strongest nexus between us weighing in on this for responsible contractors and some discretionary action someone would not otherwise have a right to?
Zehnder: That would be great.
Fish: And it -- it is somewhere anomalous to me that in most of our policies, we require prevailing wage, area standards, certain kinds of things, but on this back door stuff, we don't have a standard. There will be some who say it's none of our business and others who say it's precisely our business, where's the clearest nexus.
Zehnder: Glad to talk about that.
Wheeler: Any further Discussion on this item?
Zehnder: Great. Thank you. The second part of g2 is a request to increase the amount of bonus floor area you can earn in central city above a 3 to 1 cap. The 3 to 1 cap has been established since the original central city plan. And we did not propose changing it in the development of the central city 2035 plan, but in examining and researching this particular question, this issue that was put on the table, we believe that we could as a city choose to go above the 3 to 1 cap and there's some analysis we need to do in advance to get it right. Part of the reason of that -- we think it's worth exploring now, too, is more density in the

central city as a baseline goal, right? More housing development in the central city supports our goal, we just have to make sure it aligns with the infrastructure capacity and some other things in the central city and secondly, remember our principal that we adopted with central city 2035 is there's value in this additional far if we were to create it and we want to capture that value for public benefit and need to do the economic analysis to see how much we should be charging for whatever additional far you want to put on the table that we think we can accommodate. Then there will be the question of where should we distribute it in the central city. So with that, we are proposing -- i'm supposed to turn it over to the mayor now, I think.
Hoy: To summarize the action we are proposing, the action item for a near term legislative project in 2018. In your table has a description of the full action and the work that we would do from developing the options to the analysis joe described.
Wheeler: Just to give a little context here, i've had a number of conversations with people who are not comfortable moving this as part of the 2035 plan. They want this to be a data driven conversation and a thoughtful conversation. So effectively, this amendment pulls it out of that process, creates the legislative process, my view has not wavered. I believe the comp plan in the central city plan both call for increased density in the central city, that's the appropriate place for increased density, we are in a housing emergency. We know that we need that density, I want us to be thoughtful about how and where that density is located. So we are proposing this amendment to effectively pull it out and have a more thoughtful side conversation.
Fritz: And I second that.
Wheeler: And commissioner Fritz seconds it. I don't know if there's further conversation.
Fritz: I wanted to add the certainty is in the height. That’s why we’ve had a lot of discussion on the maximum height. The bonuses can't go above the maximum height, is that correct?
Zehnder: Correct. The ultimate cap on what can be built on the height is the maximum height. Part of the proposal was to let buildings go up to the maximum height. We never designed a system to work that way. It's designed for a different purpose. More floor area in the central city could be accommodated and we are interested in going and finding it and putting it into the bonus system.
Wheeler: Great.
Hoy: We would like the transfer system to be continue to be used as a tool, between the bonus system and our transfer system.
Wheeler: Anything else we need to do today.
Fish: Since we have the 35 minutes that we have saved, joe, would you care to give us a longer treatise on 2035?
Zehnder: No.
Fish: My computer died. I think Karla is editorializing.
Edmunds: We are just not totally positive that you moved this last amendment. We heard the second, okay, great. Wanted to be sure.
Wheeler: I'm told i'm a very quiet person.
Edmunds: All right. So yeah, our next meeting is on december 6, time certain at 2 to 5, the schedule up on the screen so we have that outlined, there will be no public testimony there. We have penciled in a date in january just in case we need it, we are hoping we don't was that will be tight with the holidays, we will be publishing the amendments report january 5. The public hearing on the amendments report, january 18. And then we will be moving forward and have the final vote on may 24, right after the comprehensive plan vote that you will have on may 24.
Wheeler: I've heard from a number of people that by -- through necessity and through law,

this process is somewhat complicated, and it's a very confusing to people who are trying to figure out when they can chime in. I want to reiterate, january 18 is your next opportunity to chime in in person, I hope we'll do a good job of pushing that information out to the public.
Edmunds: We will, we'll be sending out a public notice about that hearing, I want to mention we have been trying to keep our website up-to-date with summaries of these meetings.
Wheeler: Where is the website.
Edmunds: Bureau of Planning and sustainability website.
Fritz: I thought we had more to do on open space and transportation system plan, when are those amendments.
Edmunds: No. Next -- so on december 6, we have a number of items, it's going to be a much longer afternoon, height and far, couple of items there. Some scenic pieces we are bringing back. Zoning code and use allowances. Bonuses and transfers and that includes allowing far transfer from open space, commissioner Fritz there's some master plans, some parking and a very variety of other things that's all on december 6.
Fritz: That's the ‘d’ amendments On the 6th as well.
Edmunds: Table d -- let me see here. That is just the -- that was part of the minor technical amendment package that you all voted on at the beginning of the meeting. The I-5 rose quarter - your addition. Yes, that was part of that package.
Fritz: Okay, all the other ones have -- okay. I'm good, thank you.
Edmunds: Okay.
Wheeler: Anything else for the good of the order?
Edmunds: That's it.
Wheeler: We are adjourned. Thank you.

At 4:58 p.m., Council recessed.

[End of excerpt.]


CENTRALCITY
2035
City Council Deliberations
November 29, 2017
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

1. Amendments and Discussion Items
   - A: West Quadrant Plan SAC
   - C: Scenic Views
   - F: Green Buildings
   - H: River/Environmental
   - G: Bonuses and Transfers

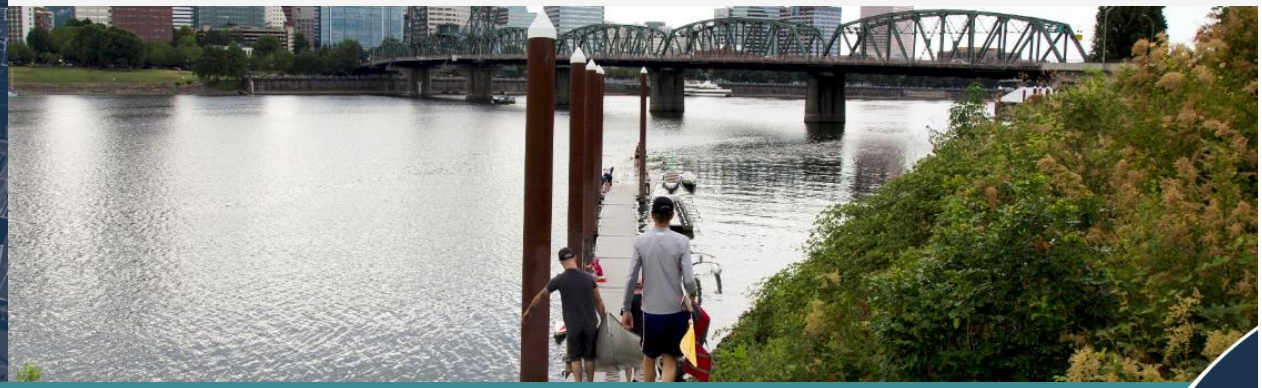
2. Minor/Technical Amendments Package

Minor and Technical Amendments

- D2: I-5 Rose Quarter action item
- C6: View of Mt St Helens from Terwilliger
- H1: Historic buildings in River Setback
- H3: NW Hardy Plants
- I1: Dog Parks action items
- I2: Pearl District Park action item
- K1: Active use requirement in the Pearl District
- K2: Ground floor windows in parking garages
- K3: Shadow study technical correction
- K4: Pearl District special height corridor

PROCESS

1. Staff introduces the item
2. Commissioner who requested discussion or amendment begins the discussion
3. Amendments
   - Motion
   - Second
4. Discussion items
   - No action



West Quadrant Plan
SAC Ownership Map

SAC Member tax lot owners

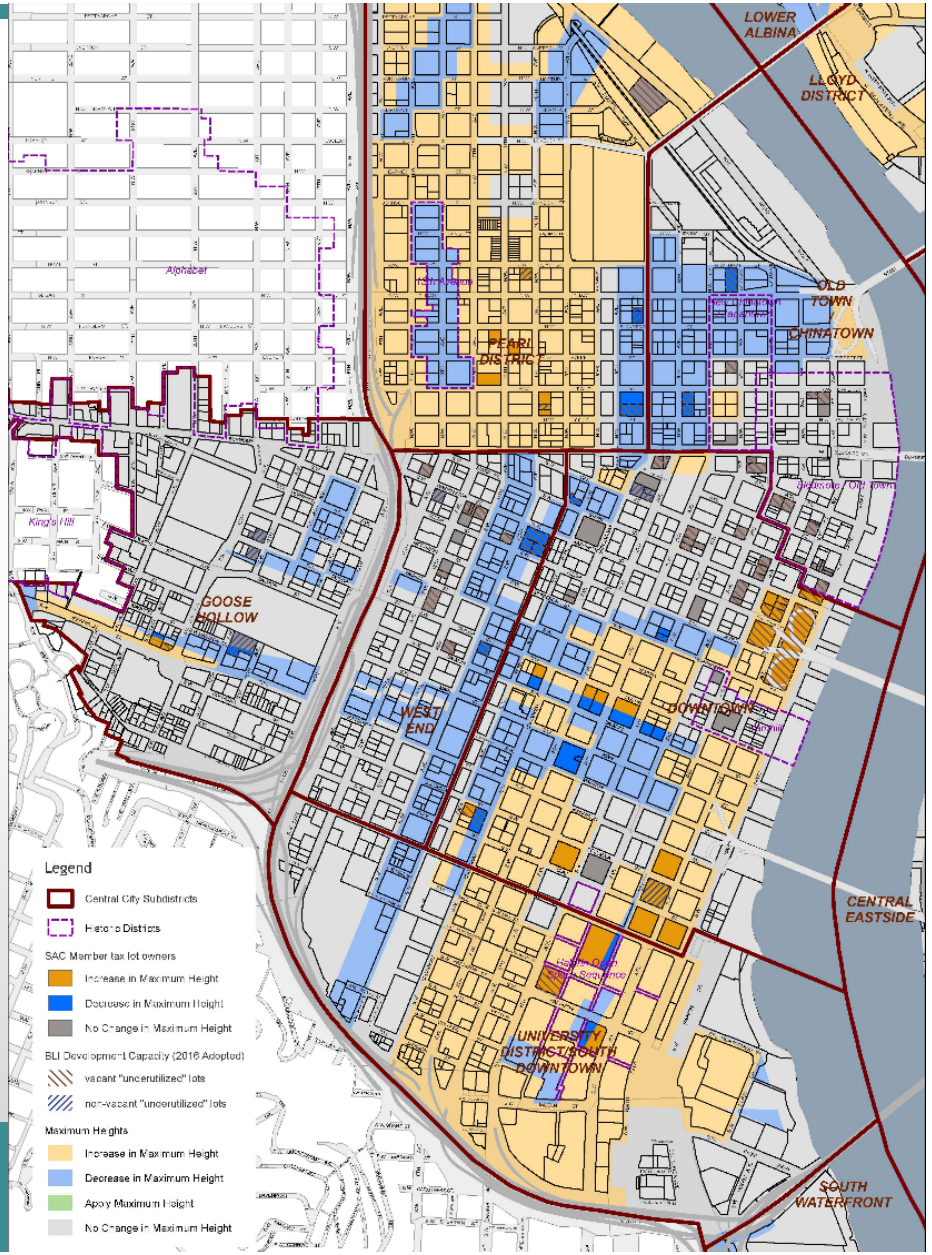
- Increase in Maximum Height
- Decrease in Maximum Height
- No Change in Maximum Height

BLI Development Capacity (2016 Adopted)

- vacant "underutilized" lots
- non-vacant "underutilized" lots

Maximum Heights

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply Maximum Height
- No Change in Maximum Height



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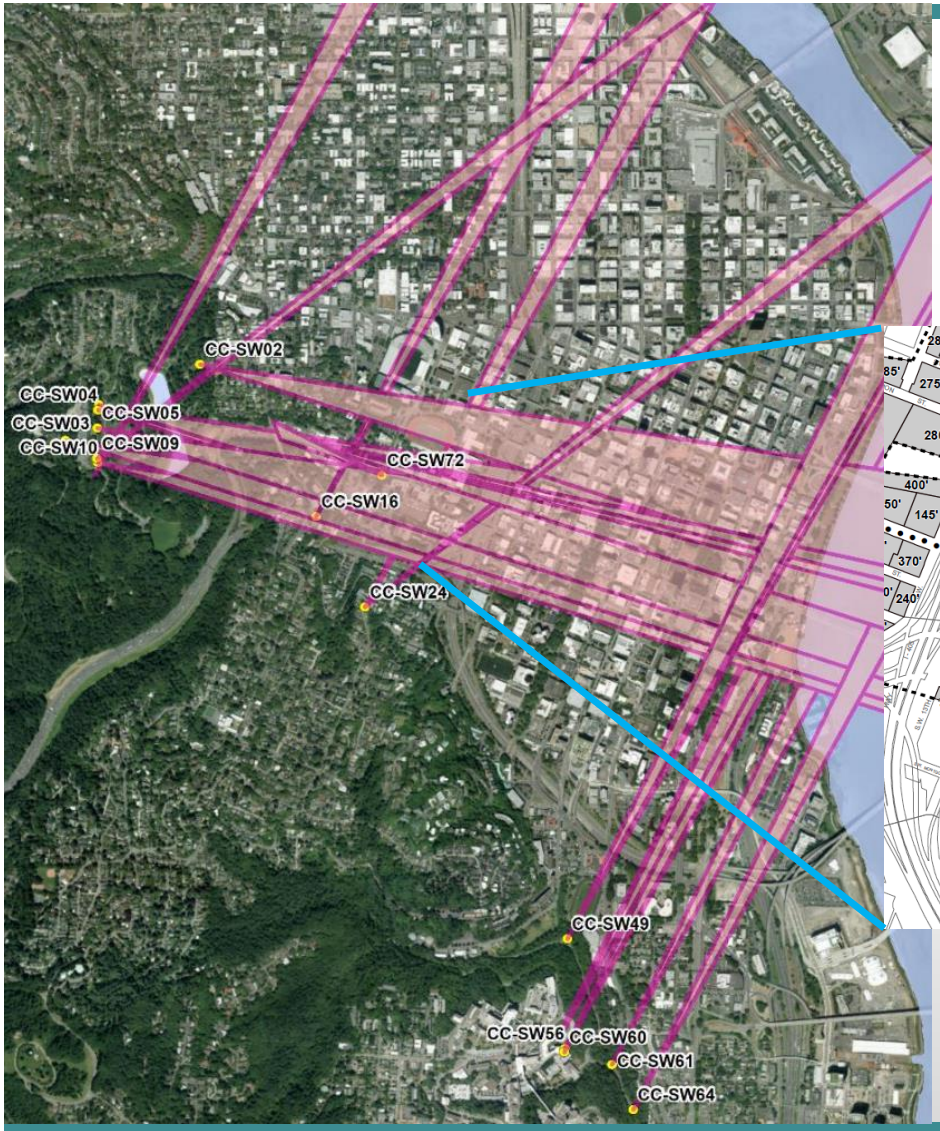
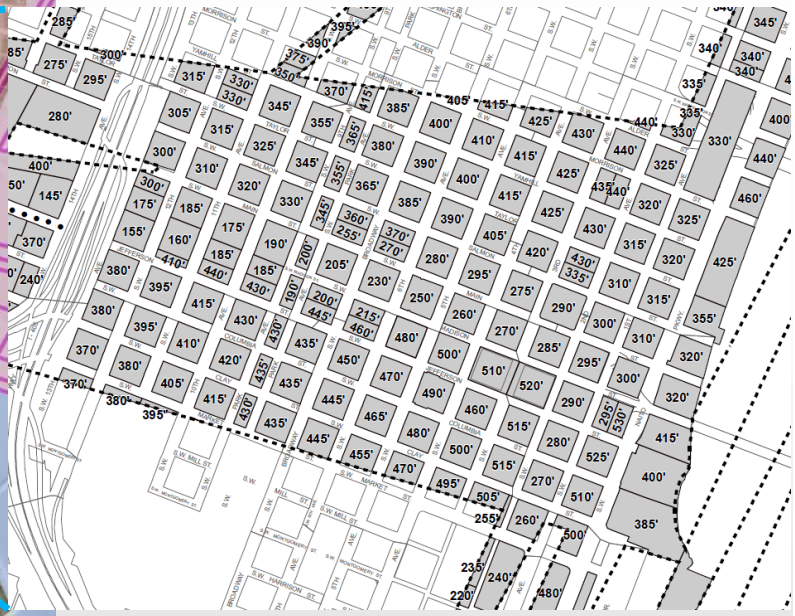
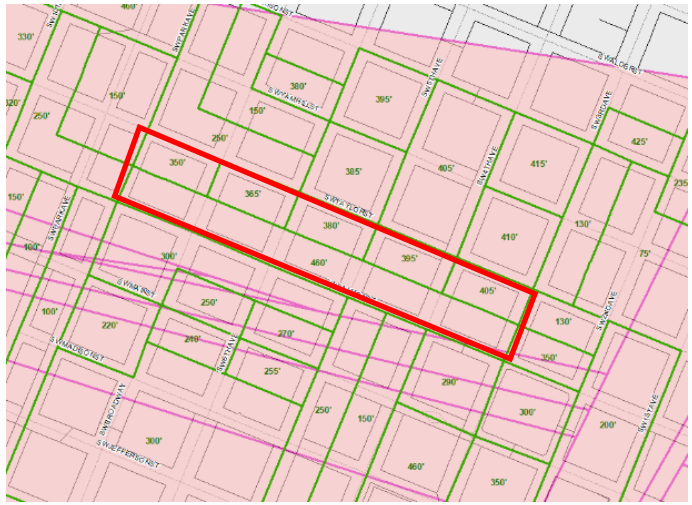
West Quadrant Plan
Views & Heights



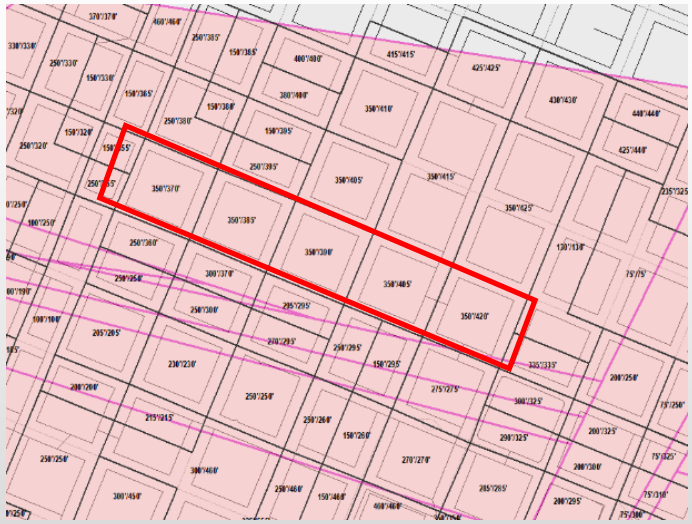


West Quadrant Plan Views & Heights

<u>Areas of height changes</u>
Blue – decrease in height
Orange – increase in height
Pink – view corridor



Existing base height limits Map 510-3



Recommended base/bonus height limits Map 510-3 & 510-4

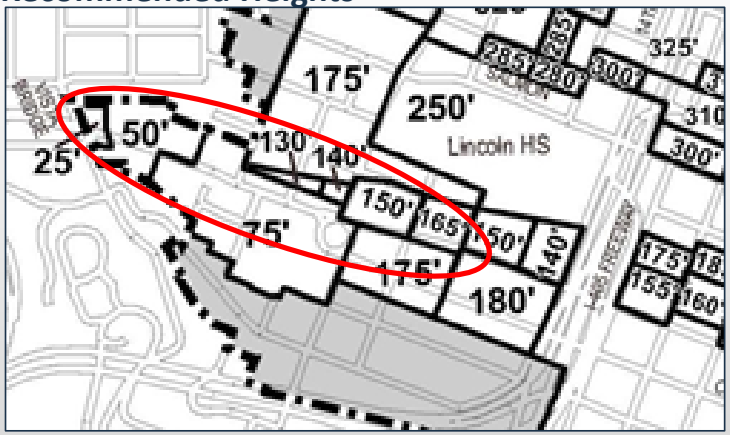
Scenic Resources - C3: View of Vista Bridge

C3. View of Vista Bridge from SW Jefferson Street

Existing Heights

Rendering of Existing Heights

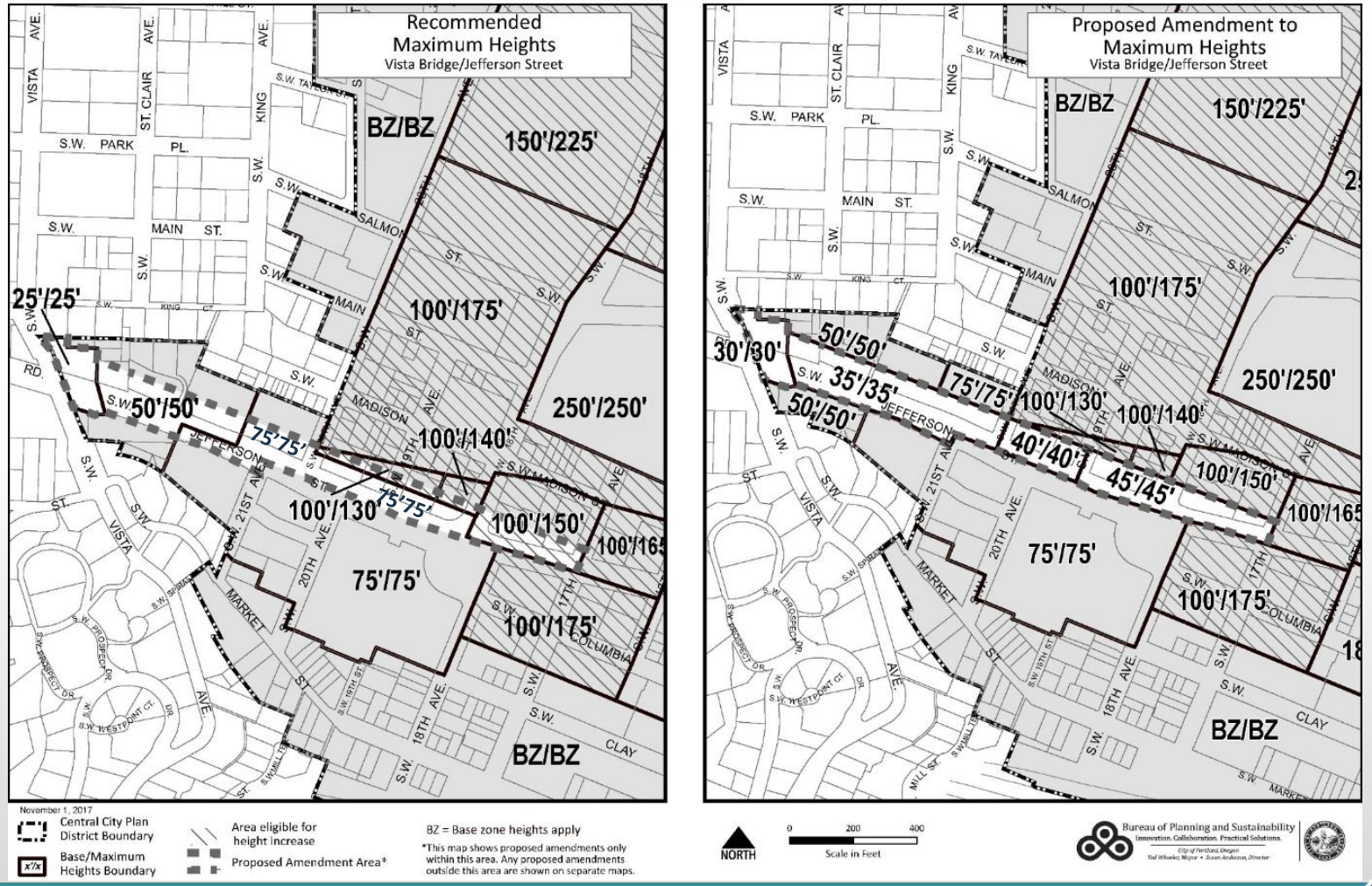
Recommended Heights



Rendering of Recommended Draft Heights

C3. View of Vista Bridge from SW Jefferson Street

C3. View of Vista Bridge from SW Jefferson Street



Green Buildings, Part 2

F1: Ecoroof Requirement

F2: Light Pollution

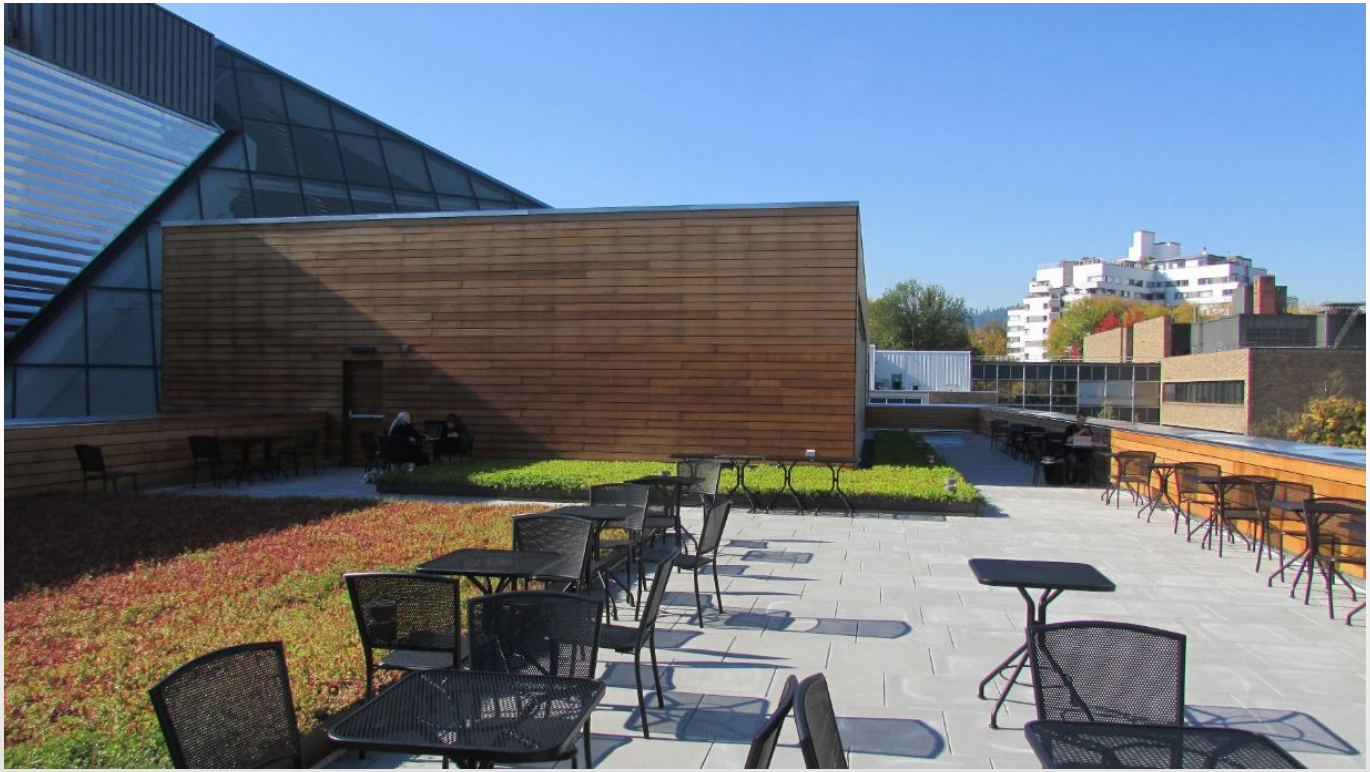
F3: Bird-safe Requirement

F1: Ecoroofs

F1: Ecoroofs

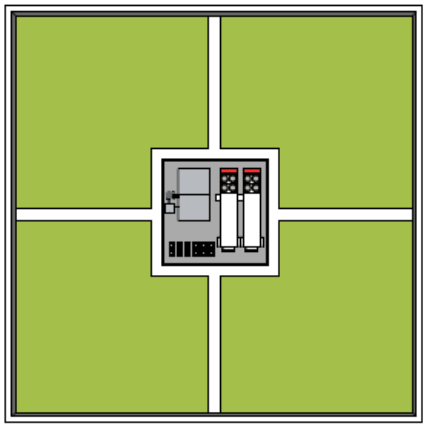
1. Fire Code
2. Architectural Diversity
3. Other Rooftop Structures

F1: Ecoroofs



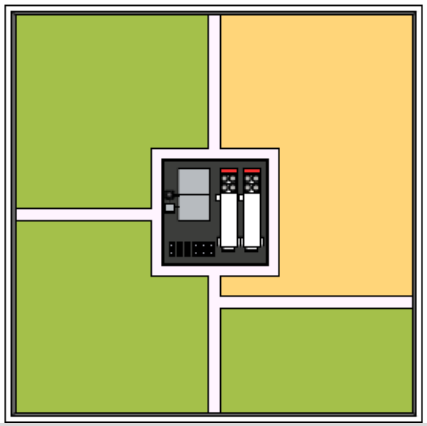
F1: Ecoroofs

Full-block (200' x 200')



Scenario 1 - Maximum Ecoroof

Ecoroof = 35,136 sq ft (93.4% of total roof)
Mechanical = 2,500 sq ft (6.6% of total roof)

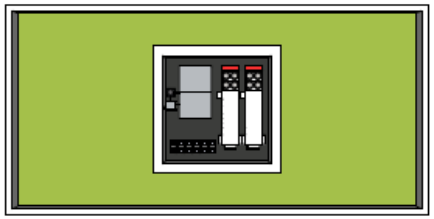


Scenario 2 - Proposed Ecoroof Standard

Ecoroof = 22,581 (60% of total roof)
Mechanical = 2,500 sq ft (6.6% of total roof)
Amenity = 14,919 sq ft (33.4% of total roof)

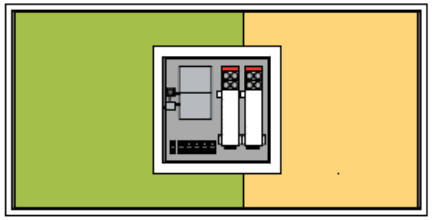
F1: Ecoroofs

Half-block (200' x 100')



Scenario 1 - Maximum Ecoroof

Ecoroof = 15,736 sq ft (86.3% of total roof)
Mechanical = 2,500 sq ft (13.7% of total roof)



Scenario 2 - Proposed Ecoroof Standard

Ecoroof = 10,941 sq ft (60% of total roof)
Mechanical = 2,500 sq ft (13.7% of total roof)
Amenity = 7,294 sq ft (26.3 % of total roof)

F1: Ecoroofs

33.510.243 Ecoroofs

A. Purpose. Ecoroofs provide multiple complementary benefits in urban areas, including stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. The standards are intended to:

- Maximize the coverage of ecoroofs;
- Allow for the placement of structures and other items that need to be located on roofs; and
- Support the architectural variability of rooftops in the Central City.

B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of 20,000 square feet or more must have an ecoroof that meets the following standards

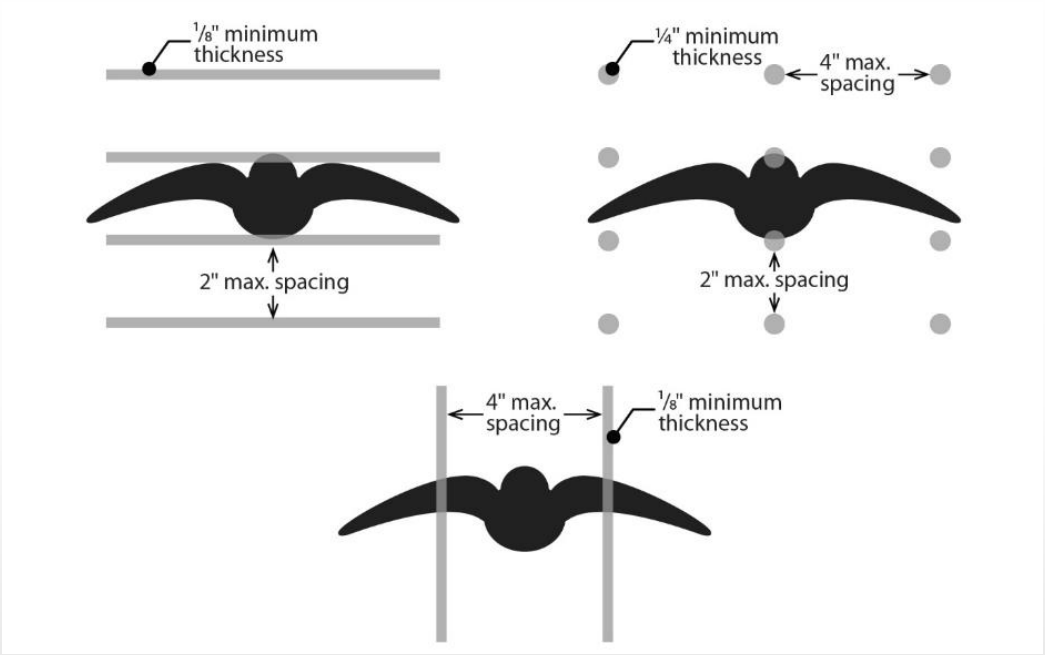
1. The ecoroof, including required firebreaks between ecoroof areas, must cover 100 percent of the building roof area, except that up to 40 percent of the building roof area can be covered with a combination of the following. Roof top parking does not count as roof area. Roof area that has a slope greater than 25% does not count as roof area:
   - **a.** Mechanical equipment, housing for mechanical equipment and required access to or clearance from, mechanical equipment;
   - b. Areas used for fire evacuation routes;
   - c. Stairwell and elevator enclosures;
   - d. Skylights;
   - e. Solar panels;
   - f. Wind turbines; or
   - g. Common outdoor areas that are accessible through a shared entrance.
2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual's ecoroof facility design criteria.

F2: Light Pollution

Revise Action EN13: "Initiate ~~Consider~~ a "Dark Skies" project ~~initiative~~ and implement ~~identify~~ best practices to reduce the impacts of nighttime lighting and sky glare on human health and well-being, wildlife and energy consumption."

Timeline: 5 years; Lead: BPS; Partners: BES, OMF and BDS

F3: Bird-Safe


⅛" minimum thickness
2" max. spacing
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4" max. spacing
2" max. spacing
4" max. spacing
⅛" minimum thickness

River/Environmental

H4: River Setback Width

H2: Redevelopment in the Floodplain/setback

H2: Redevelopment in the Floodplain

1. New action: “Explore options to incent property owners to voluntarily move structures or parts of structures out of the floodplain or River setback prior to any full site redevelopment.” Lead: BES, Partners: BES, OMF, PBEM, BDS. Timeline: 5 years.

2. Add Office of Management and Finance as a partner for actions related to the floodplain: EN8, EN9, EN22 and EN51.

H4: River Setback Width

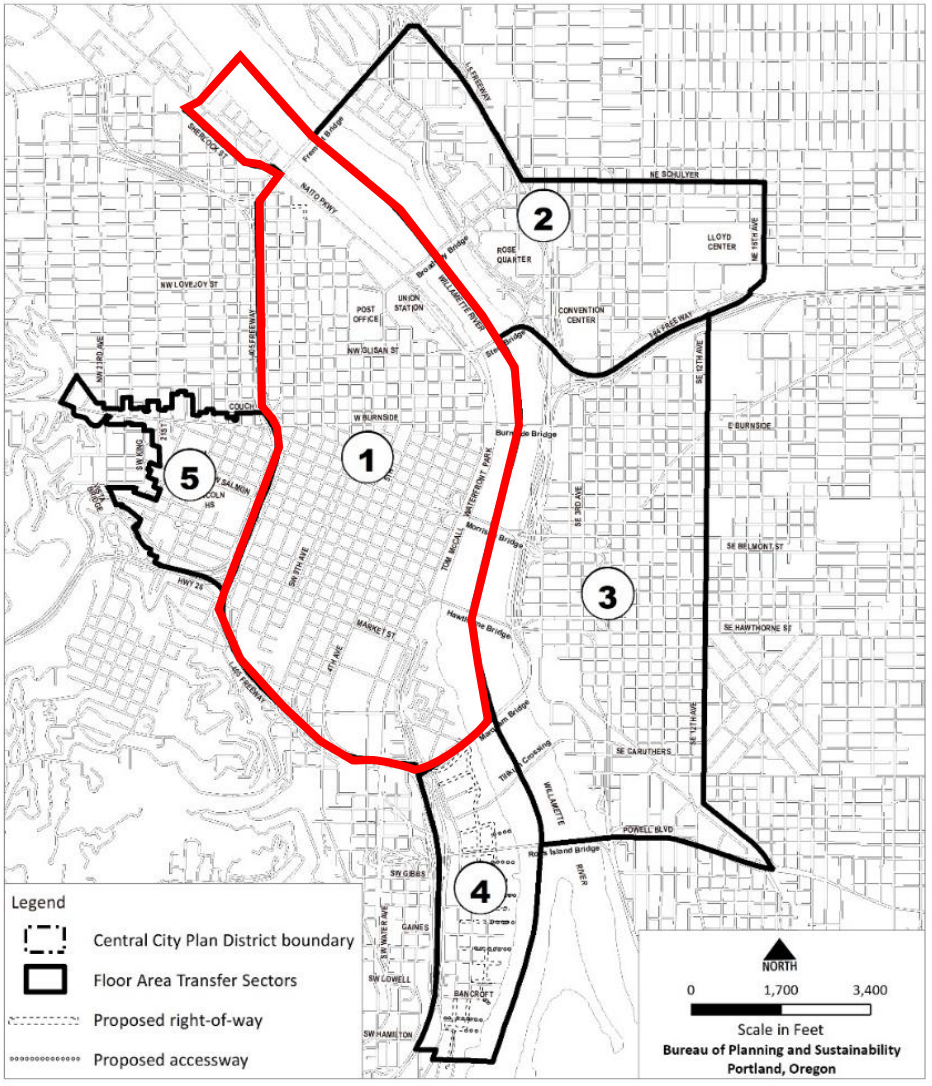
Bonuses and Transfers

G1: Expand Transfer within a Subdistrict

G2: Increase Bonus FAR

G1: Expand transfers within a subdistrict

- Create one larger transfer area
- Other transfers within a subdistrict remain the same



G2: Increase Bonus FAR

A. Increase amount of bonus FAR earned for fee-in-lieu from 1 sq. ft to 1.5 sq. ft. for commercial development ONLY

- Essentially reduces fee-in-lieu from $24/sq. ft. to $14/sq. ft. for 18 months
- Interim solution until fee is reevaluated

G2: Increase Bonus FAR

G2.B: Add an action for a legislative project to consider increasing bonus FAR in 2018:

Step 1. Develop Options:

- How much FAR, where, which public benefits?

G2: Increase Bonus FAR

Step 2. Conduct Impact Analysis:

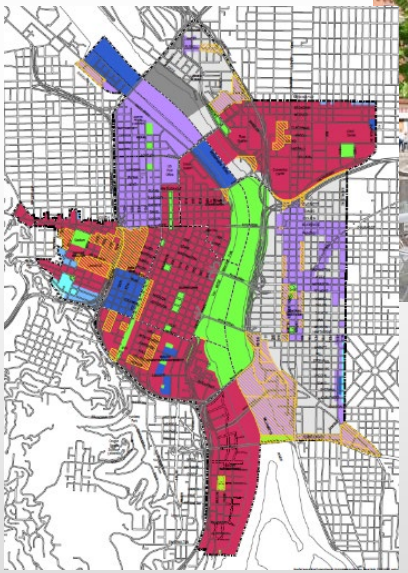
- Economic analysis/ review of cost structure
- Transportation and urban design impacts
- Ensure consistency with Comp Plan, new MMA and CC 2035

CC2035 Schedule

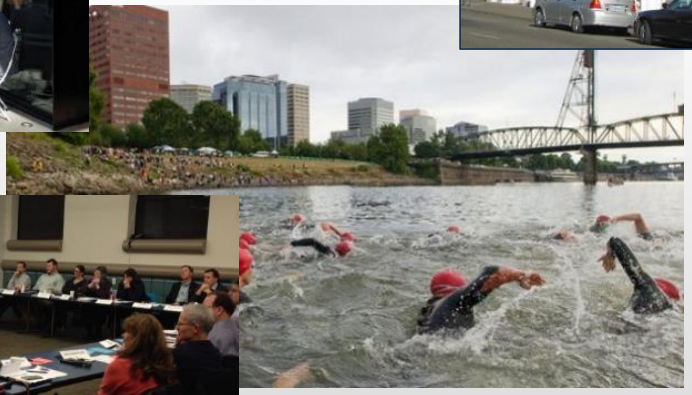
December 6, 2PM	Deliberations. (no public testimony)
January 3, 2 PM	*(Tentative) Deliberations. (no public testimony)*
January 5	Publish CC2035 Amendments Report
January 18, 2PM	Public Hearing on CC2035 Amendment Report
March 2018	Vote on amendments. (no public testimony)
May 24, 2018	Final Council Vote (after Comp Plan effective date)
June 25, 2018	CC 2035 Effective date

Minor and Technical Amendments

- D2: I-5 Rose Quarter Action
- C6: View of Mt St Helens from Terwilliger
- H1: Historic in River Setback
- H3: NW Hardy Plants
- I1: Dog Parks Action
- I2: Pearl District Park Action
- K1: Active Use in Pearl
- K2: Ground Floor Windows in Parking Garages
- K3: Show Study Technical
- K4: Pearl Special Height Corridor



Thank You



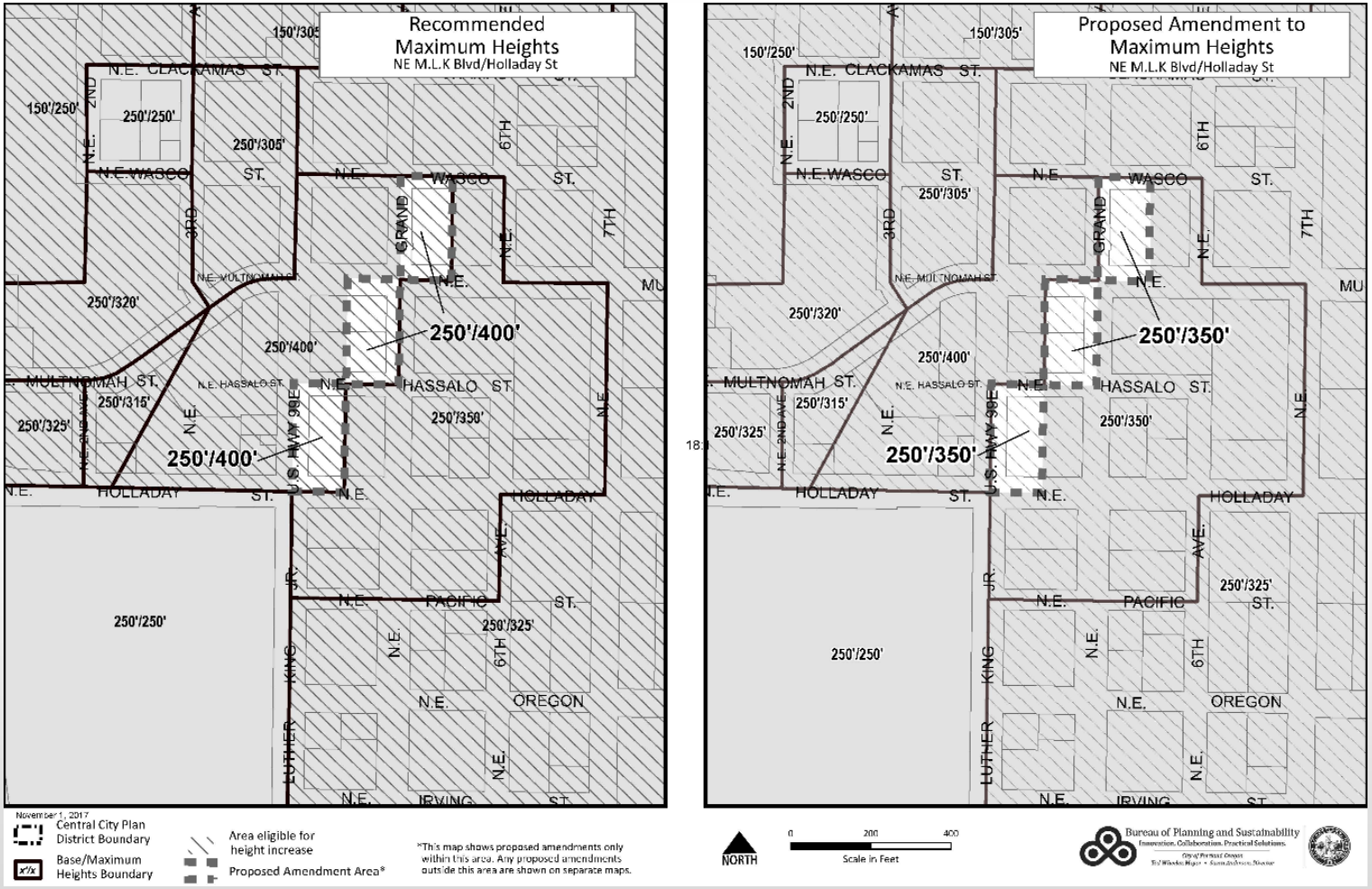
D2: I-5 Rose Quarter Action

Revise Action TR120:

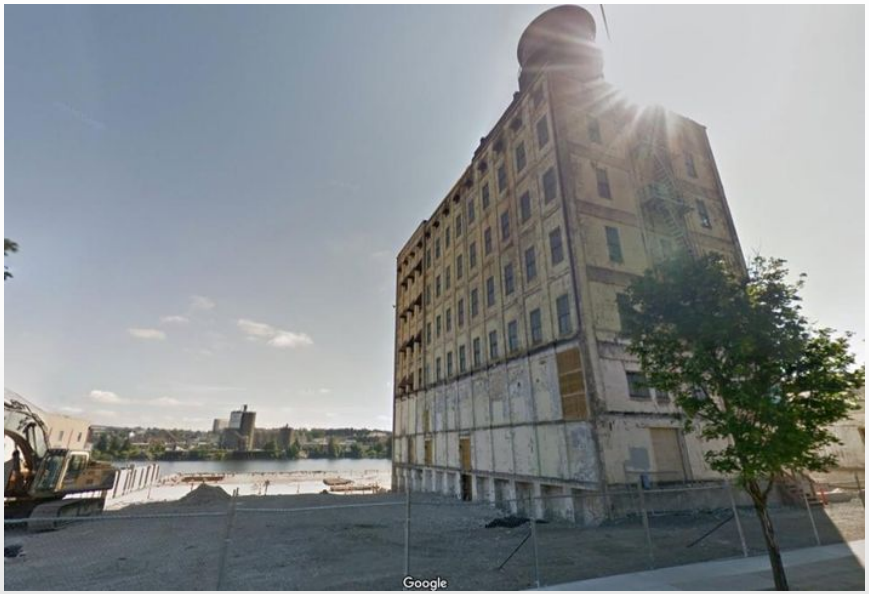
5. Relevant City bureaus will work cooperatively to make sure all elements of the project identified in the I-5 Broadway-Weidler Facility Plan are implemented and to integrate the project with other City-led and community efforts that advance City goals in the Rose Quarter, Lloyd District, Lower Albina and immediate NE Portland ... Emphasis will be placed on addressing the needs of communities originally disadvantaged by construction of the freeway.

C6: View of Mt St Helens from Terwilliger

C6: View of Mt St Helens from Terwilliger



H1: Historic Resources in River Setback



H3: NW Hardy Plants

New Action:

"Consider updating the Portland Plant list to add a Northwest Hardy Plant List."

Lead: Portland Parks and Recreation; Partners: Bureau of Planning and Sustainability and Bureau of Environmental Services. Timeline: 6-20 years.

I1: Dog Parks Actions

Revise Actions:

HN2: Encourage the development of a dog park to serve Downtown residents. Timeline: ~~6-20 years~~ Ongoing Lead: ~~PPR~~ Private Partner: ~~Private~~ PPR

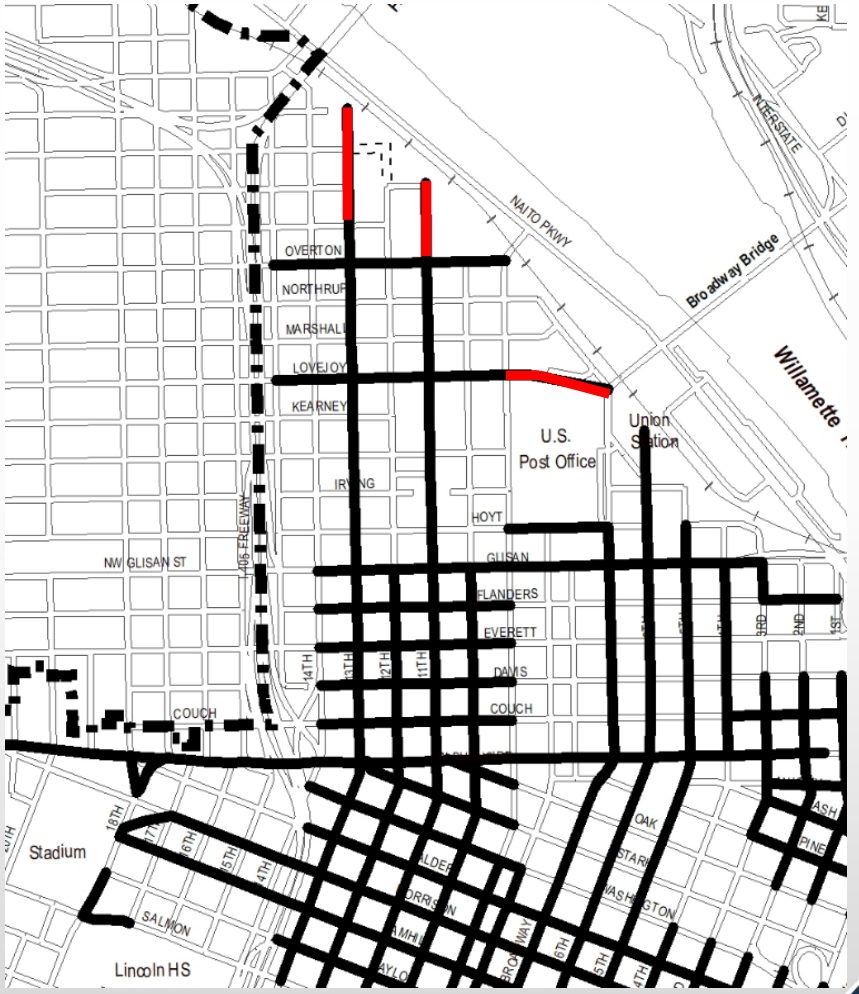
HN6: Encourage the development of a dog park to serve West End residents. Timeline: ~~6-20 years~~ Ongoing Lead: ~~PPR~~ Private Partner: ~~Private~~ PPR

I2: Pearl District Park Action

Revise Action RC63:

Redevelop the Centennial Mills site to meet public goals including commercial uses, greenway trail continuity, ~~and~~ public access to the river, public open space, and pedestrian connectivity to the River District's series of parks as outlined in the Centennial Mills Framework Plan (adopted by City Council, Fall 2005).

K1: Active Use Requirements in Pearl



Central City Plan District boundary

Required ground floor active uses

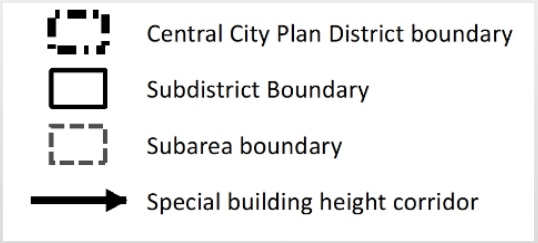
K2: Ground Floor Windows in Parking Garages

Amend code to remove provisions that allow landscaping in lieu of providing ground floor windows and active uses in parking garages.

K3: Shadow Study Requirement Technical

Restructure Subsection 33.510.210.D for clarity.

K4: Pearl Special Height Corridor (13th Ave. Step-Back)



CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Items 1194-1197

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **1ST DAY OF NOVEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Mayor Wheeler was absent from 11:05 a.m. to 11:22 a.m. and Commissioner Fritz presided.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jason Loos, Deputy City Attorney; and Cheryl Leon-Guerrero and Jim Wood, Sergeants at Arms.

Item Nos. 1180 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1170	Request of Doug Peterson to address Council on Peterson's On Morrison remodel of parking structure (Communication)	**PLACED ON FILE**
1171	Request of David D. Beller to address Council regarding Peterson's Store and parking garage remodel (Communication)	**PLACED ON FILE**
1172	Request of Shiniqua Vanterpool to address Council regarding how important Peterson's is to the community (Communication)	**PLACED ON FILE**
1173	Request of John McLellan Conway to address Council regarding Peterson's at 911 SW Morrison (Communication)	**PLACED ON FILE**
1174	Request of Michael R. Vandever to address Council regarding Peterson's at 911 SW Morrison and continuing operation (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
1175	**TIME CERTAIN: 9:45 AM –** Proclaim November to be Native American Heritage Month (Proclamation introduced by Mayor Wheeler) 15 minutes requested	**REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION**

1176	**TIME CERTAIN: 10:00 AM –** Accept the Quarterly Technology Oversight Committee Report from the Chief Administrative Officer (Report introduced by Mayor Wheeler) 30 minutes requested **Motion to accept the report:** Moved by Fish and seconded by Fritz. (Y-5)	**ACCEPTED**
***1177**	**TIME CERTAIN: 10:45 AM –** Authorize a grant agreement between Portland Parks & Recreation and Portland Parks Foundation for $500,000 for the Wildwood Trail Pedestrian Bridge (Ordinance introduced by Commissioner Fritz) 10 minutes requested (Y-5)	**188668**
***1178**	**TIME CERTAIN: 10:55 AM –** Authorize a grant agreement with a maximum possible total of $75,000 to Portland Parks Foundation for operational costs associated with fundraising and development services for Portland Parks & Recreation programs and projects for FY 2017-18 (Ordinance introduced by Commissioner Fritz) 5 minutes requested (Y-5)	**188669**
1179	**TIME CERTAIN: 11:00 AM –** Appeal of Northwest District Association against Design Commission's decision of approval for Design Review with Modifications and Master Plan Amendment for a new multi-story, residential building with ground floor retail and a public square at 1417 NW 20th Ave in the Con-way Master Plan area of the Northwest Plan District (Previous Agenda 1129; Findings introduced by Commissioner Eudaly; LU 16-100496 DZM MS) 5 minutes requested **Motion to continue the hearing to November 8th at 11:00 am:** Moved by Wheeler and seconded by Fritz. (Y-5)	**CONTINUED TO NOVEMBER 8, 2017 AT 11:00 AM TIME CERTAIN**
	CONSENT AGENDA – NO DISCUSSION **Mayor Ted Wheeler**	
1180	Appoint Elizabeth Fouts to the Fire and Police Disability and Retirement Board of Trustees for a term to expire December 31, 2020 (Resolution) (Y-5)	**37326**
	Office of Management and Finance	
***1181**	Authorize lease with the Oregon School Boards Association and the League of Oregon Cities for the Office of Government Relations to lease space at the Local Government Center, 1201 Court St NE, Suite 103, Salem, in the amount of $12,925 for FY 2017-18 (Ordinance) (Y-5)	**188660**
	Commissioner Dan Saltzman **Bureau of Transportation**	

***1182**	Accept a grant in the amount of $1,000,000 from the Oregon Department of Transportation and authorize an Intergovernmental Agreement for the funding of SW Moody Ave / SW Bond Ave Corridor Improvements (Ordinance) (Y-5)	**188661**
***1183**	Authorize an Intergovernmental Agreement with the Oregon Department of Transportation for the relocation of a seismic free field sensor and associated cost reimbursement for an estimated $28,000 (Ordinance) (Y-5)	**188662**
1184	Authorize a contract with lowest responsible bidder for the SE 50th Ave from SE Division St to SE Hawthorne Blvd street improvement project (Second Reading Agenda 1161) (Y-5)	**188663**
	REGULAR AGENDA	
1185	Enhance community service opportunities and strengthen the transparency and accountability of City advisory bodies (Previous Agenda 1100; Resolution introduced by Commissioners Fish, Eudaly and Fritz)	**RESCHEDULED TO NOVEMBER 8, 2017 AT 9:30 AM**
	Mayor Ted Wheeler	
	Office of Management and Finance	
***1186**	Revise first amendment to the Intergovernmental Agreement for Cost-Sharing of Levee Ready Columbia Expenses Not Covered by IFA Loans to extend program, provide additional funding, broaden allowable expenses, and amend parities to agreement (Previous Agenda 1158; repeal Ordinance No. 188414) (Y-5)	**188666**
	Portland Housing Bureau	
1187	Direct the Portland Housing Bureau to formally adopt asset management policies and guidelines that outline the roles and responsibilities of borrowers and sponsors of Portland Housing Bureau funds (Ordinance) 20 minutes requested	**PASSED TO SECOND READING NOVEMBER 8, 2017 AT 9:30 AM**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
1188	Authorize a competitive solicitation and contract with the lowest responsible bidder for construction of the Fremont Pump Station Upgrade Project No. E10543 for an estimated construction cost of $1,440,000 (Ordinance) 10 minutes requested	**PASSED TO SECOND READING NOVEMBER 8, 2017 AT 9:30 AM**
***1189**	Authorize an Intergovernmental Agreement with the Oregon Department of Transportation to jointly conduct in-water sampling in the Willamette River downtown reach (Previous Agenda 1160) (Y-5)	**188664**

	Commissioner Dan Saltzman	
	Portland Fire & Rescue	
***1190**	Authorize a purchase order with Pierce Manufacturing, Inc. for four fire apparatus for a total not-to-exceed amount of $2,800,000 (Ordinance) (Y-4; Fish absent)	**188667**
	City Auditor Mary Hull Caballero	
1191	Assess property for sidewalk repair for the Portland Bureau of Transportation (Second Reading Agenda 1169; Y1093) (Y-5)	**188665**

At 11:51 a.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **1ST DAY OF NOVEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly and Fritz, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Jim Wood and Cheryl Leon-Guerrero, Sergeants at Arms.

	WEDNESDAY, 2:00 PM, NOVEMBER 1, 2017 THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly and Fritz, 3	
1192	**TIME CERTAIN: 2:00 PM –** Adopt the Pathway 1000 Implementation Plan (Resolution introduced by Mayor Wheeler) 50 minutes requested (Y-3)	**37327**
1193	**TIME CERTAIN: 2:50 PM –** Prosper Portland Report on Affordable Commercial Framework (Report introduced by Mayor Wheeler) 30 minutes requested	**RESCHEDULED TO NOVEMBER 8, 2017 AT 6:00 PM**

At 2:53 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

~~THURSDAY, 2:00 PM, NOVEMBER 2, 2017~~ *SESSION CANCELED. ITEMS WERE RESCHEDULED TO NOV 29.* **1194-1197 ~~TIME CERTAIN: 2:00 PM~~** **Central City 2035 Plan items continued from Sept 14 and Oct 18, 2017 and originally scheduled for November 2nd are RESCHEDULED TO NOVEMBER 29TH AT 4:00 PM TIME CERTAIN** For more information see project website www.portlandoregon.gov/bps/cc2035	

1194	Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1020; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)	**RESCHEDULED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**
1195	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1146; Ordinance introduced by Mayor Wheeler)	**RESCHEDULED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**
1196	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1147; Resolution introduced by Mayor Wheeler)	**RESCHEDULED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**
1197	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1148; Resolution introduced by Mayor Wheeler)	**RESCHEDULED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt Items 1194-1197.
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

NOVEMBER 1, 2017 2:00 PM

Items 1194-1197
Wheeler: Did we get an answer? Do we need to read the whole thing or can I just make an announcement?
Heidi Brown, City Attorney's Office: The title needs to be read and then you can do it.
Wheeler: We're moving 1194, 95, 96, 97.
Brown: All the titles have to be read per the charter.
Wheeler: This is legalese. The rest of you are free to go. Karla, could you please read all of 1194 to 97.
Moore-Love: 1194. 1195. 1196. 1197. [read titles]
Wheeler: So this is all under the heading of Thoreau "going long distance to go a short distance correctly". This session has been canceled. The items are rescheduled to november 29th. That will be november 29th at 4:00 p.m. Time certain. We are adjourned.

At 2:53 p.m. Council adjourned.

[End of excerpt.]

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Items 1146-1148.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18TH DAY OF OCTOBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jason Loos, Deputy City Attorney; and Jim Wood and Adam Cuellar, Sergeants at Arms.

Item No. 1137 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 11:44 a.m. and reconvened at 11:53 a.m.

		Disposition:
	COMMUNICATIONS	
1130	Request of David Kif Davis to address Council regarding suppression of the First Amendment rights of copwatchers, citizen journalists, whistleblowers and activists by the City (Communication)	**PLACED ON FILE**
1131	Request of Casey Puterbaugh to address Council regarding Forest Park (Communication)	**PLACED ON FILE**
1132	Request of Will Aitchison to address Council regarding the potential expansion of mountain biking in Forest Park (Communication)	**PLACED ON FILE**
1133	Request of Marcy Houle to address Council regarding the Six Point Wildlife Plan and recreation activity proposed for Forest Park (Communication)	**PLACED ON FILE**
1134	Request of Paul Majkut to address Council regarding off-road cycling in Forest Park (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	

1135	**TIME CERTAIN: 9:45 AM –** Accept the 2017 Annual Report on Sister City Activities (Previous Agenda 655; introduced by Mayor Wheeler) 30 minutes requested **Motion to accept the report:** Moved by Fish and seconded by Fritz. (Y-5)	**ACCEPTED**
1136	**TIME CERTAIN: 10:15 AM –** Adopt a goal of creating 2,000 additional supportive housing units by 2028 (Resolution introduced by Mayor Wheeler and Commissioners Fish and Eudaly) 45 minutes requested **Motion to add "the Unity Center for Behavioral Health" to the fourth Resolved paragraph, between "mental health system" and "hospital;" add additional Resolved paragraph to state "this Resolution is binding City policy":** Moved by Fritz and seconded by Fish. (Y-5) (Y-5)	**37323** **AS AMENDED**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***1137**	Create a new Nonrepresented classification of Commissioner's Senior Staff Representative, which is exempt from classified service, and establish a compensation range (Ordinance) (Y-5)	**188650**
	Commissioner Chloe Eudaly	
	Bureau of Development Services	
1138	Remove gender-specific language in Titles 11 Trees, 24 Building Regulations, 25 Plumbing Regulations, 26 Electrical Regulations, 27 Heating and Ventilating Regulations, and 32 Signs and Related Regulations (Second Reading Agenda 1118; amend Code Titles 11, 24, 25, 26, 27 and 32) (Y-5)	**188647**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	
***1139**	Amend construction contract with K&E Excavating, Inc. in the amount of $196,000 to provide additional excavation and grading services for the Rieke Field Improvements Project, bringing the total contract amount to $927,585 (Ordinance; amend Contract No. 30005884) (Y-5)	**188648**
	Commissioner Dan Saltzman	
	Bureau of Transportation	

1140	Authorize Intergovernmental Agreements with Portland Public Schools and David Douglas, Parkrose, Centennial and Reynolds School Districts to participate in the Portland Safe Routes to School program, 2017-2022 (Second Reading Agenda 1122) (Y-5)	**188649**
	REGULAR AGENDA **Mayor Ted Wheeler** **Portland Housing Bureau**	
***1141**	Approve application under the Multiple-Unit Limited Tax Exemption Program for 28th St. Lofts located at 2821 NE Everett St (Ordinance) 20 minutes requested (Y-5)	**188651**
1142	Direct the Portland Housing Bureau to adopt an affordable housing Green Building Policy for new construction and rehabilitation (Ordinance) 30 minutes requested	**PASSED TO SECOND READING OCTOBER 25, 2017 AT 9:30 AM**
	Commissioner Nick Fish **Water Bureau**	
1143	Authorize the Water Bureau to acquire certain permanent property rights necessary for construction of the Penridge Mains Replacement Project (Ordinance) 10 minutes requested	**PASSED TO SECOND READING OCTOBER 25, 2017 AT 9:30 AM**
	Commissioner Dan Saltzman **Bureau of Transportation**	
1144	Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the N Columbia Blvd: N Interstate Place to NE 13th Avenue project, through the exercise of the City's Eminent Domain Authority (Ordinance)	**PASSED TO SECOND READING OCTOBER 25, 2017 AT 9:30 AM**
1145	Amend Vehicles and Traffic Code to authorize Portland Streetcar Supervisors and Superintendents to tow vehicles (Second Reading Agenda 1127; amend Code Sections 16.30.100, .710 and .720) (Y-5)	**188652**

At 12:32 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18TH DAY OF OCTOBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Saltzman arrived at 2:05 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney; and Adam Cuellar and Jim Wood, Sergeants at Arms.

	Disposition:
1146-1148 TIME CERTAIN: 2:00 PM **Central City 2035 Plan items continued from September 20, 2017 hearing.** On October 18th Council discussed issues of interest and considered draft amendments to the main components of the plan. No votes or public testimony were taken. On January 18, 2018 at 2pm there will be a hearing on the final proposed amendments. At that time the record will reopen for testimony on the amendments. For more information see project website www.portlandoregon.gov/bps/cc2035 **1146** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1041; Ordinance introduced by Mayor Wheeler) 3 hours requested for items 1146-1148 **Motions made. No votes taken:** **B1 – Old Town/Roseland Theater height:** Moved by Wheeler and seconded by Saltzman. **B2 – New Chinatown/Japantown height (historic):** Moved by Wheeler and seconded by Fish. **B3 – Old Town/Chinatown height (non-historic):** Moved by Wheeler and seconded by Saltzman.	**CONTINUED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**

	B4 – Big Pink, Wells Fargo and PacWest : Moved by Wheeler and seconded by Fish. **B5 – RiverPlace:** Moved by Wheeler and seconded by Eudaly. **C1 – View from I-84 overpass:** Moved by Saltzman and seconded by Fritz. **C3 – View from Vista Bridge:** Moved by Eudaly and seconded by Fritz. **D1 – OMSI Water Ave. relocation:** Moved by Fritz and seconded by Eudaly. **D2, 3 – I-5/Rose Quarter:** Moved by Saltzman and seconded by Fritz. **D4, 5, 6 – Misc. PBOT amendments-Street Classifications:** Moved by Saltzman and seconded by Eudaly. **D 7, 8, 9, 10 – Misc. PBOT amendments–Project List:** Moved by Wheeler and seconded by Eudaly. **E1 – Volunteers of America:** Moved by Saltzman and seconded by Fritz. **E2 & 3 –Retail allowance for OMSI Station, Retail allowance for SOWA:** Moved by Wheeler and seconded by Fritz. **E4 – T1 South Pier rezone to activate the pier:** Moved by Eudaly and seconded by Fish. *(Replaces Eudaly #2 motion from 9/7/17 to include three properties.)* **E5 – Ivon Street request to allow a hotel:** Moved by Wheeler and seconded by Fritz.	
1147	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1042; Resolution introduced by Mayor Wheeler)	**CONTINUED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**
1148	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1043; Resolution introduced by Mayor Wheeler)	**CONTINUED TO NOVEMBER 29, 2017 AT 4:00 PM TIME CERTAIN**

At 4:42 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt October 18, 2017 2:00 Session.

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

October 18, 2017 2:00 PM

Wheeler: Good afternoon, everybody. This is the afternoon session of the Portland City Council. Karla, please call the roll.
[roll call taken]
Wheeler: Karla, could you please read items 1146 through 1148?
Item 1146.
Item 1147.
Item 1148.
Wheeler: Today's session is a continuation of the Central City 2035 matter. We held hearings and took public testimony on September 7, September 14, and September 20. There's no public testimony today. Commissioner Fritz?
Fritz: Thank you, mayor. Since one of the things we're discussing is potential conflicts of interest for one of the advisory committees, I do need to say on the record that I am the co-owner of a condominium at Northwest Flanders and 8th. There are 27 other co-owners, and I think the likelihood of them wanting to anything to their building in terms of demolishing and rebuilding are slim to none. And that particular property is to have less height. So, I'm going to continue to participate but I did just want to say on the record that I certainly know the area very well. Because I visit my son and daughter-in-law quite a lot.
Wheeler: Thank you commissioner Fritz. Today we're going to discuss items of interest to council members and decide if we want to consider amendments if amendments are not already on the table. The topics that we have on today's list are the following: First: The West Quadrant SAC property ownership. Second: The height and FAR. Third: Scenic views. Fourth: The transportation system plan. Fifth: Zoning and use allowances, and sixth: Green buildings. So, here's how staff and I propose that this works. The staff will come up, they will introduce the topics that will include the following for each of these items: Some background, any proposed amendment, and if there's handouts or PowerPoints, that will be the appropriate time for that. We'll identify which council member or council members asked that these issues be discussed, and then we'll give the commissioner who requested the item to be on the agenda first shot at beginning the discussion. After the council has had a chance to ask questions and hold a discussion, I'll call the question, and I'll ask if there are -- if there's the desire to put forward an amendment related to this topic. If there's no amendment proposed after the discussion, because some of these amendments were put on the table for discussion purposes, and after all, the testimony and discussion, the commissioner may wish to withdraw the amendment. So, if there's no amendment I'll move on to the next item. Just to be clear, if there's no second on an item, the proposed amendment will not be part of the amendment package that will be heard on January 18. And at the very tag end of our meeting, staff is going to confirm the items that will be the subject of the hearing on January 18th, and any items that we'll return to for more discussion on November 2nd or December 6th. Does

that make sense to folks? Very good. And if you didn't follow that, don't worry about it. The staff is well prepped, and they will guide us through this. Joe, can you kick things off with an overview of the height and FAR in the central city? And as per usual, people could just identify themselves for the record, that's always helpful.
Joe Zehnder, Bureau of Planning and Sustainability: Good afternoon, commissioners and mayor. I'm Joe Zehnder, chief planner for the Bureau of Planning and Sustainability. The first item, since so much of what we're talk about today are amendments or issues related to maximum building heights and floor area ratios in the central city, I wanted to do a quick overview of what those are about and how we treat them in the plan. And I'm going to use a few slides to do that. This set is not so consequential, but you have a lot of important slides to look at today, that are going to help you with your decision. So, Central City Heights. This just shows you before the 1980s Central City Plan, our heights in the central city were pretty liberal. 460 feet was sort of the norm, and with the '88 plan, we started to move into a regime that's more close to what we have today, which that we use where we allow greater building heights for specific policy purposes. And that's part of what I'm going to explain today. Second, it's really important, as we talk about heights in the central city, to understand that we're applying a system of maximum building heights on a very unique situation of these 200 foot by 200 foot blocks. That's really small for an American city. That's 200 feet by 200 feet that doesn't have an alley either. So, the development of that block is pretty tricky. All the loading, all the access, everything is around the perimeter of that lot. We incorporate extra height into our maximum heights to allow flexibility to work around some of the challenges that causes. Third, I wanted to point out: The way we do maximum building heights also works hand in hand with the floor area ratios. And floor area ratio, right, is the system by which we calculate how many square feet of development you can put on a site. So, this slide you're looking at is sort of a typical 200-foot by 200-foot central city block. The way floor area ratio works is, you take the square feet of that size of that site and multiply it by the ratio, and that's how much you get to build. And so, sort of the lower corner where the site is built out with complete block is often, or possibly how that looks like. But part of the reason for adding height is to allow buildings to be designed in a variety of ways and still accomplish the amount of development we want to see in the central city. That total floor area ratio plus bonuses these days. You can use it in situations where you are trying to preserve part of the site, and build around it and still get your square feet in there. You can use it in situations where you're not only trying to not just preserve part of the site, but use part of the site for a for a lower intensive use like a plaza, and go up even higher. And you could use it just because of the business purposes that that's your -- the type of building that you're trying to build. So, the two work together, and then, finally, I just wanted to talk about - there's sort of nine principles, nine considerations that you're gonna see in these discussions of height. Where do we allow more height in the central city? Typically – and you'll see it – we use it where we want for have the most development. FAR, the floor area, and the height goes hand in hand. For policy purposes, we have always put that in the downtown downtown, and along our transit mall, because we're trying to maximize close access and business support for the transit mall. Secondly, we make sure that our height works with the amount of floor area, the amount of square feet that we want in a different part of the central city. Third, and this is something that we have introduced with or emphasized in this plan, that we want to provide extra height to provide flexibility for both the design of our buildings that you don't have to just extrude up a solid block. You have the ability to go with smaller floor plates, and do some architecture as you go higher, and you have the ability to work with some really complicated sites, for instance the one we'll talk about today are the bridge heads that have constraints due to ramps and the like. Four, in this plan, in this version,

you're going to see that we only allow more heights in return for a bonus. So, our new system, wherever we are raising height, that's only achievable by accessing it through one of our central city bonuses. So where do you see lower heights or moves to lower heights in the central city? We use them first to preserve the character historic districts. You're gonna see that today. Old Town/Chinatown, Grand Avenue are two examples we're gonna talk about today. We lower heights to protect designated views. You're gonna see a number of cases of that today. We use it to reduce shadows on parks and open spaces. This is part of, actually, the origins of our tradition of Step Down to the River, and we use it as a transition to neighborhoods, so on the edges of the central city. Today, I think we're talking about southeast 12th. We tend to taper down the heights there, so they can create transition. So, this map that you're seeing, is sort of a summary of where we have increased and decreased heights as part of this plan. The orange are height increases. The blue are height decreases. And there's a couple of situations I think these are green on the central east side, where, because it was industrial in the past, you don't even have maximum heights. Industrial zones, you can just build. So, we have put those on there. So that's the universe of changes that we're gonna be talking about today. And when we get to that section of those amendments, we'll walk through them. Any questions on this background? Does that make sense? Okay. Thank you.
Wheeler: Very good. I'm sorry, I should have -- are we moving on to the first item?
Zehnder: Yes.
Wheeler: Okay. The first is item A, this is the west quadrant advisory -- the SAC property ownership issue. I'll turn it over to you now.
Sallie Edmunds, Bureau of Planning and Sustainability: Thank you. Thank you, Joe. So, now that you have that background that Joe just provided to you, we would like to report on some of the work we did in response to commissioner Fritz' request related to the West Quadrant SAC, stakeholder advisory committee. So, just briefly, for those of you who are new to City Council, we started the Central City planning process by developing some overall policy guidance and then three high level plans for different Central City geographies. And those are listed on the screen before you. Each of these groups had a committee that advised BPS staff and the committees were comprised of people who had some sort of stake in the outcomes, like advocates for affordable housing, neighborhood interests, environmental interests and of course, property owners, business owners, and people who work in the area. So, each group reviewed and discussed drafts and concepts that staff developed, but staff produced the final products that went to the Planning and Sustainability Commission. So, after the quadrant processes, we worked on a number of additional studies that included a scenic resource inventory that led to all the scenic view work before you. We did a bonus and transfer study that started our work on prioritizing the affordable housing bonus. And those materials and implementation strategies developed as part of that were not part of any of the quadrant planning work committees. So once all the processes that I just described were complete, staff began to integrate it into an early version of the Central City 2035 draft that you have before you. So, this screen just shows some background on the West Quadrant SAC. Just the chronology of the different, the final meeting, July 2014, and outlines the when the letter went to the ombudsman and the letter to the concerned Portlanders, and on 216, BPS requested after-the-fact disclosures from the various SAC members. So, and the next slide here shows, it's kind of the summary of disclosure and all this material is in Volume 6 of the Central City Plan. So, 26 people filled out the form, some others did not. And, some were more complete than others. So, Commissioner Fritz asked us to prepare a map showing the West Quadrant SAC ownership and that is what is on the screen. And that is what Karla just distributed to you today. And so, while we got some specific information from the disclosure forms, the

most information we got was derived from the Multnomah County tax data sorted by the address to which the tax bill is sent. And so, that's how we generated this, and then we checked it, compared it with the disclosure forms that we received. So, the map on your screen is the same color palate as the one Joe just talked about. And so, it builds off the blue and the oranges. Again, the light orange are height increases, the light blue are height decreases, and when those colors are dark – so, the dark orange are height increases, properties that are owned by SAC members. The dark blue are height decreases on properties owned by SAC members. There's also some cross hatching on the map. And that comes from our buildable lands inventory you may recall from our comprehensive plan process. So, there are two different types of those. Some are vacant, underutilized, and some are nonvacant but considered underutilized lots. So, what does this show? I guess it shows that height increases on the Stakeholder Advisory-owned properties are scattered around the west quadrant. Some are height increases. Some are decreases. Many of the increases are on properties that are not expected to redevelop over the next 20 years, the lifetime of this plan. In addition to the ones that are not cross hatched, there are a few that are that are actually under development right now such as the one right next to the building that we work in, the 1900 building. So, that's shown here as a BLI site, but it's actually under development right now. In some cases, you'll see that one particular block has half blue and half orange. And that's generally, if not always, because there is a height increase in that general area, but there's a view corridor that transects that area, so there's a decrease for that view corridor area. The other reason why the blue pattern is kind of complicated is that there are views from a variety of points such as Washington Park, Terwilliger and others, and they are views of Mount Hood, Mt. St. Helens, Mount Adams, and that sort of thing. So, they're crisscrossing all across the central city, which ends up with this kind of interesting pattern. So, I think that's everything I had prepared.
Wheeler: Commissioner Fritz.
Fritz: Thank you. First of all, thank you, staff, for working on this so diligently. I know you've been putting a lot of work in, and in fact, things continue to evolve up to the last minute. The map we have in front of us shows all of the height increases and decreases as well as the ones from the stakeholder advisory committee. I also want to thank the community members who are here even though there's no testimony, and those who raised concerns. Also, the ombudsman for writing her reports. My intention is not to isolate individual property owners. I believe that since there has been the question about whether or not self-interest may have played a role in this, it really behooves us to look at the whole patterns and see where the patterns make sense and where they don't. One of the key ones that I think doesn't make sense is the small area around the Morrison Bridge head. We're going to have that as a separate amendment. What would be helpful to me, before our next work session, is if we could get the maps with the view sheds written in. Because, try as I might with the straight lines that are on here, I can't see why some properties are increased -- you can see why there are decreased ones, but others are increased. And so, I can't imagine what lines could be drawn that would make sense of what I'm seeing in the patterns of this map. So, I apologize to council, I had hoped that we would be even further along than we are, but we have the data now. Would that be acceptable if we tied this one over to next time?
Wheeler: Very good.
Fish: Let me just add, commissioner, that, now we have this data, the question that I'll be interested in having my colleagues address is: As to any property that you have identified as potentially having, let's call it "a cloud over it," what's the position of staff in terms of the recommendation on the merits? Is there a reason to take the action that's been proposed? And if not why not? And what's been the public testimony? I think it's important to identify

these properties, but I think it's equally important to hear the arguments pro and con, whatever changes are proposed, because ultimately, we get to look at this fresh. Whatever the advisory committees have done we're the final actors. And my interest is in getting it right. And that is a balance of a lot of factors that frankly go well beyond the question of who owns the property. It goes to the question of how, what kind of community are we building, and is any recommendation on a particular site consistent with the various things that you put before us earlier? And if not, why not?
Wheeler: Very good. Any further discussion on this item before we move to the next topic? Alright, Rachel, you're up next. We're moving to height and FAR. And I have five proposed amendments there, but I'll let you start up.
Rachel Hoy, Bureau of Planning and Sustainability: Thank you, mayor. I have a list here of eight items. And those eight items align with the items that were part of the agenda in your packet. So, I'll be going through each of these today.
Fish: By the way, thanks for the cheat sheet she gave us, and thank you also for blowing it up so we can read it. Thank you for both.
Hoy: So, the first item here, Old Town/Roseland Theater height area, through public testimony we received a proposal to restore the height on the Roseland Theater and the adjacent blocks between Southwest 5th, Broadway, and then from Burnside north to Everett. So, it's that six-block area that you see in the maps here. So, the map on the left is the recommended draft proposal which was to lower heights in this area. The main reason being that the heights that were set, and what exists today is 460 feet in the six-block area. There was thinking that the commercial corridor would continue north, so big pink and further south, that would continue north of Burnside. Part of the reason for staff's proposal to reduce the heights to a base of 250 and then an opportunity to get to 325 through bonuses was mostly, we didn't see that pattern unfold. That the commercial corridor just has not proceeded north in that way. So, it was in an attempt to right size height in this area. We do have a lot of smaller blocks and buildings that have been built that some of them are historic resources. However, we know that the site is also along the transit mall, and there is future development potential in this area. So, the amendment to put forward -- the mayor's amendment is to restore heights in this six-block area to the 460 feet that exist today. And that is shown in the map on the right-hand side.
Fish: How tall is the big pink?
Hoy: Big pink is 545 feet.
Fish: So, 460 feet would be roughly 90% of the big pink.
Hoy: That's correct.
Fish: So, we could have potentially six blocks that have buildings with roughly the same height of the big pink on this side of Burnside?
Hoy: So that's the height envelope that's there today. And the way that we have set height, we set these height envelopes and it offers a pattern within this area. We certainly wouldn't expect that every block would have a building of that height. Mostly because the pattern that exists today, we have existing buildings. In order to consolidate a space of that size, it would be challenging to see that level of development on each of these blocks.
Fish: Okay.
Hoy: So, I was going to turn it over to you, mayor.
Wheeler: You did an excellent job of describing this and I appreciate the process we've set up today. This is actually very helpful for me and I'm sure [inaudible].
Saltzman: Is the appropriate point, if I want to support this amendment, to second it?
Wheeler: Yeah! Sure, if you'd like.
Saltzman: Yeah, I would second this.

Wheeler: Great. That makes it easy. I'm sensitive to the fact that it's adjacent to the historic district and that was something I certainly considered. It's also on the transit mall, and as you know, this is obviously the central city, and it's the area where, if we're going to seek density, it's the most appropriate place to locate it. It takes some of the pressure off the established neighborhoods. So, I appreciate commissioner Saltzman's seconding that amendment. I don't know if there's further discussion on this before I call the question. Commissioner Fish.
Fish: I'm going to propose, mayor, that we not actually take votes until we have gone through the whole package. And the reason is I want to make sure that if, for example, you and commissioner Saltzman put down a marker about this site. I would like to see what our collective positions are on some sister amendments and I would like to see the whole. If we start doing it piecemeal, we could end up making either inconsistent decisions or we might have to revisit. So, if I might suggest, let's take the part 1 amendments, let's go through them, see if there's a second, and then come back and vote on them, after we have a chance to see the forest from the trees.
Fritz: I think actually what's being proposed is: As long as they are seconded, they move on to January for public comment.
Hoy: We just need a second.
Wheeler: That is seconded, so that amendment is on the table. And it'll be available for further discussion.
Fish: Which works great for me, because I'd like to see the context and not walk in piecemeal.
Wheeler: Very good. Excellent. So, we'll move on to the second item. The Old town Roseland Theater.
Hoy: Okay. So, the next item is in new town: Chinatown/Japantown within the historic district. And through public testimony, we received a proposal to restore height on the block highlighted in red on the left. And it's within the historic district and the historic district is the area that is highlighted in green, but this is the block in question, I have highlighted in red for you. The existing heights –
Fritz: I'm sorry, I'm lost. Which map were you looking at?
*****:** The Powerpoint?
Hoy: Yes, on the Powerpoint here, I've highlighted the block within the historic district in red, then the historic district in red,
Fritz: Okay, thank you.
Hoy: – I just wanted to give you the picture of, at least for these maps, the area that is the historic district is in green. Oh, I'm sorry, so page 7 in the packet. If you're looking at the packet that was distributed.
Fritz: Thank you.
Hoy: So, the existing heights in this northern portion of the historic district are 300 feet, bonus-able to 425 feet. And that's the full four-block area there to the north, and that northern part of the historic district. The recommended draft proposed to reduce heights in this four-block area to 125 feet. We felt that in this area it would better align, that height reduction would better align with future development, development expectations, and the overall character of the historic district.
Fish: So, I'm going to second the mayor's amendment. I got a briefing from BPS, Joe and his team, and what persuaded me was looking at the context in terms of surrounding buildings. And Mr. Zehnder, my recollection is: Either to the west or the northwest, there's a building that's about 160 feet. Or maybe I got it reversed.
Hoy: That's right.
Fish: But anyway, that's how you landed at 160.

Zehnder: Correct.
Fish: 'Cause there's an apartment building across the way, and you felt that it was consistent, and so that's what persuaded me.
Zehnder: Yeah, we're trying to protect the character of the district, but also be fair and also look for precedent within the district. So that's how we arrived at that.
Fritz: I might give an alternative opinion. 'Cause I was going to support the initial amendment. I've heard from the Landmarks Commission, they sent us a briefing that even the increase from 125 to 160 is about three more stories, would put a lot of more pressure on development and demolition. Currently the tallest building in this small historic district is 75 feet, which is Prosper Portland's building. So, 160 feet would be a huge difference and not likely to get through Historic Landmarks Commission. We have got a problem in that when we don't set realistic expectations, we put a lot of pressure on our commissions to then preserve the district with something that fundamentally can't be passed by historic review.
Fish: Commissioner, here's another thing that I found compelling. It currently is allowed up to 350 feet with bonus height option to 425. And I think that when we're talking about substantially reducing the value of an existing piece of property from a legacy property owner in an area that's frankly been neglected for a long time by the city, I want to be careful about how much value we're taking away when we change the height. So, since it's currently eligible to 425, I thought 160, which is consistent with the building adjacent, was a worthy compromise. It is a two-thirds reduction of what is currently allowed, and if I were a property owner I would be surprised to learn the value of my property has been substantially reduced by a reduction like that.
Fritz: I would just say that having a property in the historic district raises the value of the property in particular if it's not being overshadowed by another incongruent building. But, so, we can move forward with the amendment as proposed by the mayor and Commissioner Fish, and I'll signal that I will be advocating for an alternative proposal and we'll be looking for public input on it.
Wheeler: Yeah, that's good. So, B2 is also on the table along with B1. And I just want to point out, Commissioner Fish is right, that the Pacific Tower immediately adjacent, is 160 feet, and that's also consistent with the East Portland/Grand Avenue Historic District, which is the same height, so...
Fritz: But they are not in the district, with all due respect.
Wheeler: That's correct, that is correct, but in terms of the Landmarks Commission approval, I don't anticipate that being a problem. Not saying it couldn't be, but I don't anticipate that.
Fritz: So, I would like to put this into the record, and if you could have it for next time, it does show where the historic districts are, including this, is in the historic district, but now going to be more similar to the other adjacent properties not in the district.
Wheeler: Yeah, that'd be great. Uh, item B3.
Hoy: So, this next item is adjacent to the historic district, but it's right outside the district. Through testimony we received, we had a proposal to restore the current height to 350 with an option to bonus to 425. And I have highlighted – the proposal came in for, on the left-hand side there, the block that's highlighted in red. The staff recommendation, through the recommended draft, which is to lower heights in this area to a base height of 250 with the ability to get to 325. So, this is a similar -- the recommended draft here and the proposal we had is very similar to what I described for the area just south of this, where the Roseland Theater is. Again, it was basically in an effort to right-size heights and looking the at what the pattern of development is that we see in the area.
Wheeler: And again, adjacent to the transit mall.

Hoy: Yes. Correct. So, as we looked at this more closely, it is adjacent to the transit mall, and there is potential for additional development. What we would suggest, and the mayor's amendment being put forward, is to restore base height to 350 with the option to bonus to 425 for the four blocks in this area, not just the one block highlighted in red on your screen, but that floor block area to be consistent with the pattern of development that we're seeing in that area.
Wheeler: Is there a second?
Saltzman: Yeah, I'll second that.
Wheeler: Commissioner Saltzman seconds B3. Any further conversation on B3?
Fritz: May I just make a process suggestion? I would really like us to not rush to be the first person to second, because that kind of shuts down the discussion. So, if we could possibly have discussion, if any, before seeking a second? Otherwise, I'm going to be very quick to jump in, and I don't really want to do that.
Wheeler: Sounds good. B4.
Hoy: So, this next item, and actually the next three slides that I have here focus on three existing buildings. Big Pink, Pac West, and Wells Fargo. This first building, I'll get to the slide in a moment, but I want to describe for you, for these three buildings, today these buildings have nonconforming status because they are taller and have higher FARs than exist in the central city today, but were approved and met zoning regulations in place at the time. So, what that means is they are nonconforming. They can rebuild if they were destroyed in a fire, today they can rebuild to the same height and same FAR. Our code allows that today. However, we have heard some concerns from the building owners that they have expressed concerns related to insuring and financing the buildings when they have nonconforming status. So, we would recommend, and the mayor's amendment to put forward here, is to provide these buildings with heights and FARs that they have today as constructed. So, I wanted to just then go through each of these slides to tell you what that would be. So, for Big Pink, what we -- the existing height of that building today – and Big Pink is – the FAR is fine and consistent with what's on our FAR map at 15:1, but their current height is 545 feet, so we would, through the mayor's amendment, make that request that the height would be set at 545. So that's Big Pink. Let me go through all three of them quickly here to show you. For PacWest and Wells Fargo, the amendment would be for Wells Fargo. It's a building at 555 feet. So, the request amendment would be to put that at 555. Pac West is 430 feet. And in fact, our height maps were already reflecting that this particular area could bonus to 460, so we're just recommending maintaining that. So, they would have their height at 430, but there would be the ability to get to 460 in the future.
Fritz: So that's an amendment.
Hoy: That's correct. And then, for Pac West and Wells Fargo, they both are built at a higher FAR, a higher massing than what's on the map today. So, for Wells Fargo, that would be changing their floor area ratio to 18:1 and changing Pac West's floor area ratio to 15:1.
Fish: Is there an unintended consequence of this? I'm reading the staff comments about essentially giving them conforming status which they claim, at least, has some benefits in terms of getting insurance and other things. But, is there a potential unintended consequence of doing this? I can't imagine that -- this isn't New York City, where they tear down buildings like Big Pink to put up other luxury buildings, but is there a public interest in not allowing them to be conforming in this instance? Are we giving something up that at some point down the road we could regret?
Zehnder: Well, you know, part of our recommendation is that we judge that the risk was not worth holding on to the nonconforming status. We think for these buildings, for the

scale of investment that they are, it's a reasonable thing to have height and FAR match their current envelopes. If they were to be redeveloped, and the market would support that scale of development on these sites with tearing down a building of that scale in Portland, we would be in a different economic situation than we are right now for sure. And the building would still be an anomaly, but it would be replacing something that's sort of been at that scale for a long time. We didn't think, for urban design purposes, or the likelihood of impact, that it was a risk.
Fish: I'll second the mayor's amendment.
Wheeler: Very good. Any further discussion? B4 is on the table. B5?
Hoy: This is on Riverplace. I'm going to turn this over to Joe to briefly go through with you.
Zehnder: Okay, so I have a brief set of slides to talk about the Riverplace height proposed height changes. This is a mid-rise development down on the waterfront, and the property owners worked with the Planning and Sustainability Commission to request a height increase that the Planning and Sustainability Commission approved to take it to, I believe it's a maximum of 200 feet. And also, at the Planning and Sustainability Commission, we increased the floor area ratio from 4:1 to 5:1, and that move was primarily to better ensure that we were likely to get maximum use of the inclusionary housing program because of the benefits that come with being a 5:1 site. The owners of the site are now requesting additional height up to 400 feet on part of the site. And 325? And part of the reasoning is, the argument is that for the rest of South Waterfront, the height – our approach to height and the maximum heights should apply to this portion of the northern section of what today we would call South Waterfront. In the past, South Waterfront didn't exist then. It was an industrial area. So, there is precedent for increasing the height and bringing it into conformance and treating it for both development purposes and urban design purposes the same way we're treating the rest of South Waterfront. And that would be a height of 325 feet.
Saltzman: I thought on that slide you showed South Waterfront was at 250.
Zehnder: Uh, bonusable.
Saltzman: Bonusable to 350?
Hoy: 325.
Zehnder: 325. So, I'm talking about – the maximum heights here I'm talking about are bonusable heights.
Fritz: So, just looking at that slide, I oppose this amendment, because, you see that the property on the west behind the proposed increase is at 200 feet. We have a comprehensive plan policy that says there's a step-down to the river. So, increasing the height in the middle of this development would go up rather than down to the river.
Zehnder: Well, so, where we are in the proposal is to, we're continuing our evaluation of this proposal from the applicant. And part of what we're doing is taking a look at this with the topography in mind as well, commissioner, because from Naito down to this site, there's a significant drop on the bluff and I believe the 200 feet is on the side of the bluff up to Naito, so you need to look at the topography. So, what we are proposing is to continue this to bring it back for more discussion, but the approach – I wanted to share with you the approach that we are working on, which is, whatever the height increase is that we consider for the site, the one that came out of the PSC, or something more, that we're going to require a Central City Master Plan Provision to apply to the site. And we talked about this probably most recently in terms of the post office site in the central city Broadway corridor. And what that says is, to redevelop a piece of land that's shown on the map, you have to go through a process that involves city staff and the Design Commission and a public hearing that considers a full sort of range of criteria and things that you need to show that you've figured out so that we can see the development of the whole site. If

you can remember the discussion around the post office site, there it's a site that's a big single piece of land now, which in many ways is the same as this site, and we want to talk about where the streets are going to be, and how you're going to use height, and how you move around your floor area, and what other amenities you're going to provide, and do that in more detail as the design develops. We would apply that approach to this site. And then, the other things that we're continuing to work on, and we'll bring back that I think can hopefully help address the question you're raising, commissioner, is, we're looking at shadow studies for whatever height proposal for the proposal being requested as well as some alternatives, the impact of different heights on view corridors, and we'll bring all that information back to share.
Fritz: With all due respect, it's not like the post office site. There was already a lot of development there. We're already constrained in terms of parking and infrastructure needs. We have had umpteen changes to the road configuration in that whole area. So, asking planning staff to go through this entire exercise seems like a big burden for a single property owner.
Zehnder: Well, commissioner, I think what persuaded us and I think the Planning and Sustainability Commission in the first place was, what's allowed there today under our allowances, height, and FAR is a lot more than what's built there. This was one of our first foray – one of our first, into waterfront development in the '80s and '90s. And bringing more development there and new investment there, we think, is gonna be very valuable for this part of the waterfront to both activate it more, and to tie it into South Waterfront. There are ways to do this reinvestment. It's a significant reinvestment, that could be quite beneficial and a quite beneficial addition to the waterfront. How you design it is critical to accomplishing that. So, also, the approach that we're trying to do now is take a look at the heights with the same kind of methods that we're using now for the view corridors and other things. When we did this in the past, in the '80s, our approach to this was different in that regard. Now, we think, let's look at the site and the real situation, look at the bluff and show you that information to be able to consider additional heights. At the Planning and Sustainability Commission level, they were willing to step it up a notch. We want to do some additional analysis to see if there's still a case for doing that. There may or may not be.
Fritz: It's certainly more than a notch. Do you know, what's the ownership pattern in that area? Are they all rental units or are some of them condominiums?
Zehnder: Yeah, this is a single rental piece of property. That's why it's unique and valuable. The condominium property is Riverplace Phase 1, which is just across Montgomery, and so, that is a condominium process, and so, that has many owners.
Fritz: Yeah, so, when this is redeveloped, if it does, then all those renters will be out, won't they?
Zehnder: Those renters would be, but the number of units would be significantly increased, potentially, depending how big it is, and whatever is built in the next generation would be subject to our inclusionary housing policy, so we have the real possibility of getting a mix of affordable housing into the new development. So, the baseline sort of things that we get from redevelopment and reinvestment, especially in a situation like this, seemed like they offer a good deal of public value as well as real estate value.
Fish: Can I touch on another area of concern? So, some earlier amendments, you noted that the properties were adjacent to a transit corridor. And that was, in your judgment, critical to allowing substantial height. The one thing we know about Riverplace right now is, it's somewhat isolated. And, when you come out of Riverplace, you're on a failed – you're essentially on a failed part of our transportation system. And we know that because I-5 is backed up forever, and all the traffic that's trying to head north and then make a right turn

on the bridge is hopelessly stymied at rush hour, and I know that there's now light-rail, but in terms of that particular parcel, it is sort of isolated, landlocked, and the road that you get on, whether it's Harbor -- what's right out front?
Zehnder: I think harbor.
Fish: Harbor, and then, if you have an hour, you can get to the next intersection and hope and a prayer you can get on the bridge. [All laughing] I mean, it's – so, to what extent should we be anticipating the significant impacts on traffic circulation and on our system, particularly in light of the fact that that's a huge choke point because it's where I-5 terminates?
Zehnder: So, both these points work well together. Today, without any change at all, the site has 4:1 FAR. That's bonusable. So, the only – and that determines the number of square feet that could be built on the piece of land. The only addition to that we are proposing is to increase it to 5:1 and mostly, that's so we that we have a better shot at getting more of the affordable housing. And 5:1, an additional 1:1 floor area ratio on that site is about 370,000 square feet of development. Second thing, you're absolutely right that the portals, the northern and southern way in and out of South Waterfront are documented to be constrained. The amount of additional -- but at the end, we have projects in the transportation system plan that are anticipating that the district is going to continue to build out, and that we have some ideas that are regularly updated, honestly, in terms of projects, about how to deal with those choke points. We haven't budgeted for them, they are not funded yet, but they are in the TSP. So, we know at some point, the level of development and level of traffic trips [indiscernible] and we need to proceed with those projects and through the development review process, a certain amount of that improvement will be linked to the development that pushes us over that edge or helps us trigger the need for that project at that time. So that's why we want to add this site to the required master plan area because that creates a point where not just department of -- Bureau of Transportation planning, but their development review folks can get in and look at the detailed, sort of, based on what's really being proposed, not just the square feet of development but how much parking they are providing, all these things that would affect both trip generation and the localized traffic impact, get assessed, have to be mitigated, get solved, and could affect the economics of the project, so this idea that's been floating around for this superblock kind of development there may or may not happen when the economics are really examined, and all the cost of what it's going to take to do that come into play. All we're doing in this move is opening the possibility to do that and to design it in a way that is taller than is allowed today. And marginally allows more floor area.
Saltzman: How does that all relate to the concept of Step Down to the River?
Zehnder: So, Step Down to the River, what we would like to bring back to you is show you what we can accomplish here vis a vis Step Down to the River by taking into consideration the bluff and the tall -- even all the approaches, even what the Planning and Sustainability Commission has recommended for this, pushes taller buildings to the back of the site towards the west up against the hillside, then tapers it down to the waterfront with I believe at the parts of the block closest to the waterfront are like 125. So, this is four blocks. This is not just -- it's one site but it's four city blocks. We're tapering those heights across that. We're proposing to do that. Considering doing that.
Fish: But why are we assuming that there would be an inclusionary housing play here? Is the zoning requiring that, or is the applicant saying that is the intent rather than – 'Cause right now it's a mix of, well, let's face it, there's the Riverplace Athletic Club, which is not housing, there's retail… They are essentially proposing to take the Riverplace Athletic Club site and redevelop it. What why do we assume that inclusionary housing would apply to any development there?

Zehnder: Well, there's no guarantee. But what makes it likely is inclusionary housing is triggered by a building of 20 units or more. So, at the scale we're talking about here, and it's several buildings, it seems the economics of it are going to include residential and include buildings that are more than 20 units. So, what's being talked about is no more than the current program would require, and that's only triggered, really, if you build residential of a certain scale or you need to get bonus floor area. So, part of what happens when you see a proposal like this, it can be very exciting to see the potential of something like this, but at the zoning level, we're just opening the opportunity for someone to come in and try. And we have set the thresholds at a point where we don't want you to try beyond this because our judgment is on the public benefit, it either has negative consequences that we want to avoid or the public benefit is not compelling enough. On the height and arrangement of the height, we want to bring that back to you, to talk about that. On the amount of floor area, we think it's a reasonable move to go from 4:1 to 5:1, especially in the context that we have inclusionary housing now. We think it's really opportune that we have created this Central City Master Plan tool. We have been needing this for a long time honestly, and applying it to this site no matter what we do with heights, even if we left it the way it is now it's something we would want to do because we will get a better project out of it and gives it more flexibility.
Fritz: Is there a second for this?
Wheeler: So, my understanding is you're coming back on the 6th with further analysis? I can either take a second now and we can offer amendments on the 6th, or we can just move this to the 6th.
Eudaly: I'll second it.
Wheeler: So, we have a second, and we'll have further presentation and discussion on this on the 6th taking into account the questions asked by commissioner Fritz and Fish and Saltzman.
Fish: Can I just add that I have seen -- I have not had a briefing on this directly. My staff person has. But I have seen some diagrams and I think that the applicant has been very smart in showing what a world class Japanese architect of the moment, who also just did the Japanese garden, might do with a beautiful tower but one of the things I'm interested, Joe, in knowing more, is, what are the range of things could they do as of right at that site? Because as we know, as you go from that site south, you know, there's some office buildings, there's a long-term – there's a kind of a hotel that has long term occupancy. There's a mix – there's soon to be a grocery store. I would just be interested in the various options they could do at the site, and does that include office towers? And office towers is not so good for us in terms of inclusionary housing.
Zehnder: Okay. We'll bring that back.
Hoy: And, can I just clarify for the record, this is a motion and second more for purposes of giving staff direction. There's not actually an amendment on the table yet. Staff is just getting direction. Okay.
Wheeler: Right. Exactly correct.
Zehnder: Today is just direction, then we'll bring it back.
Wheeler: Good. And colleagues, I'm sorry, I have to take a call, so I'm going to take this over to our trusted council president for B6.
Fish: Just as her amendment is coming up! [Laughter] Well done.
Fritz: I think this next one's yours actually, Commissioner Fish.
Hoy: So, the next item is related to an area right on the edge of the central city, and the central east side along Southeast 12th Avenue. And through public testimony, we received a proposal to cap the height at 50 feet. And this would be inclusive of bonus. So, 50 feet would be as high as you could go. So, the picture I'm showing you here is actually what

exists today. So, the base height along this area is 50 feet. And the hatch lines there allow a project to get to 125 through bonus. So that's in the existing code today and through Central City 2035, we have not proposed to change that. This is a no-change area from what exists today and what's in Central City 2035. We would recommend maintaining this base height of 50 with the ability to go to 125 through bonuses, so we would not recommend, or we're not proposing an amendment on this item, but it was something that we understand the commission was interested in learning more about and discussing.
Fish: Just to be clear, I'm interested in learning more, but I shouldn't be -- I don't know why there's a y next to my name. I think this is one we were interested in learning more about but -- I don't have a strong opinion yet.
Fritz: Aren't we changing the bonuses so it's only bonuses for affordable housing?
Hoy: That's right. That's correct. In this area with a base height of 50 if they wanted to go above 50 it's bonus height, and they would have the affordable housing, build it on site or pay into the fund. There's also the option for historic preservation, but your first bonus is affordable housing.
Fritz: Commissioner Fish, I'm not following. Are you interested in proposing this, having heard a little more? Or do you want to hear more?
Fish: I never proposed it.
Fritz: So, I need a mover as well as a second if anyone is interested. Seeing none, let's go to the next one. Thank you.
Hoy: So, the next item is related to height along the park blocks, and through testimony, we received several letters that requested lowering heights along the park blocks, both sides, and the testimony was anywhere from “Lower the heights to 75 feet,” some requests were 100 feet, applying to both sides of the park blocks. In addition, we had some requests to consider requiring what we call “stepbacks” in the building, so maybe you'd have a podium then upper floors step back after six stories. And there was an interest in, also, removing any eligibility for bonus height along the park blocks. So, that's just laying out for you everything we heard through testimony. So, this photo here shows you, in green, the full extent of the park blocks, and you'll see on both sides of the park blocks through Central City 2035, we're proposing the requirement of shadow study on both sides. So, what that means is, the shadow study, any increase in height, using bonus height on either side of the park blocks, the applicant would have to provide us with a shadow study. And the reason for that is to see what kind of shadow would be on the park at different dates and different times of the day, and the code would require that if too much shadow is on the park, then the applicant needs to work with the design team and design commission to figure out how you would do things like step back your building, maybe provide a setback, so we don't have as much shade on the building. The whole purpose of that shadow study is to make sure we provide light and air to the park blocks. So, staff wouldn't recommend amending the heights because we feel that the shadow study requirement will help get us there to meet that purpose of making sure that there is sunlight and air along the park blocks.
Fritz: Commissioner Eudaly, would you like to speak to your amendment?
Eudaly: Yeah, I'm sorry, I’m not feeling well at all, and having a little hard time tracking all of this information. But I had raised an issue with this. First of all, what is the current height restriction? I'm sorry if you have already said that.
Hoy: The heights vary along the park blocks today. So, for example down in the area around PSU, we have base heights of 100 feet. And as you head north, through bonus, you may be able to get to 175. Heading further north towards Burnside again base heights could be at 250 with a chance to get to 460. North of Burnside, it really fluctuates again a

base height of 100 with the ability to get to 250. But any time you're going to propose a project that's going to go above that base height, the shadow study will kick in.
Eudaly: So, we're not giving additional height, we're just saying we don't think we need to restrict it because we have this shadow study requirement in place.
Hoy: That's staff's recommendation, that through the shadow study, that study will make sure that sufficient setbacks of the building and stepbacks in the building will occur to make sure that the shadows on the park are limited at certain times of day and days of the year.
Eudaly: And I raise this just because the park blocks are really kind of a unique treasure in our city, and, you know, they already get quite a bit of shade from existing buildings, and canopy. I was just concerned that we were going to allow more. So, thanks for the explanation. And I don't feel like I need to pursue this unless someone else wants to jump on in.
Wheeler: Very good. Thank you. Commissioner Eudaly, B8. It's my understanding B8 has already been moved and seconded so this is just really discussion, is that correct?
Hoy: That's right. This is the existing amendment for the Morrison Bridge head. And it's already on the list as the mayor has said. The amendments, so I'll just explain here, on the left-hand side, what we have is what exists today, which is that the bridge head, the heights are 75 feet and commissioner Fritz's amendment is to maintain those existing conditions with that height. The proposal, which is on the map to your right, is that the base height doesn't change, it stays at 75 feet, with the potential for bonus height to 250. So that is both recommended draft and commissioner Fritz's amendment. I would just want to turn it over to you if you'd like to have any further discussion related to that.
Fritz: Well, thank you. As it shows from the map here, it again would not have a Step Down to the River because parcels behind are already developed at 235, so that would definitely block out their views. Again, when you look at the map of the historic districts, there's the Yamhill on one side, there's the Skidmore on the other side, so, having a huge building at the end of the bridge head doesn't seem, to me, to be appropriate. It's going to be blocking views from the east to the west side, and also going to be impeding traffic, which, the Morrison is one of the main routes that central east side industrial area gets is freight to I-5 going south. So, I've got multiple other responses, but that's basically it. Of all the properties with potential conflicts of interest, that's the one that's most troubling.
Wheeler: So, could I hear the staff rationale? And commissioner Fritz has done a very good job of explaining her rationale, and she and I have had conversations about this. Taking into account what the current policy has been with regard to stepping down to the river, and juxtaposing that against some of the conversations we have had about the potential for these sites to be difficult to develop, and/or the opportunity for signature developments here as a gateway entry into the city, tell me how, with the height proposal in place, the bonusable up to 250, how could you reconcile, or how could you guide the future of that site? It's nice to sit here and think we could get a marquee signature development opportunity there that's an amazing entryway to the city, but there's no real guarantee of that. So, what gives you confidence that this is the right thing to do, or alternatively, what information do you have to suggest this is a particularly difficult site to develop under the current height restrictions?
Zehnder: So, the site itself although these maps are not showing it, of course, two-thirds of it are ramps off of the Morrison Bridge. So, there's major transportation at the structure that's impacting the site. We explored, for a good while, how to develop in and around those ramps. So, one of the obstacles to overcome is the cost to sufficiently sort of rearrange and reengineer those ramps to keep them in service or not. And the policy guidance we have on that is that even on those ramps, it's the northern ramp is important

for the central east side, and the access to the freeway, for our freight on the central east side, and we have that industrial sanctuary policy. So that one, and our balancing of policies, we all expect stays in service or some version of it does. The one on the south side may be more adjustable. So, it's got to be big enough to warrant that kind of investment and trouble. At the same time, we have the Step Down to the River policy. We also have had, since the '80s a policy of animating the riverfront, of connecting the two sides of the river and bringing activity down to Waterfront Park and to the riverfront. And, as the commissioner said, we have two very important historic districts that are along this stretch of Naito, too. So, they are what they are. We're gonna protect them, but they are always going to be a smaller scale because that's part of their character. So, the opportunity is to bring more square feet, more people, more residential units, more office users down to this edge and have sort of quick and animating access to Waterfront Park and the activities there and this part of our downtown. They are limited. They happen to align with our bridge heads, and we have – the two that we focused on in this plan are the Hawthorne Bridge head and Morrison Bridge head. The Hawthorne bridge head is a bigger district, so I think it's a little easier to see. The Morrison Bridge head is just these three blocks. I mean, it's relatively tight. So that's the principles. Step Down to the River -- parts of Step Down to the River that we tried to honor is that even though it's a taller height, it grades up as you go back toward the transit mall and heart of downtown. Part of Step Down to the River and the business district was, even if you're three blocks off the river, you get views if you get tall enough, because each of those blocks gets to be taller than the one closer to the waterfront. That kind of principal stays.
Wheeler: So, how did you pick the 250 versus, say, 235?
Zehnder: You know, I think we looked at it in terms of our standard sort of Central City building height modules. What the floor area -- how much floor area we're also allowing on these blocks. And so, what's reasonable to give them a chance to design? Part of what the extra height here allows you to do too is deal with the fact that your floor plates are going to have to potentially be nonstandard to deal with the transportation infrastructure, and we looked at shadow analysis for how that would impact Waterfront Park. Much beyond 250, we thought, was too impactful for too long.
Wheeler: If you came down to 235, do you believe that substantially impacts the economics to the degree that you won't get a development there? Is that your concern?
Zehnder: You know, I believe that 235, 250, given this site, given our market, is probably not that significant.
Wheeler: Okay. And then, just one –
Zehnder: There's no specific program that we have for the site. Maybe at one time, mayor, when we were earlier in the quadrant plans, there was sort of active discussion of development. Remember the public market was part of this?
Wheeler: Sure. Yeah.
Zehnder: But this is just a site now. It doesn't have that, so…
Wheeler: Okay. So, let me ask you just one last question and I'll stop here. So, you mentioned there's the transportation infrastructure, the Morrison onramps, offramps, all of that. Is the burden on the developer to deal with those issues? Where does that burden lie? Is that with the city, is it with the county, with the developer, is it with all three?
Zehnder: Um, you know, it's with all three -- I believe – and if PBOT – if Mauricio Le Clerk's here, I'd ask him to chime in if I'm gonna get this wrong, there's county ownership involved in here too, because these are bridge facilities, so somebody is going to have to pay to make these changes happen. And part of what we've always assumed is that the project's gonna carry that.

Wheeler: Isn't the assumption, though, that the developer will – I mean, why are you providing -- I'm trying to figure out why you need the additional height to incentivize them that if they are not the ones bearing the cost.
Zehnder: No, the assumption is that the project would bear that cost.
Wheeler: The project would bear that cost. Okay.
Zehnder: Yeah. It's just a county facility.
Wheeler: Okay. That's all I needed to know. Thank you. This has been moved and seconded. I don't know if people have other --
Fish: I have a question. And I mean this question to be provocative. There's a big split of opinion about how we should develop these bridge heads. It's reflected in some of the conversations on this council. Is the eastern end of the Burnside Bridge at the Burnside Bridge head, is that a cautionary tale or is that a model?
Zehnder: Well, it depends how you look at the architecture. [Laughter]
Eudaly: What if you can't look at it?
Wheeler: Well answered, Joe. [Laughter]
Fish: I think I read somewhere that it sold recently, and it's the most valuable real estate, one of the most expensive buildings that's been turned over. So, there's no accounting for certain things, but beyond the aesth– but more generally.
Zehnder: You know, commissioner, I think I would be misrepresenting if I could guarantee world class architecture based on the moves that we're talking about today.
Fish: Architecture aside, the size and the scale of that building, and its location.
Zehnder: Oh, you know, that's an odd -- a different sort of circumstance because there's this industrial land between the waterfront and that sort of little quadrant there. And I'm not even really sure what the maximum heights are allowed there. I would argue that with better -- with different -- to me, the having a tall building at that bridge head is not a problem. The architecture may not be warranting the sort of aspiration we have for these gateways to the central city. But having a tall building there is actually, in an urban design sense, makes sense.
Wheeler: Very good. So, this will come back as part of the hearing package on January 18. Is that correct?
*****:** Yes.
Wheeler: Very good. So, the next set of issues relate to scenic views. And C1 is the view of the city skyline from the I-84 overpass. I think that's commissioner Saltzman's, so why don't we skip that one for the moment. Same with C2 and C3, let's hold off. I hear a door open.
*****:** Leaving now.
Wheeler: Leaving? This is scintillating. Why would anybody be leaving? C4: The view of Mount Hood from Salmon Springs.
Mindy Brooks, Bureau of Planning and Sustainability: Mindy brooks with Planning and Sustainability. We'll jump ahead then we can jump back once Saltzman is here.
Wheeler: Great.
Brooks: Let me turn my page. So, this one was already entered as an amendment and seconded, so we're just mostly bringing it back so there can be discussion, and I was just going to do a quick summary again of the issues surrounding this one. So, today, there are five locations where you can see Mount Hood from the riverfront along the west side. And the one that could be protected is the one from Salmon Springs, it's the right location if you're going to protect a view, it also has the least impact of the five on development. But it does have considerable impact anyway on the central east side, so it would require reduction of today's heights which are 100 to 200 bonusable to 175 to 275. It would need to come down along the MLK/Grand corridor to 50 to 55 feet with no bonus option. And the

other complicating factor here is that this area is a streetcar local improvement district for the streetcar along MLK/Grand. And there are 29 properties in the view corridor that were assessed as part of that. And that assessment did include many factors, including allowable height and FAR. And with the height reductions, the base FAR could not be utilized on those sites. And I'll just stop there and turn it over to you for discussion or questions.
Wheeler: This has been a really -- this is a difficult one for me, of all the decisions in this package. It's probably been the hardest. And it's been somewhat entertaining to speak to other people who have also held six different positions on this particular one. I think it is important that we protect critical view corridors. This one is difficult, however, because there is definitely going to be an impact in terms of the long-term goals around development in the central east side. This cuts a swath right in the middle of it. We had testimony three-ish weeks ago from some folks who are serving on that advisory committee. They also wrestled with this, and ultimately, they decided to go on the side of not protecting this particular view corridor, but they expressed the importance of making sure that we do protect other corridors. Similarly, the Planning and Sustainability Commission had also, I believe, had the opportunity to look at this, and they had gone back and forth and ultimately sided on the side of supporting the long-term goals for the central east side. So, I just want to put out there that this one I think is very challenging. I don't want to tip my hand to commissioner Saltzman's protections on view corridors, but I'll just say I'm inclined to support those. This one, if I had to take a vote today, I'm 51% opposed to protecting that view corridor, but we have until January 18, so we'll see what happens. Commissioner Fritz?
Fritz: You want to keep it on the table?
Wheeler: It's already on the table. We already moved it and seconded it.
Brooks: It's already been, yeah, moved and seconded.
Saltzman: I'm sorry, I was out of the room for a second.
Fritz: [indiscernible] the person who moved and seconded it withdraw it?
Edmunds: No need for a second.
Eudaly: We're coming back to yours, commissioner.
Saltzman: Oh, okay. Okay.
Wheeler: We voted no on all your stuff. [Laughter]
*****:** Do you want to clarify?
Lauren King, Office of the City Attorney: Yeah, I mean, I think since it's been moved and seconded it's on the table, and then, if no one votes for it later, then it just goes away or --
Wheeler: Yeah. You know, I wanted it on the table because I wanted to hear the public testimony and I wanted to hear the professional testimony. I'm glad we've had conversations. It's been useful for me. So, with that, we will move back to C1, which is the view of the city skyline from the I-84 overpass. Commissioner Saltzman's items. We'll start with Mindy.
Brooks: Yeah. Let us jump back to that one here. Okay. So, this is a view of city skyline from 12th Avenue overpass over I-84, and this view has been protected since 1991 with height restrictions. Through this process, staff proposed moving the view point from 12th Avenue, which is circled in red, to a yet-to-be constructed bicycle and pedestrian overpass between 7th and 8th, which is circled in blue. The new overpass is in the TSP, and we anticipate that the bicycle and pedestrian traffic will move from 12th to this new bridge. So, we think it's the right location for a viewpoint. And there's an opportunity to design a viewpoint into that design of the bridge. We made assumptions about the alignment of the new bike/ped bridge, and we chose to put the viewpoint in what would be the middle of

that, not knowing where it might actually be designed, but we do use GIS to set coordinates for that point, and an elevation for that point, so we're pretty confident in how it affects heights emanating from there to the skyline. So, today's existing height limitation, and I have indicated where we received testimony from the property that we received testimony from, today there is an 80-foot height limit over most of that site to protect the view from 12th. Moving that view to the bike/ped bridge actually reduces impacts to the northern property, expands impacts a little bit to the southern property, but the property in question, the northern half of that property would go to 250 with an option to bonus to 325, while the southern portion drops to a 70-foot height limit. So again, we picked a centered alignment. You could certainly pick another alignment on here. The question was: "Why we would do this when we don't know exactly where the alignment would be?" And, so, you certainly could look at different alignments along that bridge. The other option would be to keep the viewpoint on 12th Avenue until the bridge is actually done and the viewpoint is put, and then move the viewpoint, which would mean retaining the 80-foot height limit over that property until the bridge is constructed. And I'll turn it over to Saltzman.
Saltzman: Well, I think that's the intent of my amendment, isn't that correct? Keep it at 12th Avenue until we know where the alignment for the pedestrian bridge actually is? And then re-establish?
Brooks: So, we can do that, mm-hmm, or yeah, we can wait and then reestablish or reassess, once we know where the point is, and adjust heights at that time.
Saltzman: Yeah, that would be what I'm recommending.
Fritz: And that's keeping the existing view corridor that's been there since 1991, is that right?
Brooks: That's what we would be doing there.
Fritz: Do we even need to have a discussion on that? Or…
Brooks: Yes. Because we did propose to change it so we would need to make an amendment to go back to the existing height limits.
Fritz: Okay. Then I'll second that.
Wheeler: Any further discussion on that? I just want to say, I think that's entirely appropriate, and I'll obviously support that as well. C2.
Brooks: Okay. This is a view of Mount Hood from Tillicum Crossing. Like the riverfront, there are five locations on bridges where you can see Mount Hood today, and all those, again, would be blocked by development in the future. This one from Tillicum, protecting it has the least impacts to development than all of the views from the bridges. We heard from one property owner where this view corridor crosses, and there would be a height limitation. We call this the Ivon Street Property. Today, this whole site is an I-H, heavy industrial use, it's being rezoned to an EX, so, it has no height limitations because it's a heavy industrial sight. The EX, then, we would apply height limits to it. Within the view corridor, it would be 60 feet; outside the view corridor, it would be a 100-foot base with an option to bonus to 250. You also see, on this map, the river environmental overlay zone that would be applied to all sites along the riverfront including this one. The area is circled in red, which is outside of the overlay zone and the view corridor is about .9 acres, it's larger than a standard city block, so we feel there's a lot of space on this site to get to those taller heights and be able to protect that view corridor. So, we recommend keeping the view corridor and height limits on the site. And I'll turn it over to commissioner Saltzman for that one.
Saltzman: Well, I think you made a pretty persuasive case just now. I proposed this amendment because it was, I felt, a piece of property that has some potential development, for what, I'm not quite sure. But it could be residential, it could be commercial. I think the owner has some interesting visions for that property, and that he

felt limited by this proposal, so that's why I put forward the amendment. But I can't say that I'm in it 100%. I just --
Edmunds: Commissioner, we don't have an amendment specifically from you on this. Is it to not propose this view corridor? Is that your amendment?
Saltzman: I think that's what it would be. Yeah.
Wheeler: So, I'll chime in on this one. I actually was persuaded by the staff work that we should maintain this view corridor. What ultimately persuaded me was the demonstration that these sites are still highly developable even with the view corridor remaining intact.
Saltzman: And I can't say I disagree with that, having heard your presentation.
Zehnder: So, if there's no second it stays as staff recommended.
Wheeler: Are you okay with that?
Saltzman: Mm-hmm.
Wheeler: Okay. Very good. Next item, please, is C3: View of the Vista Bridge. This is also commissioner Saltzman.
Brooks: So today, there is an existing view from 18th avenue and height limits associated with that of about 30 to 45 feet along the northern side of Jefferson Street. The recommendation coming out of Planning and Sustainability Commission was to go to 75 feet along the northern side of the street because Jefferson Street is a commercial corridor along a light rail stop. Going to 75 feet does impact the view from 14th Avenue there, it would have some intrusion into the view. This view from 14th is a view from a car or bicycle. You can't see the bridge from the sidewalk, and there isn't an opportunity to develop a viewpoint here. So, Planning and Sustainability Commission also entered a new viewpoint in addition to the view from 14th. And that new viewpoint would be at Collins Circle which is at 18th, and this is a public open space next to the light rail stop where a viewpoint could be developed, and this 75 feet does not impact that view. So that's what Planning and Sustainability recommended and staff would continue to make that recommendation. And I'll turn that over to you for discussion.
Saltzman: I didn't actually offer that amendment.
Fritz: I think it was the mayor --
Eudaly: I raised it.
Edmunds: There were three commissioners were interested in discussing it. There weren't any amendments put on the table. That's the Mayor, Commissioner Fish, and Commissioner Eudaly.
Eudaly: Could we get that photo back, by any chance? Or did something just…
Fritz: Well, it's written in our script, what their amendment is.
Eudaly: Right, I need to see the image. I am confused by these images because, don't they both depict what the view would look like with possible development? Neither of them are current.
Brooks: That's right. This is - both of these depict what it would look like with 75 feet allowed along the northern portion. The top view is from 14th Avenue, which is where you cross I-405. The bottom view is then down at 18th, at Collins Circle.
Eudaly: And this is the same building in both…?
Brooks: So, the building that you see, if you look at the top picture, the building that is encroaching, then, upon the view, is then, in the lower picture, the one that is immediately to the right.
Eudaly: Okay. I mean, I raised this out of all the view corridors that were in play, I felt like this was the most unique one because unlike the mountain, which you can see from a very -- a variety of vantage points throughout the city, you really only have one opportunity to see the bridge, and it's a beautiful bridge, and it's an iconic view, so -- do we have any before photos to compare? I mean, I'm just finding this a little challenging to...

Brooks: I don't think there's a before photo in this set of pictures. We can certainly bring that back to you, if you'd like to see one. I will point out that you can see the bridge from Southwest 14th, then, because of the street and topography you can't see it again until about Collins Circle. So, there's really these two places are the places from which you can protect this view.
Fritz: So, I'd like to join commissioner Eudaly's amendment and keep the Vista Bridge current protection as a view corridor from I-405 to the bridge, lower the heights to 25 from 20th to the bridge and 50 feet from 405 to Southwest 20th, and then also remove the proposed southwest or SW, whatever that means, 72 as a view of the Vista Bridge.
Brooks: Okay
Eudaly: And I would like to see, just a side-by-side comparison, would be really helpful, because I'm just not clear on how significant that change is.
Brooks: 'Kay.
Wheeler: So that's a motion and a second on C3. And I had one additional question on this: So, when you say the view from Collins Circle, is that from the sidewalk? Where is that view from?
Brooks: Sure. So, there's actually a circle in the middle of the road. It's like a roundabout there --
Wheeler: I'm familiar with the circle, I'm just trying to picture where --
Brooks: There's not actually a sidewalk there. I would call it kind of a goat path where people cross anyway. So, the pedestrian connectivity would need to be improved, and a sidewalk would need to be constructed across there for it to actually be a viewpoint.
Wheeler: Okay. So, you literally meant earlier then, and I wasn't sure, but you literally meant you would have to construct a public space in order to really create this view.
Brooks: You would want to improve this space that's there, that's really being used kind of ad hoc as a way for people to cross the street.
Wheeler: Okay. And, just so I'm clear, and I think I asked you this in a staff session: From the Vista Bridge itself, either of these configurations, obviously the status quo, or alternatively, even if we did this, you still do not block the view?
Brooks: Of Mount Hood from the Vista Bridge?
Wheeler: Yes.
Brooks: No. We've recommended lowering heights to protect that view.
Wheeler: Could I see – and I think you may have already drawn one up. It may have been just one of those things I imagine at 3 in the morning. As long as you're doing a before picture,
Brooks: Yeah, you want to see that picture, too?
Wheeler: Can you give me a rendering, nothing fancy. Just like this is great.
Brooks: Yep.
Wheeler: Could you please superimpose what the view from the Vista Bridge would be like under this configuration? That'd be helpful for me.
Brooks: Mm-hmm. Sure. And I believe -- I will definitely bring those back. But I believe in the packet we gave you from the briefing, before the hearings, both of those are in that packet.
Wheeler: Yeah, I vaguely remember that, so I'll look for that.
Brooks: But we can definitely bring it back.
Wheeler: Okay. Great. Thank you. I appreciate it.
Fritz: And if I might amend what I just said, there's no harm in keeping SW72 as a view at the Vista Bridge.
Brooks: That's true.
Fritz: So, would that be all right if we do that, as well?

Eudaly: Sure.
Fritz: I've actually got one near my home that I want to have a little circle in the middle so I can look out on Mt. hood.
Brooks: It is a public open space that's not well-utilized because of the way that it's configured. So…
Fritz: We can make it more welcoming.
Eudaly: I like "goat path." Could also be called a "desire line," couldn't it?
Brooks: Yes. [Laughter]
Eudaly: All right, nice to have options.
Wheeler: Good. So, we've got C4 we've already taken care of. So, we're now at C5. Japanese Garden.
Brooks: And that's, again, quickly, this one was already an amendment that was proposed and seconded to extend the view corridor down slope a bit more so that the potential trees impacting this view could be addressed.
Fish: I think we had this one by acclimation.
Wheeler: Yeah. That's right. Is there any further discussion on this item? So, we'll see this one back on January 18th. So that moves us to transportation.
Brooks: Thank you.
Wheeler: And we're starting with the I-5 Rose Quarter.
Saltzman: Did we do the Water Avenue realignment?
Wheeler: It's coming up.
Mauricio LeClerc, Portland Bureau of Transportation: Good afternoon. Mauricio LeClerc, PBOT.
Art Pearce, Portland Bureau of Transportation: Art Pearce, also from PBOT.
LeClerc: So, let's switch on gears here. We have a new Powerpoint. So, the amendment -- the packet, D I believe, has a table of proposed TSP project amendments. So, for discussion are Water Avenue and the Rose Quarter Interchange Projects related. I have a technical issue: What happens if we don't discuss the other ones? They are -- they are –
*******:** As consent.
LeClerc: Consent, right? So, is that the understanding?
Zehnder: Sally, do you want to clarify that? How are we handling the TSP ones, please?
*******:** [audio not understandable].
LeClerc: All right. So, staff has proposed -- we received a lot of testimony and in some cases, we had some technical amendments to the TSP lists, for example, reconcile the work that we're doing with fire and police and emergency response, changing a few [indiscernible] here and there, but we consider them, at this point, minor amendments. Of course, you have the packets before you, and we are happy to discuss any of them with you. So, for discussion and for -- and with a motion -- or the Water Avenue and the Rose Quarter. For the first one, it's a request from OMSI, and there is no amendment -- I don't think there's an amendment proposed. So, we go through a motion. The second one, there is an amendment from commissioner Saltzman, so we'll get into it. So, on Water Avenue, the request was from OMSI to add a project that was left out, you know, basically, you can read the map. This is what OMSI is today, you see a big S, that's water avenue and we've moved it to the east as part of previous processes. Now OMSI just finished a master plan and -- which you can see at a high-level, conceptual level, on the right. And basically, what they call for is to realign Water Avenue, what you see here in light orange. Basically, the Water Avenue run parallel to the railroad tracks and that would allow Water Avenue to serve a more local function, to serve their internal campuses, you know, kids coming in, local service stuff. Water Avenue's a critical connection this side of the railroad because the only real, big, major street, so a lot of trucks and traffic goes through it. This would

push it to the side, and allow OMSI to have a more pedestrian-oriented campus. Also, the design, what they have their masterplan, and what we would be recommended to the TSP, it's a wide street but primarily with a lot of new facilities. You can see where the trees are, bike sepparated facility running to the west of the railroad track, and then a large sidewalk on the other side that will serve the OMSI new sites. And, in the middle, there will be local circ -- the circulation that we -- that Water carries today. So, our staff recommendation is to add it to the TSP list as Water Avenue Realignment Phase 2, and we'll bring back details later as to what the definition is.
Fritz: And I'd be glad to propose that.
LeClerc: Okay.
Eudaly: Second.
LeClerc: Okay!
Wheeler: Very good. We have a proposal and a second for D1. Thank you.
LeClerc: So, secondly, as for testimony, you hear a lot about this project, it's basically three TSP projects that make up the I-5 Broadway/Weidler Interchange project, also referred to as the Rose Quarter Interchange project. So, we want to provide you a brief summary of the process. We have two years that we worked on this. Some of you were here and voted for it in the past. But for benefit of the conversation, and the new council members, here's a history, as well as what the big ideas were, the elements of it and the amendment. So, basically, staff is saying "no" to remove these projects from the TSP, but commissioner Saltzman has amendments to an action item that accompanies this TSP. You'll find that on Volume 5A, page 114, action item 120 for those of you who memorized the Central City Plan. [Laughter] So, to provide the proper context, we have to go back to the 1960s and the radical transformation of the area, and that provides context to what we're trying to do, and what the heart of the project is. Basically, this area used to be Albina, the heart of the African-American community, a stable place, you can see here, a picture 1950 with a grid. It was also, before that, part of the city of Albina. But, you know, major interventions in the 1960s, the building of I-5, Emanuel Hospital, Memorial Coliseum radically changed the area and let a lot of these places-- and really broke apart what used to be a community. You can see the Memorial Coliseum. From a transportation perspective, a large community impact. From a transportation perspective, it led the area to be divided in half. You can see there what the pattern is today. Large super blocks, not a very pedestrian-friendly human-scaled place, with a big barrier with I-5 running through the middle of it. As part of -- so that's the framework for the Northeast Quadrant Plan. We did an inventory of historic resources. As you can see, compared to Elliot and Irvington, how much was lost. Yellow, orange and red were historic properties built before 1960. So, that provided context, and we also learn about some key sites that are remaining, like the Left Bank, used to be the Dude Ranch, and provided - it was a place during the jazz era in which great jazz players played. You can see Louie Armstrong at the bottom there. So, that fed into the context of what we wanted to do. At the same time, the freeway was built and it provides a regional -- a very important regional function -- actually state and national function as part of the interstate system. So, it funnels traffic from I-5, from the north and south, US 30, from across the river, I-405, also from and across the river and I-84. So, it's a major interchange. Usually in cases like this, when major interchanges come together, it gets bigger to accommodate all the traffic. What happens here is the opposite, it narrows down as it goes under Broadway/Weidler, everything narrows down to 2 lanes, and there are no shoulders provided. So, since the very – you know, soon after it was built, all the way -- following decades, it became a problem. So, but at the same time, it provides regional mobility, also provide access to lower Albina, the Moda Center, Lloyd District, and much of north and northeast Portland. So, because it became a problem, it has a design

problem, throughout the decades, the region and ODOT tried to find a solution for it. The latest one was the Greely Banfield project, proposed in 1996. But basically, you know, trying to address that issue that it's kind of a bottle-neck. So that project significantly expanded the freeway with a new fly-over, then it kind of goes to where Wheeler Avenue is today, and also provided - expanded the width of the freeway, the footprint of it. It distorted all the local connections and it would have meant the loss of sidewalks and bicycle connections galore. So, I'll come back to compare this project to the one that we replaced it with in North-Northeast quadrant. So, with that context, I need to address a regional problem on the freeway, and I need to address local connections and placemaking. We engaged, in 2010, with ODOT on the north/northeast quadrant plan, led by the Bureau of Planning. And that led to the adoptive plan in 2012 and the facility plan that is part of ODOT's adoption. It was adopted by the Oregon Transportation Commission, and subsequently, this freeway project was adopted by the region, and is now in the regional transportation plan. So, we started with a committee of 30 members of broad representation in the local community as well as regional representation, and we went through 19 meetings with the community, 14 subcommittees, many public events, over 85 community meetings and about 3,000 people directly participated in this. We developed over 70 options and we brought goals for the land use side and the transportation side. On the land use side, we're expected to have, as part of this plan, that now is embedded into the Central City Plan, 8,000 new housing units and 9,000 new jobs. As we begin to analyze the area, we know that development has happened along the Red and the Blue Line, along Lloyd. You can see development, but you don't see much in the area of the freeway. You haven't seen much, except it's very auto-dominated, and there's a lot of potential there, that hasn't been materialized, hasn't been tapped. And we even called it, you know, the doughnut -- the hole in the doughnut and that's the effect on the freeway, that it has on development as well. We worked together with ODOT and determined to have two major goals for addressing the freeway: Improve the safety and operations of the interchange itself. It has the highest freeway crash rates in the state, its short, weaving sections as part of the design of the freeway, and also, it's a top freight bottleneck in the United States. But also, at the same time, improving the interface with streets, improve bicycle safety mobility, increase pedestrian connectivity, and also enhance traffic access into the Rose Quarter and so forth. So, the primary barrier is the north-south connection, the barrier that I-5 creates, you see in orange where there are no crossings of I-5, so between Russell and Broadway there are no crossings in between Weidler, to the north, and between Weidler, which is actually – can I use the mouse? From here to Multnomah, there's no crossing, either. So, particularly, freeway create a barrier east-west, and that's somewhat what this project addresses. Since adoption of the plan, we've discussed a lot about conflicts in this area, known as "the box," which is right here. All the traffic comes together, street car, people walking to east and west going to the events and Rose Garden arena. Everything comes together. It's a lot of conflict. There's a lot of well-documented bicycle collisions. For example, as part of the Vision Zero Action Plan, Broadway is identified as a high crash corridor, and is, in fact, the number one bicycle high-crash corridor in the city.

Saltzman: It's number one?

LeClerc: Yeah. For bicycles. So, in terms of context, this is what you have before, the old design and the new design. I'll provide a little bit more context, but you can see already that we were gaining connectivity here with Hancock and with a proposed Clackamas connection. We're keeping primarily the old grid over Broadway/Weidler, Williams and Vancouver and North, in this case, would be to your left. This is the old design that basically would have shifted the grid, Vancouver, Williams and turn them into what we call

frontage roads, basically a large interchange. This is the old design to your left. And instead, what this project is providing most east-west connections, lid, covers over the freeway that lesson the noise and visual impact of the freeway, provide, potentially some open space and some new bicycle and pedestrian facilities. In terms of the freeway itself, the old design would have had a lot more lanes and the width would have been a lot bigger and actually, flying ramps over 1st Avenue to the east and Wielder to the west. And the new design adds one auxiliary lane in each direction, plus, you know, the rebuilding of the on and off ramps to accommodate that space. The new design is also less costly and has a smaller footprint. So, in terms of land use and development, it was important to provide access to the Portland Public School site, which is now in the plan – the Central City Master Plan site. We do that by realigning Flint, so Flint would be - which goes straight north-south and now goes diagonally and opened up that area for potential redevelopment. Also, a key idea developed, at the time, was the box around the box. You know, we mentioned that the box was very colluded, a lot of traffic, a lot of conflict. What if we were to provide a north and south connection that is more quiet space for pedestrian and cyclists to navigate so you don't have to enter the box in the first place, and you can ride around with your kid and so forth, and avoid the area altogether? So that's what you see when you see the design. This is basically a close-up of the interchange from a local perspective. So, here you have Vancouver/Williams. And all these will be replaced. But basically, by having to widen the freeway, you have to replace all the bridges. There's just not enough space to widen without doing that. So that allows us to replace all these bridges and build them up to standard. These are old bridges, so things would be seismically upgraded. And you would have one lid in the north, with this new Hancock connection, maintaining the connectivity, Broadway, Weidler, Vancouver, Williams, and adding a ped/bike only bridge at Clackamas. There's also benefits in the local traffic. In a way, we're going to change pattern. Today, people coming from Broadway have to go through the box, you know, go several extra blocks and then go through the Rose Quarter, which is basically an on-ramp during much of the day, to access. Now we're moving the on-ramp to a higher point on Weidler, so that there will be much less traffic going through the Rose Quarter. So that assists in the redevelopment of the Rose Quarter itself. And here's our concept drawing of what could be with a lid in the north, a lid in the middle and at Clackamas Bridge. But it's likely to be curved because of design. So, from our perspective, it's a good project for the region and for us. From a freeway perspective, it's been estimated that it may lead up to roughly 50% reduction in crashes based on simulation, by adding the ox lane. Less congestion as a result of those crashes, which is important for reliability purposes, for freight. Also, the shoulders themselves allow cars that are broken down to be moved, and also, ambulances and emergency vehicles to respond quickly. In terms of local circulation, we would have new facilities, new overpasses, seismically upgraded, better bicycle/pedestrian facilities, wide sidewalks, you know, bike separated facilities, we will have better connectivity that will assist development, and the lids would create place-making opportunities and also open space.

Wheeler: So, could you tell us more about the lids? And, you know, I think it's a great vision. It's also my understanding that the funding isn't there in this package for that. So, tell me more about the vision.

LeClerc: Yeah. The project, since then, has been funded by HB2017 and our understanding is, it funds the whole thing. It's funding the lids, it's funding the local improvements at this point.

Wheeler: So, four slides previous, you showed us right there. So, which of those lids are actually funded in this project?

LeClerc: At this point, it's the northern lid which is here, and the middle lid that replaces

Williams and [indiscernible].
Wheeler: So, is it the whole area, three, four and five, that are designated there, as three, four and five?
LeClerc: Yeah. Plus the bridge here.
Wheeler: Okay, so, why are we leaving off the central one? Why not just close it?
LeClerc: That's a great question. The latest design has made the space smaller. So, at this point, there are two reasons why it's not necessary to build the structure above. But also, there's, at some point, you connect lids, and they become a tunnel, so there may be some technical issues in which there's new ventilation other systems, you know, different depths and clearances that need to be applied. So, again, this is a conceptual design that is just starting the process, and we may learn a lot about the lids, and we really want to maximize the opportunities that we…
Wheeler: Well, you know, I just hope that -- and I understand that, and I want to just get this out there on the record. I hope, conceptually, you know, we think bigger about this. Because this is an area of the city where you could redefine what this portion of the city is, through basically capping the freeway there, which is technologically completely feasible and you see in other cities, they put pedestrian ways, public spaces, fountains, parks, trees. I mean, there's really, virtually, an unlimited amount of things you could do, in a part of our city that's really been neglected.
LeClerc: Yeah. No doubt about it. Yeah.
Wheeler: So, I hope we keep pushing up the food chain for some of those visionary options.
LeClerc: So far, the cost does not cover that gap though. But yeah. That's certainly --
Wheeler: It never covers the interesting stuff, does it? That's why we have to be persistent.
LeClerc: [Laughter] Correct.
Fish: Mauricio, can I jump in for a sec?
LeClerc: Yes.
Fish: Can I just ask for some additional information, just to put on the record?
LeClerc: Yes.
Fish: So, I want to make sure that as we're making these decisions, we have an agreed-upon baseline of facts, and so, you referenced bike safety and some data on bike crashes, accidents, you know, as someone who is more of a pedestrian these days, I'm actually alarmed at the behavior I see on our streets. But I'd like to see that data, if I could.
LeClerc: Okay.
Fish: On the question of the accidents and the risks currently of the -- of the I-5 interchange -- and I'm talking about when you're going south on I-5 merging to get on to the Banfield while traffic's coming in, merging on to get in your lane, which has got to be one of the most dangerous merges in both ways, I'd like to have a better sense of the existing data on crashes and accidents and property damage because it seems to me, we should be able to agree on a baseline set of data there, hopefully. When you said, earlier, that some of the connectivity was connected to PPS, I take it you meant PPS in the sense that the Blanchard building? Not necessarily PPS as a long-term tenant of that site, correct?
LeClerc: Correct. Yeah.
Fish: So, whatever is contemplated there, it creates connectivity.
LeClerc: Right.
Fish: The question of having a shoulder for a car to get off -- or a disabled car or an emergency vehicle, that seems like a pretty basic thing. Can I have the citation to whatever the law is that encourages us to have shoulders? It seems a no-brainer, but I'd just like to

make sure I understand what the current state of the law is in encouraging shoulders, and why that's important. Freight mobility, we have lots of different policies about freight mobility, and about – so, one of our goals is, we want a truck that's going through the city to be able to get through I-5 in a reasonable amount of time. Do we have some good data right now on how congestion is impacting freight mobility? And it's probably part of the quadrant plan, but if you could just point me in the right direction, 'cause I'd like to look at that. Sometimes, when we talk about congestion -- sometimes the debate is framed in terms of: Some congestion's okay, because if you fix the congestion, it'll get worse, that seems to be the argument that we hear from some people. And, the problem is, they both have climate impacts. Current congestion is not so good, and we've acknowledged that from the Rose Quarter to Vancouver, that part of I-5 runs through neighborhoods that historically have had their unfair share of bad air and environmental pollution, so, everyone's going to have a different view about congestion and its impacts. Any thoughts you have, though, about congestion under the status quo versus the potential growth in congestion.
LeClerc: Okay.
Fish: And then finally, there's a lot of conversations going on now, about reclaiming some history at this site. I won't go into all the details here, but there's a lot of well-intentioned people who have said that there's a way to honor the legacy of Albina and the missed opportunities under the Albina plan by re-imagining the Rose Quarter. And what I've seen of that depends very much on changing the connectivity of that area, both to the east and to the south. And in a sense, undoing some of the damage by re-creating the street grid and then opening up opportunities for more human scale development, and then thinking about how we reverse some history that has not quite worked out very well, and in some instances, we're not very proud of. And it will be helpful for me to better understand, as we go through this, how much of what we're talking about here facilitates the kinds of creative planning that people are doing at the grassroots level to reimagine that district, particularly around connectivity. So, those are things I'd like to know more about and I'd like to get, as much as possible, an understanding of agreed-upon facts. We can have debates about trade-offs, and we can have debates about priorities, and in a perfect world, we might spend the money differently somewhere else. Those are legitimate questions. But I want to make sure that I have the baseline understanding to go through, and I have to say that seeing some of these visions for a reimagined Rose Quarter, is very exciting and to the extent, our current circulation there works against those visions. That's very important to me. And that happens to be an equity play as much as it is a transportation play. So, those are just -- I'm sorry to load you up, but those are things that would be helpful for me.
LeClerc: Okay. I thought we're gonna address some of them as far as the conversation --
Fish: Even if you just point me in the right direction.
LeClerc: Yeah. We'll get you some facts. I think I have a lot of picture for the bike crashes here. Of course, I didn't bring it. But, yes, the -- we agree that we have -- this project will help development, not just for the area, but for the central city, and actually allows us to have this multi-modal, mixed-use area designation. It lifts the standards, the congestion mobility standards that we need to apply as part of redevelopment, so in a way, it makes redevelopment easier.
Pearce: Might be worth going into more detail on the specifics of the MMA. I think this is an important piece of the conversation.
LeClerc: Okay. So basically, we have cases in the central east side, for example, where ODOT put limits on development because of, you know, the impacts on the freeway. So, the Oregon planning system has a way -- an internal conflict. One is: Develop downtowns. Develop mixed-use areas. At the same time, say, don't add too much new cars to the

freeways. Well, what happens is that, which one wins? Basically, by developing downtowns, you're actually leading to less traffic overall, no more connectivity, more pedestrian traffic. So, in a way, the state recognized that and created this MMA designation that basically says, if you meet these certain requirements, land use, connectivity, density, which, certainly, the central city meets**,** then you don't have to respond to ODOT saying "You're adding, with this new zone change, you're adding too much traffic on to your -- on the freeway." So, in a way, by having an MMA, it's easier to apply new land use changes to the central city. However, safety standards do remain. So, when actually a development does have an impact on the freeway system, then ODOT cannot say, you know, "We need to respond to that." That is the case today. This is the worst safety spot in the state, so therefore, this project allows us to pursue the MMA destination and ODOT has given us concurrence that they agree that is an MMA, so long as we have this project in the books because this is how we address safety in the north-northeast quadrant area.
Pearce; So, the Rose Quarter project itself is part of us getting concurrence from ODOT to have an MMA, to further the development that we want to see on adjacent parcels.
LeClerc: Yeah. And this is into the future. Any new land use amendment for the central city has one less hurdle to do, technically-speaking. So, to summarize, and then we can get back to into some of commissioner Fish's questions – this, from our perspective, is an innovative design, it took a lot of compromise and I think we ended up with a good solution. For us, if we have completely rebuilt and seismic upgraded facilities, critical new improved pedestrian facilities, lids over the freeway, enhancing accessibility and livability, and redevelopment. So, we think that this is, potentially a good move. We very much agree with the mayor and commissioner Saltzman and commissioner Fish. So, and actually, the Planning Commission deliberated on this, as they put together their recommended draft for you, and they added, in this action item, some conditions on these TSP projects. So, I'll read – I'll paraphrase them because they'll actually long. But basically: One, we want the whole element, all of the elements of the project, not just a freeway. But actually, as part of the city's presentation, we want the lids, we want the pedestrian crossings, we want the local connections and improved connections and the bicycle and pedestrian facilities. Secondly, we should have city council sponsor equity strategy that begins to put together the opportunity this provides into the larger framework that we're talking about. So, in this case, it says condition of the development of a city council supported equity strategy, addressing issues related to the Broadway, you know, so, this project, including, historically, African-American community impacts, low-income housing and minorities, women small business community benefits. Thirdly, that the funding for this project would be done in a transparent way, and make sure that doesn't steal funds from east Portland. And fourth, that ODOT and PBOT evaluate congestion pricing as part of -- in the future. So, to go back to a little bit more detail as to what commissioner Fish was saying, there's a lot that can be – and actually, the mayor as well -- there's a lot that's going on now. The opportunity's big, so in a way, we've been meeting some bureaus, including Prosper Portland, OMF, PPS and housing. And begin to think about how does this project can influence some of the activities we have. This is a map provided by Prosper Portland. We have the Interstate urban renewal area. And there are some initiatives already there, with some committees going on, addressing community development, to the North-Northeast Community Development Initiative, the North-Northeast Neighborhood Housing Strategy that Housing's leading. We have activities and potential changes in the Rose Quarter area itself, and, you know, there's a big vision that is being developed there by the private sector, and we have, of course, development in existing and new development happening in the Oregon Convention Center URA including

the Convention Center Hotel, the second phase of the Hassalo Oregon Square and the Lloyd Cinemas parking lot. So, the city's investing a lot. But at the same time, here comes a new project, and we want to be able to better tap into that. So, working with commissioner Saltzman, he has proposed an amendment, actually, to add to that action item, edits to Number Four and a new Number Five. To Number Four, basically instead of saying “encourage to [indiscernible],” it will read “ODOT in partnership with PBOT will implement congestion pricing and TBM options to facilitate for climate impact as soon as feasible, and prior to the opening of this project.” And secondly, it’s a directive to city bureaus to work cooperatively to make sure that all the elements of the project are implemented, and to integrate the project with other city-led and community efforts that advance city goals in the Rose Quarter/ Lloyd District/Lower Albina, and immediate northeast Portland. Special attention will be given to opportunities to include more affordable housing, promote economic development and redevelopment, implement multi-modal transportation improvements including the green loop, which actually uses Clackamas Street, and the new bridge, and provide additional open spaces opportunities under overall equity strategy for city-led investments in the area. This is in your packet. ODOT would be one of the lead implementers of this action item. So, that is an amendment that is being proposed by the commissioner. So, I'll stop there.
Eudaly: I have a couple questions. First of all, thank you for that. This has been a challenging project to wrap my brain around, and as you may know, we've heard a lot of criticism from community members, unfortunately, after this was passed at the state level so it's somewhat reassuring to hear that this is a conversation that's been going on for two years and has involved a significant amount of community outreach and public involvement. So, the -- my main concern is, I am hearing some critiques of the bicycle infrastructure part of the plan, and I'm wondering if -- assuming we agree, kind of on the overall mission, if there's still going to be opportunities to make adjustments to that piece of it?
LeClerc: Yes. We will have a lot -- several years more of design.
Eudaly: Oh, boy. [laughter]
LeClerc: At this point, we don't have a design, but certainly we have the lids, the rebuilding of the infrastructure allows us to have much better than we have now. Hopefully state of the art facilities. So, we'll have conversations about that. ODOT has a process now, now that we have the funding, they start in environmental studies, so, we're going to get more details as we go along and we're happy to participate in making sure that we get the best bicycle facilities and the best sidewalks that we can for the project**.**
Eudaly: That is good to hear because you said Broadway was our number one bicycle crash corridor. So, even though this only affects a small segment of that street, you feel it will significantly alleviate the risk?
LeClerc: Yeah, we talked a lot about crashes. There's a higher concentration in this area because of all the movement. But also, this is the tapping into other efforts. We have a Central City In Motion effort, and we're going to be looking at providing better infrastructure. So, how can we tie these improvements to connect to the river, and then we have another project that hopefully will continue to improve Broadway and Weidler to the east, to Hollywood. So, that’s sort of opportunities that we're kind of seeking to tap into.
Eudaly: Great. Thank you.
Wheeler: Could I ask a question about the amendment? And I support congestion pricing and I support Dan's efforts, commissioner Saltzman's efforts. One possible hitch in all this: Who gets to decide that? Do we control that? Does the state control that or are we beholden to the federal government?
Pearce: A little bit of all of those things. So, as I understand it, the state would need to

apply to the federal government for approval, and that is part of what the study that the state legislature directed ODOT Region One to undertake, is preparing a study of congestion pricing on I-5 and I-205 in order to apply for approval from the federal government to implement the program.
Wheeler: Okay. Because the one concern I have -- and again, I'll underscore it again. I support congestion pricing. I think it's absolutely the right strategy here. But I would hate to see all of the other aspects of this project go by the wayside and the funds return to the state so they could use it to expand I-205 if the federal government doesn't give us what we need right now, and so, I'm somewhat hesitant to throw down a gauntlet when I don't know who's picking it up on the other side.
Pearce: Sure. This, as an action item within the Central City Plan, is describing the intention and the directive to staff, so it's essentially telling us, "This is what our directive from you is to do." So, it's saying, this is what you want to see happen. It doesn't mean that the project can't happen if we don't meet that action.
Wheeler: I want to clarify, is that commissioner Saltzman's intent? 'Cause I'm not sure you got that right.
Pearce: Our intention is to see that happen.
Saltzman: Yes.
Wheeler: That is? Okay.
Saltzman: Well, it's not my intention to -- you know, I want to see this happen. And I think you have to push the bureaucracy in order to make something like this happen, because it's a relatively new concept, certainly on the west coast, it is a new concept. But, you know, I'm fully-cognizant of the fact that it may not happen before this project, and I certainly don't want to see this project fall by the wayside.
Wheeler: Then you have me standing shoulder to shoulder with you on this. This is obviously an important project for the state, and it's an important project for the city of Portland. I believe it has the opportunity to be transformational for this part of our city and I am hearing the concerns that others have raised in their testimony. I think they raised some valid points and there's opportunities, I believe, to address some of those concerns, as well. So, I certainly support it. Does Dan need a second?
Fritz: Second.
Wheeler: Okay. Commissioner Fritz cleverly jumped right out. She's good! So, commissioner Fritz seconds. I don't know if we have any further discussion on this.
Fritz: Just one other suggestion I have in the longer of the two amendments that commissioner Saltzman's put forward, if we could have some language in there about special attention to communities historically disadvantaged in Albina. To make it – it does say about equity, but I think we need to be really intentional, as we have in the north/northeast housing strategy, to make sure that we're focusing on particularly folks who lived in the area. And I don't have particularly language for it.
Pearce: Yeah. Formal amendments will come back later.
Wheeler: Excellent.
Fritz: Thank you.
Pearce: And one note specific to congestion pricing: We understand we're working with the commissioner's office on bringing these further initiatives forward in the next month or so.
Saltzman: November 30.
Pearce: So, our intention is to bring a much clearer point to the congestion pricing conversation about six weeks from now.
Wheeler: Great. All right. Next item? If anybody wants to take a break at some point, just let me know.

LeClerc: Can you sit with me? I guess there's procedural things for the things we did not discuss --
Edmunds: Okay, so, there are two other items on table D, there's item 3 and item 4, and, PBOT staff believe these are minor, but we've grouped --
LeClerc: Actually, we're talking 4 --
Edmunds: I'm sorry, 4, 5 and 6 and then 7, 8, 9 and 10. Do you want to talk about these street classifications?
LeClerc: I did at the very beginning. Let me see. So, Number 4 is about minor amendments about the emergency response specifications, following conversations with Police and Fire. I think they're minor amendments, and make sense. Five is to retain the bikeway classification for 18th Avenue and Goose Hollow, that's where the tracks are as a bicycle classification. It's hard to put a bicycle lane there, but we're throwing some engineering in there, and there's a possibility. It's a good connection, it's hard to find something equivalent. So, we'd like to retain it so we can explore that option. Six, minor mapping errors. They just showed up and we're correcting them. Seven -
Edmunds: Maybe you should stop there.
LeClerc: Okay.
Wheeler: Do we have seconds for 5 and 6?
Edmunds: For 4, 5, and 6?
Eudaly: Second, second, second.
Wheeler: Thank you.
LeClerc: Alright. Seven is basically a minor amendment that -- a renaming of the project, Sullivan's Gulch Trail. We have a project to provide a better pedestrian and bicycle connections on Lloyd Avenue in the Lloyd district, above the bluff. There's also a Sullivan's Gulch trail project. In reality, the trail project calls for the two alignments, so in a way, we're combining that TSP to reflect the two alignments. And there's a, you know, the new bridge, with the view corridor, we're going to wrap around the design on this connection to the work -- the bridge work that we'll be doing as part of Sullivan's Crossing.
Wheeler: I'll move, any second on that?
Eudaly: Second.
LeClerc: And the last one is a revised description for Southwest Bond Avenue to include the South Waterfront street plan updates that I think came before you not too long ago.
Wheeler: I'll move, is there a second?
Eudaly: Second.
Brooks: So, just to clarify, that was a motion and second for 4 through 10, and the mayor was making all of the first motions and the seconds -- I think Karla got it.
Fish: The mayor promised a more efficient government, and I think you're seeing what that looks like. [All laughing]
LeClerc: Thank you for your time.
Wheeler: Yeah. Thank you.
Troy Doss, Bureau of Planning and Sustainability: Troy Doss, Bureau of Planning and Sustainability. I'm here to talk to you about the Table E and the Zoning Map and Use Allowance amendments. First one is one for Volunteers of America. You may recall, there was a request. They currently have industrial zonings. IG-1. It's a site that's been used historically for several decades as both a short-term housing facility for women who are recovering from addiction as well as daycare. It's somewhat associated with the other use, but it's also available to the public at-large. Both operations are ran by Volunteers of America who are a nonprofit. They had requested -- that we rezone to EX, which would be a mixed-use zone, which would allow the use outright. However, because it's IG-1, it's in the industrial sanctuary, there's a lot of concern from adjacent industrial uses, as well as

Central and East Side Industrial Council, that we find a fix that would allow them to retain their use and maybe even expand. But if they should not follow through with that, we're not left with EX zone property that now has a plethora of other uses that could be allowed on the site that might erode the industrial sanctuary. So, what we've come up with is a concept of a code amendment that would say if the use is existing, operated by a nonprofit, it could continue and expand on-site up to a floor area ratio of about 3:1, it would give them approximately 120,000 square feet of development potential, and they would be able to continue on.
Fish: And that would not be subject to a conditional use?
Doss: It would not be subject to conditional use.
Fish: But it would be limited to the life of the project? They couldn't do a bait and switch?
Doss: Exactly. And so, they are assessing this proposal right now. They've given us a favorable review of it initially, but they'll look at it a little bit further, and we could work with them further to fine-tune that code.
Fish: I spoke to some folks at Central Eastside Industrial Council, and my understanding – and you'll tell me if I'm stating this accurately - is that they are supportive of the concept, they were uncomfortable with one of the proposed fixes.
Doss: They were uncomfortable with the zone change. So, if we could find a way to retain the current zoning and the protections it comes with while also allowing VOA to expand --
Fish: But they're not opposed to the proposed use of the site.
Doss: Nope. Not at all.
Fish: The VOA developing it for a community purpose?
Doss: Very supportive, in fact.
Fish: My view is: Whatever gets us to the finish line that brings the most people along, that allows them to leverage a piece of property for a significant community benefit, and if it's the staff recommendation, and it's -- and it's acceptable to all the parties, that's fine with me, and I appreciate your creative problem-solving here.
Saltzman: I would move that amendment.
Wheeler: Very good. Commissioner Saltzman moves. Is there a second?
Fritz: Second.
Wheeler: Second. And I understand part of this is that you'll continue to work further with VOA and EIC on the code to make this a possibility?
Doss: And we'll bring back the specifics.
Wheeler: Sounds like both parties are interested in doing that, which is great. I appreciate your work on that too. Good. Next item.
Doss: Next item is really a combination of number two and three here. And it deals with a similar – it's the same provision in the code. We have historically had a limitation on large-format retail in certain locations of the city, parts of the north Pearl, South Waterfront and this idea has also extended over to the OMSI station area, really trying to prevent a use that was akin to, like, a Costco that is very large in volume, attracts a lot of trips. 'Cause we just don't believe the transportation system's able to carry that. However, we have found that over time, the limitation at 40,000-square-feet is pretty limited. That's smaller than some grocery stores. So, the request has been to allow up to 50,000 square feet both in South Waterfront and at the OMSI area, and honestly, we would extend that to the other areas where this is applicable, and then, you could apply up to 60,000 square feet as a conditional use. We've talked briefly with both parties, they're comfortable with an amendment that would do something like that. They've actually requested that. So, that's where we're at on this one.
Wheeler: I'll move that. Is there a second?
Fritz: Second.

Wheeler: E4?
Doss: E4 is -- actually, I'm going to turn this one over to commissioner Eudaly who had a proposed amendment on T1.
Eudaly: Thank you, Troy. Colleagues, I have a number of talking points I'm going to run through. I think they may answer most of your questions, and then we'll do our best to answer any follow-ups. So, I offer this rezoning amendment to help activate the large concrete pier that is along the North Pearl Riverfront. The pier is currently barely used, and one of the goals of the Central City plan is to activate the riverfront for a variety of activities, so that is the intent of this amendment. We were contacted by an individual who has a grand vision of bringing a flotel to this pier. It may very well be that that is not possible, but certainly, changing the zoning could enable a variety of other activities, whether it's boat rides from the pier, kayaks, food, beverage, performances, et cetera. So, regardless of what actually happens there, we're just wanting to open up the possibility of something more happening there. So, the current zoning is high density residential and it allows some commercial development, but that must be in the primary residential structure. Rezoning to a central commercial works fine for the existing condominium residential developments, and allows more flexibility for retail uses on these sites. Item E4 is the amendment. It will include three tax lots, two properties that are -- thanks for the visuals, by the way. I feel so fancy. Two properties that are adjacent to the pier and one rectangular site for the inlet to the north. The third property would become an isolated residentially-zoned site. If the two properties adjacent to the pier were the only sites rezoned to Central Commercial. Also, to clarify, the amendment applies CX to the comprehensive plan map, and the zoning map for these properties. Since I proposed this amendment at the September 7 city council hearing, I plan to reach out to affected property owners, and others who might be interested in the amendment, including the Pearl District and Northwest Industrial Associations. My staff is working with BPS staff to do that community outreach and send them formal notification of this map amendment prior to the January public hearing. That's all I've got.
Fish: Commissioner, I cannot support taking scarce, industrial land out of our inventory, I'm sorry. [Laughter] Of course, this is not Terminal 1 North, this is Terminal 1 South, and it's already zoned for residential. So, the only question here is, there's a lot of staff comments here about open house and notice. So, is there -- is that because there's -- this will be a surprise to the neighbors? Or this is required or what?
Eudaly: I think the individual I mentioned that has the interest in the pier has actually done his own outreach, so they should be aware that there's interest in this. But we have not done it ourselves.
Edmunds: We will be sending a noting prior to the January public hearing, so we will send it to those neighbors.
Fish: I'll second this so we can have further discussion.
Wheeler: And staff will work with commissioner Eudaly on the specific language around the amendment, is that correct? Very good. Excellent. Next item, please.
Doss: Okay. We're going to back to Ivon street. And there's actually two issues that are listed here. So, I'll start with 5, I don't really have a slide on this. It's really a minor amendment. As we were going through the process of addressing the retail limitation I discussed earlier, we had inserted a -- an exemption that allowed hotel uses to be allowed despite the retail limitation of 40,000 or 50,000 square feet. Because hotels are listed as a retail sales and service use under the code. We meant to carry that over. It was a mistake. It's an error in the code that's before you today, so we're just asking that we can re-amend that language to allow hotels where that limitation exists, and that would also allow for hotel at Ivon street, for instance.

Wheeler: I'll move it.
Fritz: Second.
Doss: And then, the last is for the same property. There was a request that -- by the property owner, “Why don't we allow housing as a conditional use here the same way we did at OMSI?” So, just to give you a little bit of background on that, OMSI has currently -- a zoning pattern that's an employment/industrial zone that does allow housing as a conditional use. There was a lot of conversation when we brought the Southeast Quadrant Plan through, to say, “Should we retain that or not?” So, the proposal from both – going through Planning Commission, city council was for the OMSI area, because the zoning currently allows it as conditional use, we’re gonna retain that going forward. So, that’s why we’ve done that there. The properties south of the station area there, the light rail station at Carruthers, are not zoned the same way. They're actually zoned Heavy Industrial. And if you see the photo here, you’ll see that’s the use that’s currently there, it’s the Ross Island Sand and Gravel Batch Plant, the area also has warehouses and other uses. But primarily, it’s really zoned for heavy industrial. So, we are rezoning the area to allow EX, central employment. It would allow virtually every use that the code allows except for residential, and the reason we're doing that is, there is transportation impacts on the adjacent industrial use, which will retain its IH zoning, the Ross Island Sand and Gravel, could impact freight operations, it also cuts right across the trailhead for Spring Water/OMSI Trail, and it just doesn't seem like a site that is appropriate for housing. But there's so much flexibility still retained in the EX zoning itself that we felt that they were able to go forward with a number of different development scenarios there. So, our proposal would be to retain the prohibition housing at that site.
Fish: How long has the current property owner owned that land?
Doss: About four years.
Fish: And so, the property was acquired with these existing limitations?
Doss: Yes.
Fish: And, from your point of view, is this a close call or a clear call?
Doss: I believe it's a clear call.
Fish: Joe?
Zehnder: It's a clear call. The property was purchased as industrial. We're widely-expanding the kind of uses that can go on it, we're just not going with residential because the policies we’re balancing here are protecting the industrial sanctuary, central eastside, but hooking it into the innovation quadrant, and offering, you know, offices, and other kind of uses, so it's a clear call from the public benefit of the policy purpose for us, as well. And residential here for those reasons and others is not appropriate at this time.
Saltzman: I think this is my amendment, but I agree with the rationales that have been offered.
Wheeler: Okay.
Fish: Are we down to one more?
Wheeler: Green buildings.
Mindy Brooks, Bureau of Planning and Sustainability: Mindy Brooks, planning and sustainability, and we're going to talk about ecoroofs, it's our last item for today, I believe. So, this again, this was already brought up as an amendment by commissioner Eudaly and seconded, but we wanted to give you an update on where we are on this. And I wanted to give a little bit of background, too, to make sure that everyone understands what the standard would be. So, this is a standard for new buildings over 20,000 square feet. The current recommended draft would have 60% of the rooftop going to ecoroof after you remove mechanical, fire/safety routes, all other things on the rooftop. The remaining 60% would need to be an ecoroof. And I wanted to clarify that that 20,000 square feet, that is

the size of the whole building. Not the footprint, not the rooftop, the whole building. So, a half-block site, two stories, equals 20,000-square-feet, so it's going to pick up most new buildings in the central city. The way that it would work is, I just picked a recent development, all that gray area on that rooftop there is mechanical and fire evacuation routes and HVAC and all that stuff would be removed first from the calculation, and the remaining area would be where you would look at for an ecoroof. So, the recommendation, before Eudaly's amendment, was 60% of that would go to ecoroof, and 40% could be used for other amenity spaces. So, just an example of this, in this example, the towers are all the mechanical space, no ecoroof, and then that podium has ecoroof plus amenity space, like this. Commissioner Eudaly's amendment would change the coverage to 100% of the remaining rooftop area, and then clarifying the issue around amenity space. So, really, the standard would work very similar to the way that we've written it today. It's more of a clarification about what we are calling “common outdoor area.” So, instead of it being flexible, we would say, take your rooftop, subtract mechanical, fire and safety and common outdoor area.” And then the rest needs to be ecoroof, 100% into ecoroof. So, that is what we're looking at. We don't have an amendment today because we have run into two topics that we have to address further. One is the fire code, which was amended in 2016 to specify size and dimension of ecoroof, so we're looking further into how do we address that and maximize ecoroof space? And then, the other has to do with architectural diversity. So, ecoroofs, per stormwater code, can go up to a slope of about 25%, beyond that, it’s a little bit tricky, and so, we're trying to figure out how we can be flexible so we don't end up with just flat roofs on our new buildings, so we're hoping to come back soon with an actual amendment that gets at those two issues, as well.
Fish: Before you go to the second part of this, I'm just looking at the Eudaly amendment where you have a recommendation on One through Four. So, historically, BES has had a big role in ecoroofs, so, based on the clarifications that you’ve worked out, and there's still a couple things to be clarified, but, does BES support this approach now?
Brooks: Yeah. So, there's a staff that includes a team of BES, Bureau of Development Services, and our bureau to continue to make sure that it meets everybody's – and with Bureau of Development Services, we're also working with fire as well. So, make sure everybody's…
Fish: On the same page.
Brooks: On the same page. Yeah.
Fish: Thank you.
Fritz: And then, you're also looking more to historical buildings and smaller ones, right? current ones?
Brooks: Our current recommendation is to not go to a smaller size than 20,000 square feet. We think that picks up most of the stock of what will be new buildings in the central city.
Fish: What is an example -- and I agree with you that it's appropriate for us to look at incentives. The incentive used to be that you get a bonus. We tied it to the zoning code, right? Now we're creating a mandate. So, what's an example of an incentive that could be considered by the council?
Brooks: Um, well, there was a Grey to Green incentive that was a Sam Adams incentive that he put in place, and it was through Bureau of Environmental Services to help offset the cost of ecoroofs. And I don’t have the stats with me right now, but quite a few ecoroofs were funded as part of that Grey to Green incentive. So, a monetary offset would be one option you could look at.
Fish: Right. So, that was using a subsidy program at BES to cover it, and unlikely that's going to come back. So, there might be other things that can be offered --

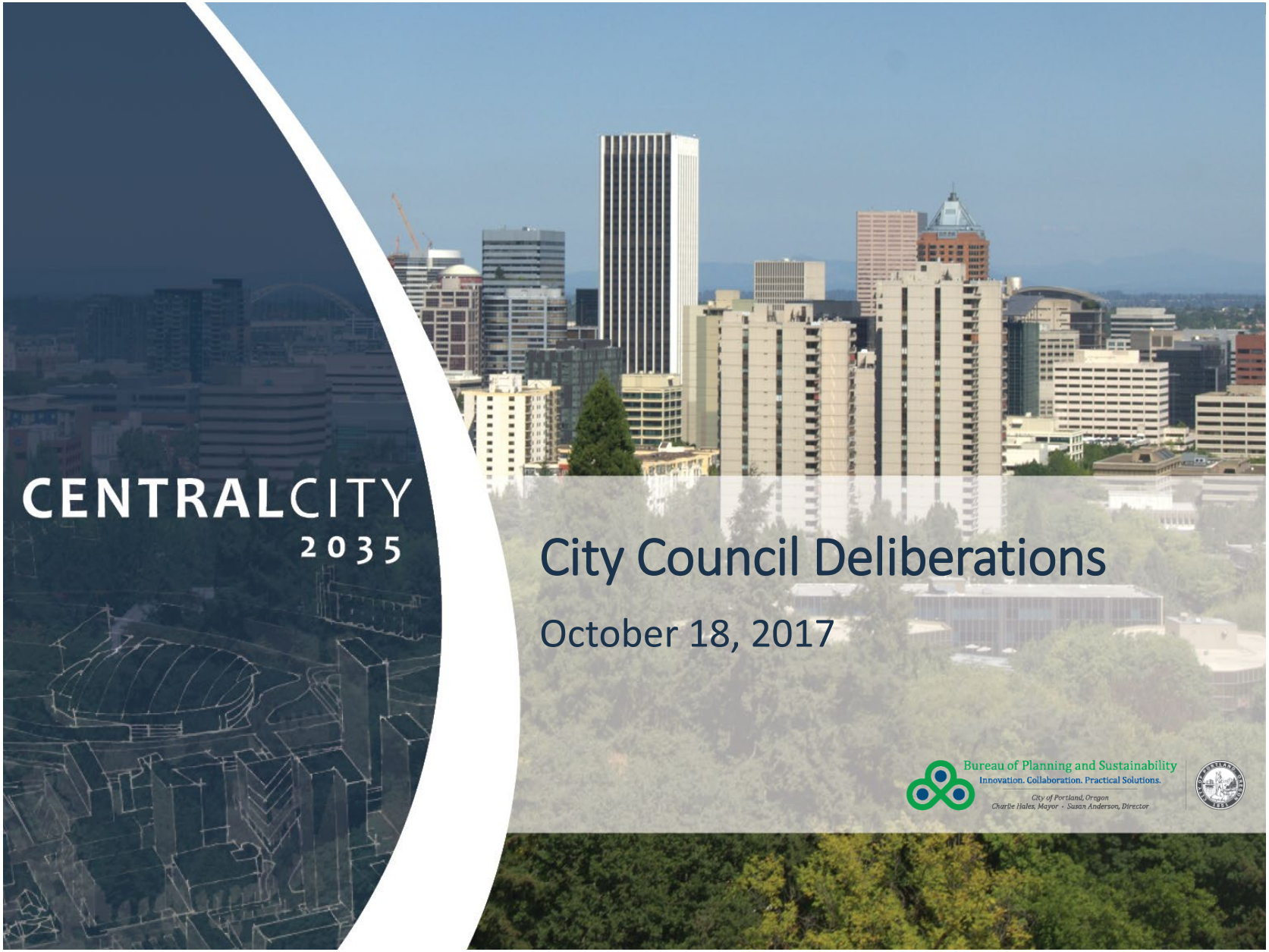
Eudaly: I'm sorry, I missed something. Incentives for smaller buildings? Or for existing buildings?
Fish: When it wasn't a mandate, then Commissioner Adams proposed using ratepayer subsidies to cover an offset. Probably not the best idea for us to pursue that option going forward. So, the question is, what are –
Eudaly: But why would we need incentives if we're going to require something?
Fish: We're talking about the smaller foot – the smaller buildings. Okay. That's what I was looking for. So, I was just asking -- I was hoping to be educated about what are examples of incentives when you don't have a zoning code, and you don't have ratepayer dollars. What's left?
Eudaly: Warm fuzzies.
Zehnder: You don't have bonuses in this case, because this system's fully subscribed. So, it's -- our other few waivers speeding things up kind of approaches, but nothing that we've identified specifically yet.
Fish: And something, presumably, we're talking to some of those property owners to ask what would they view as an appropriate incentive?
Zehnder: We have not done that on part of this, but, uh, we can follow up on that.
Fish: We're carving this out, so, I mean, we'll get some feedback as to what they're looking for.
Fritz: Well, possibly, this would help with the energy rating which we're requiring. Because it would, you know, having more stuff on the top makes it cooler in the summer and warmer in the winter.
Eudaly: Oh yeah! How could this tie into the green building policy we just heard today?
Fritz: These are all good questions, and thank you, commissioner Eudaly, for raising this whole topic, because I think it is one, obviously staff has enjoyed digging into it more, and, I know you've had a lot of conversations with Audubon**.** So, thank you very much.
Brooks: So, ecoroofs are part of the Green Building policy. And they're in place today, we actually modeled a lot of this, the recommended code, out of the Green Building Policy, because as you pointed out, there are many reasons, not just stormwater reasons, to look at ecoroofs: They do decrease HVAC costs, they extend the life of a roof almost twice over what a standard roof is. So, there's a lot of reasons to consider ecoroof, and monetary reasons, as well, for the property owner.
Fish: I think the concern you flag, which I share is, on some of the smaller buildings, particularly historic structures, where we're talking about a whole host of changes that are going to add up, we want to assess the cost, the accumulative impact, and then see whether there's some way to off-set that cost so that someone isn't getting an unreinforced masonry bill, an ecoroof mandate, and a few other things.
Brooks: So, just to be clear, as this is proposed right now, it would apply only to new construction. So, this is not -- there isn't yet –
Fish: I'm talking about 5 through 7.
Brooks: Yeah, I don't believe that the 5 through 7 was looking at retrofit.
Fish: Well, it says, as well as retrofitting existing rooftops, so I'm just going off of your language.
Brooks: Oh! I'm sorry, which one are you looking at? Oh, underneath "Staff Comments"?
Fish: Yeah, hedge your bet on that one.
Brooks: Oh, office staff comments. Yes. Sorry, I was looking at number 5 here, the request from -- this came from GRIT, and the request was to apply it to new construction. But yeah, there's…
Fish: I'm agreeing with you.
Brooks: Yeah. Okay. [Laughter]

Wheeler: All right. That's it, good. So, Sally, why don't you tell us where we are with regard to the items we're going to cover in our next session?
Edmunds: Okay. So, on November 2, we will talk about the West Quadrant SAC property owner map again. But then, we will be moving on to a number of other topics, including river and environmental items, and -- gosh, I don't have them all in front of me.
Fritz: And others. [Laughter]
Edmunds: And a number of others.
Wheeler: And the rest. [Laughter] Okay.
Edmunds: So, I just want to point out the schedule. So, we have, on the calendar, November 2nd, and December 6, to go through a variety of items just like we did today, and develop amendments in time for the January 18th public hearing. We will schedule another date in -- in probably March, to do some final votes on the amendments and then we will likely come back to you in May for a final council vote because that is currently when the comprehensive plan is scheduled to be complete. So we need to follow that.
Fish: Is November 2nd locked in stone? Did you say November 2nd for the next --
Edmunds: I did say November 2.
Fish: I'm looking where it's on my…
Wheeler: Is it November 2nd or November 6th?
Edmunds: It's November 2nd and December 6.
Fish: It's not on our calendar.
Fritz: Well, these are work sessions with the council, right? So I would suggest that we move it so that we can accommodate your schedule.
Fish: I was going ask if there's any way to move it to the following week.
Moore-Love: Not really. It's pretty booked. There isn't time.
Fritz: Even on a Tuesday morning work session time?
Moore-Love: There's a Wednesday morning, a Wednesday evening meeting, and the Thursday is booked from 2:00 to 3:30.
Fritz: Well, what about the Tuesdays where we kind of keep it held for work sessions coming up. Is there nothing there?
Moore-Love: The following week of the second, there's a work session on the 7th, 9:30 to 11:30.
Fish: Well, maybe we could, in the next 24 hours, see if there's a place that fits. If there's a way to move it to the next week that doesn't inconvenience my colleagues, I would ask us to consider it. If not, then we'll keep the date.
Wheeler: Let's see if we can work it out. So, we'll have --
Moore-Love: Do we need to announce it today?
Edmunds: If we need to be rolled to a date and time certain, it should be announced today. I'm sorry for that. It's a technicality. But because it is a land use matter, presumably, someone –
Wheeler: Can we announce it today and change it? What's the process for changing the date?
Edmunds: Yeah. So, we can announce today that the date and time certain is November 2nd. If it's going to be rescheduled for a date and time certain after November 2nd, we can post on the door, and post online, the new time.
Wheeler: Okay, so, let's do this, for those listening in, we're going to continue this conversation on November 2nd at what time?
Moore-Love: 2:00 p.m.
Wheeler: At 2:00 p.m. But heads-up, we will very likely be changing that date. So, stay tuned between now and then, and check the council agenda to see if we've changed the date.

Fish: And how much time do you expect for this next work session?
Edmunds: So, I had a moment to go grab my materials here. So, we have a couple of other green building items --
Fish: What's your guestimate if you added it all up?
Sally: Oh, three hours.
Fish: Okay. That's good to know.
Wheeler: All right. With that, we are adjourned. Thank you, everyone.

At 4:42 p.m. Council adjourned.

[End of excerpt.]


CENTRALCITY
2035
City Council Deliberations
October 18, 2017
Bureau of Planning and Sustainability
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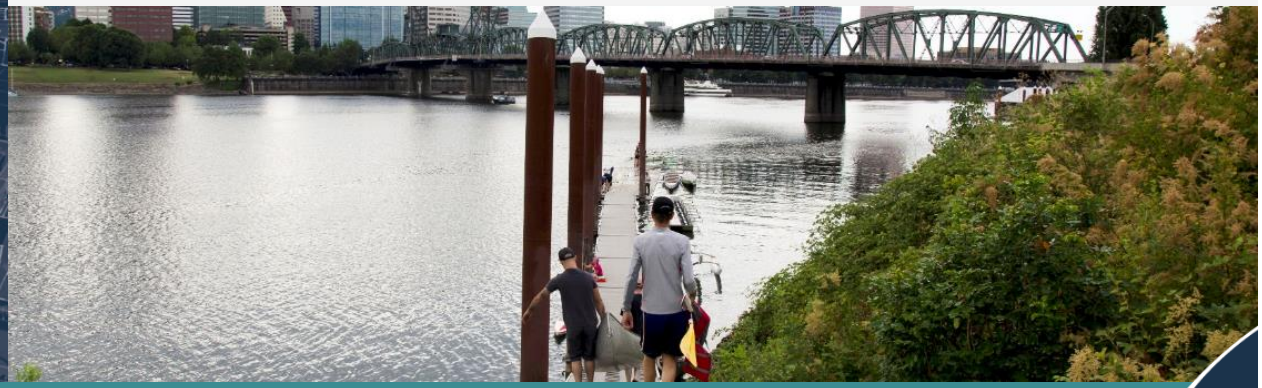
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

TODAY'S AGENDA

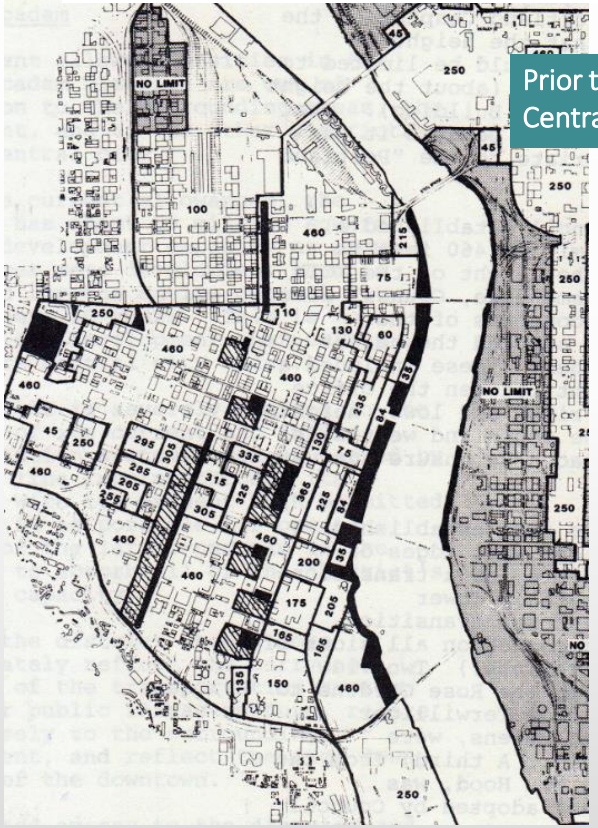
- Introduction
- West Quadrant Plan SAC
- Height and FAR
- Scenic Views
- Transportation System Plan
- Zoning and Use Allowances
- Green Buildings

PROCESS

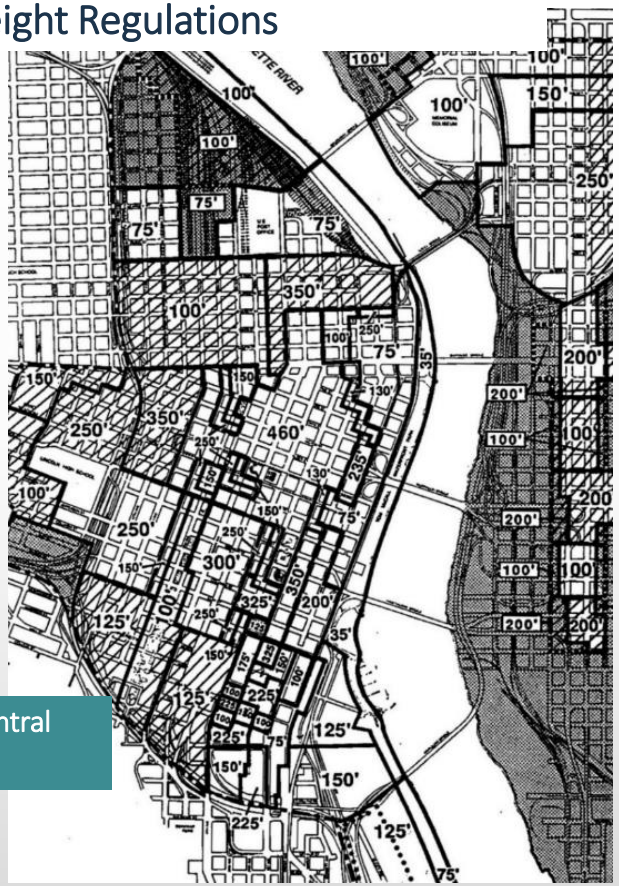
1. Staff introduces the item.
2. Commissioner who requested discussion or amendment begins the discussion.
3. Mayor “calls the question”
   - Is there an amendment related to this topic?
   - Is there a second?



History of Central City Height Regulations

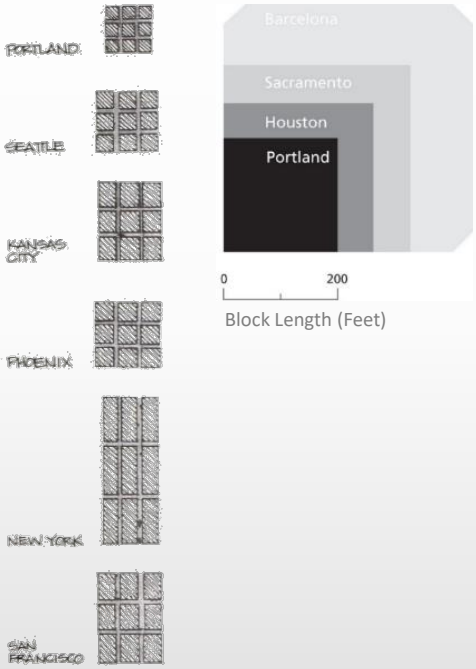


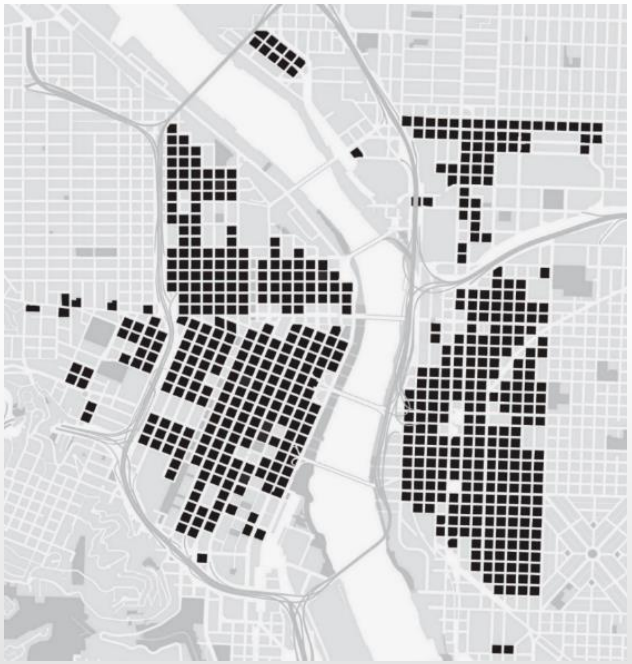
Prior to 1988 Central City Plan



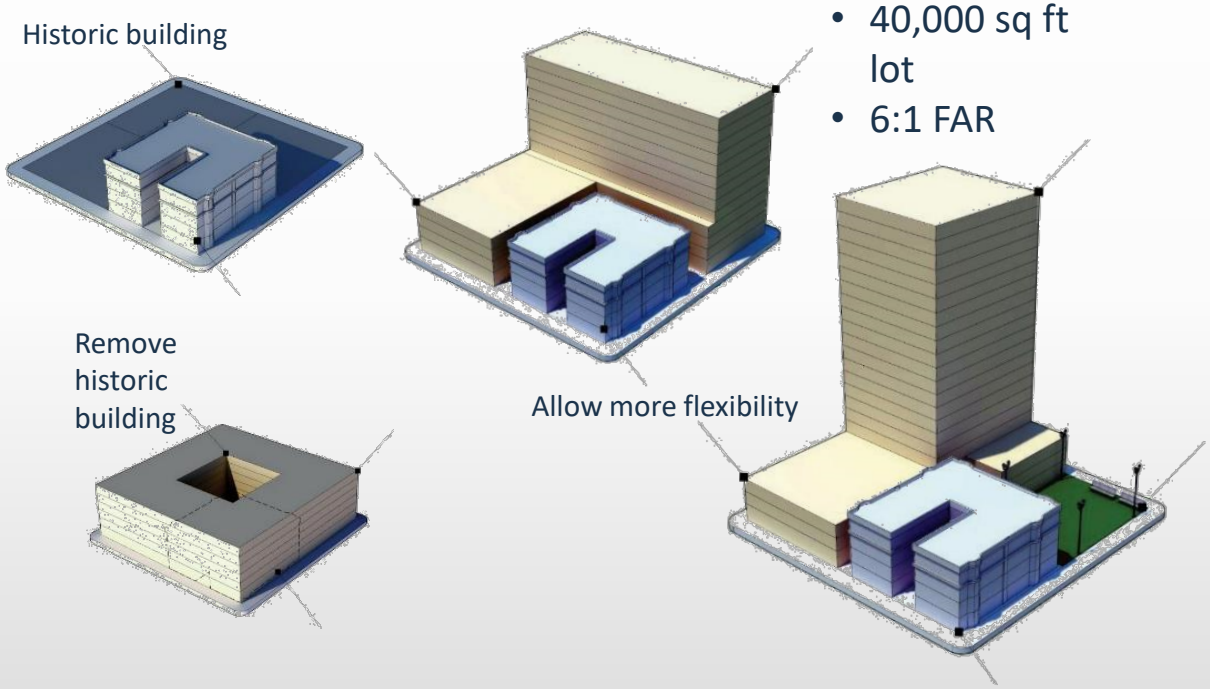
1988 Central City Plan

A Uniquely Fine-Grained Central City: BLOCK PATTERN





How Floor Area Ratio (FAR) works with Height



Central City Height Considerations

Allow more height to:

1) Leverage/support major transit investments
2) Allow more height to fully use FAR
3) Provide flexibility for design and development feasibility at important and difficult to develop sites (bridgeheads, riverfront)
4) Only allow more height through use of bonuses

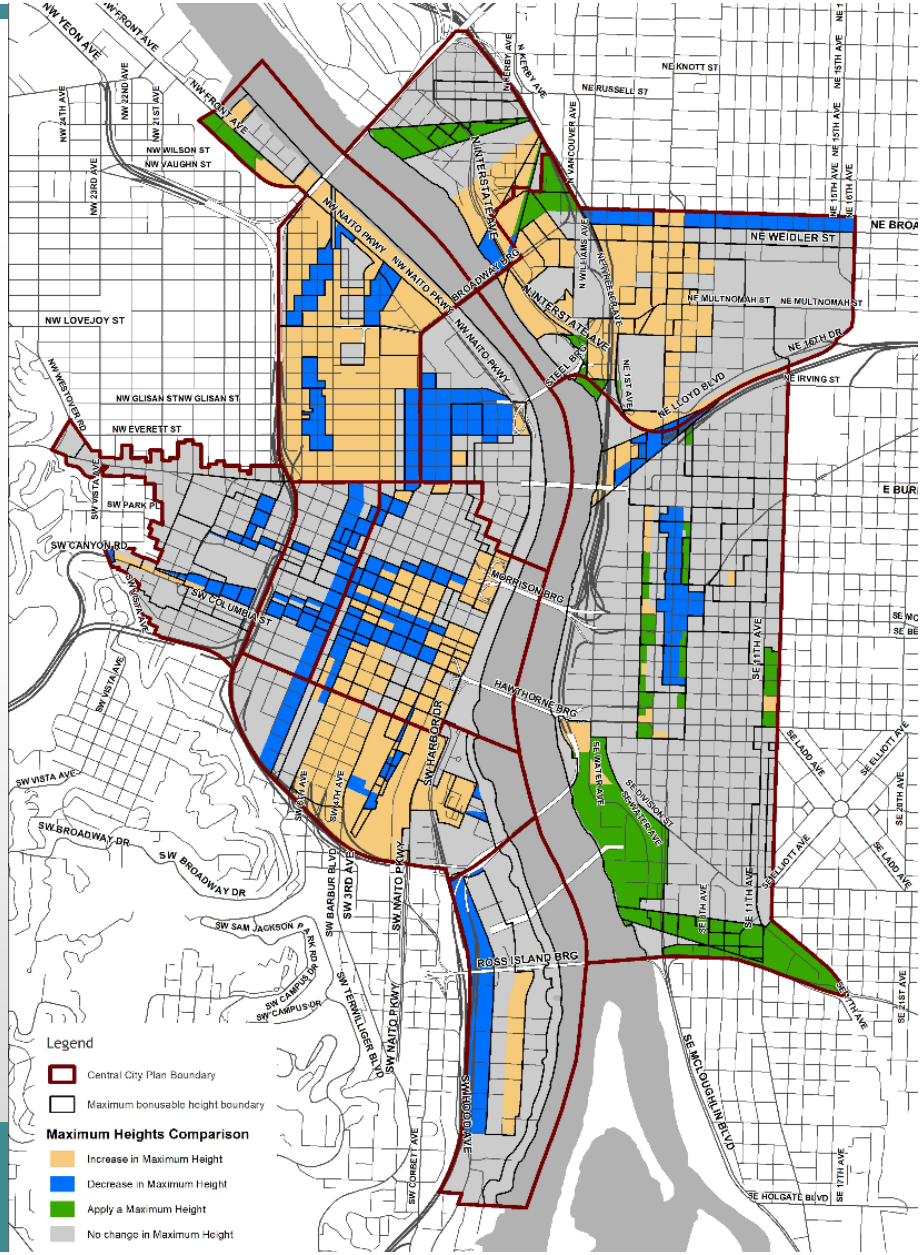
Central City Height Considerations

Lower heights to:

5) Preserve the character of historic districts
6) Protect designated public views
8) Reducing shadows on parks, open spaces
9) Transition of neighborhoods

Height Changes

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply a Maximum Height
- No change in Maximum Height



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CC2035 Planning Process

Quadrant and Concept Planning (6/10 – 7/15)

- Concept Plan (Policy direction)
- N/NE Quadrant Plan
- West Quadrant Plan
- SE Quadrant Plan

CC2035 Planning Process, continued

Other Studies (12/13 – 6/15)

- Natural Resource Inventory
- Scenic Resource Inventory
- Bonus and Transfer Study

CC2035 (12/15 – present)

Background on West Quadrant SAC

7/14 WQ SAC final meeting

12/14 PSC vote

3/15 City Council vote

6/15 Concerned Portlanders letter to Ombudsman

10/15 Ombudsman letter to Concerned Portlanders

2/16 BPS requested after-the-fact disclosures

West Quadrant Disclosure Summary

also see Volume 6 (pages 31 – 59)

- 26 people filled out the disclosure form (some more complete than others)
- 3 people send emails or letters with similar information (some more complete than others)
- 3 people did not respond
- 1 email bounced

West Quadrant Plan
SAC Ownership Map

SAC Member tax lot owners

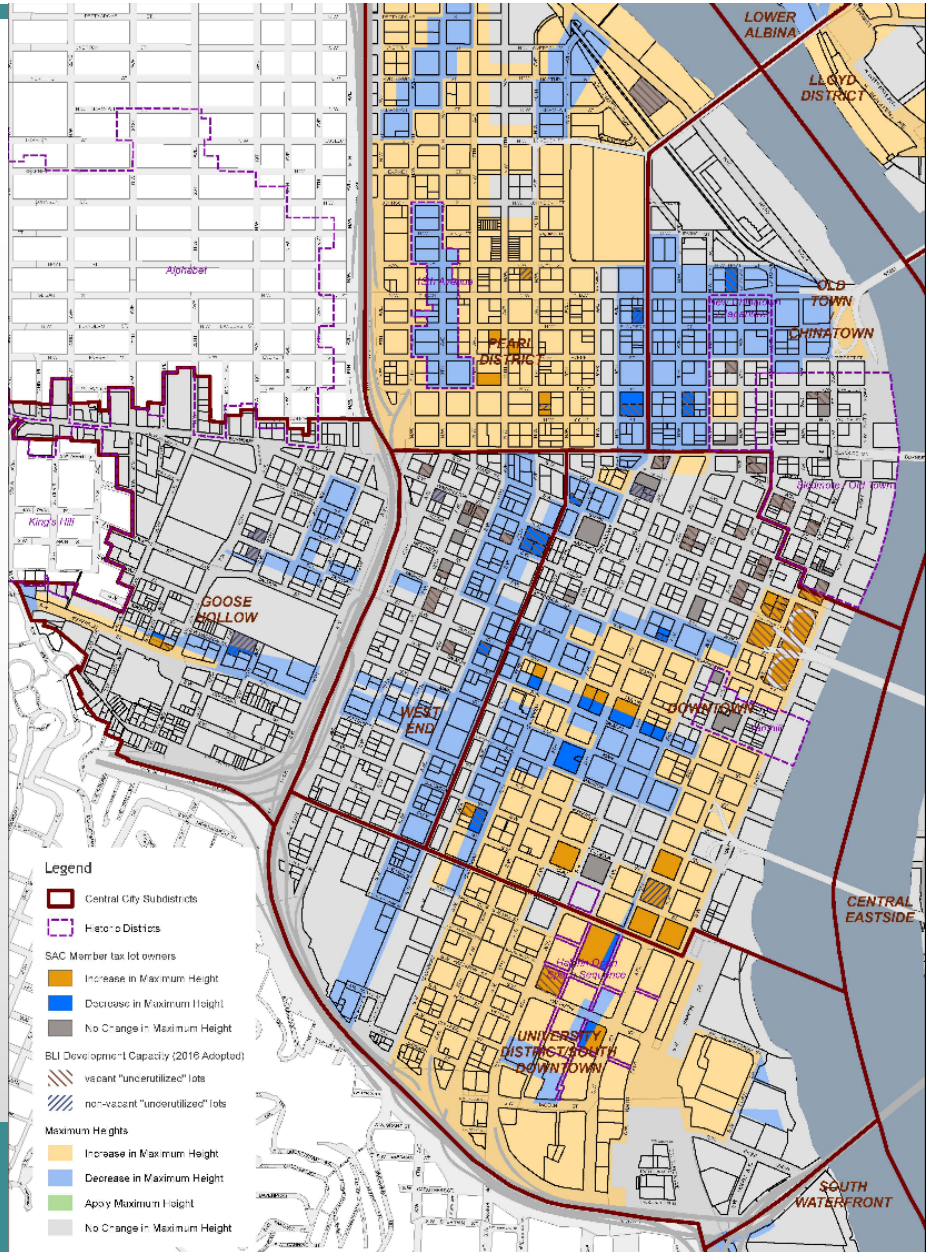
- Increase in Maximum Height
- Decrease in Maximum Height
- No Change in Maximum Height

BLI Development Capacity (2016 Adopted)

- vacant "underutilized" lots
- non-vacant "underutilized" lots

Maximum Heights

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply Maximum Height
- No Change in Maximum Height



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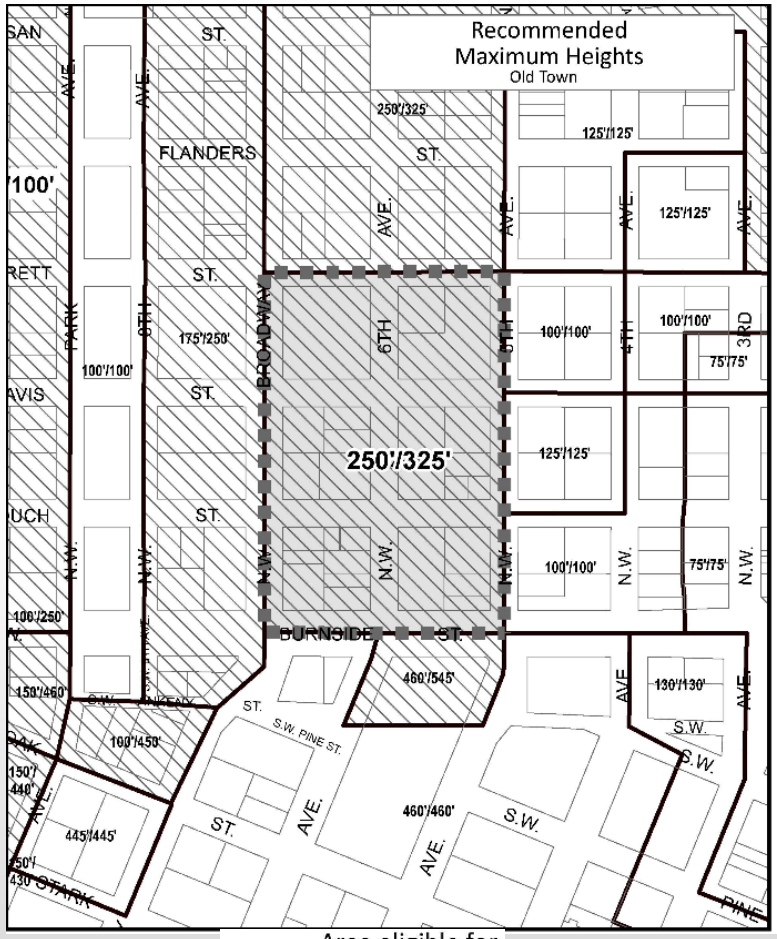
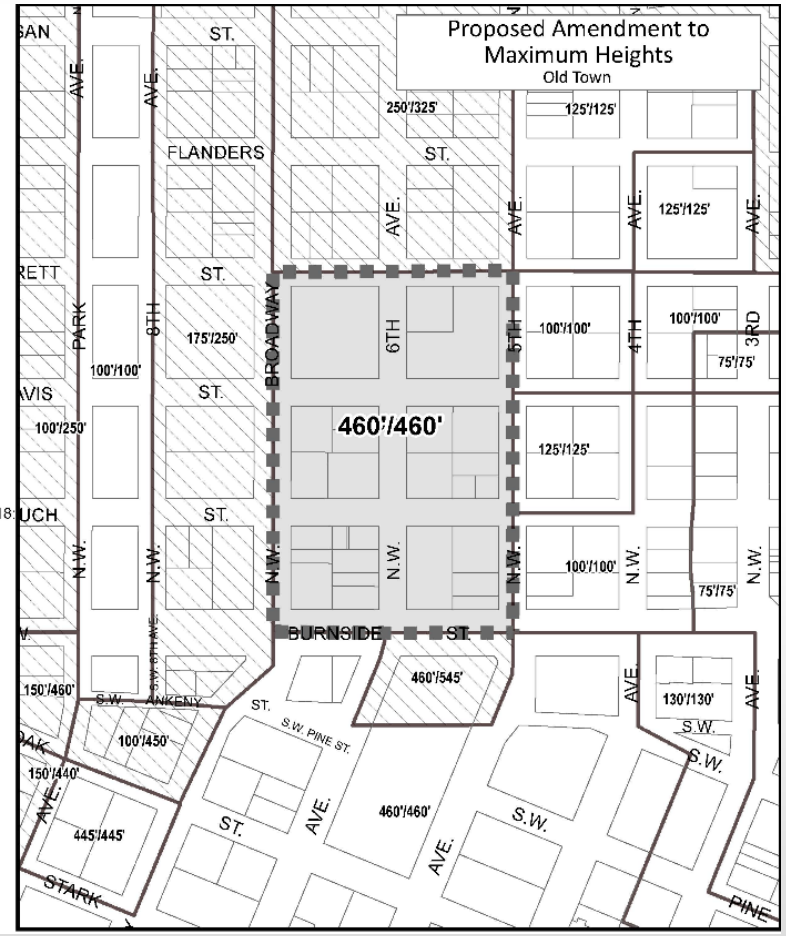
Height and FAR

1. Old Town/Roseland Theater Height
2. New Chinatown/Japantown Historic District Height
3. Old Town/Chinatown Height (outside Historic District)
4. Big Pink, Wells Fargo, and PacWest
5. River Place
6. SE 12th Heights
7. Lower Heights on the Park Blocks
8. Morrison Bridgehead

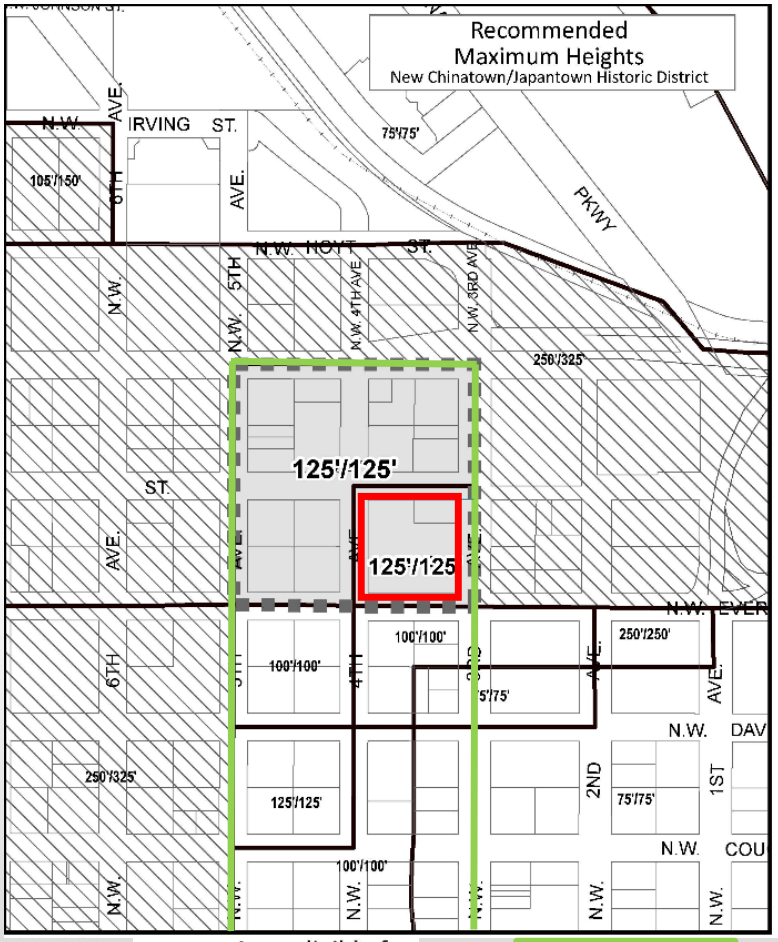
Old Town/Roseland Theater Height

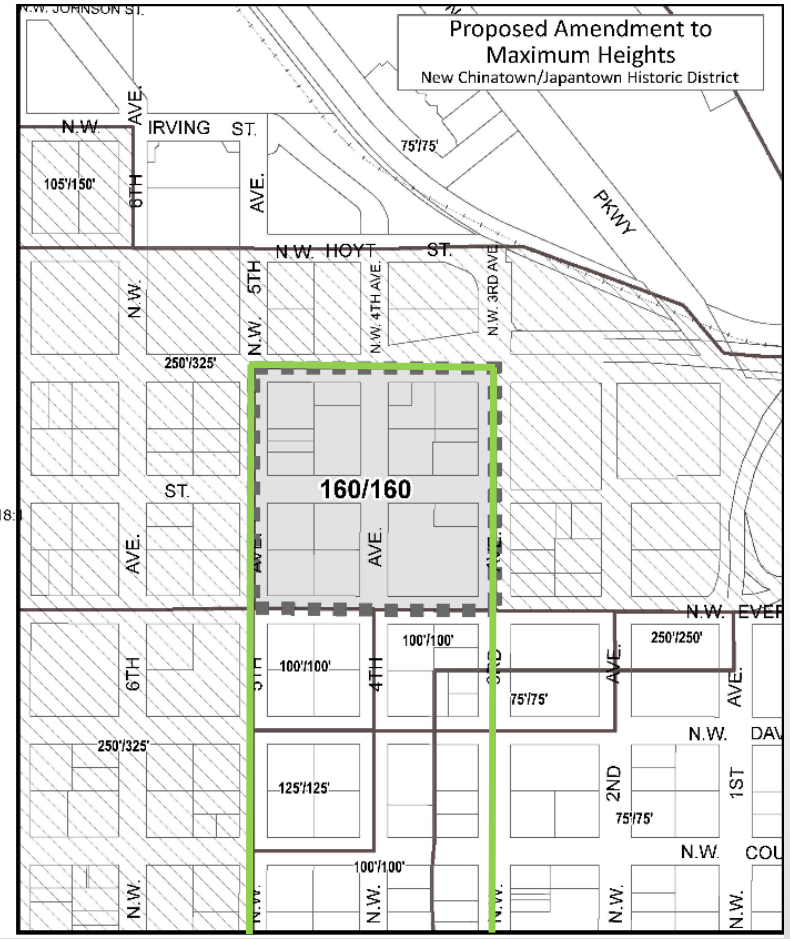




Mayor's Amendment

New Chinatown/Japantown Historic District Height



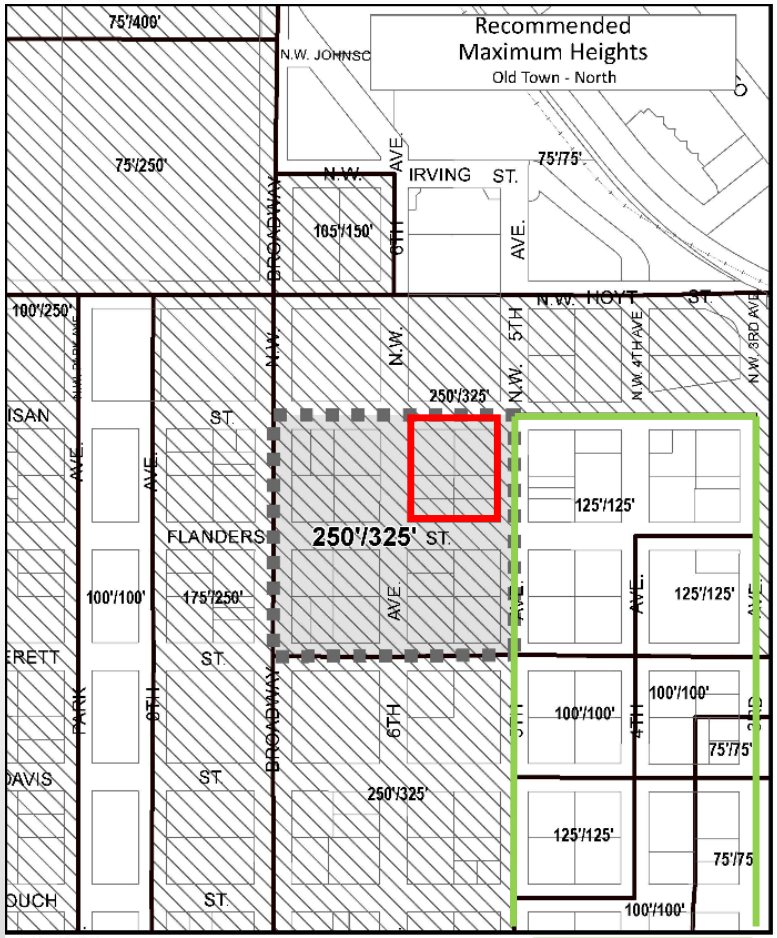


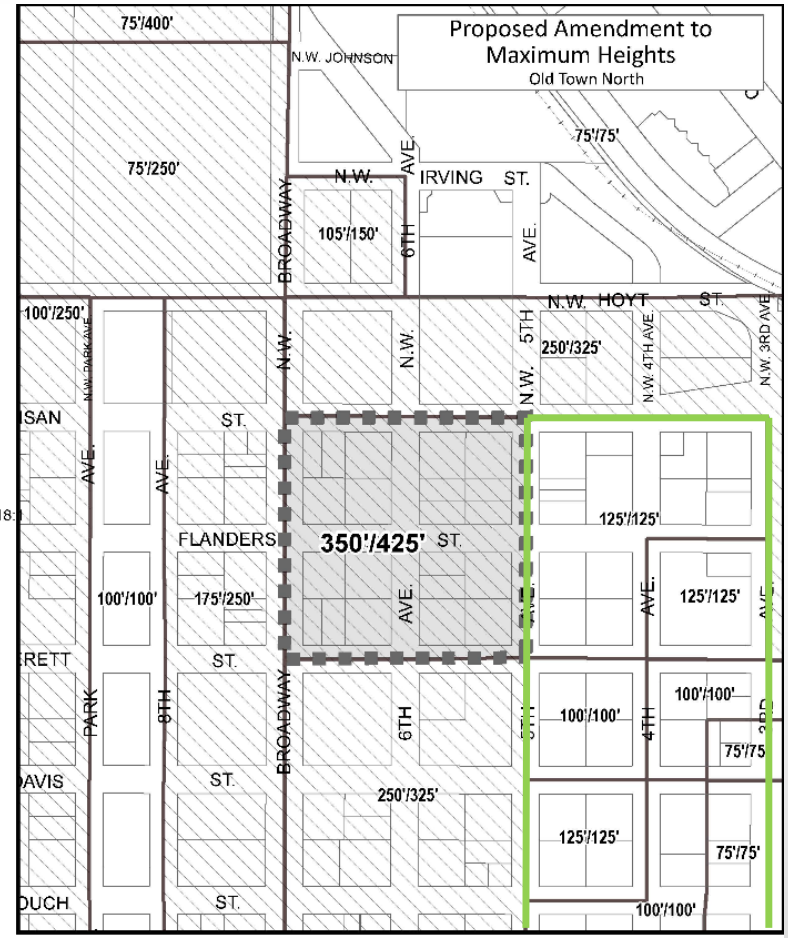
Area eligible for height increase

Historic District

Mayor's Amendment

Old Town/Chinatown Height (outside Historic District)



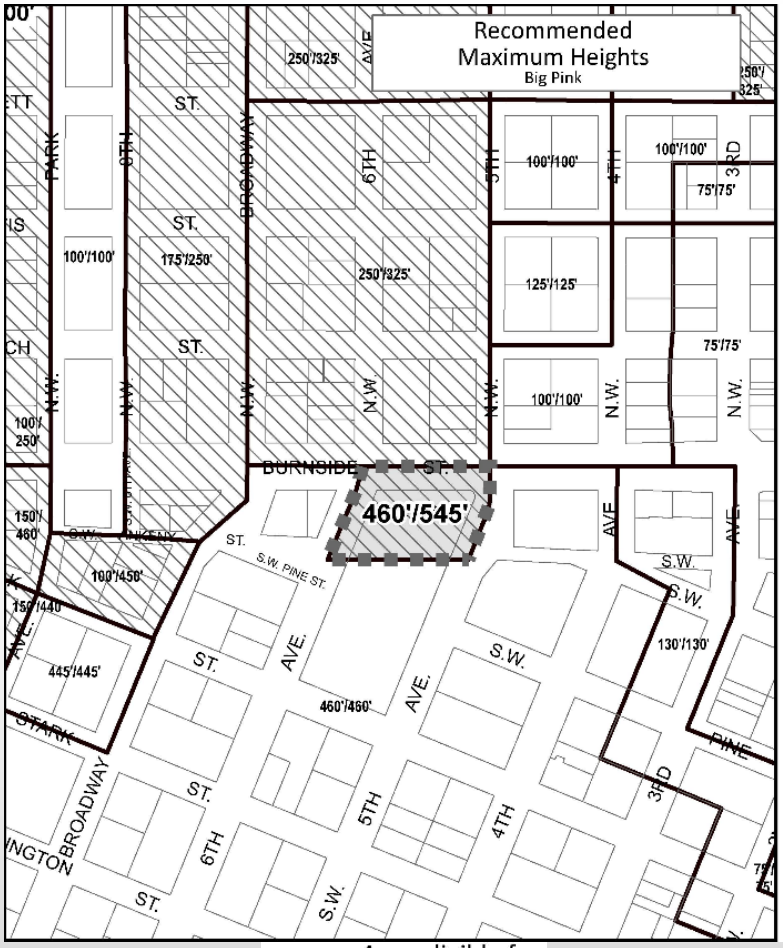


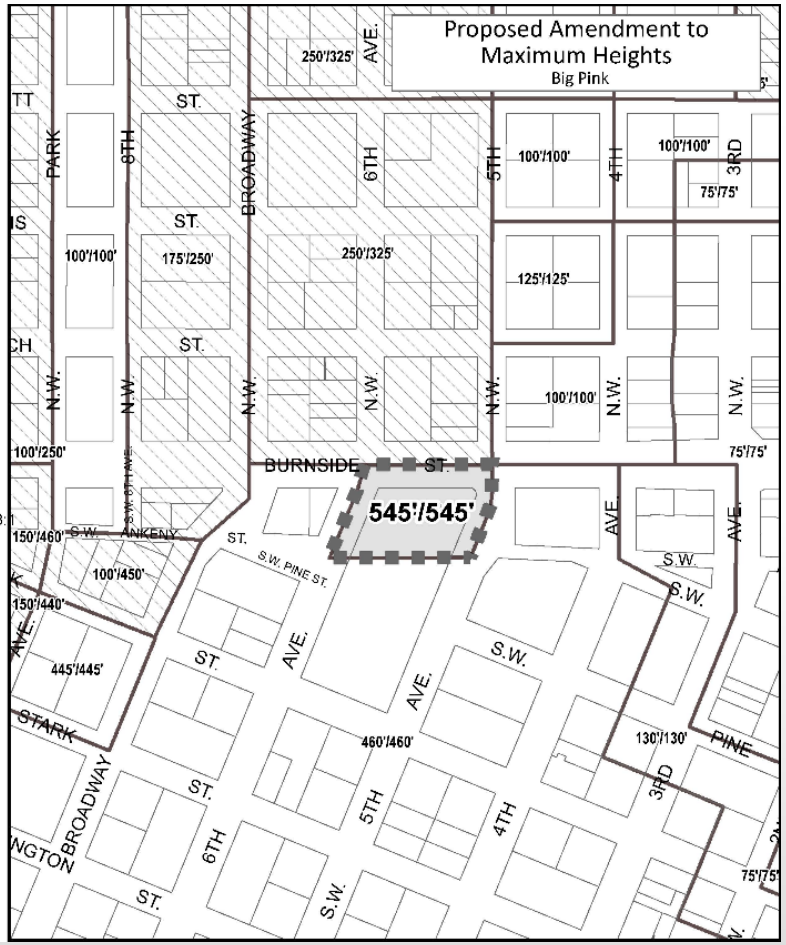
Area eligible for height increase

Historic District

Mayor's Amendment

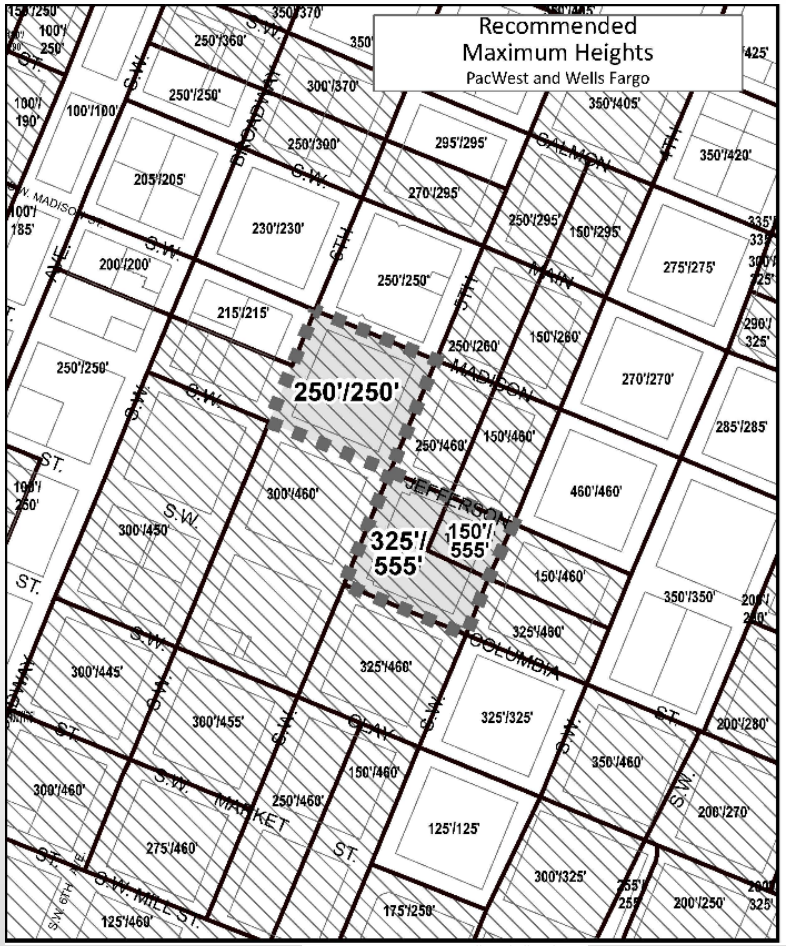
Right-sizing Big Pink Height

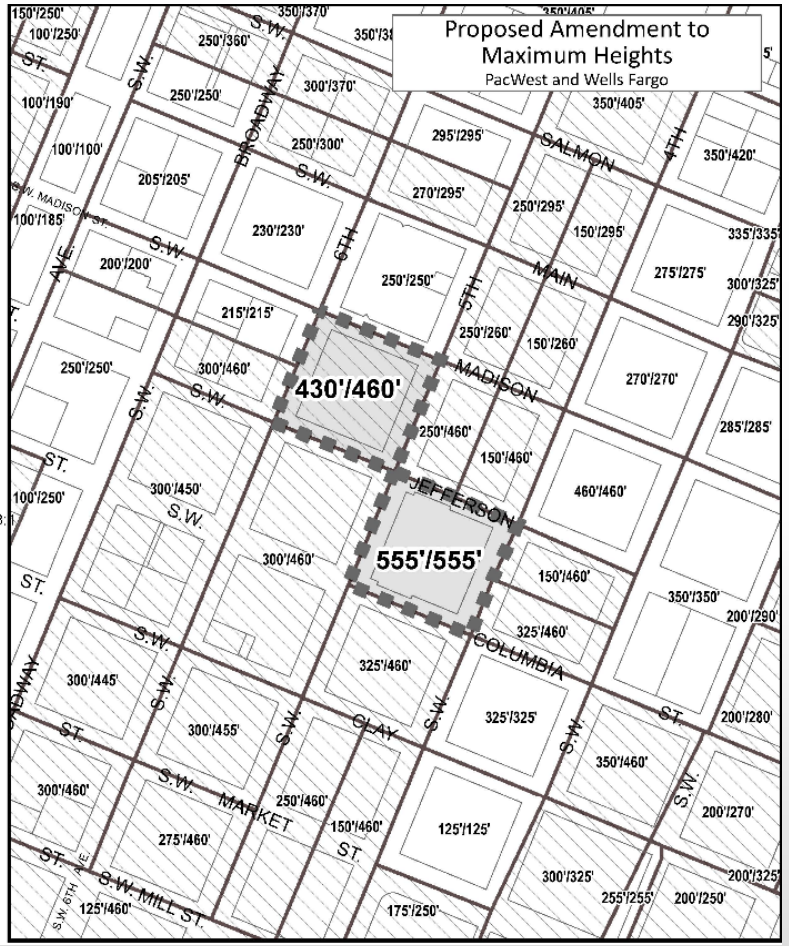




Mayor's Amendment

Right-sizing Pac West and Wells Fargo Height

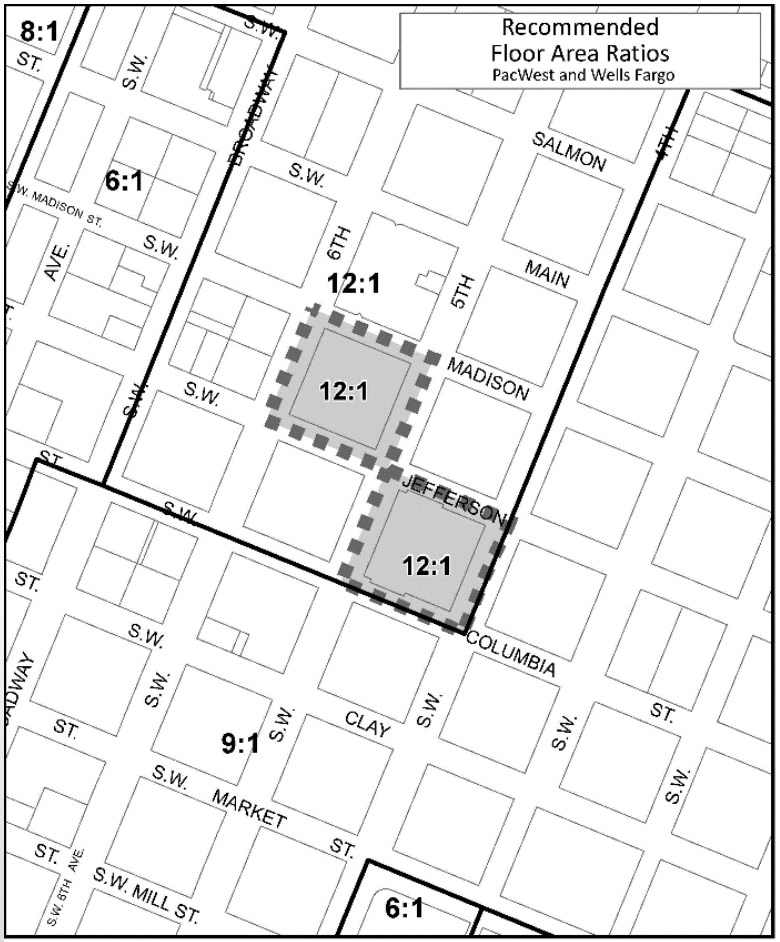


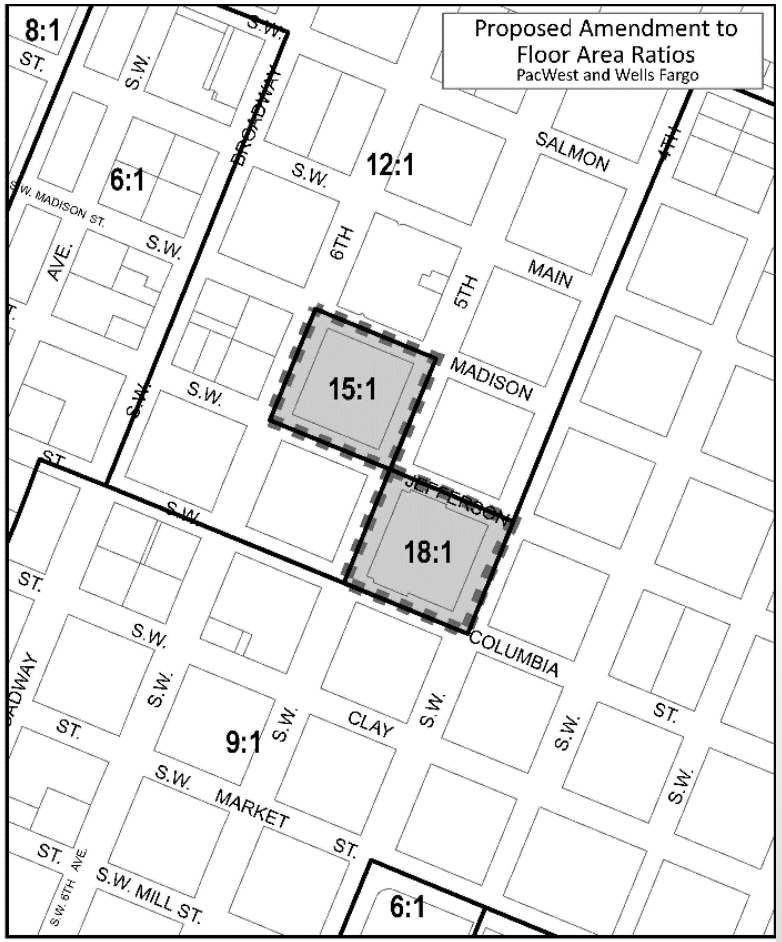


Area eligible for height increase

Mayor's Amendment

Right-sizing Pac West and Wells Fargo FAR

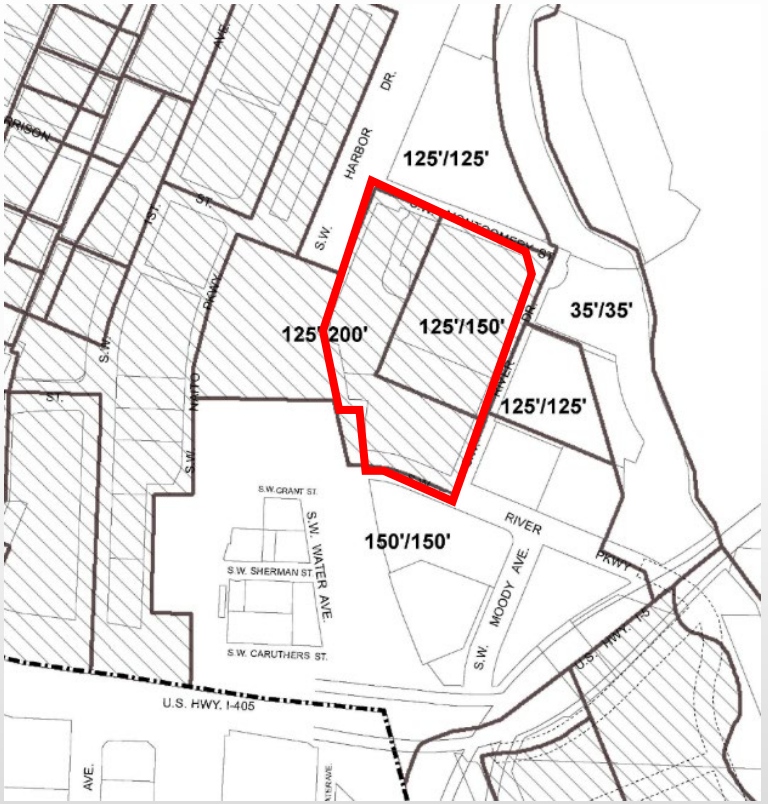




Mayor's Amendment

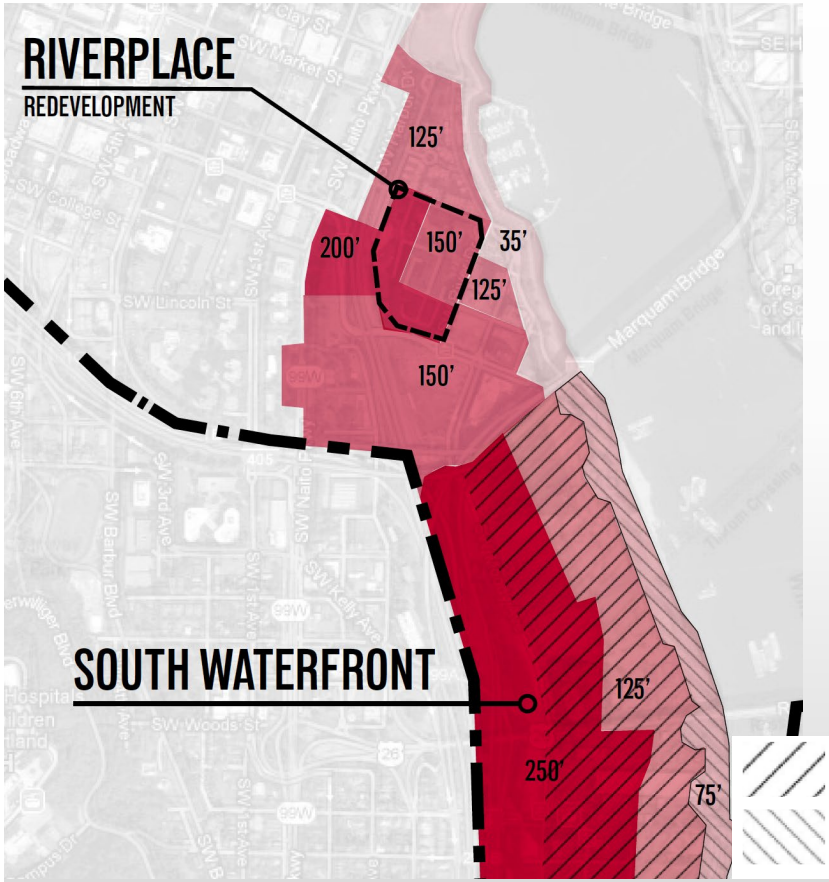
River Place Height

Recommended Draft Height

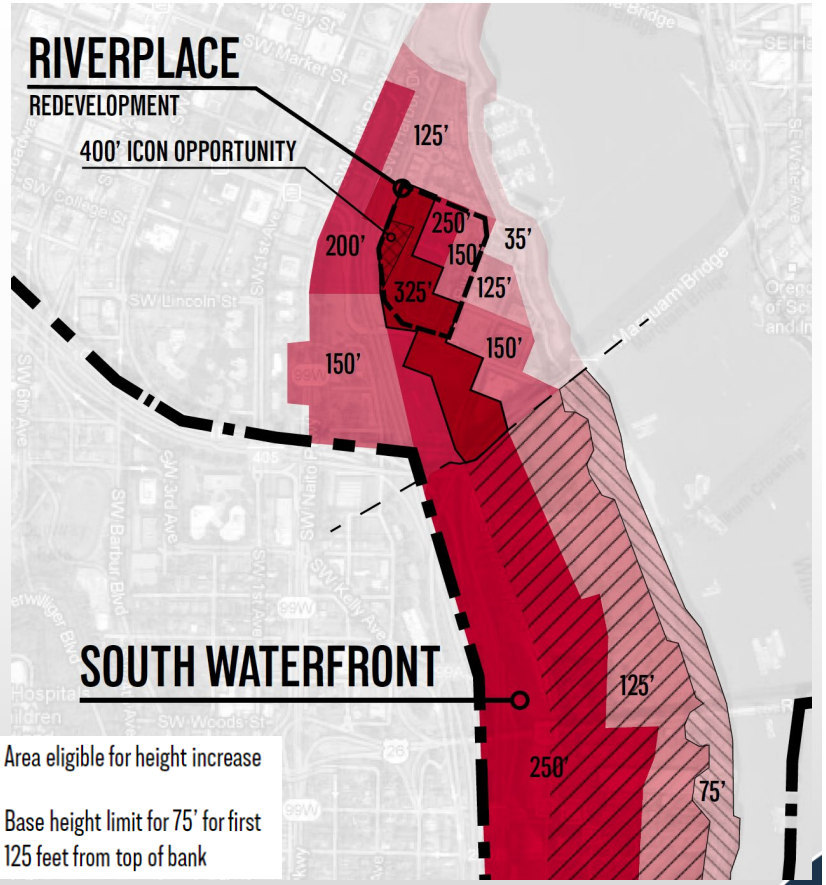


River Place Height

Recommended Draft Height



Requested Height



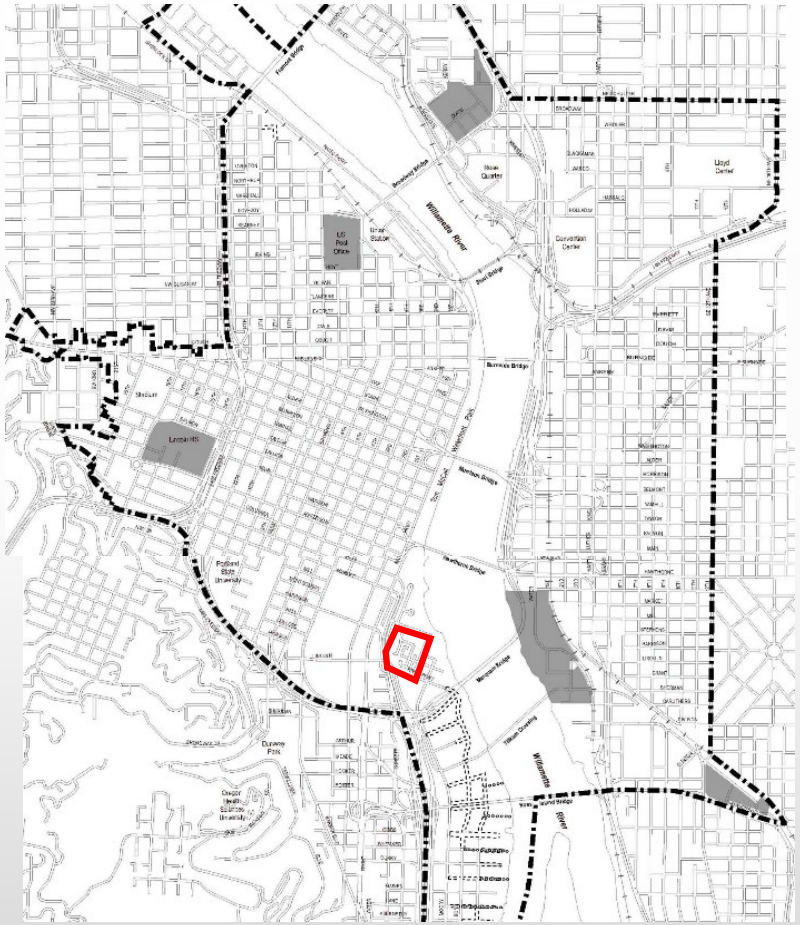
Area eligible for height increase

Base height limit for 75' for first 125 feet from top of bank

River Place Height

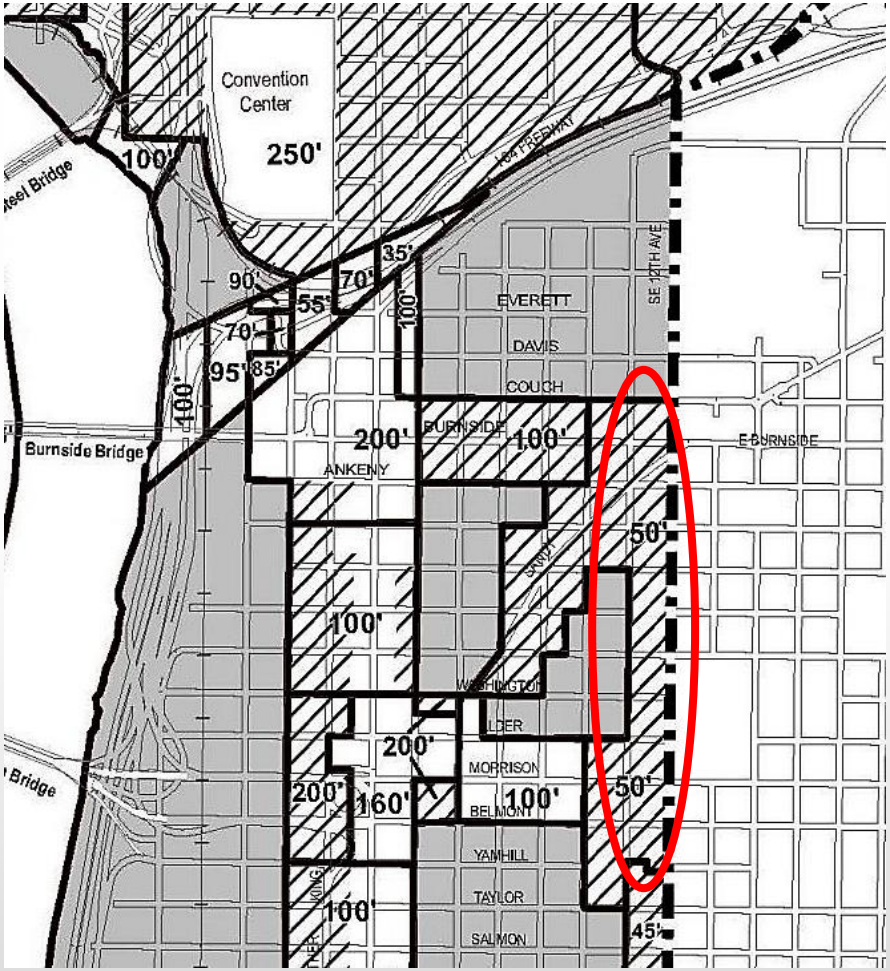
Staff Amendment Concept

- Require a Central City Master Plan
- Additional research:
  - South Waterfront building height, massing and orientation requirements
  - Shadow studies
  - View corridors
  - Transportation impacts in the area



Required Central City Master Plan Areas

SE 12th Height



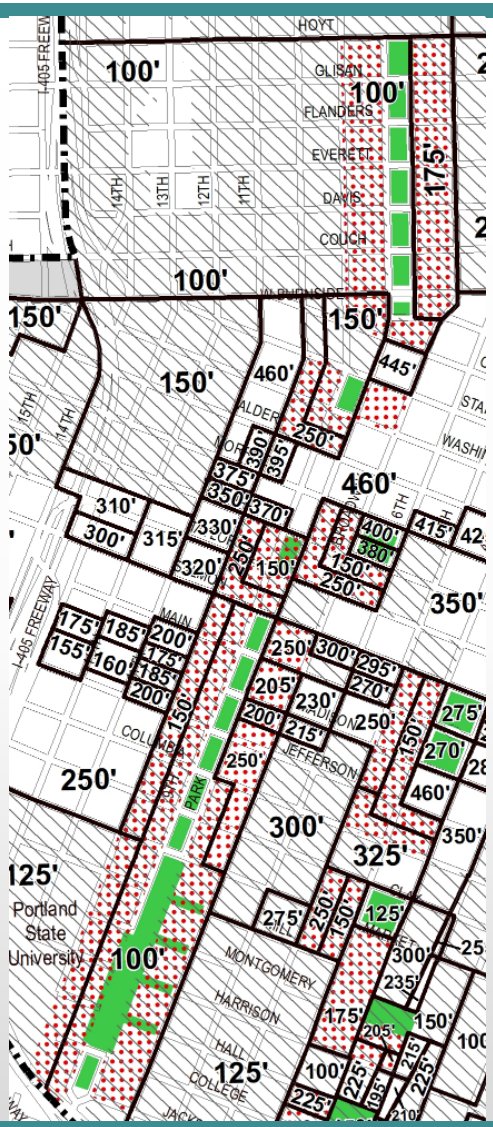
Park Blocks Height

Area eligible for height increase

Areas where height is determined by base zone

Area where shadow study required

Parks



Existing Amendment: Morrison Bridgehead Height

Existing Height

Recommended Draft Height

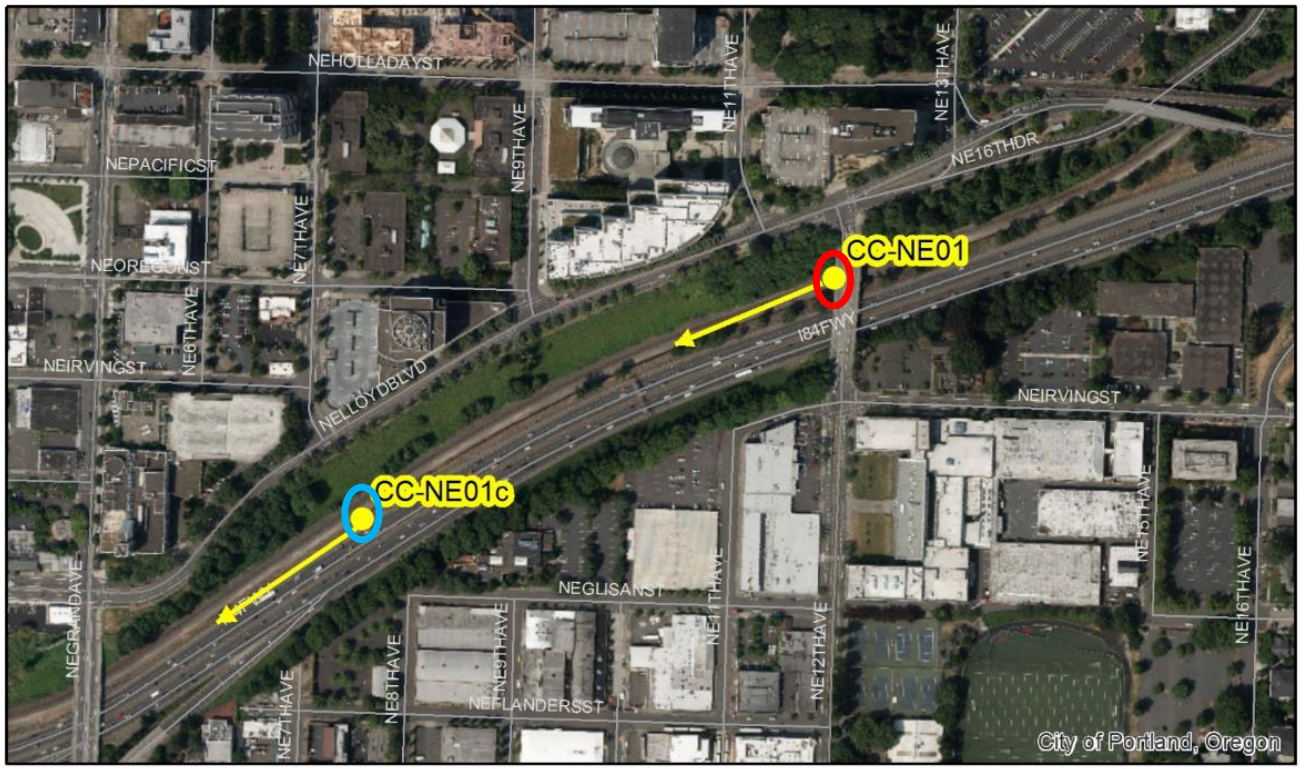
Fritz’s Amendment

Scenic Resources

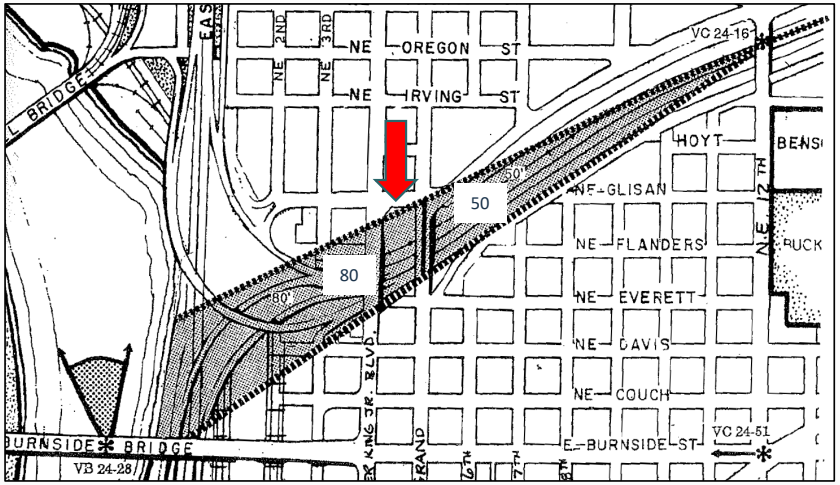
1. City Skyline from I-84
2. Mt Hood from Tilikum Crossing
3. View of Vista Bridge
4. Salmon Springs
5. Japanese Garden

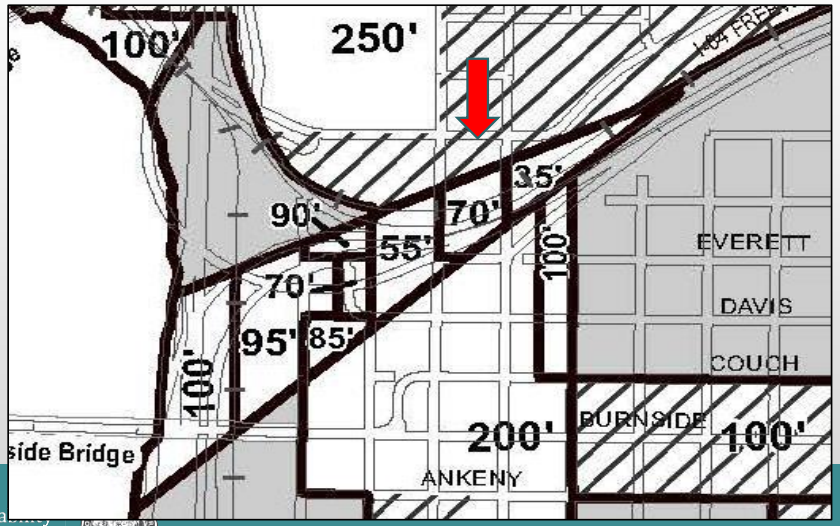
1. View of City Skyline from Sullivan's Gulch/I-84

1. View of City Skyline from Sullivan's Gulch/I84



1. View of City Skyline from Sullivan's Gulch/I84

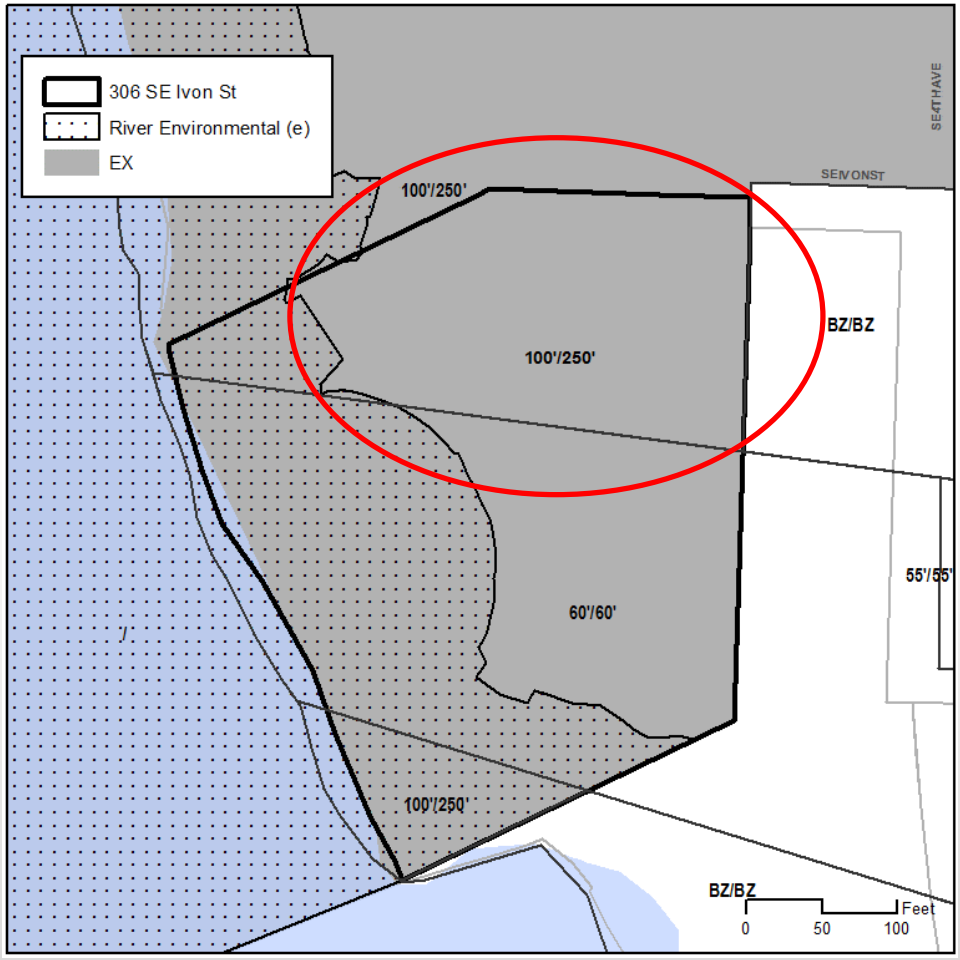




1. View of City Skyline from Sullivan's Gulch/I-84

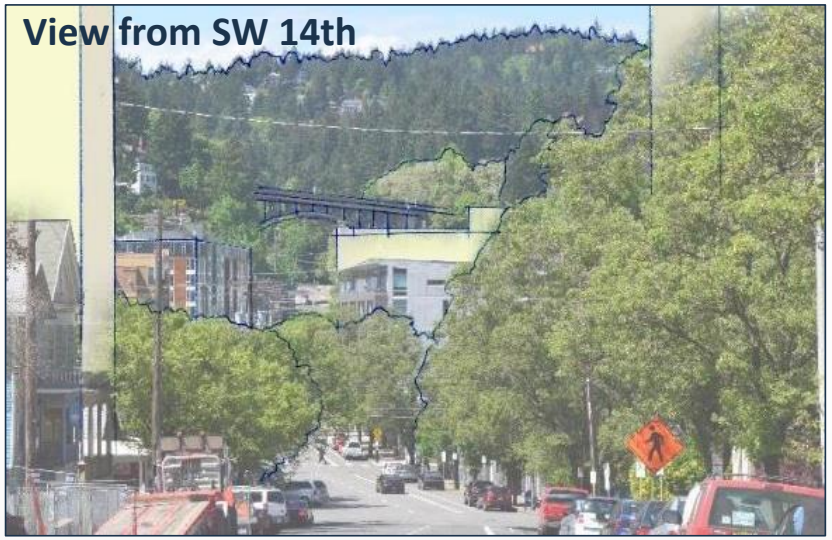
2. View of Mt Hood from Tilikum Crossing

2. View of Mt Hood from Tilikum Crossing



3. View of Vista Bridge from SW Jefferson Street

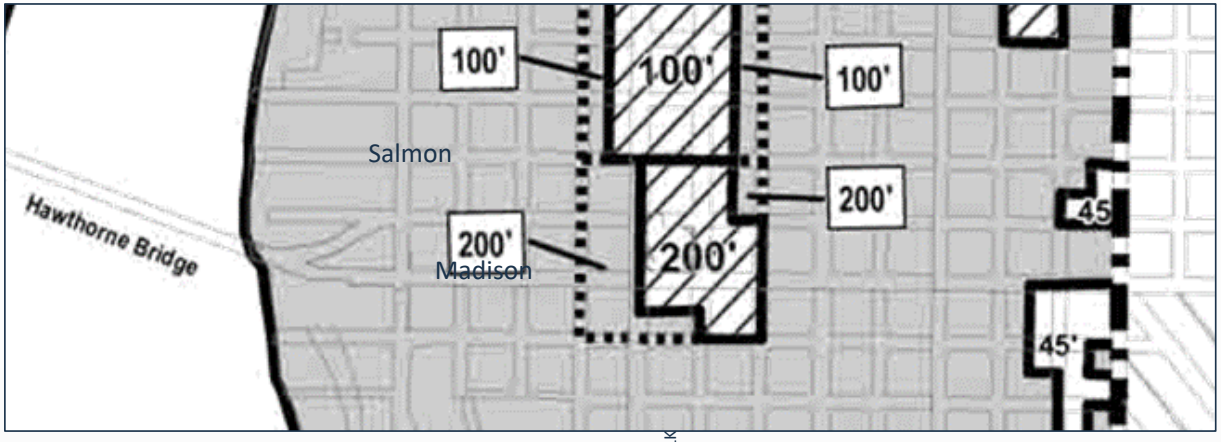
- Existing view with 30-45ft height limits
- SW Jefferson is a Commercial Corridor along Light Rail stop
- PSC voted to allow 75ft heights



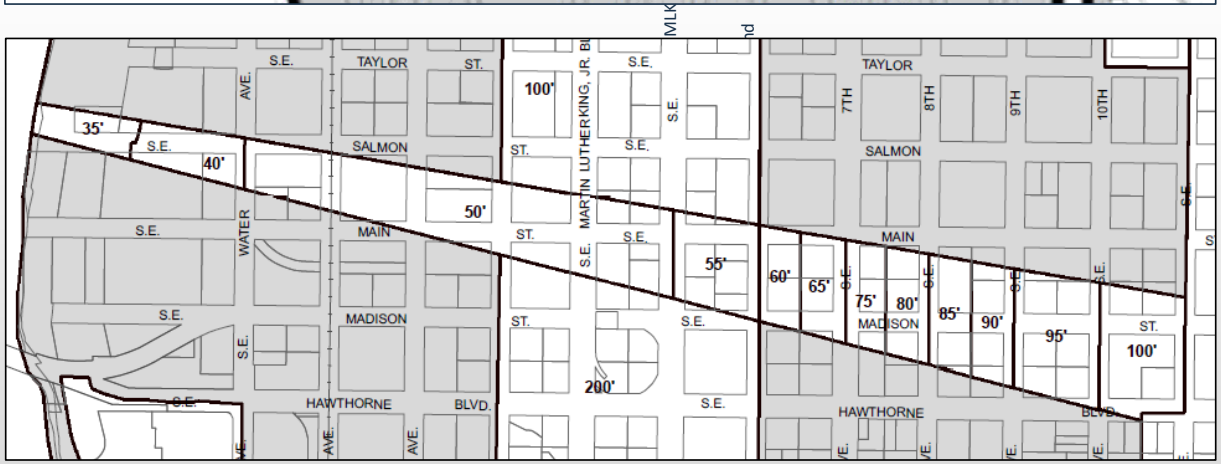
Existing Amendment:
View of Mt Hood from Salmon Springs

Existing Amendment:
View of Mt Hood from Salmon Springs

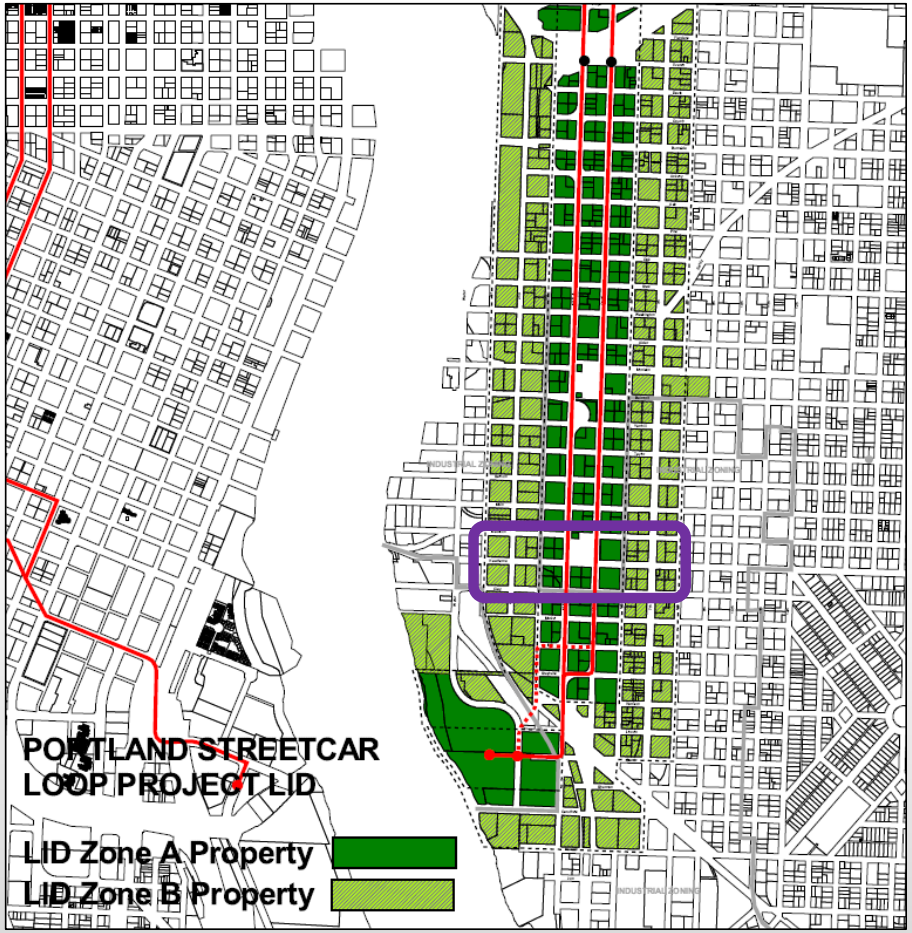
Existing Base Heights



Proposed Draft Heights



Existing Amendment:
View of Mt Hood from Salmon Springs



Existing Amendment:
View of Mt Hood from Salmon Springs

Existing Amendment:
View of Mt Hood from Japanese Garden

Zoning and Use Allowances

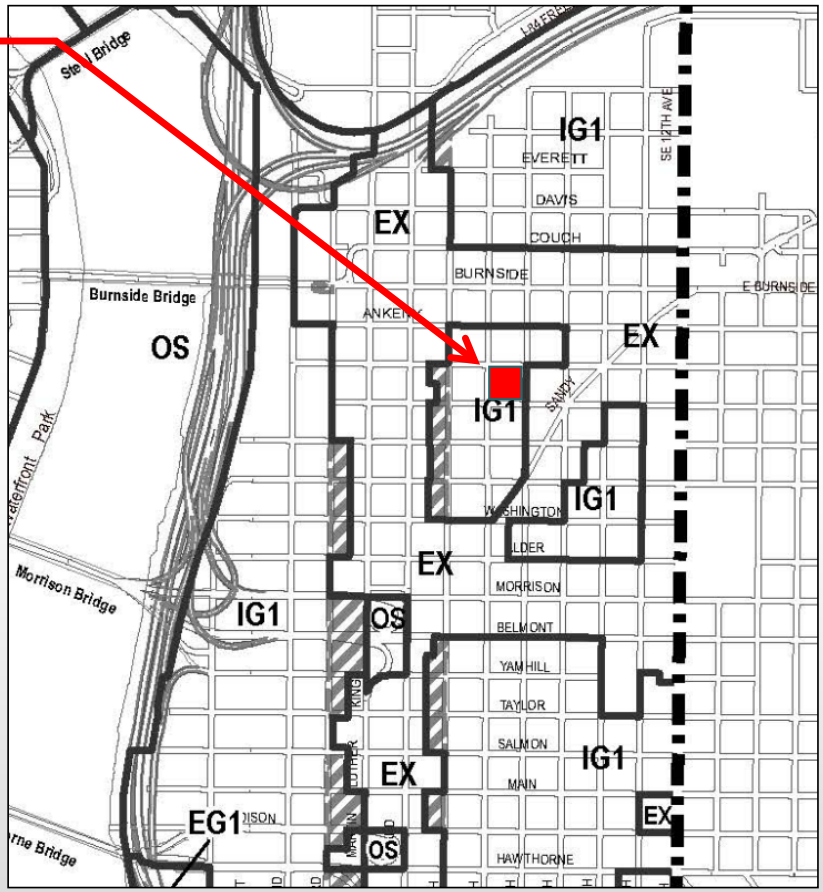
1. Volunteers of America
2. Retail allowances for OMSI
3. Retail allowances for SOWA
4. T1 South Pier rezone
5. Ivon Street proposal to allow housing

Volunteers of America

Site is in Central Eastside District and is zoned IG1 (Industrial Sanctuary)

Has an existing short-term housing and daycare facility on site.

VOA originally asked to have site rezoned to EX (Central Employment)



Volunteers of America

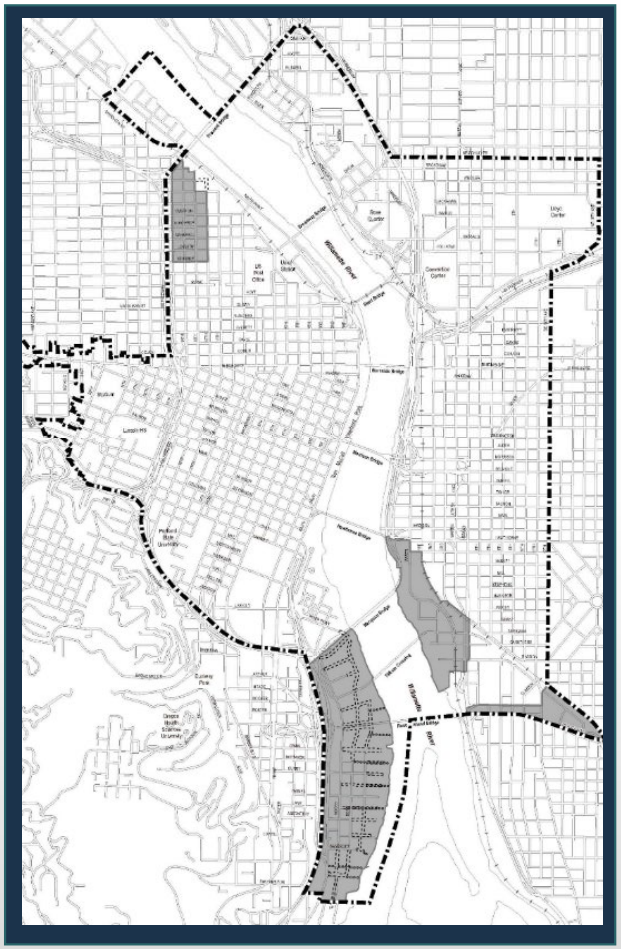
CEIC and staff concerned about impact of additional EX zoning on industrial uses in area.

Working with VOA to propose a Zoning Code amendment that would allow following:

- Allow **existing** short-term housing and daycare uses operated by non-profit organization in the IG1 zone of the Central Eastside District to redevelop and expand on site.
- Uses must have existed on effective date of ordinance (CC2035 effective date).
- The total development of each use combined on site is limited to a maximum floor area ratio of 3:1 (this is consistent with other development limitations in district and in excess of what VOA needs at this time).

Retail Allowances for OMSI and South Waterfront

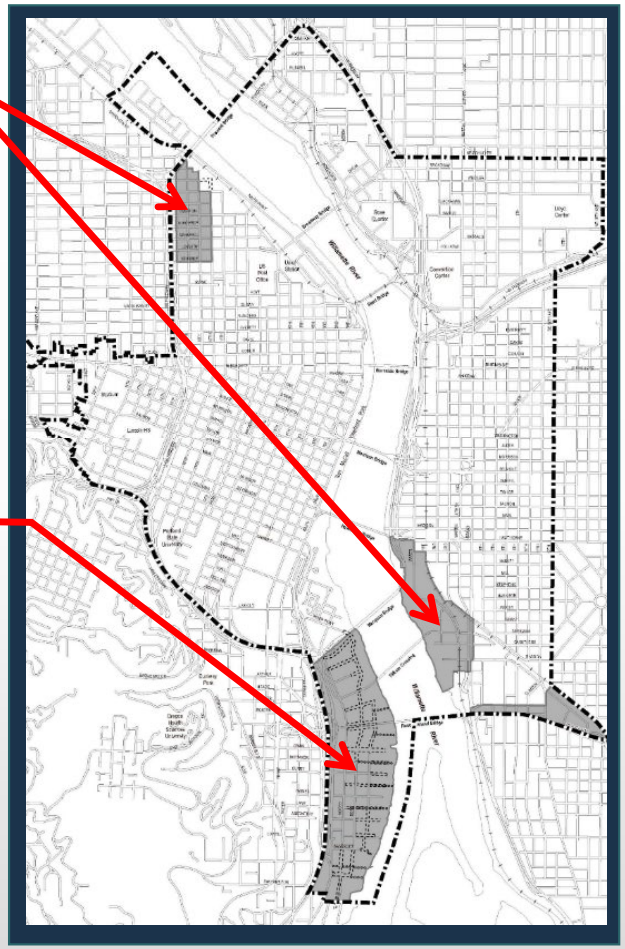
There are existing retail limitations for specific areas in the Central City where the transportation system may not be able to support very large format retail uses.



Retail Allowances for OMSI and South Waterfront

In areas zoned EX (the base zone in the Pearl and OMSI station area) the code limits retail to 40,000 sq. ft. with the ability to go up to 50,000 sq. ft. as a conditional use.

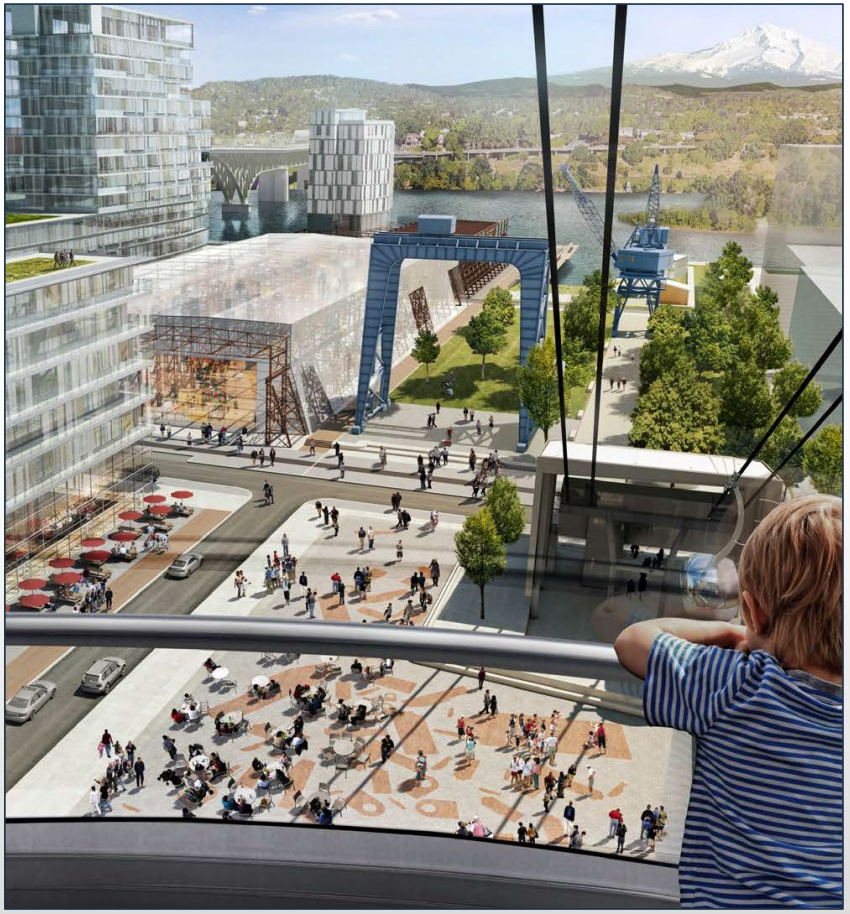
In areas zoned CX (the base zone in South Waterfront) the code limits retail to 40,000 sq. ft., with the ability to go up to 60,000 sq. ft. as a conditional use.



Retail Allowances for OMSI and South Waterfront

Zidell Yards and OMSI have both requested that the limitation on retail be restricted to **50,000 sq. ft., with the ability to develop up to 60,000 sq. ft. as a conditional use.**

Staff has consulted with PBOT and BDS who have noted that this slight **increase can be supported by the transportation network** and still addresses concerns related to large format retail uses.



Retail Allowances for OMSI and South Waterfront

Staff also proposes that Hotels, defined as a Retail Sales and Service Use, be exempt from the retail limitation in both the CX and EX zone.

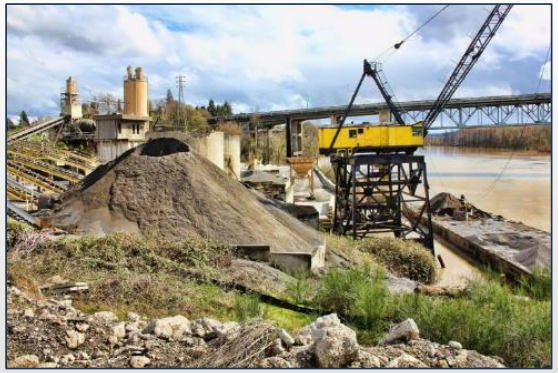
Such uses are currently exempt in the CX zone.

This would allow a hotel use to be developed in the OMSI Station Area.

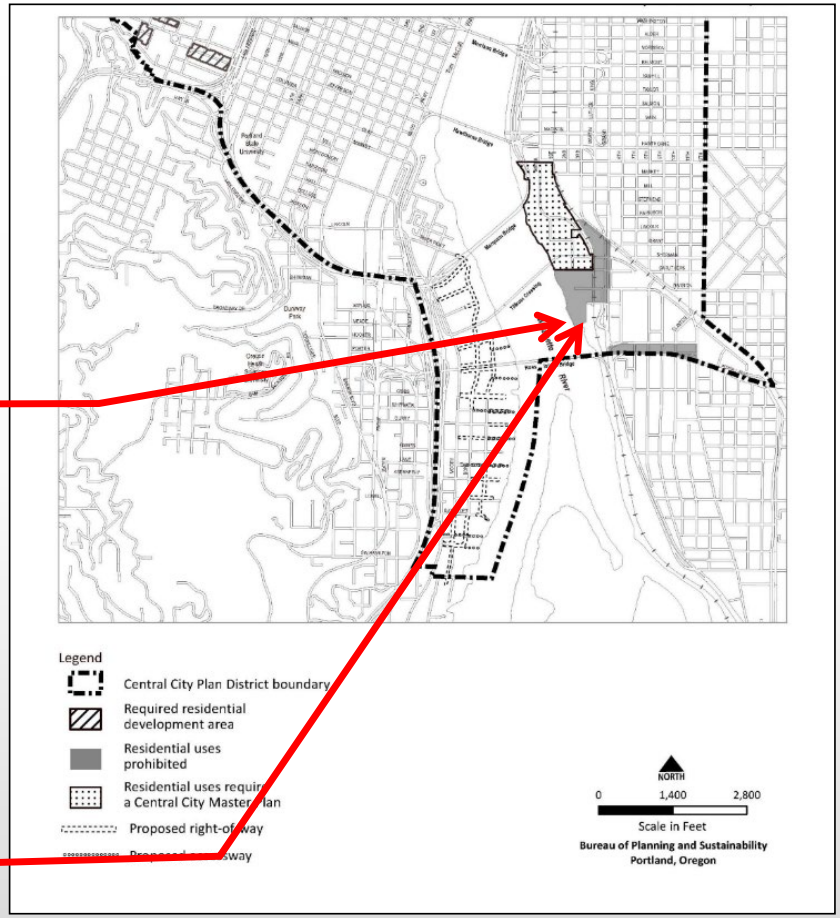
Request to Allow Housing at Ivon Street

The owner of a site located at south end of the OMSI Station Area has requested that housing be allowed as a conditional use at their site, as it is at OMSI.

Ivon Street Site



Ross Island Sand and Gravel

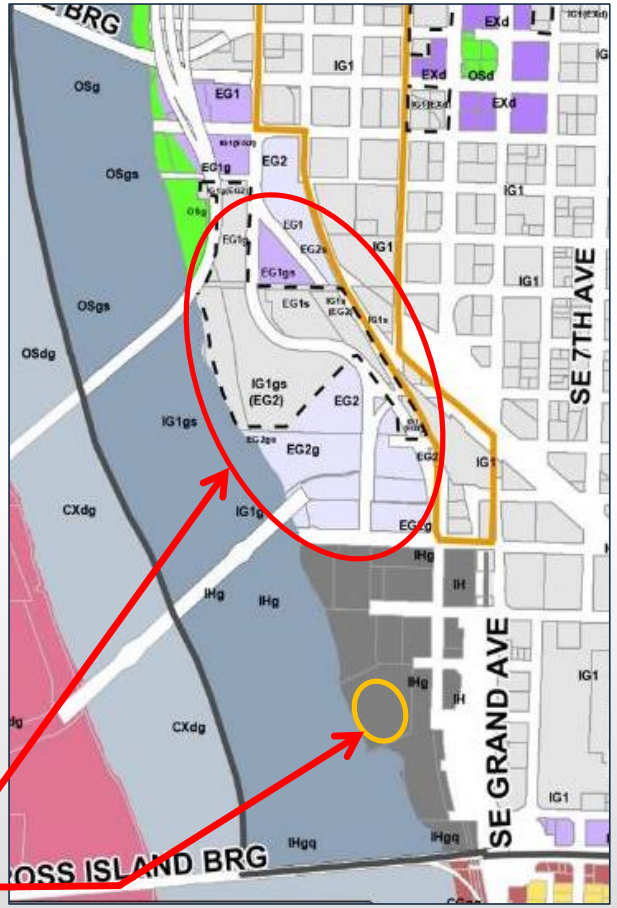


Request to Allow Housing at Ivon Street

Housing is allowed as a conditional use at OMSI only on areas where the majority of the prior zoning allowed previously allowed housing as a conditional use.

To be approved, it must be found that:

- Housing will not impact existing or future industrial uses
- Housing will not impact freight operations, and
- Housing can be separated from adverse impacts associated with industrial operations



OMSI
Ivon Street Site

Request to Allow Housing at Ivon Street

The Ivon Street property is currently zoned IH (Heavy Industrial). In this base zone, housing is a prohibited use to protect both industrial operations and potential residents.

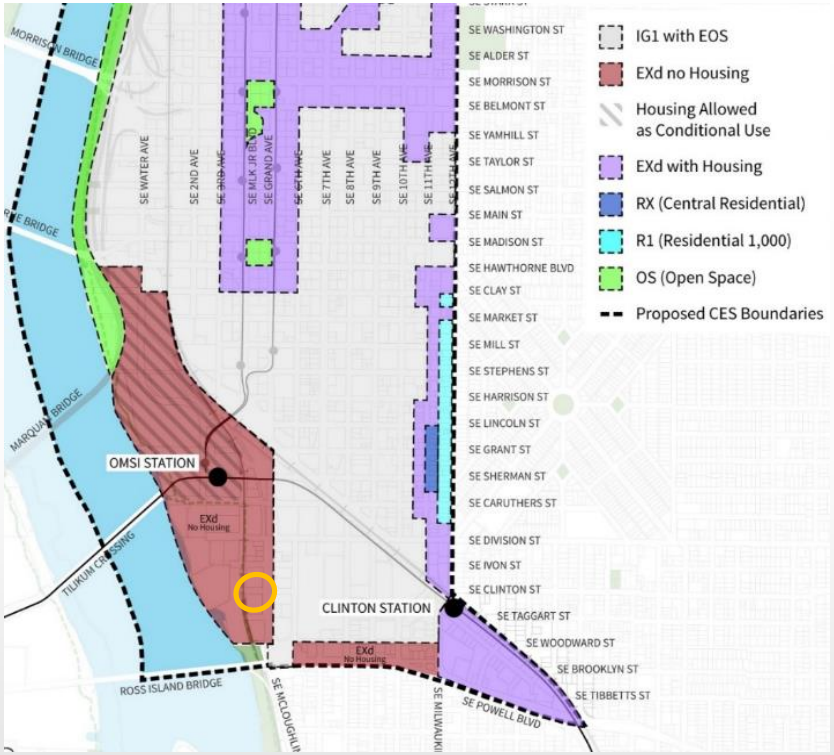
Further, the Ivon Street property is:

- Located directly adjacent to Ross Island Sand and Gravel's concrete batch plant (zoned IH)
- Access to the site runs across the main access point into the batch plant and trailhead for the OMSI/Spring Water Trail

Request to Allow Housing at Ivon Street

Thus, staff recommends:

- Retain proposed rezone to EX from IH (which will allow all uses but housing).
- This rezone significantly expands the development potential of the site, while ensuring that industrial and freight operations in the area are not adversely impacted by residential uses.
- This also ensures residents are no placed in harms way.

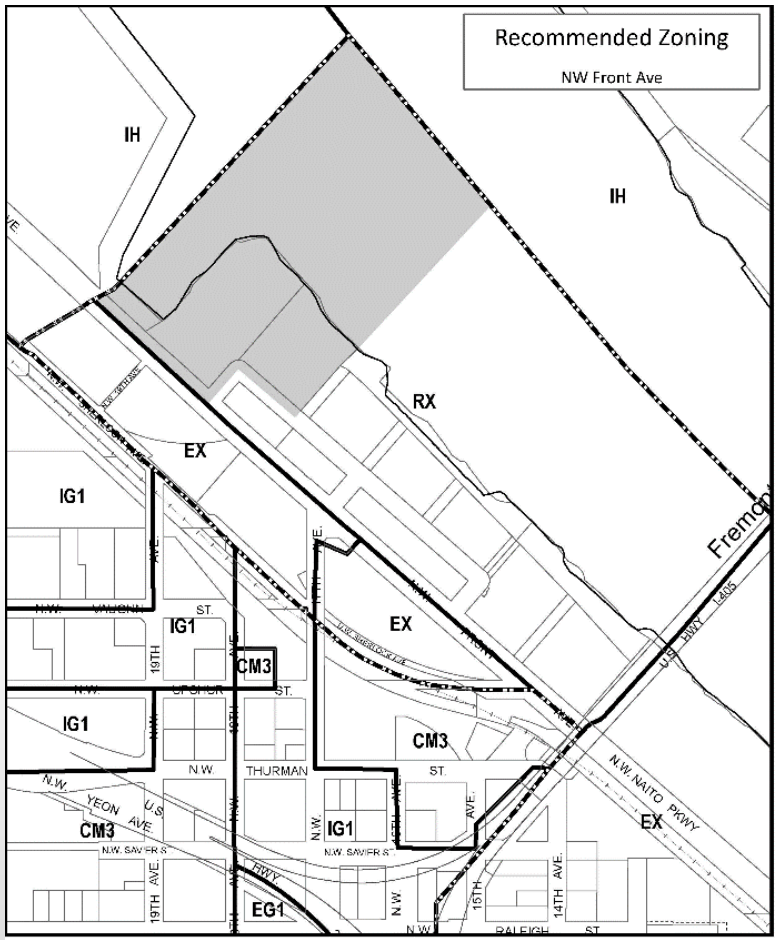


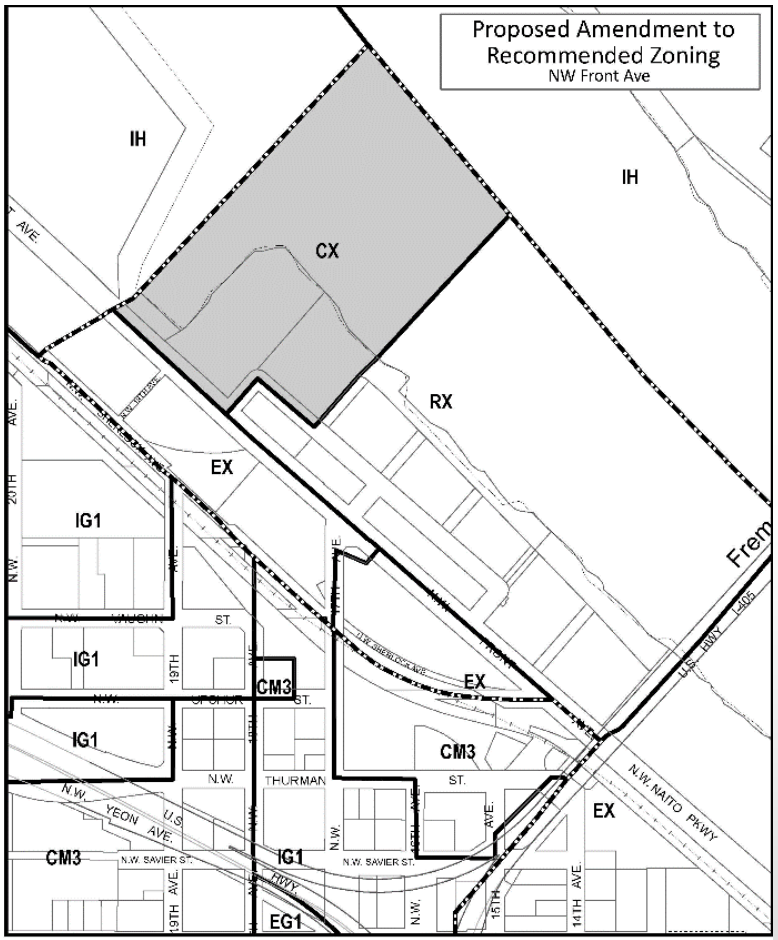
Terminal I South Pier Rezoning

North Pearl District Riverfront

Former site of Terminal One South

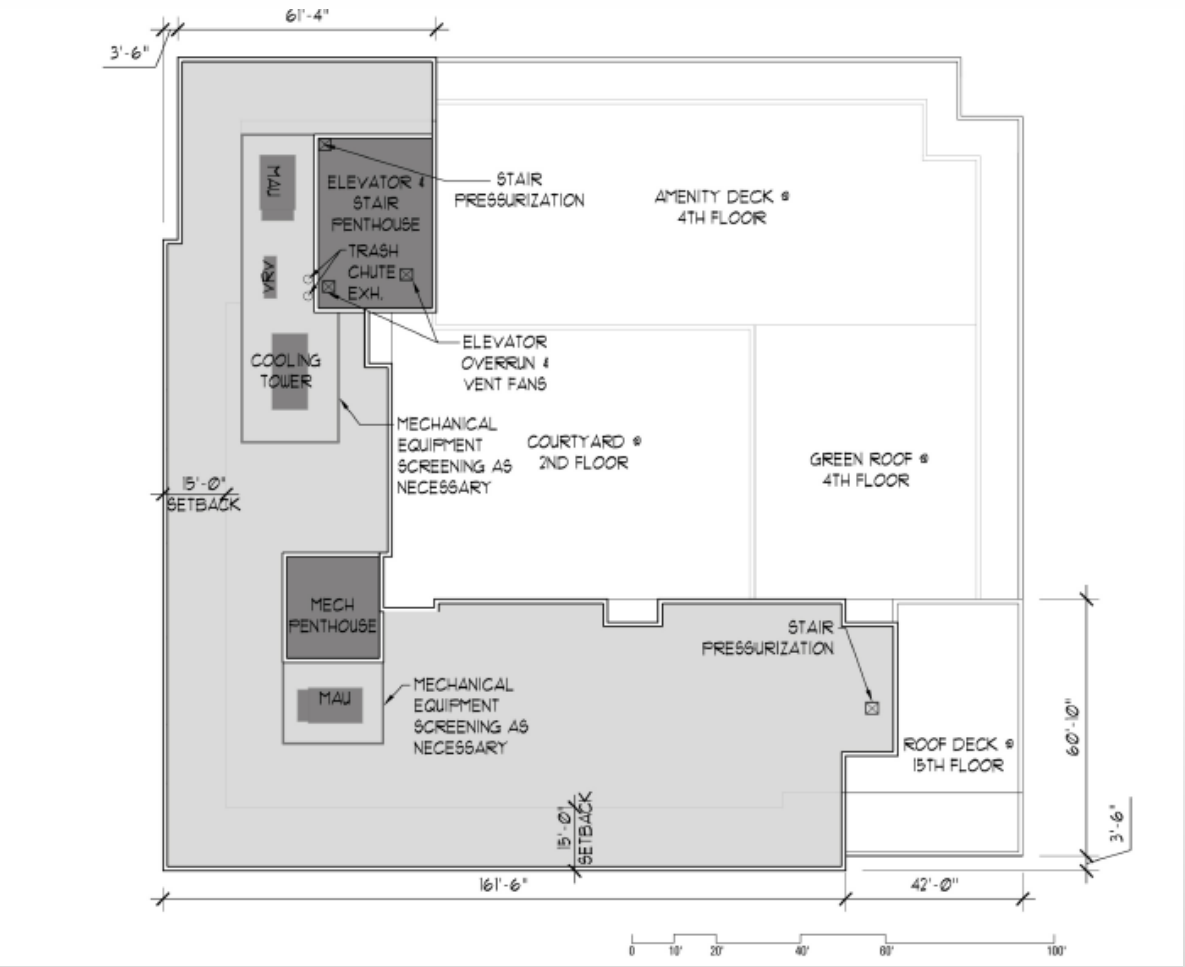
Terminal 1 South Pier Rezoning





Ecoroofs

Ecoroofs


61'-4"
3'-6"
MAU
VRV
ELEVATOR & STAIR PENTHOUSE
STAIR PRESSURIZATION
AMENITY DECK @ 4TH FLOOR
TRASH CHUTE EXH.
ELEVATOR OVERRUN & VENT FANS
COOLING TOWER
MECHANICAL EQUIPMENT SCREENING AS NECESSARY
COURTYARD @ 2ND FLOOR
GREEN ROOF @ 4TH FLOOR
15'-0" SETBACK
MECH PENTHOUSE
MAU
MECHANICAL EQUIPMENT SCREENING AS NECESSARY
STAIR PRESSURIZATION
ROOF DECK @ 15TH FLOOR
60'-0"
3'-6"
15'-0" SETBACK
161'-6"
42'-0"
0
10'
20'
40'
60'
100'

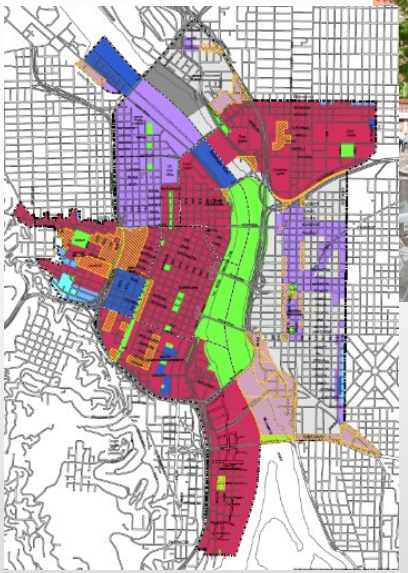
Ecoroofs

Ecoroofs

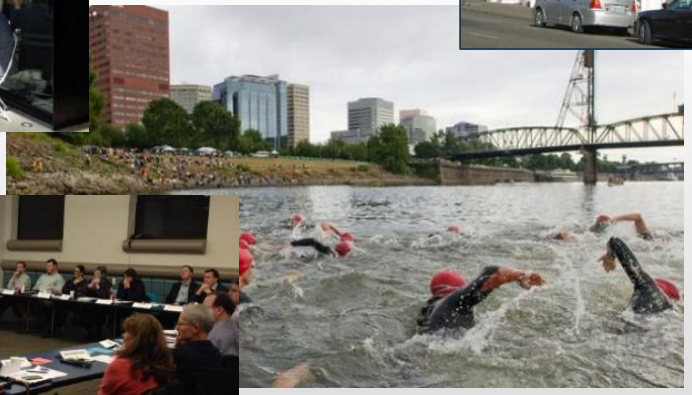
Ecoroofs

CC2035 Schedule

October 18, 2PM	Deliberations. (no public testimony)
November 2, 2PM	Deliberations. (no public testimony)
December 6, 2PM	Deliberations. (no public testimony)
January 18, 2PM	Public Hearing on amendments
March 2018	Vote on amendments. (no public testimony)
May 2018	Final Council Vote (after Comp Plan)
June 2018	Effective date (30 days after the Council vote)



Thank You



New Chinatown/Japantown Historic District Height

D3: VERTICAL COMPOSITION

BACKGROUND:

When new construction is of similar height to neighboring buildings, the street wall height of adjacent buildings should be continued into the new construction, with strong horizontal articulation of cornice or parapet lines. If the building is taller than its neighbors, the building should employ one or more strategies to reduce the impact of the taller height, such as a stepback, a projecting horizontal band, awning, cornice, and/or a change in materials or color.

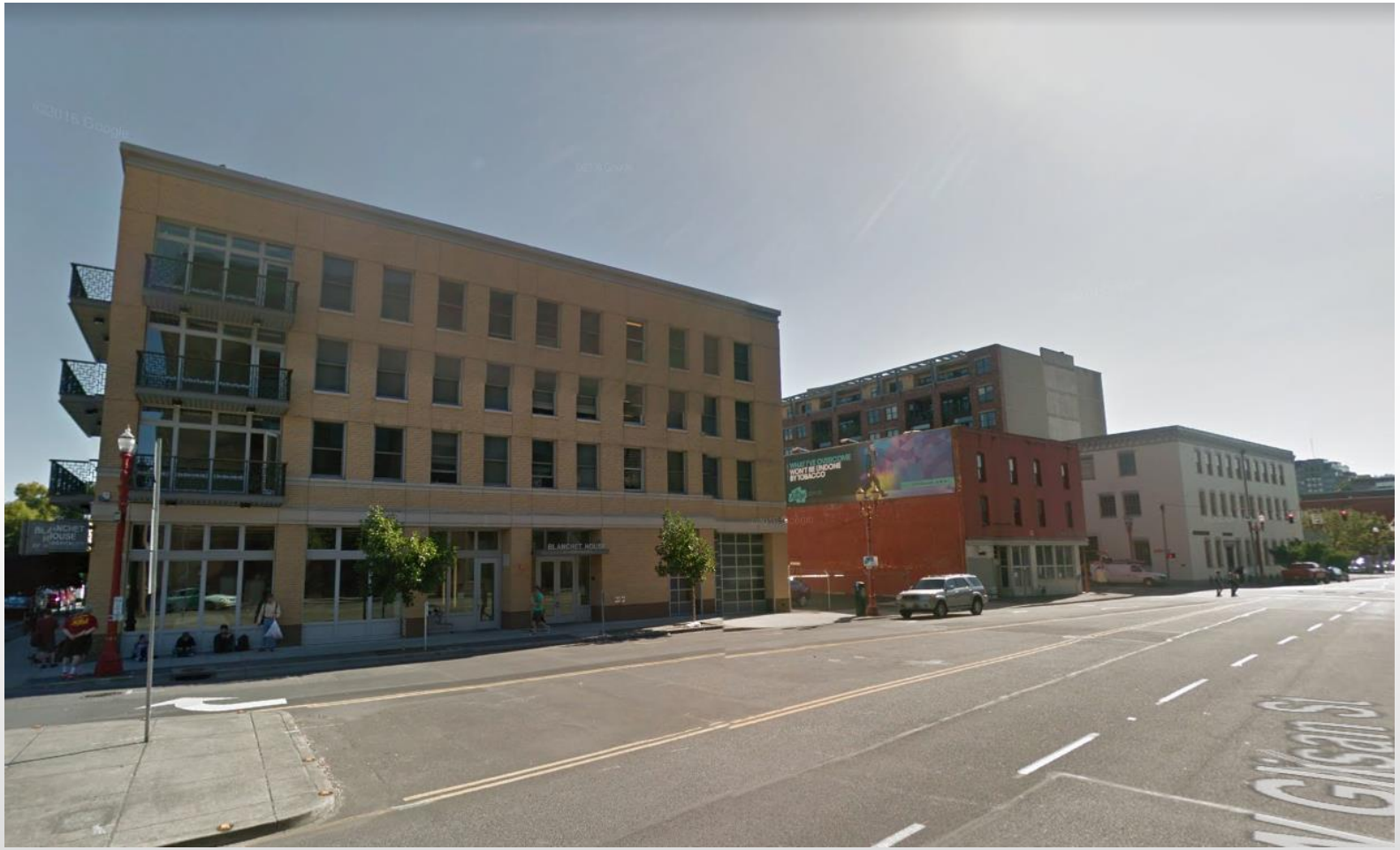
GUIDELINE D3

RELATE THE VERTICAL COMPOSITION OF THE NEW BUILDING TO NEIGHBORING CONTRIBUTING BUILDINGS.

Guideline D3 may be accomplished by:

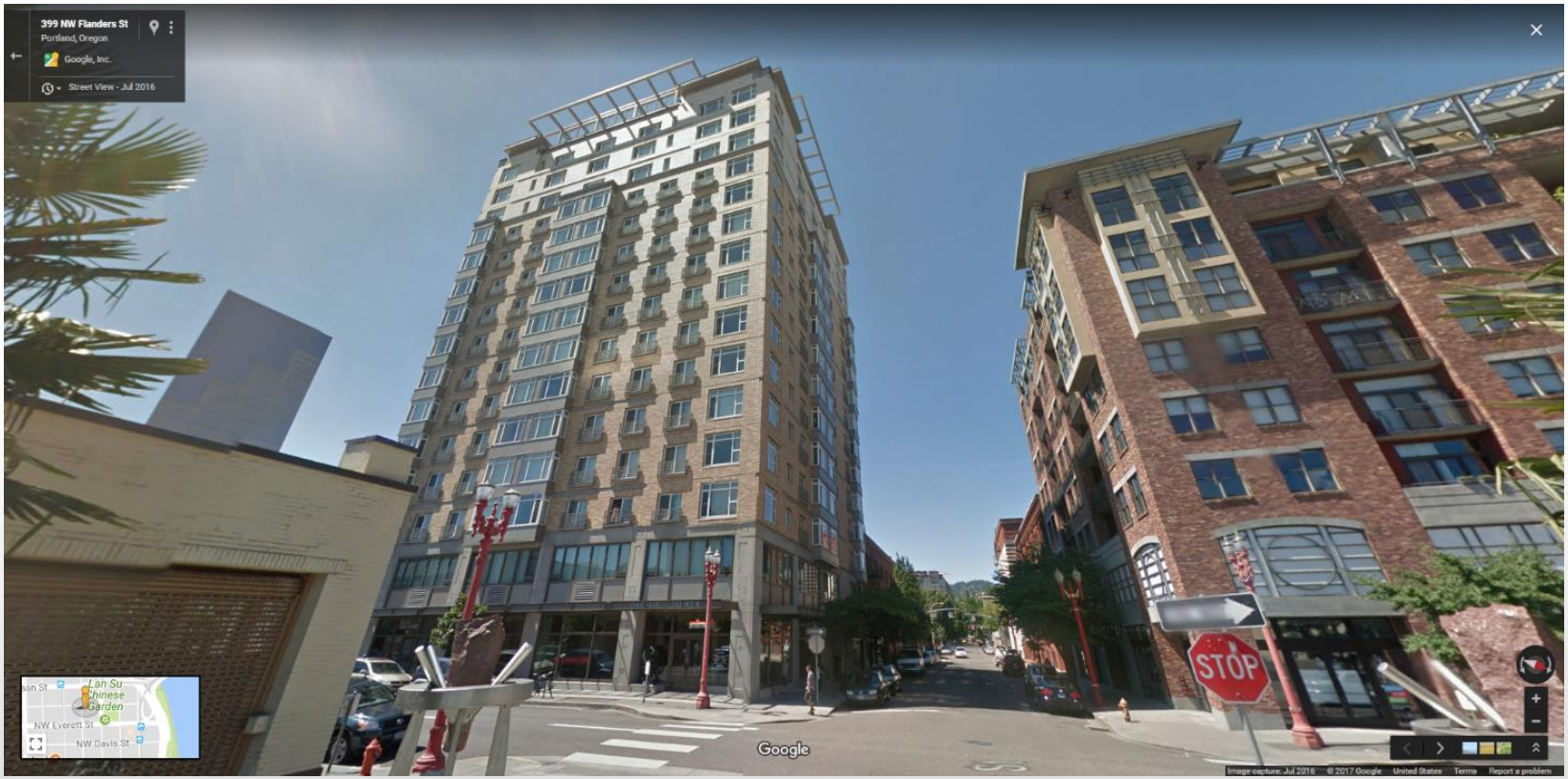
- Extending a strong cornice or parapet line from a neighboring contributing building(s) into the design of new construction.
- Visually minimizing heights in excess of neighboring buildings through strategies such as step-backs, projecting horizontal elements, change of materials, color shifts, and/or shifting or grouping the pattern of openings and bays above a more regularized base.

New Chinatown/Japantown Historic District Height

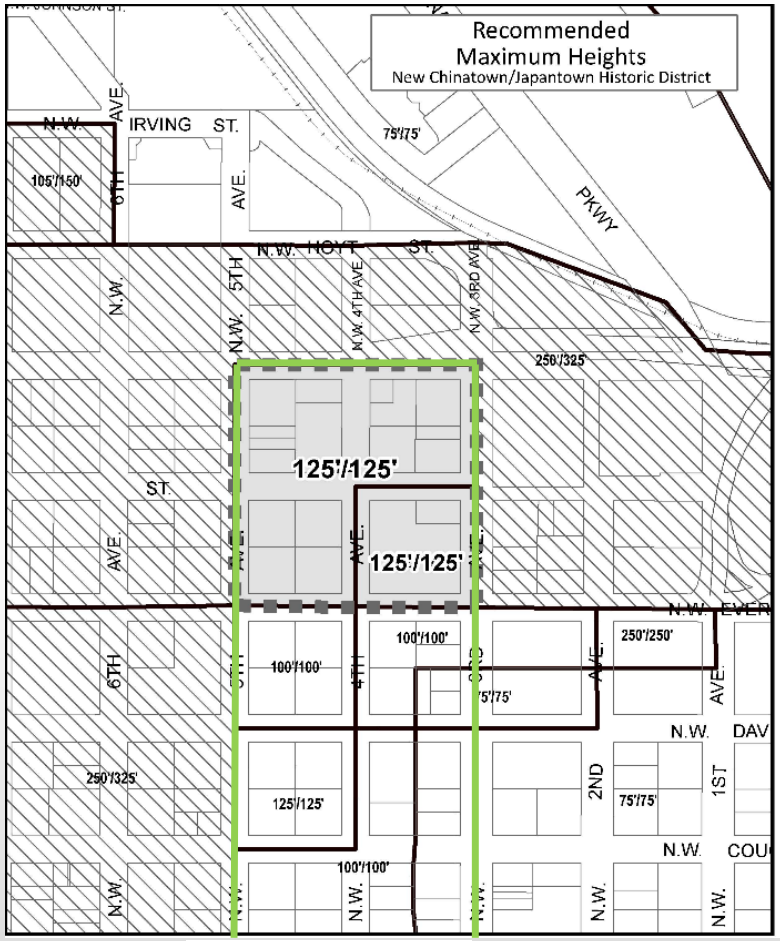


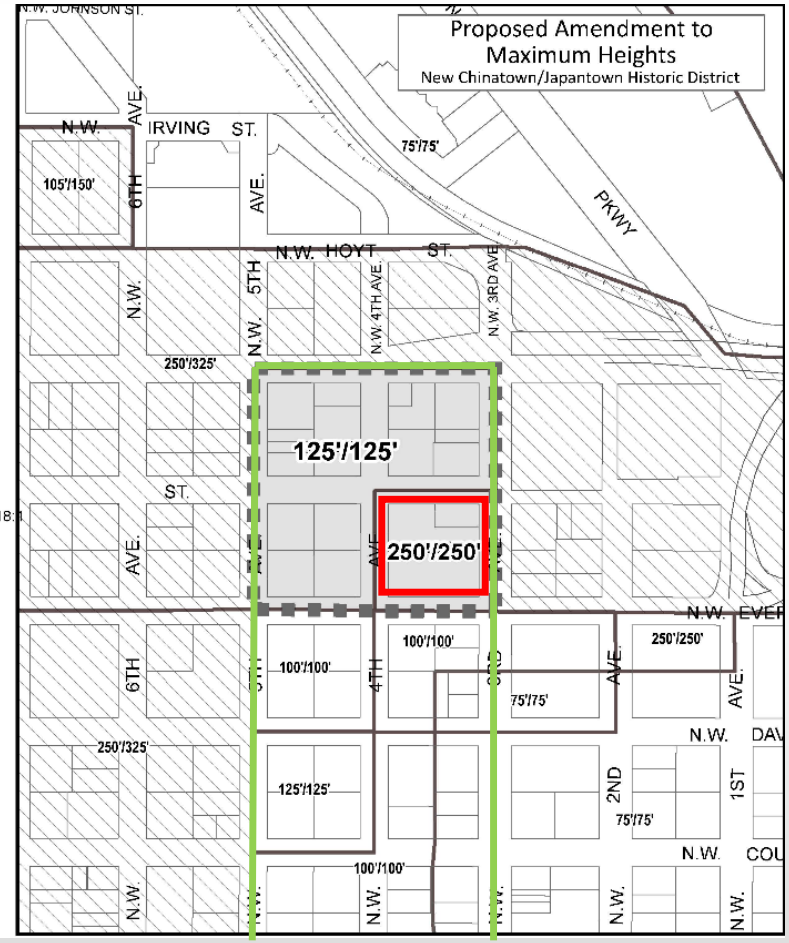
New Chinatown/Japantown Historic District Height

New Chinatown/Japantown Historic District Height



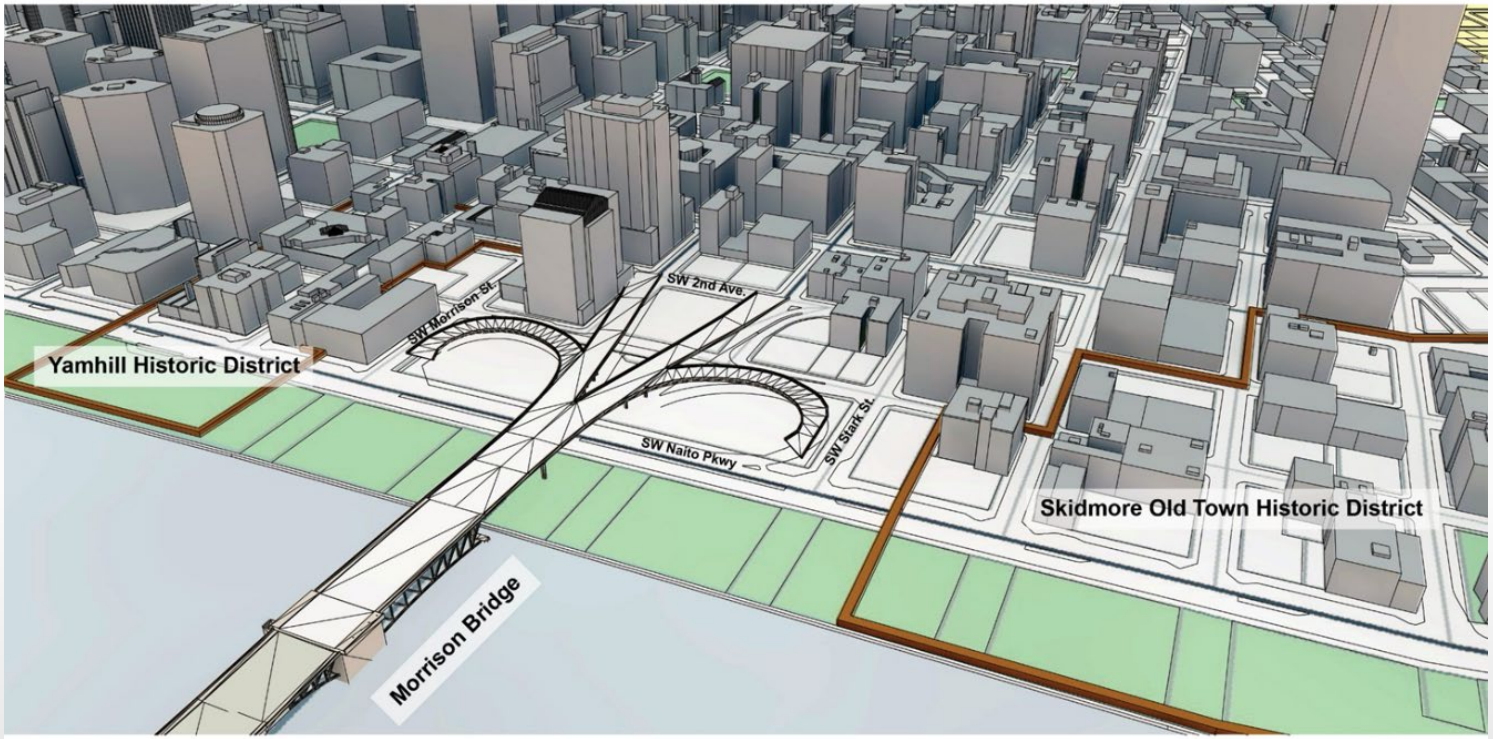
New Chinatown/Japantown Historic District Height





Alternative Amendment

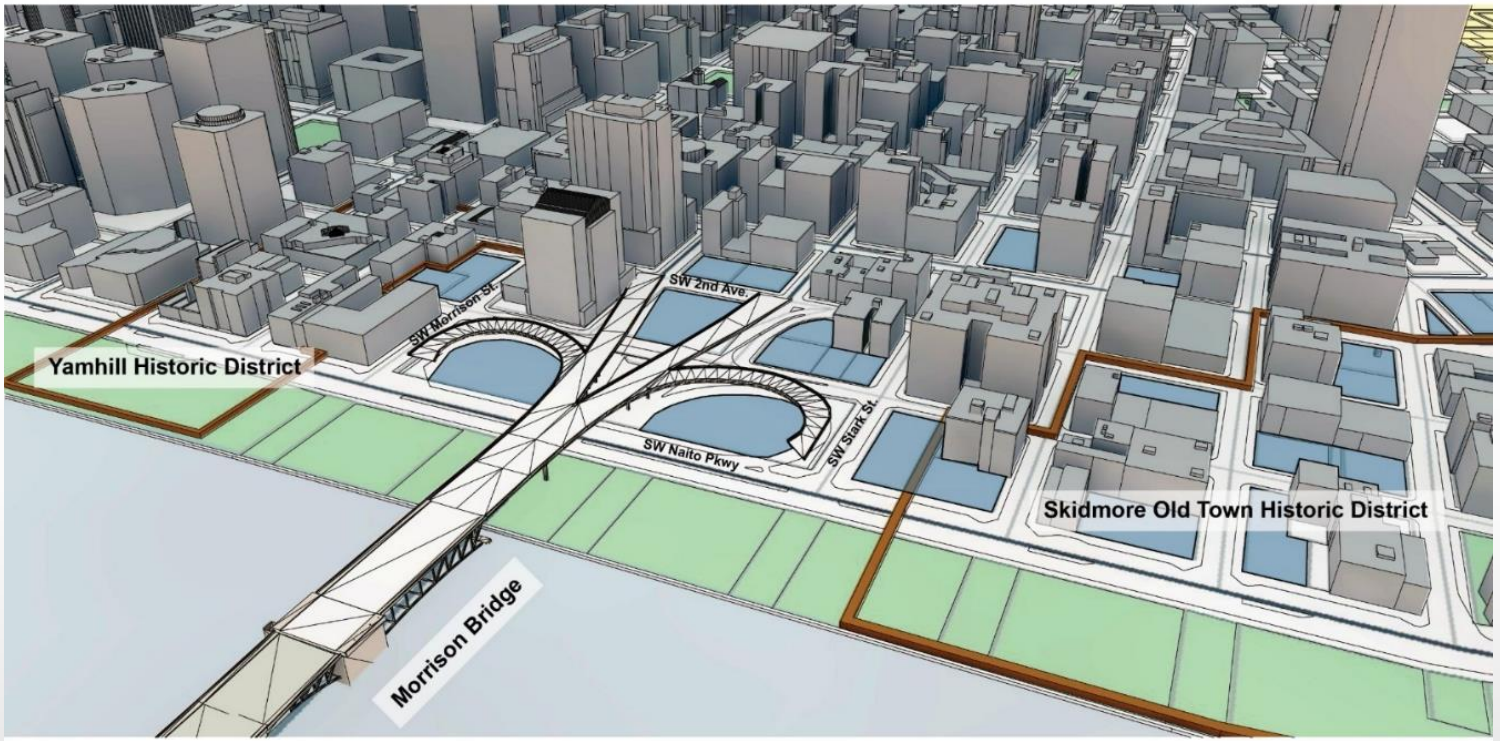
Morrison Bridgehead Height



Morrison Bridgehead
Existing Conditions

DRAFT
10-06-14

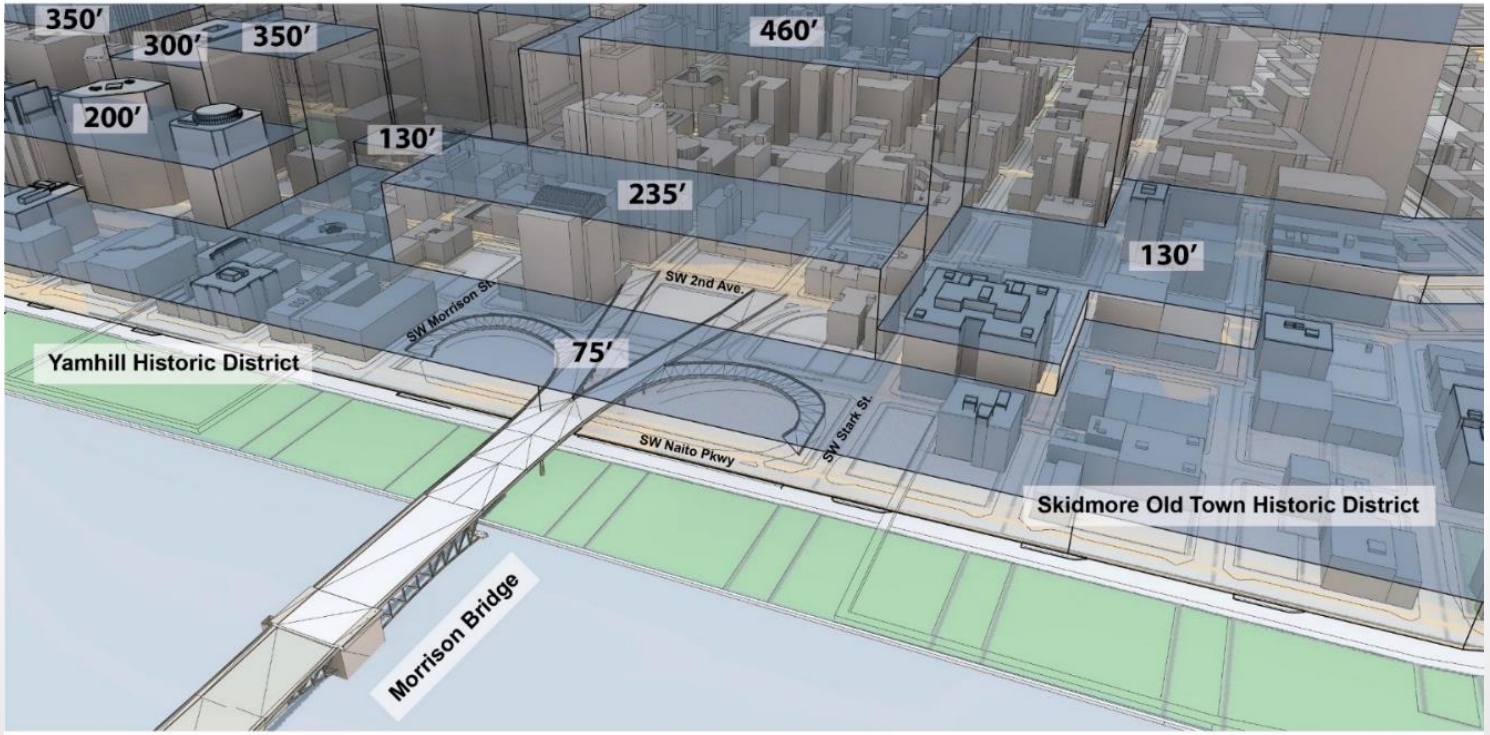
Morrison Bridgehead Height



Morrison Bridgehead Redevelopment Sites

DRAFT 10-06-14

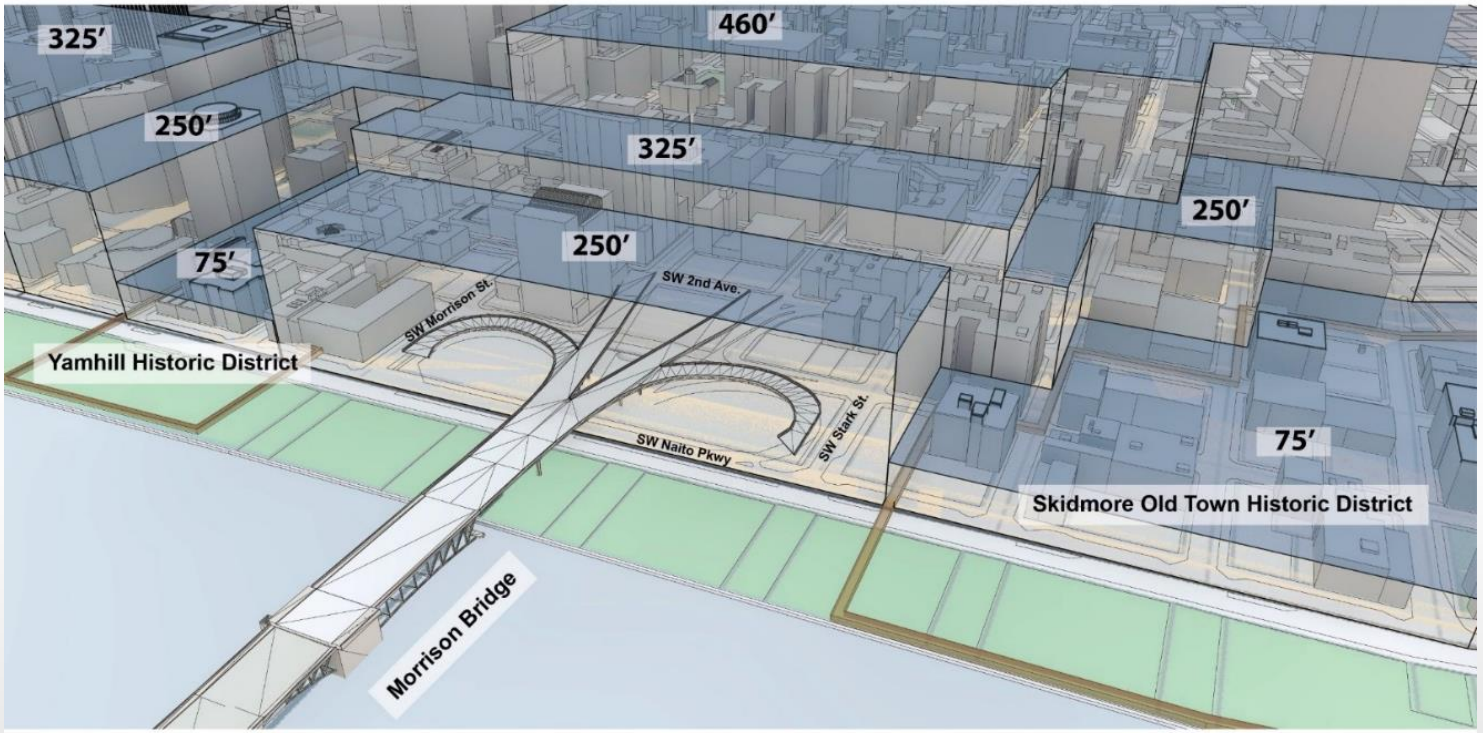
Morrison Bridgehead Height



Morrison Bridgehead
Existing Max Height Extrusions

DRAFT
10-06-14

Morrison Bridgehead Height



Morrison Bridgehead
Proposed Max Height Extrusions

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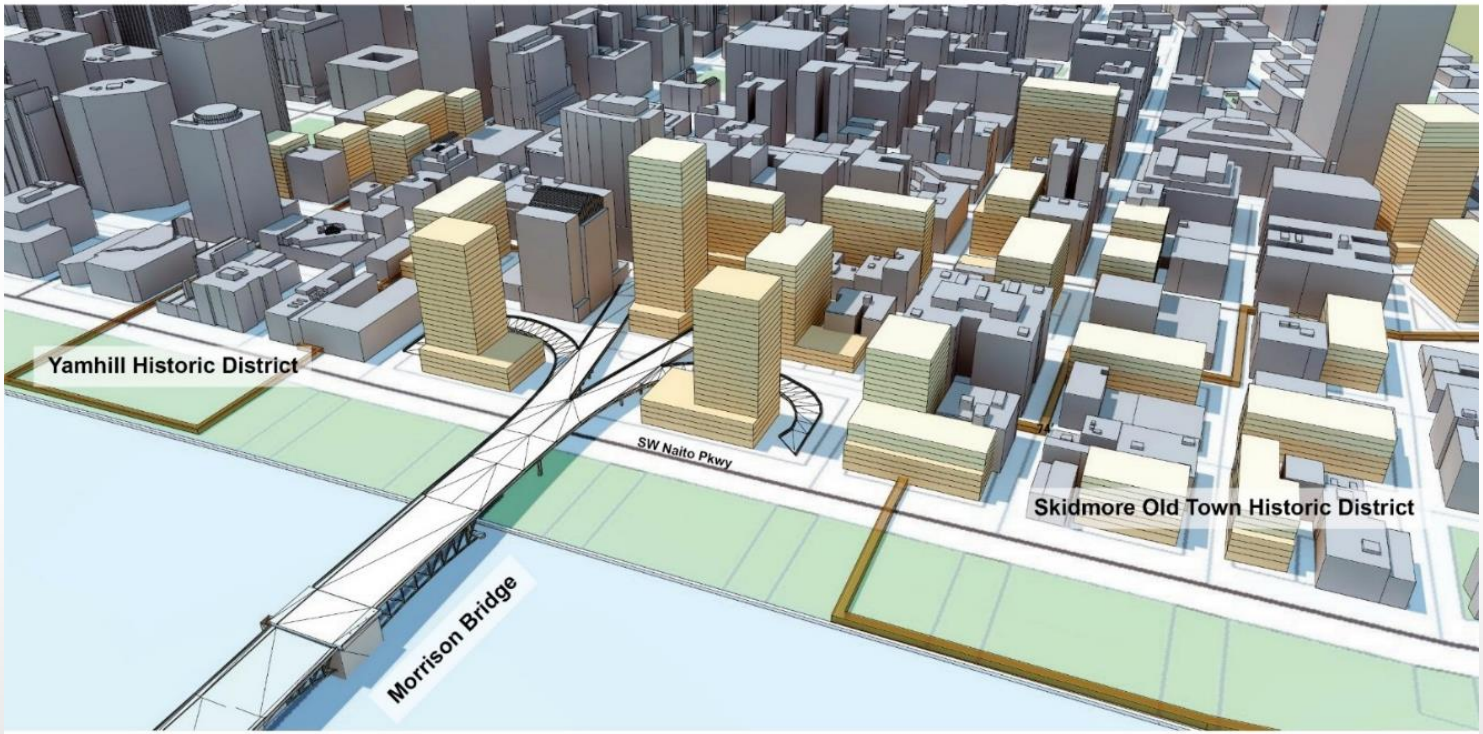
10-06-14

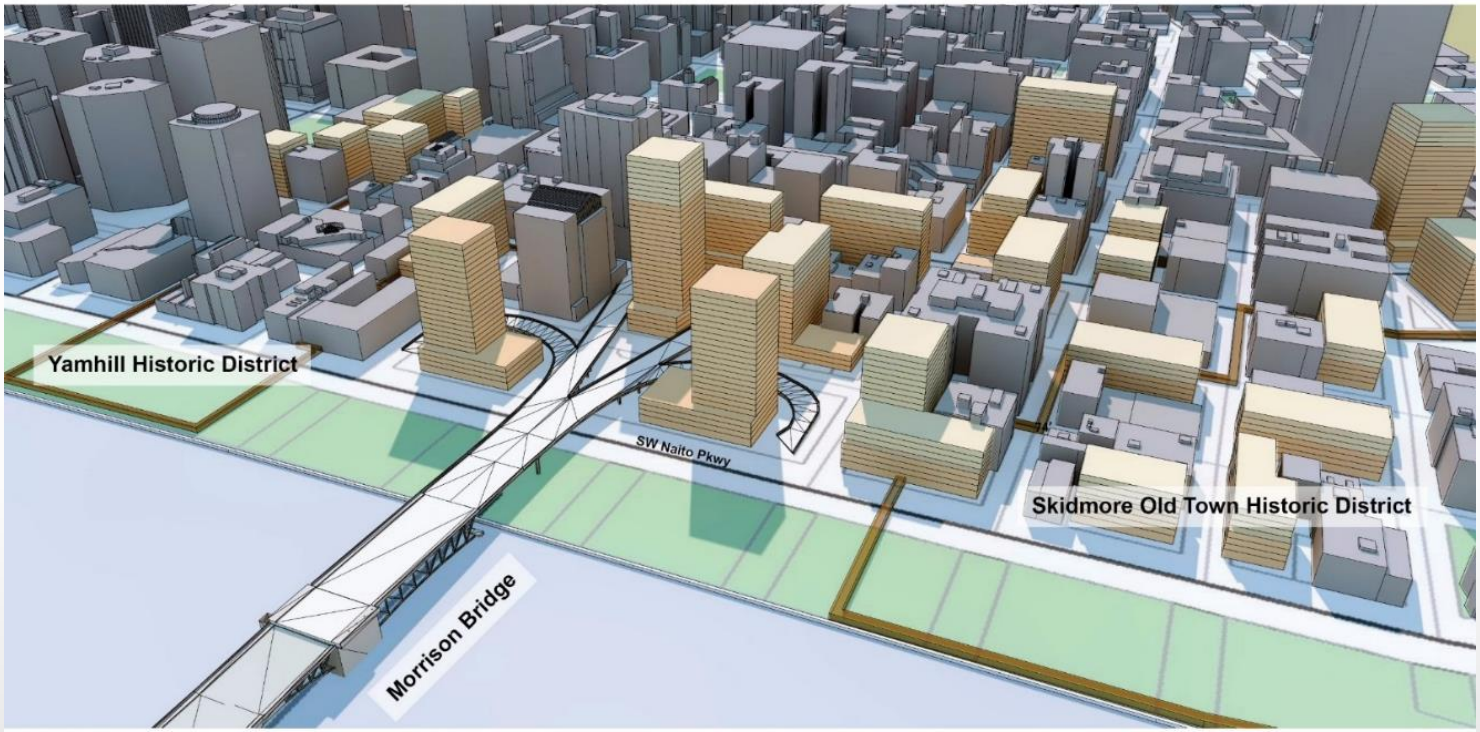
Morrison Bridgehead Height



Morrison Bridgehead
FAR calculated Building Volumes with Proposed Heights
Shadow Study: April 21st 12:00 PM

DRAFT
10-06-14

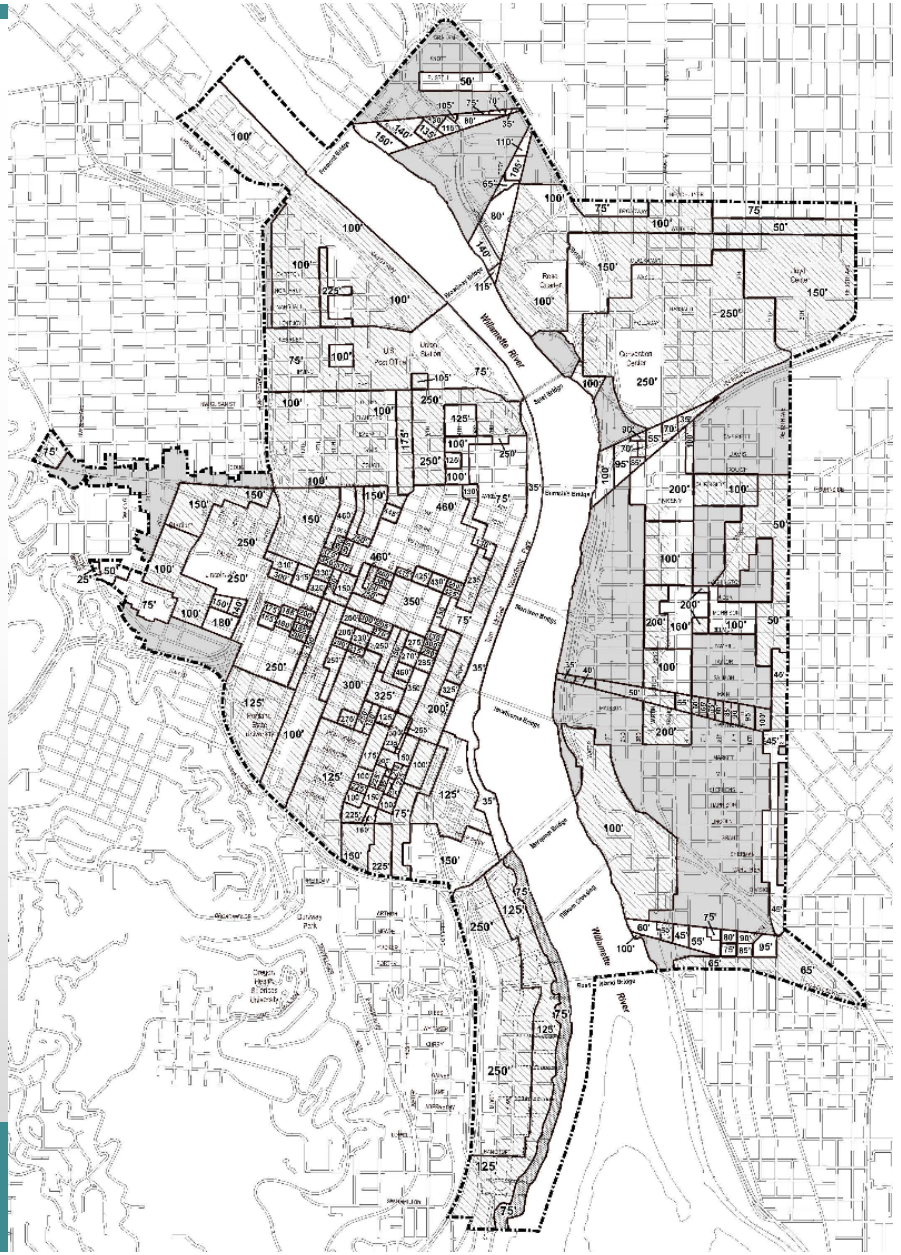
Morrison Bridgehead Height



Morrison Bridgehead
FAR calculated Building Volumes with Proposed Heights
Shadow Study: April 21st 03:00 PM

DRAFT
10-06-14

Map 510-3: Base Height



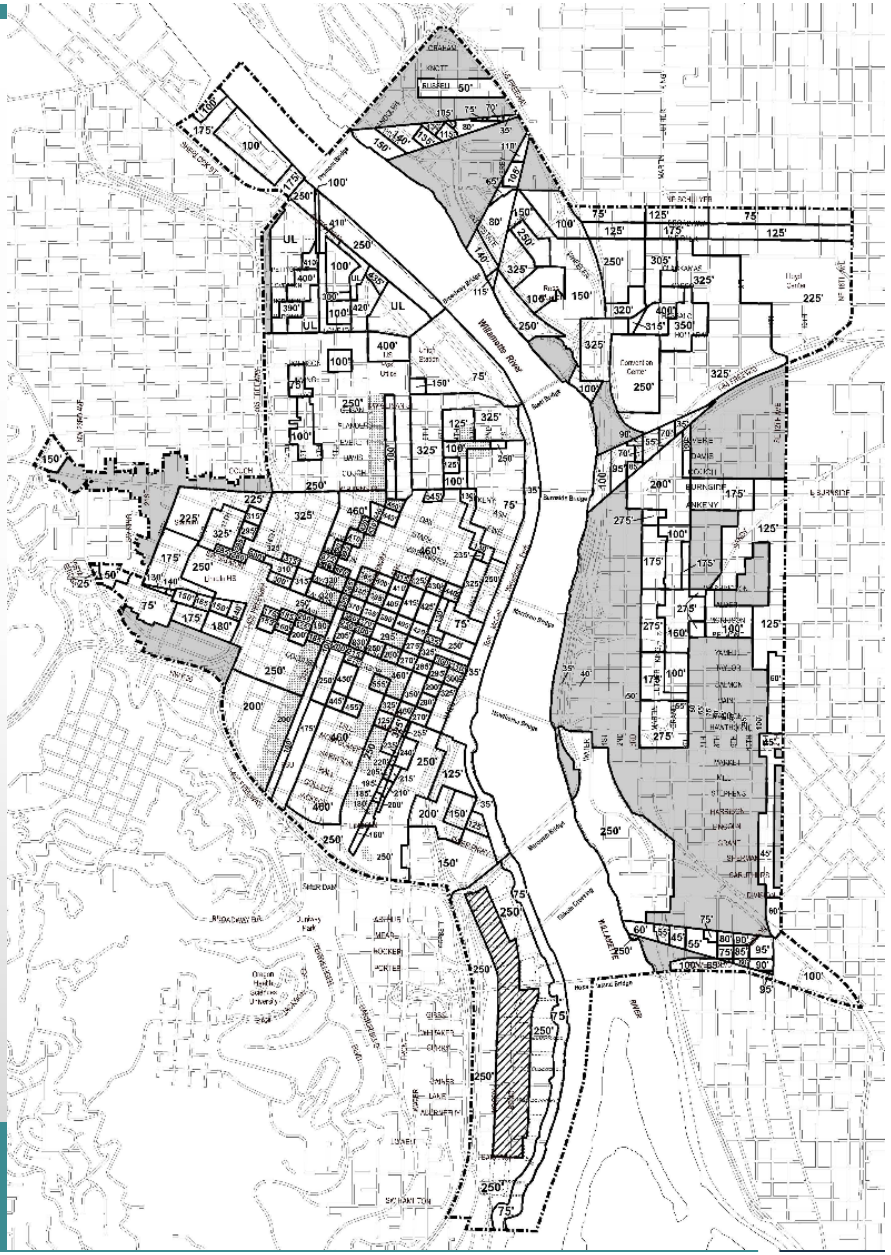
Areas where height is determined by base zone

Area eligible for height increase

Base height limit of 75' for first 125' from top of bank

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Map 510-4: Bonus Height



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

TSP Projects

Discussion

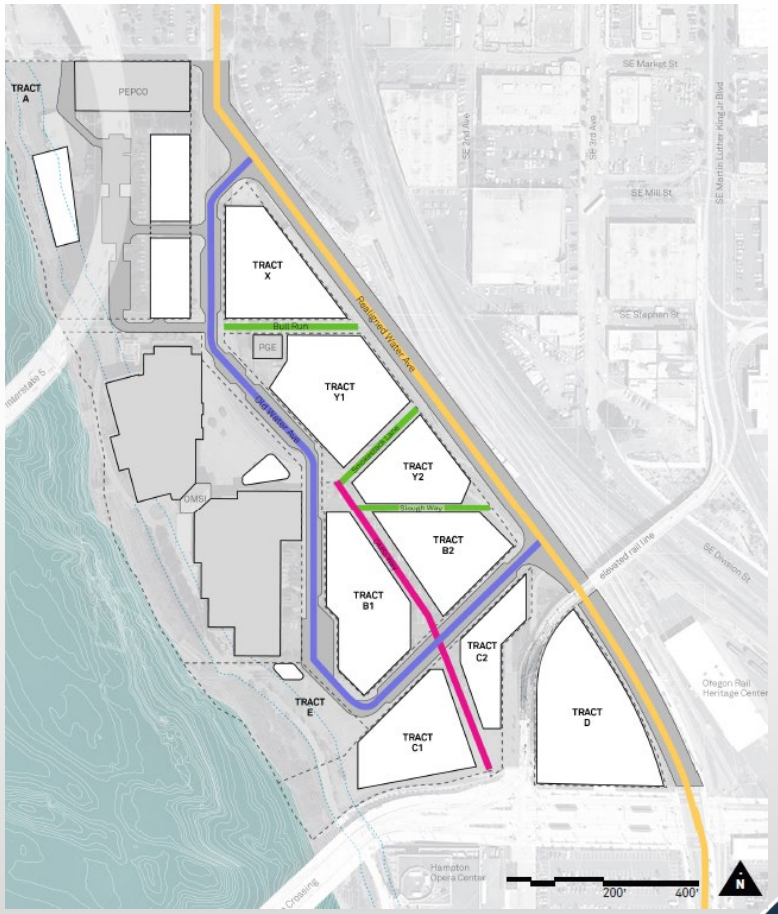
- Water Avenue Phase II Project
- I-5 Broadway Weidler Rose Quarter Interchange Project

Water Avenue Phase II

Request from OMSI to keep a TSP project for Water Avenue

- New OMSI Master Plan calls for realignment of Water Avenue to straighten the “S”
- Add new project “Water Avenue Realignment Phase II” to TSP

OMSI today and tomorrow



05.5.4
Street Section

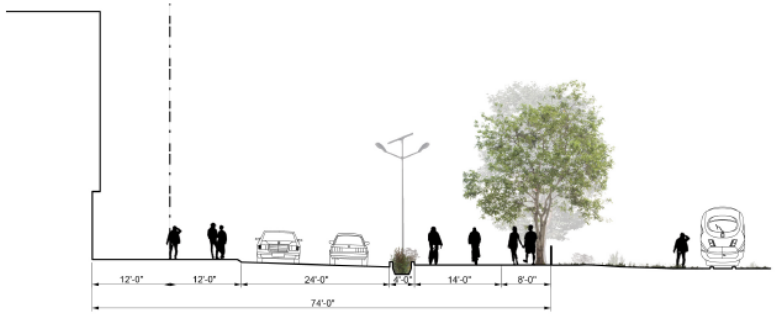
Realigned Water Avenue (Phase 2)	
Right of Way	62'
Roadway	24'
Sidewalks	12 + 12' & 8'
Curbline	Rolled
Circulation	Two-Way w/ Cycle Track
Parking	None
Lighting	Yes
Furnishings	No
Covered Walkway	Yes
Stormwater Management	Yes

Figure 5.3.D - Indianapolis Cultural Trail / Indianapolis, IN

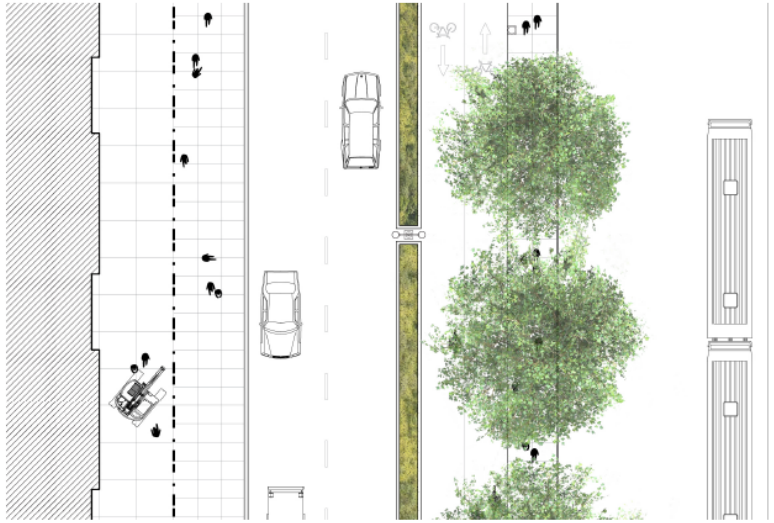
Key Plan

The design of New Water Avenue creates rich opportunities for the intersection of disparate uses and experiences. Occupant oriented ground floor uses promote activity on the street level, while generous pedestrian sidewalks and covered walkways on the west side invite passers-by to engage and interact with ground floor occupants. Rolled curbs allow for easy, informal loading while large, rolling garage doors allow for production to spill out onto the sidewalk, contributing to the spectacle of street life.

Though Water Avenue serves as the primary thoroughfare for freight, the design also emphasizes bicycle circulation through the inclusion of a designated two-way cycle track. A vegetated strip traveling the whole length of the avenue serves as a buffer between vehicles and cyclists and while also collecting stormwater.



Section Detail:
Scale: 1/16" = 1' - 0"

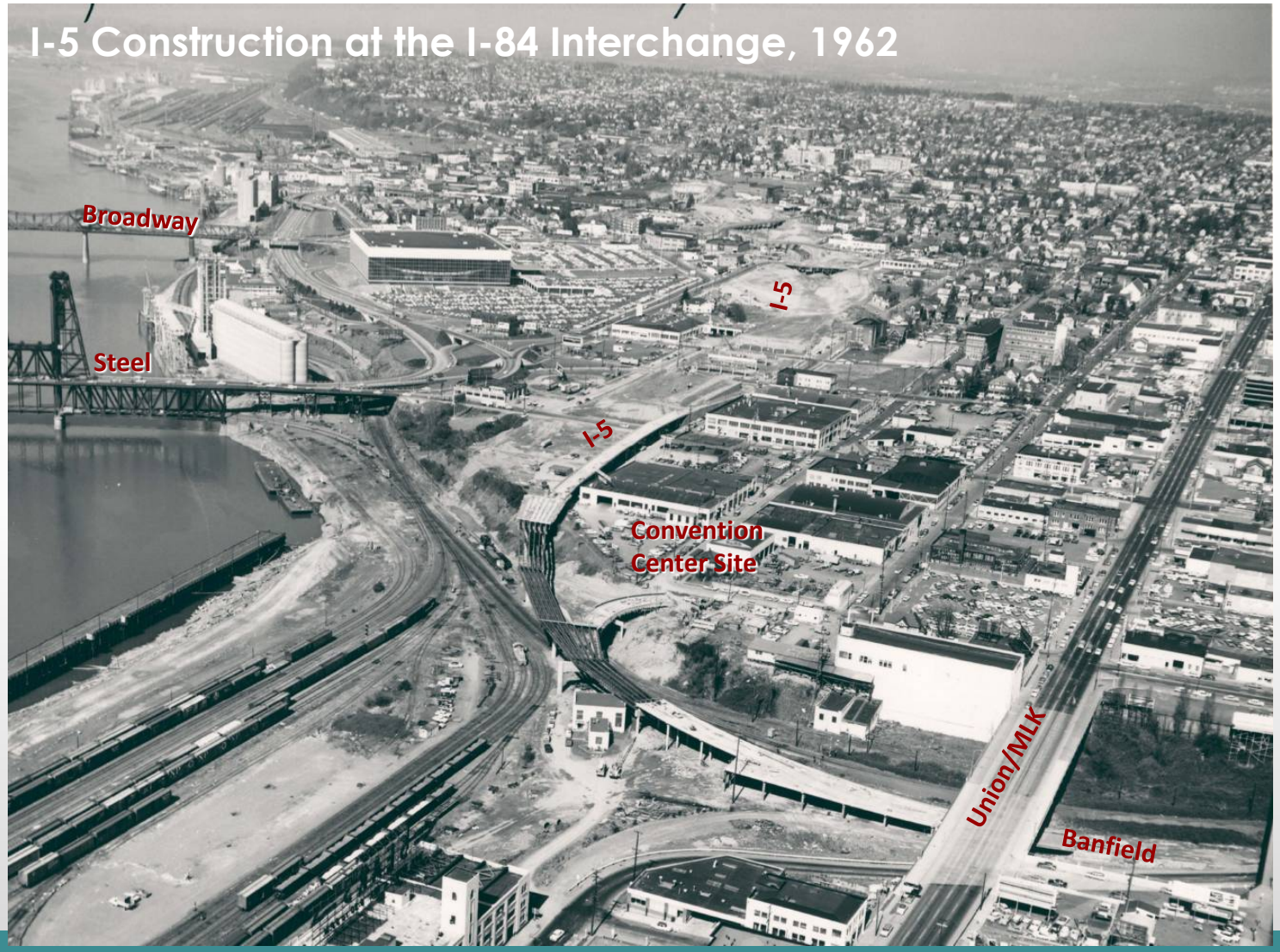


Plan Enlargement:
Scale: 1/16" = 1' - 0"

I-5 Broadway Weidler-Rose Quarter Interchange Project

- N/NE Quadrant Plan and I-5 Rose Quarter Process
  - Area history
  - Big Ideas
  - Project Elements
- PSC Amendment (Action Item TR120– Vol 5A, p114)
  - New amendments to Action Item

I-5 Construction at the I-84 Interchange, 1962

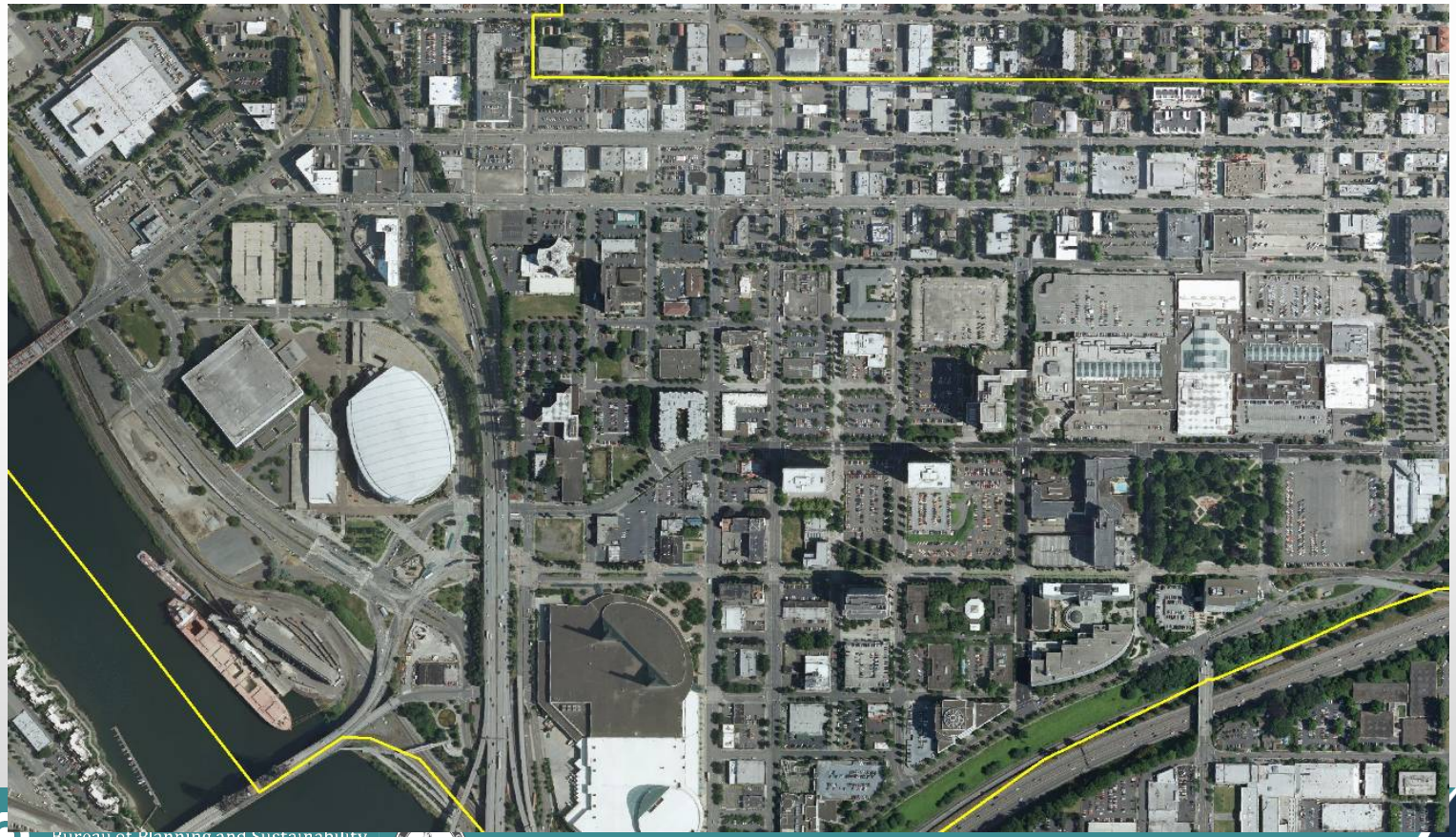


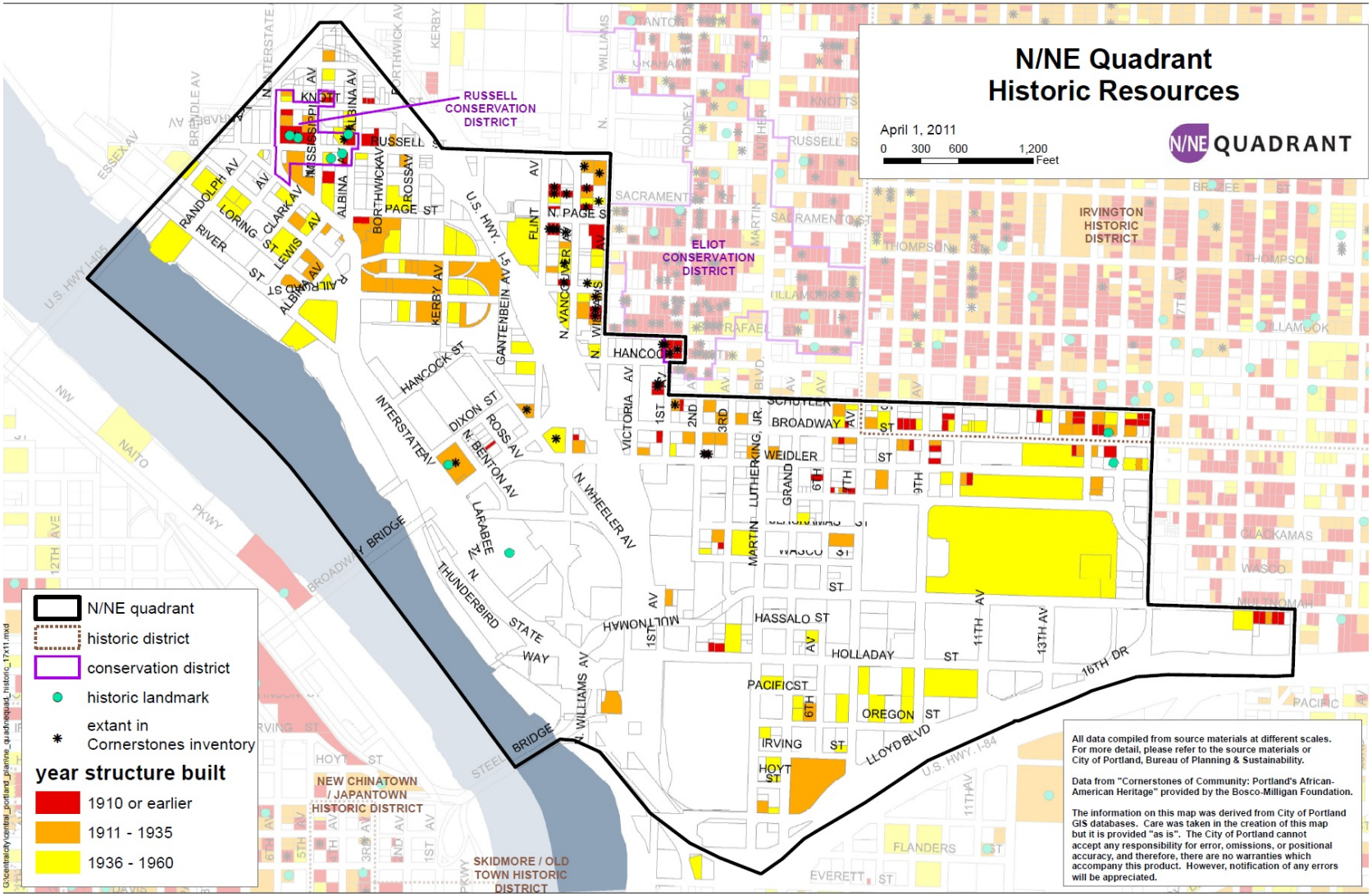
Community Impacts

1950

Community Impacts

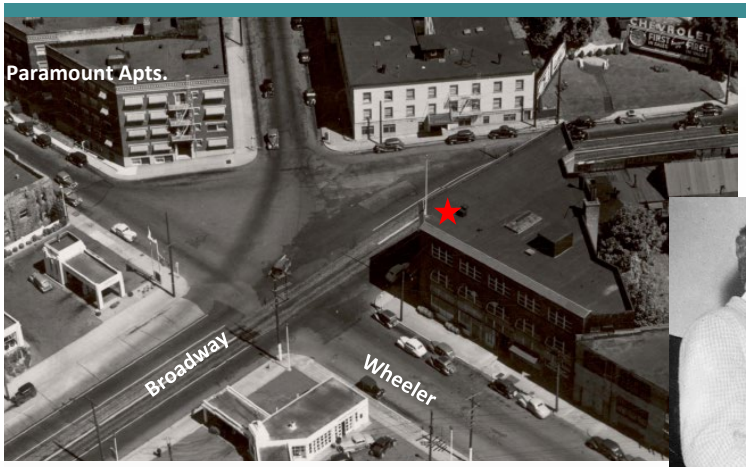
Today



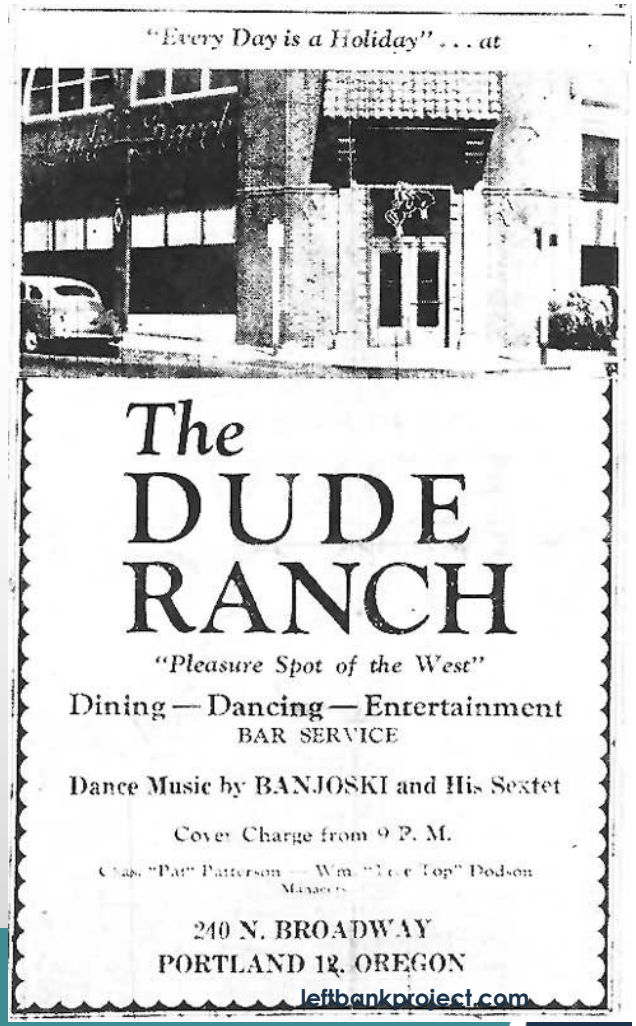

N/NE Quadrant
Historic Resources
April 1, 2011
0 300 600 1,200
Feet
N/NE QUADRANT
RUSSELL CONSERVATION DISTRICT
ELIOT CONSERVATION DISTRICT
IRVINGTON HISTORIC DISTRICT
NEW CHINATOWN / JAPANTOWN HISTORIC DISTRICT
SKIDMORE / OLD TOWN HISTORIC DISTRICT
N/NE quadrant
historic district
conservation district
historic landmark
extant in Cornerstones inventory
year structure built
1910 or earlier
1911 - 1935
1936 - 1960
All data compiled from source materials at different scales. For more detail, please refer to the source materials or City of Portland, Bureau of Planning & Sustainability.
Data from "Cornerstones of Community: Portland's African-American Heritage" provided by the Bosco-Milligan Foundation.
The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.

The Dude Ranch

Now the Leftbank Building



Charlie Barnet



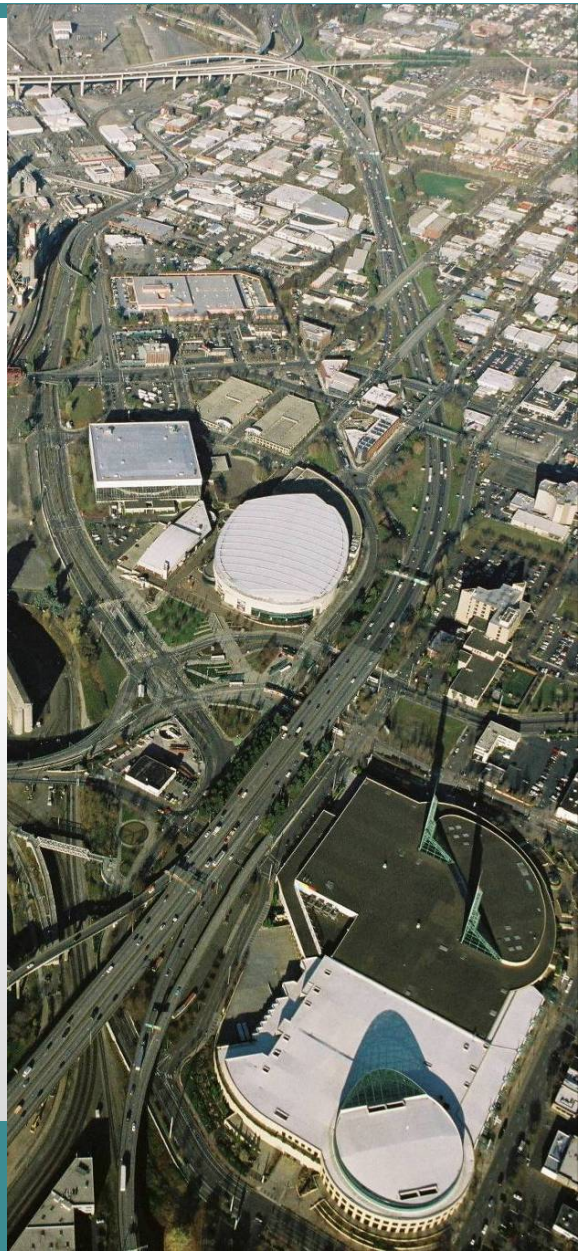
Regional and State Significance

Interchange funnels traffic from:

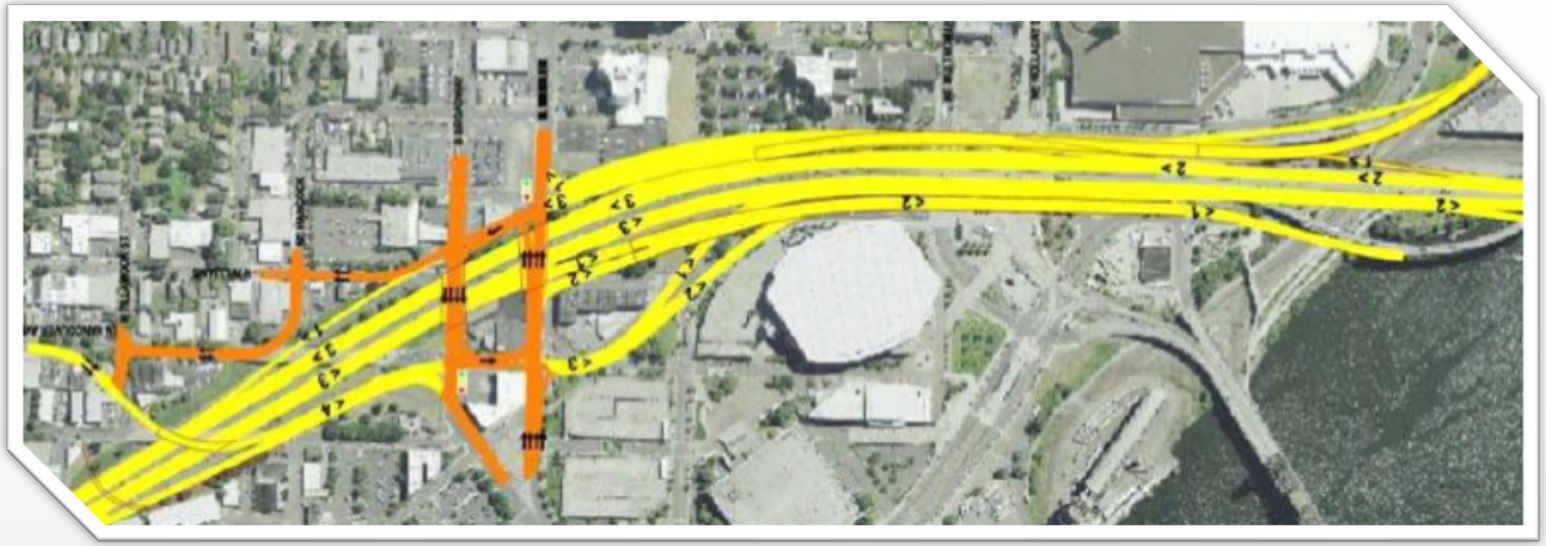
- I-5
- US 30
- I-405
- I-84

I-5 narrows down to 2 lanes in each direction under Broadway and Weidler with no shoulders

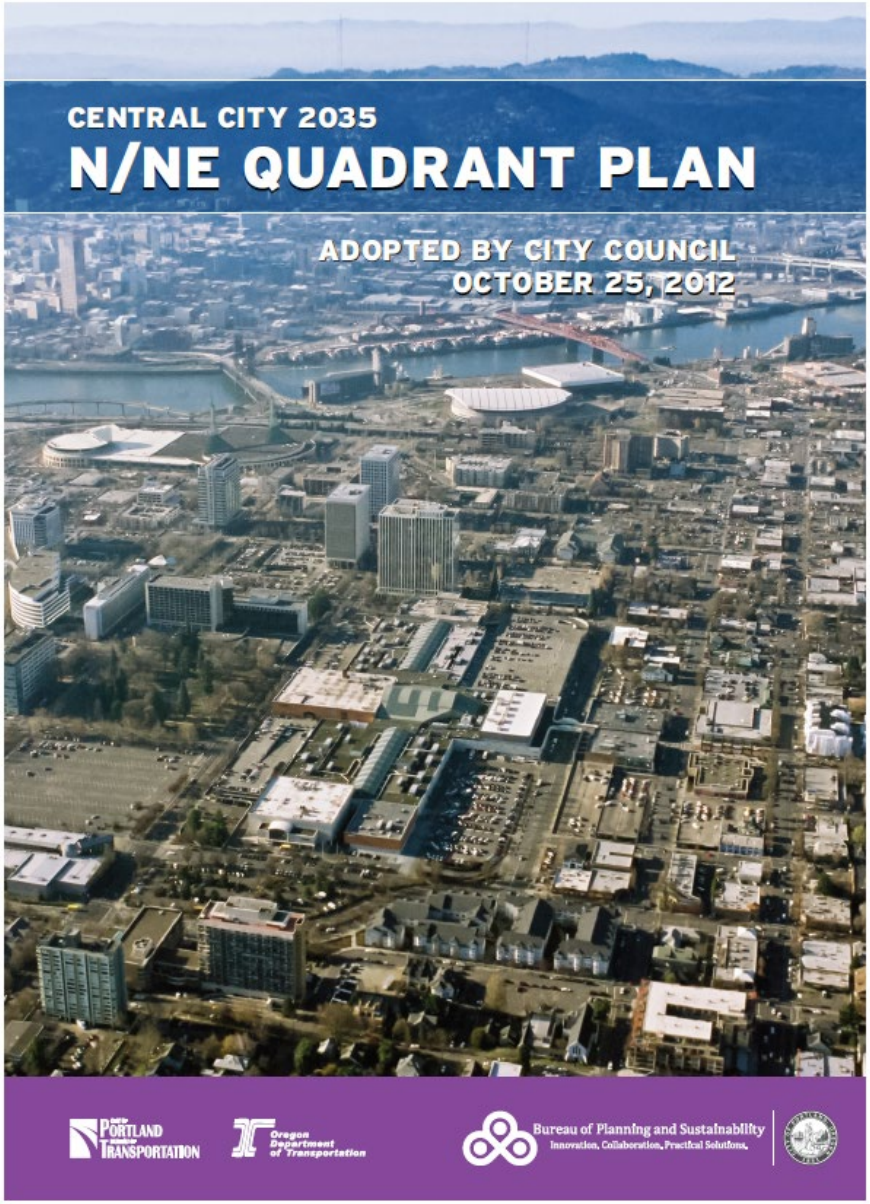
Provides access to industrial uses in Lower Albina, the Moda Center, the Lloyd District and North and Northeast neighborhoods



Greeley-Banfield Project (1996)



- Significantly expanded freeway with new flyover ramps
- Removed local crossings
- Further distorted street network
- Loss of sidewalks and bicycle connections



6938

N/NE Quadrant and I-5 Broadway/Weidler Plans

Facility Plan

I-5 Broadway/Weidler Interchange Improvements

October 2012

Recommended Draft

Oregon Department of Transportation

N/NE Quadrant & I-5 Broadway/Weidler Plans
9/16/2010 Stakeholder Advisory Committee Meeting #1
Project Overview
EXIT
Pauline Bradford

North/Northeast Quadrant

PROJECT TIMELINE						
September 2010	**Fall 2010**	**Winter 2010**	**Spring/Summer 2011**	**Fall/Winter 2011/2012**	**Spring/Summer 2012**	**Fall 2012**
Project Start-up	Background and Existing Conditions	Set Project Goals and Scope Identify Issues, Opportunities and Constraints	Develop Concept Alternatives	Select Preferred Concept	Develop Plan	Adoption/ Approval Process
PUBLIC EVENTS						
	Community Walks September 2010	Public Open House November 2010	Charrettes February/April 2011 Public Open House June 2011	Public Open House February 2012	Extended Public Comments SAC Meetings June 2012	Planning & Sustainability Commission September 2012 City Council October 2012

Meetings and Events

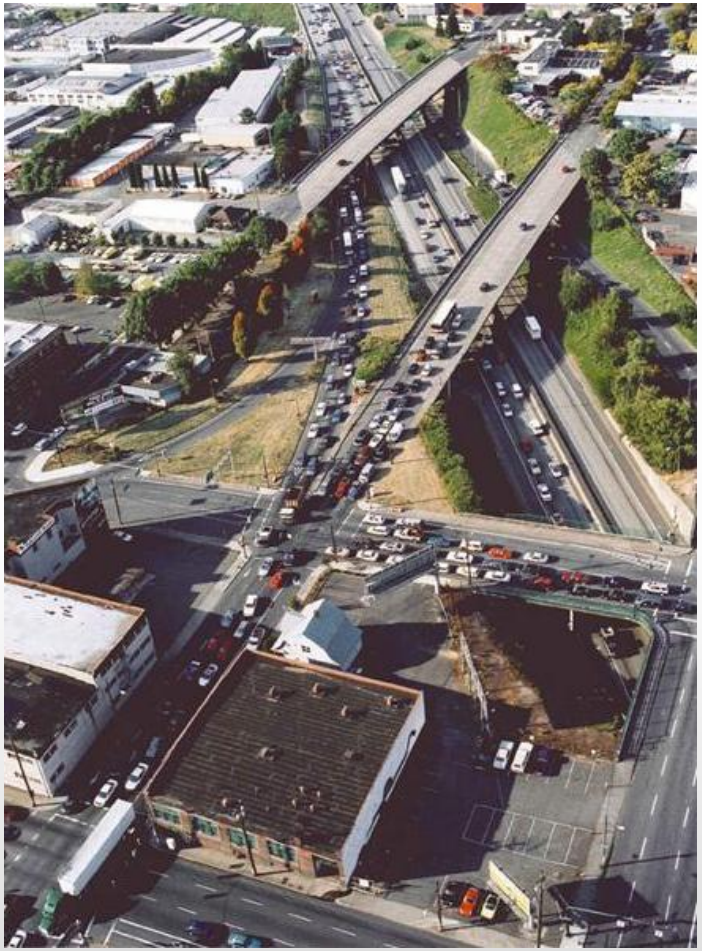
19	Stakeholder Advisory Committee (SAC) meetings
14	SAC subcommittee meetings
4	Open Houses
2	Charrettes
3	Community Walks
~85	Other community and stakeholder meetings

Total attendance estimate: ~2,800 people

N/NE Quadrant 2035

Broadway/Weidler Project Needs

- Improve safety and operations on interchange
  - Highest freeway crash rates in the State
  - Short weaving sections
  - Ranked #36 on Federal Highway Administration list of top freight bottlenecks in the U.S.
- Improve interface with local streets
  - Improve bike safety and mobility (Broadway part of High Crash Network)
  - Increase pedestrian connectivity

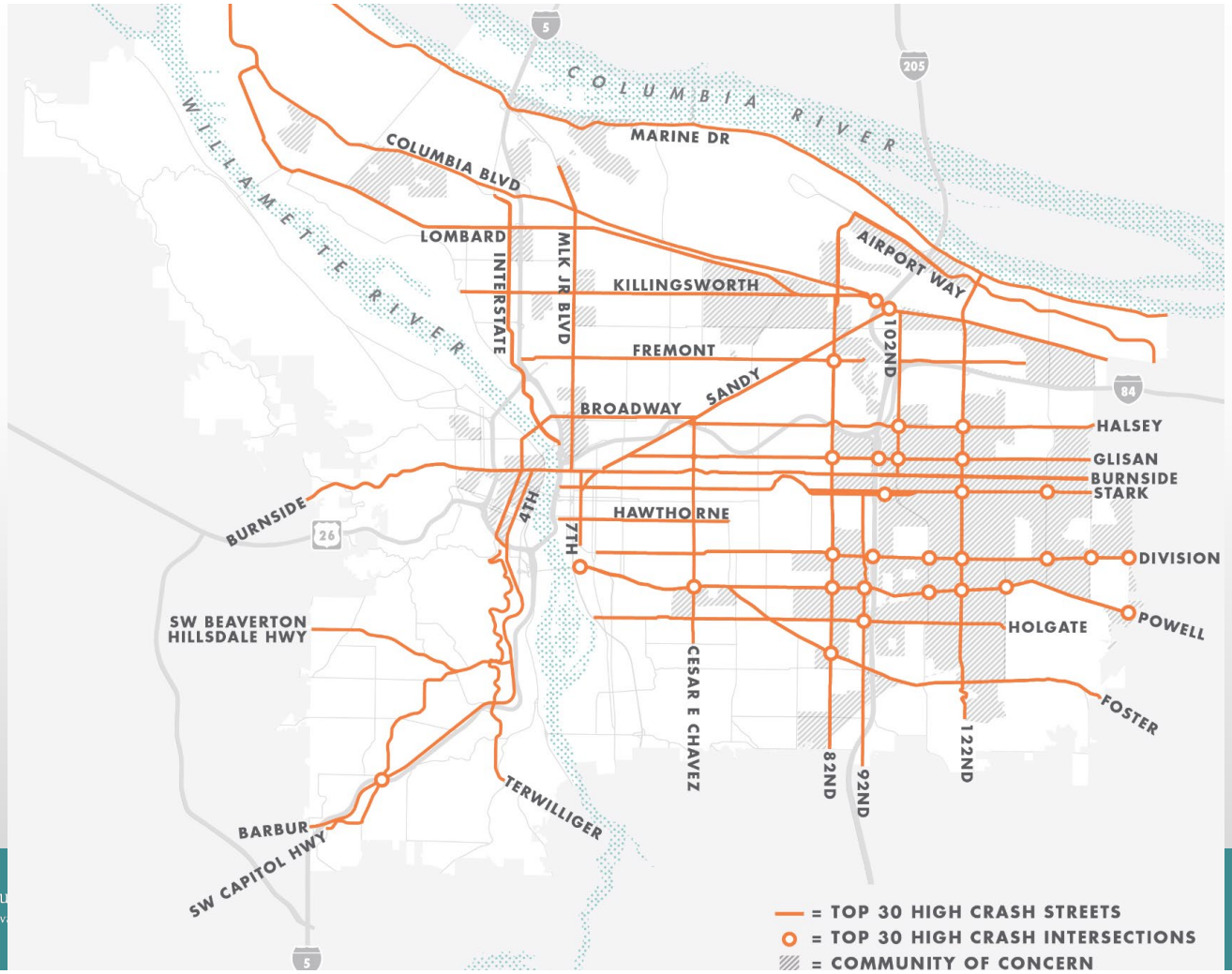


"The Box"

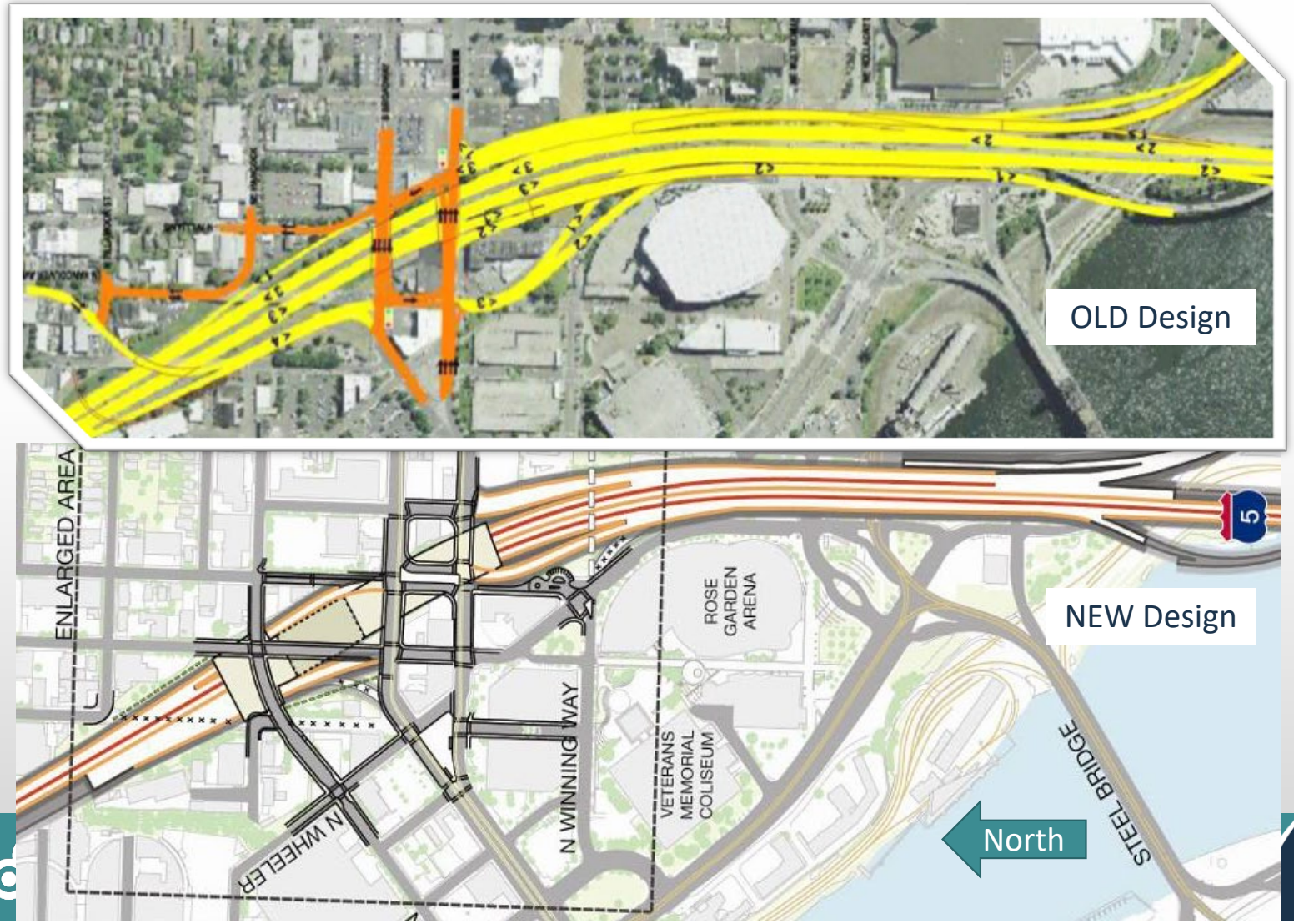
Undercrossing of I-5 at Russell
No East-West Crossing of I-5 from "the Box" Area to Russell
Constrained I-5 Crossings of "the Box" Area
No I-5 Crossing from "the Box" Area to Multnomah
Undercrossings of I-5 at Multnomah and Holladay
Lower Albina
Lloyd District
N RUSSELL
N FLINT
N VANCOUVER
N WILLIAMS
NE TILLAMOOK
NE HANCOCK
NE BROADWAY
NE WEIDLER
NE 9TH
N DIXON
PPS
N WINNING
NE CLACKAMAS
NE MULTNOMAH
NE HOLLADAY
NE MLK JR
NE GRAND
NE LLOYD
Willamette River
BROADWAY BRIDGE
STEEL BRIDGE
VETERANS MEMORIAL COLISEUM
ROSE GARDEN ARENA
OREGON CONVENTION CENTER
LLOYD CENTER
800 400 0 800 Feet

Broadway Identified in City's *Vision Zero Action Plan*

(Broadway is #1 in the Bicycle High Crash Network)

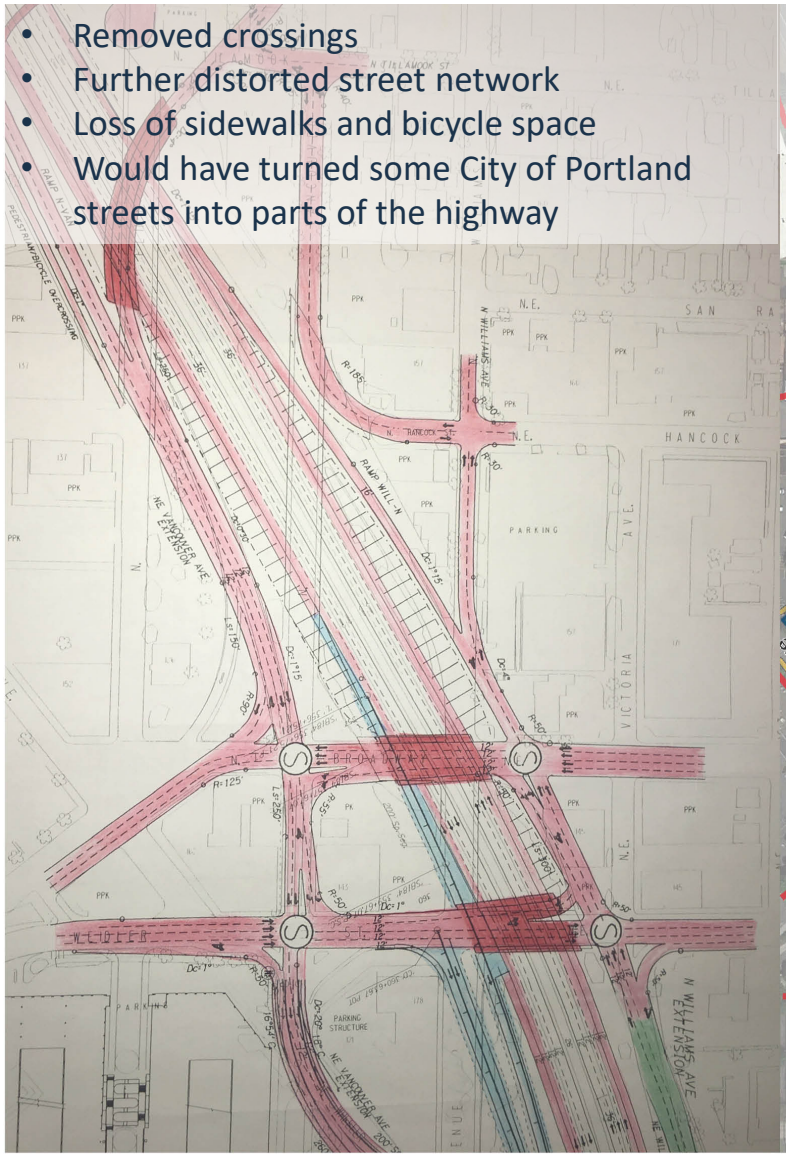


Broadway/Weidler: The Recommended Concept



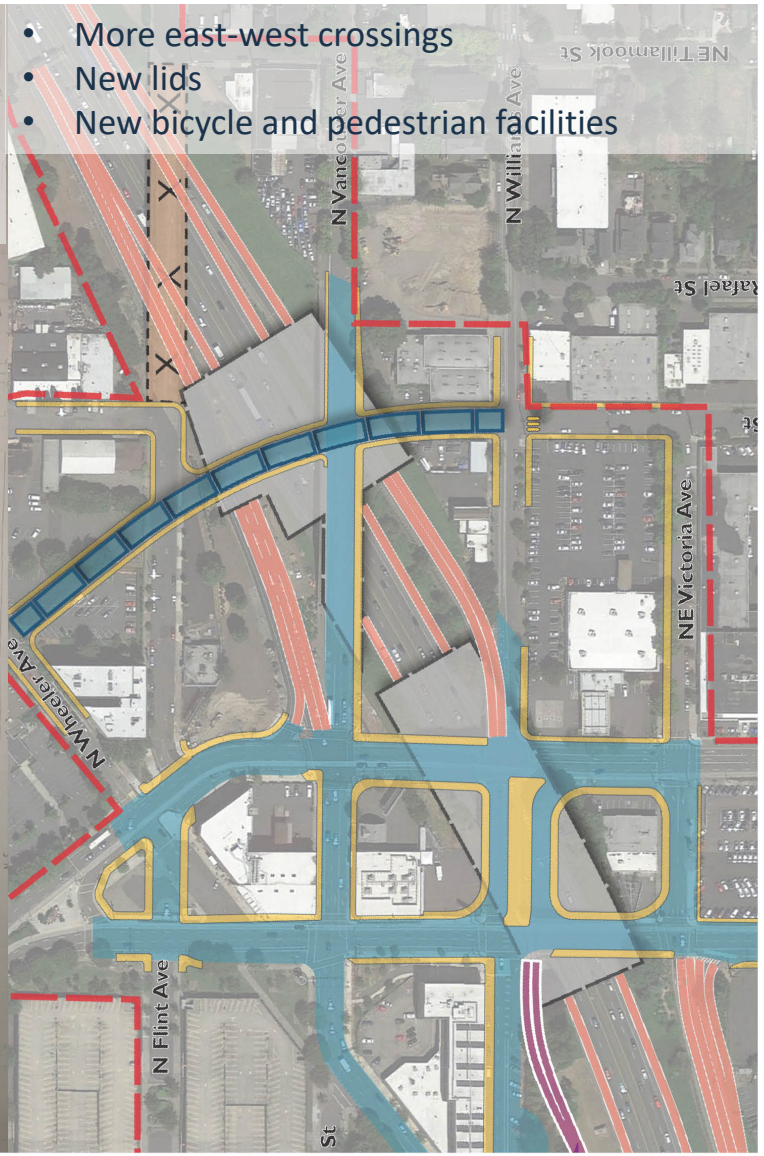
OLD: Greeley-Banfield Project

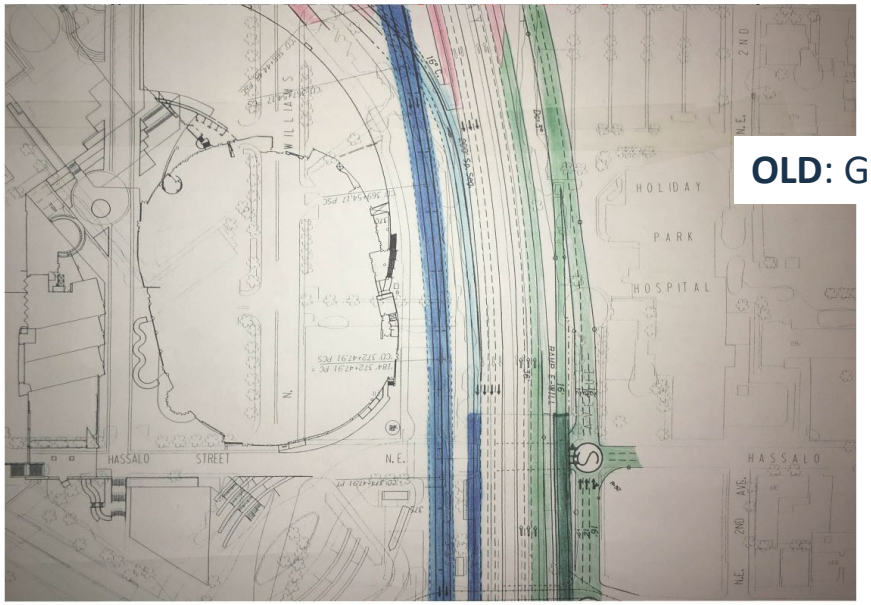
- Removed crossings
- Further distorted street network
- Loss of sidewalks and bicycle space
- Would have turned some City of Portland streets into parts of the highway



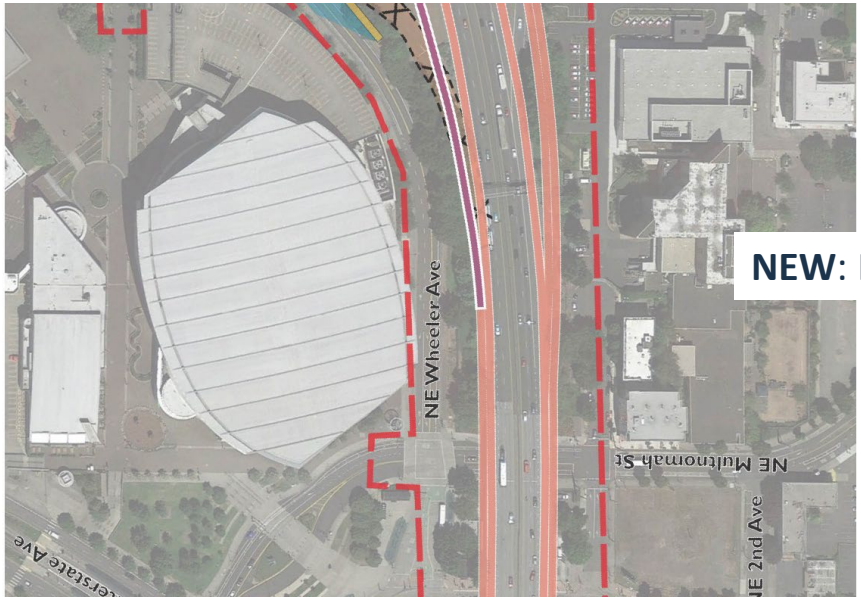
NEW: I-5 Rose Quarter Improvement Project

- More east-west crossings
- New lids
- New bicycle and pedestrian facilities





OLD: Greeley-Banfield Project



- Fewer new lanes and no flying ramps
- Significantly smaller freeway's footprint
- Significantly less costly

NEW: I-5 Rose Quarter Improvement Project

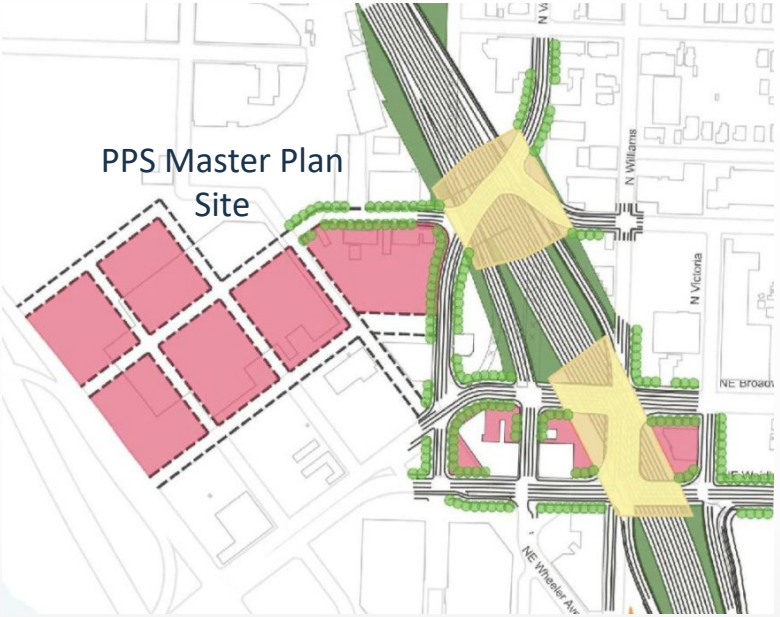
N/NE Quadrant Plan Vision

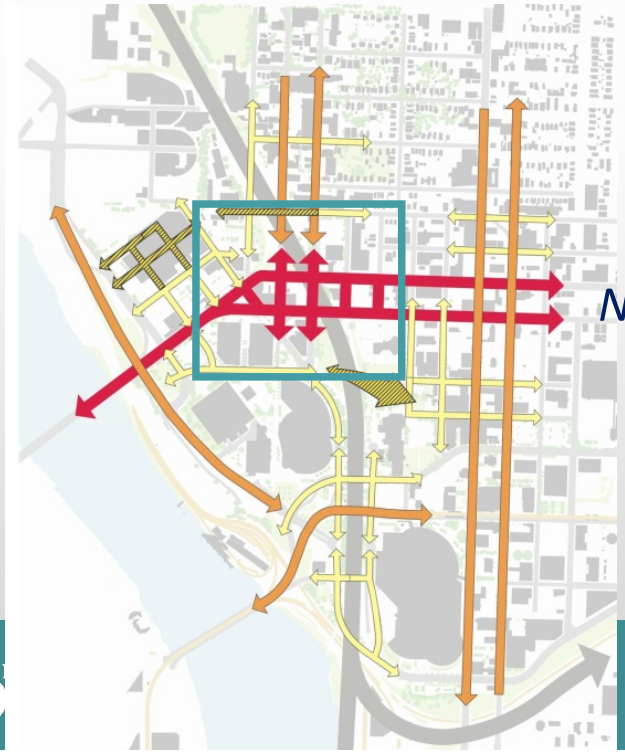
Connectivity

Development

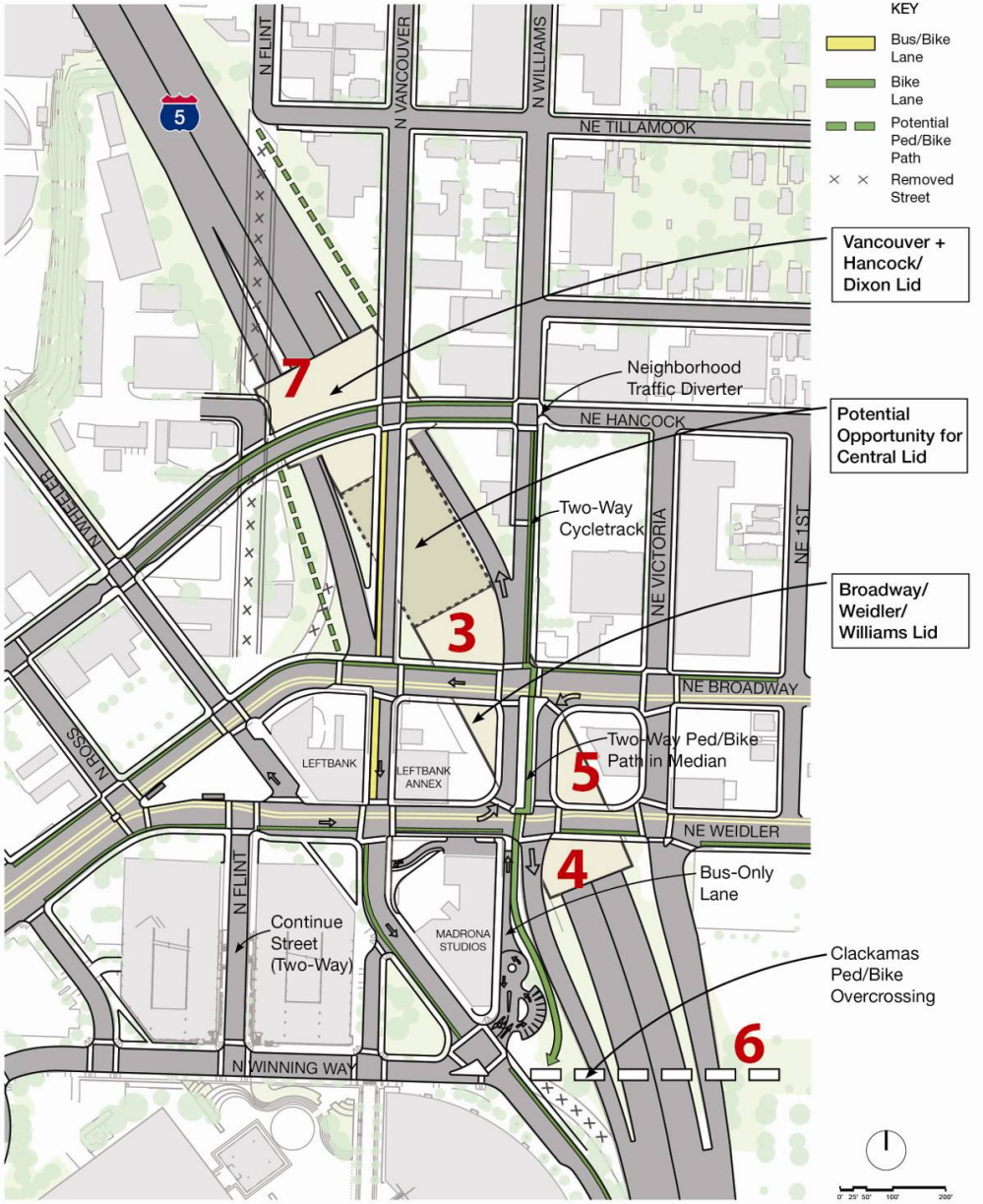
Open Spaces

Places





New " Box Around the Box" connections


KEY
Bus/Bike Lane
Bike Lane
Potential Ped/Bike Path
Removed Street
Vancouver + Hancock/ Dixon Lid
Neighborhood Traffic Diverter
Potential Opportunity for Central Lid
Two-Way Cycletrack
Broadway/ Weidler/ Williams Lid
Two-Way Ped/Bike Path in Median
Bus-Only Lane
Continue Street (Two-Way)
Clackamas Ped/Bike Overcrossing
N FLINT
N VANCOUVER
N WILLIAMS
NE TILLAMOOK
NE HANCOCK
NE VICTORIA
NE 1ST
NE BROADWAY
NE WEIDLER
N WINNING WAY
N ROSS
N WHEELER
LEFTBANK
LEFTBANK ANNEX
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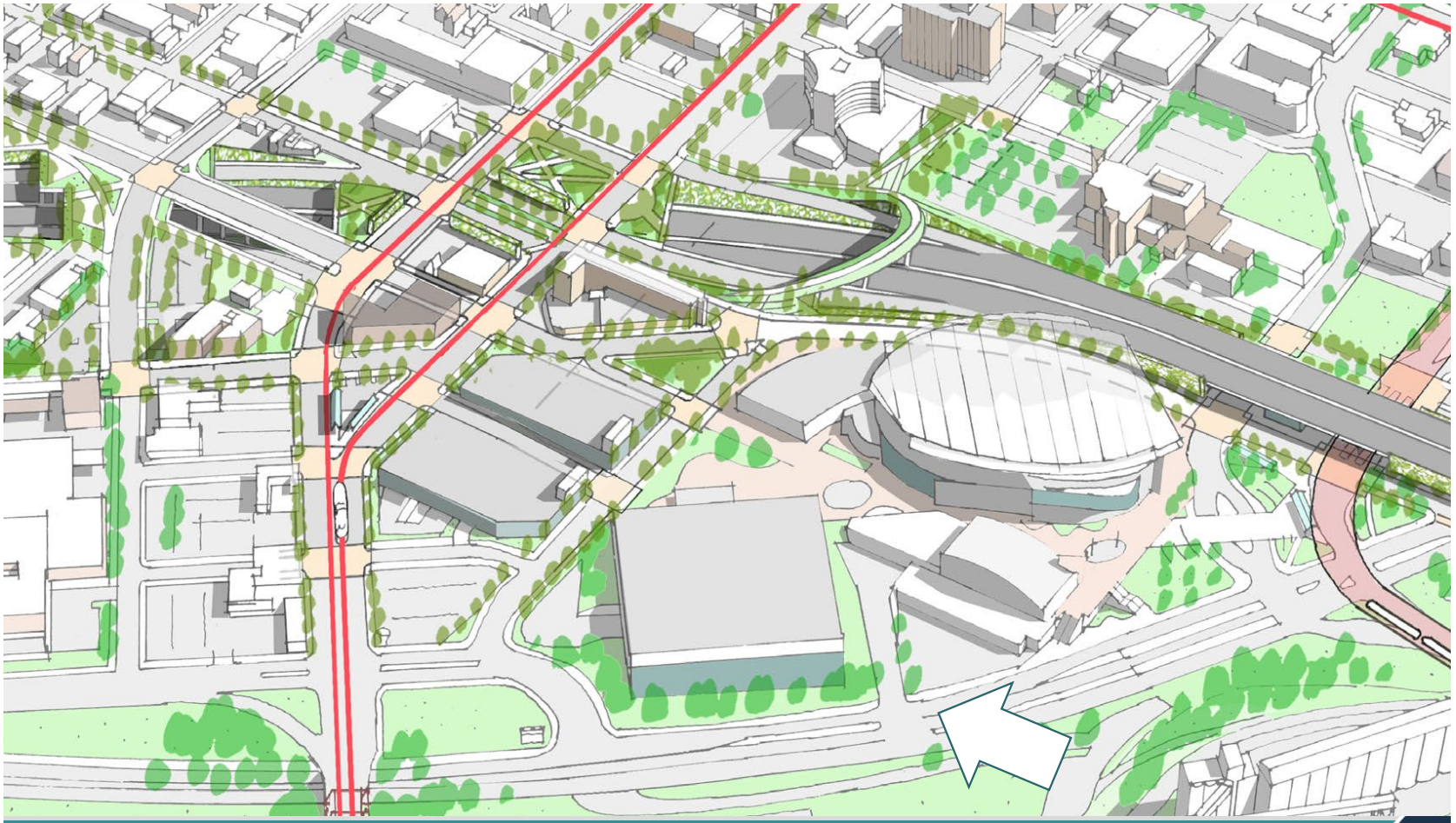
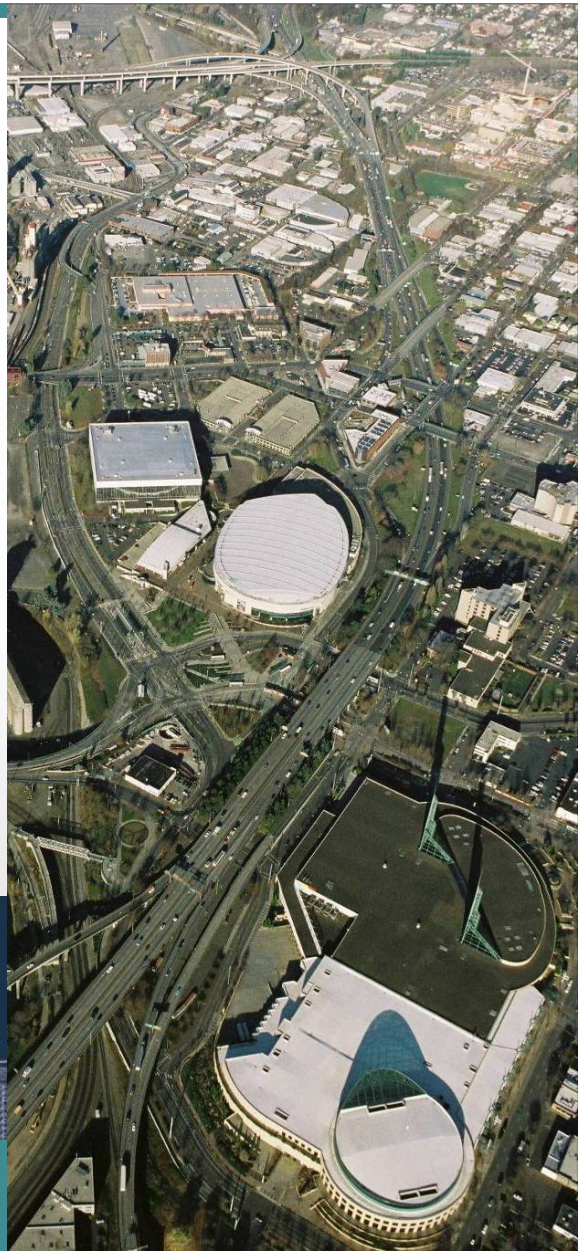


Project Benefits

Freeway Mainline

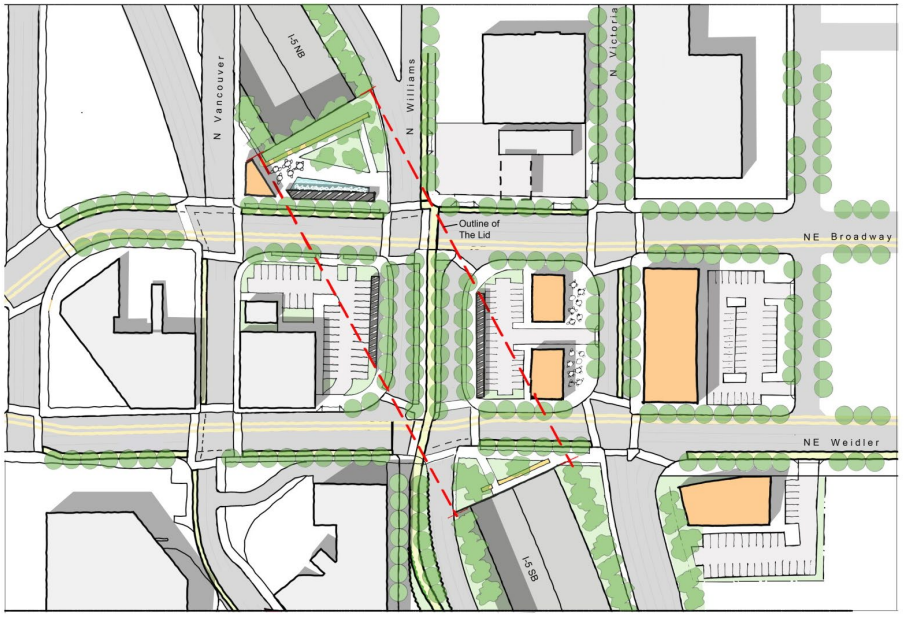
- Roughly up to 50% reduction in crashes

  based on simulations
- Less congestion/delay as a result of fewer crashes
- Reliability is very important to freight
- Shoulders allow disabled vehicles to be moved out of mainline traffic (and also allow access for emergency responders)



Improved Local Connections

- Improved facilities in new overpasses
  - Seismic upgrades to affected bridges
  - bike and pedestrian route choice for different types of riders
- More connectivity – better for development
- Lids (covers) create placemaking opportunities



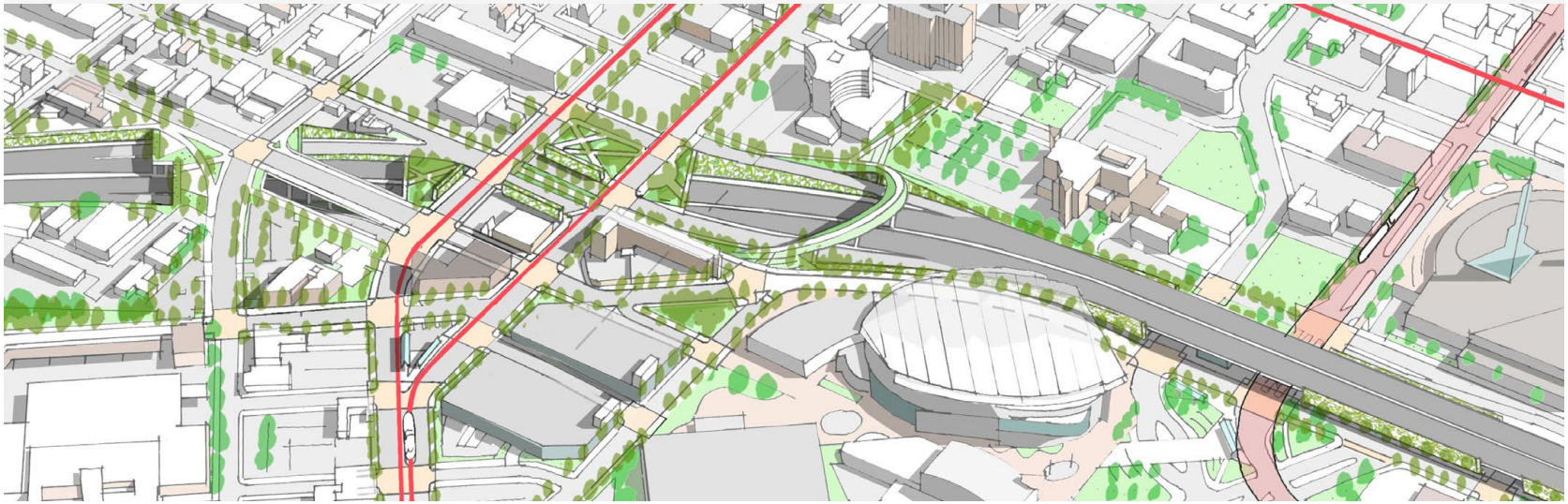
Multimodal Mixed Use Area (MMA) Designation

Central City 2035 Plan includes ODOT's concurrence on MMA designation:

- **Facilitates increases in density** and the buildout of the Central City
- Lifts **congestion/mobility standards** that apply to land use changes
- Safety standards on ODOT facilities still apply but TSP projects (including Rose Quarter project) help address freeway safety needs

Project Summary

1. **Innovative design**
2. **Complete rebuild and seismic upgrade**
3. **Critical new and improved pedestrian/bicycle facilities**
4. **Lids over the freeway, enhancing accessibility and livability**
5. **Supports redevelopment of the Central City**



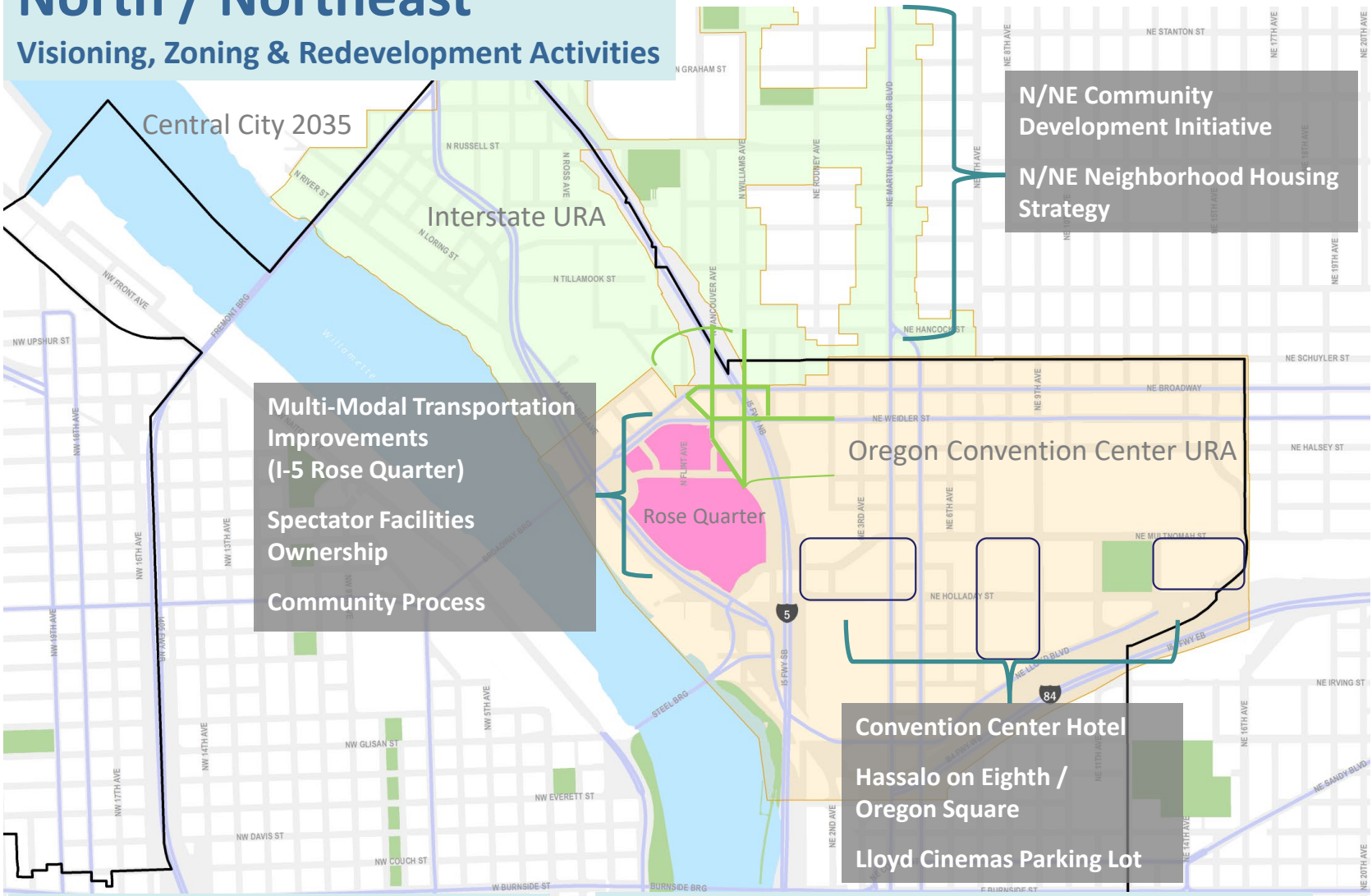
Recommended Draft Action Item TR120

Recommended Draft Conditions to City's participation:

1. Contingent on the **project containing all elements** identified in the Facility Plan, in particular the local surface transportation elements such as the lids over the freeway, a future east-west pedestrian and bicycle bridge in the vicinity of Clackamas Street, and new bridge connections that include high quality pedestrian and bicycle facilities and improved signalized crossings.
2. Conditioned on the development of a **City Council supported equity strategy** addressing issues related to the Broadway Weidler I-5 Interchange project specifically – including, historically African American community impacts, low-income housing solutions and MWESB community benefits.
3. Transparency and public discussion about the **City of Portland's funding sources** and tradeoffs is essential. City funding will be limited to multimodal aspects of the project and to funding sources that do not reduce planned investments to fund transportation improvements in support of Vision Zero and safety and livability investments in East Portland.
4. ODOT and PBOT are encouraged to **evaluate congestion pricing** and TDM options to mitigate for climate impacts.

North / Northeast

Visioning, Zoning & Redevelopment Activities



Coordinating Bureaus
BPS, PBOT, OMF, Prosper Portland , and PHB

Partners
ODOT, Trail Blazers, community organizations , and private sector

Amendment

4. ODOT, ~~and~~ in partnership with PBOT, will implement ~~are encouraged to evaluate~~ congestion pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of this project.

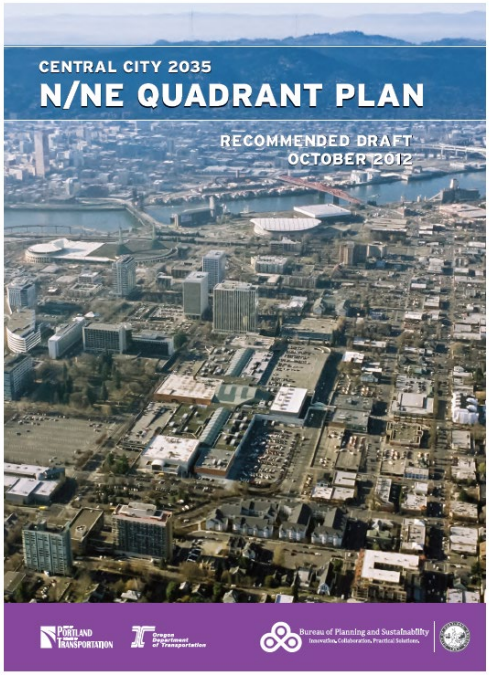
5. Relevant City bureaus will work cooperatively to make sure all elements of the project identified in the I-5 Broadway-Weidler Facility Plan are implemented and to integrate the project with other City-led and community efforts that advance City goals in the Rose Quarter, Lloyd District, Lower Albina and immediate NE Portland. Special attention will be given to opportunities to include more affordable housing, promote economic development and redevelopment, implement multimodal transportation improvements including the Green Loop, and provide additional open space opportunities under an overall equity strategy for City led investments in the area.

Lead: PBOT, ODOT

Thank you

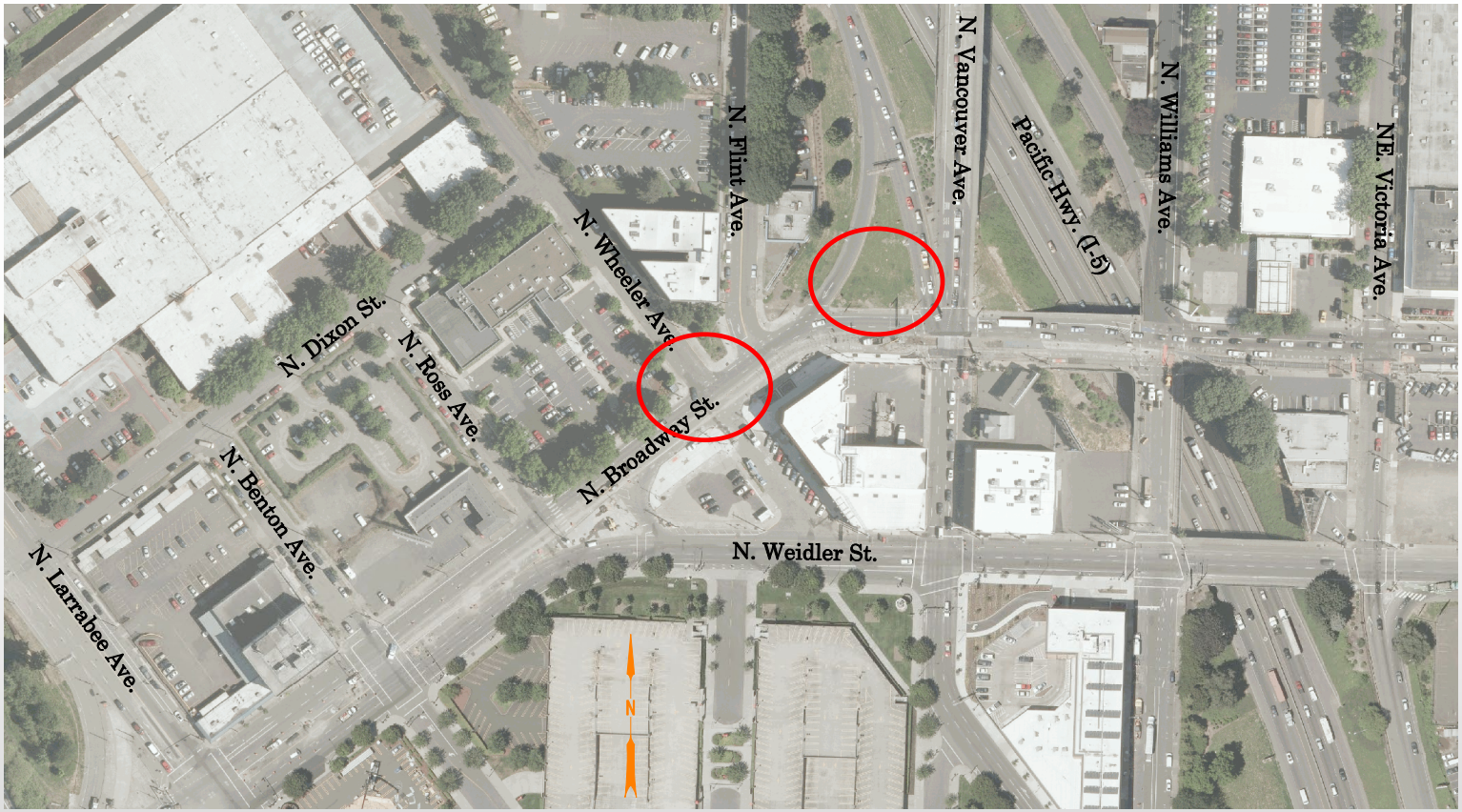
City Council Resolution (2012)

1. Adopted the N/NE Quadrant Plan
2. Recommended that the Oregon Transportation Commission (OTC) adopt the I-5 Broadway/Weidler *Facility Plan*
3. Directed City to work with ODOT to:
    1. Seek funding to implement the Facility Plan, and
    2. Implement near-term safety improvements in the vicinity of the interchange.
    3. Work with ODOT to designate the N/NE Quadrant a Multimodal Mixed-Use Area (MMA).



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Near-Term Improvements

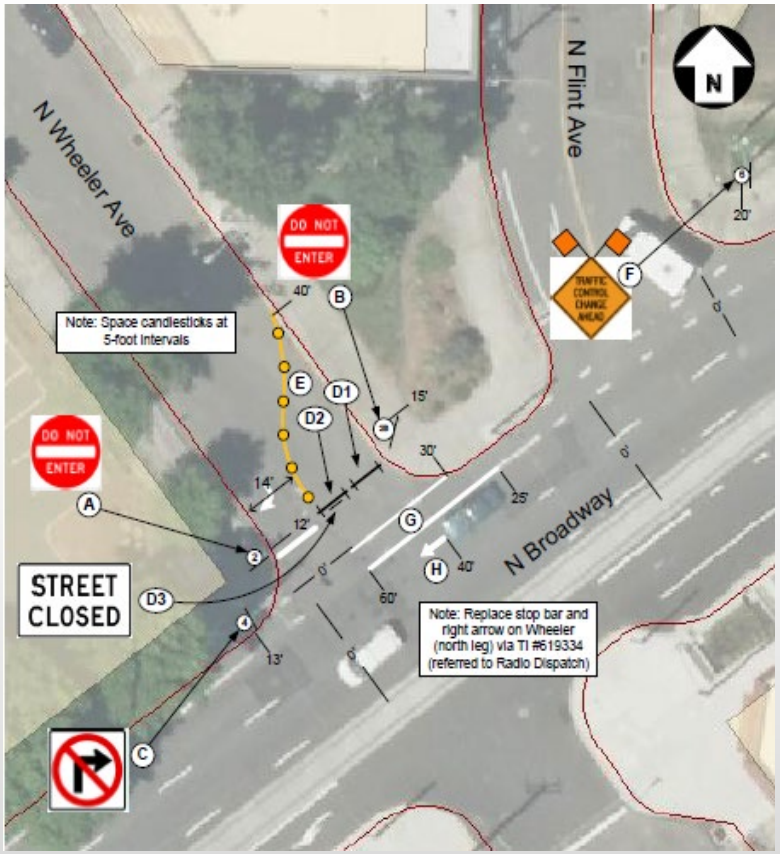


Outer Powell Safety Project

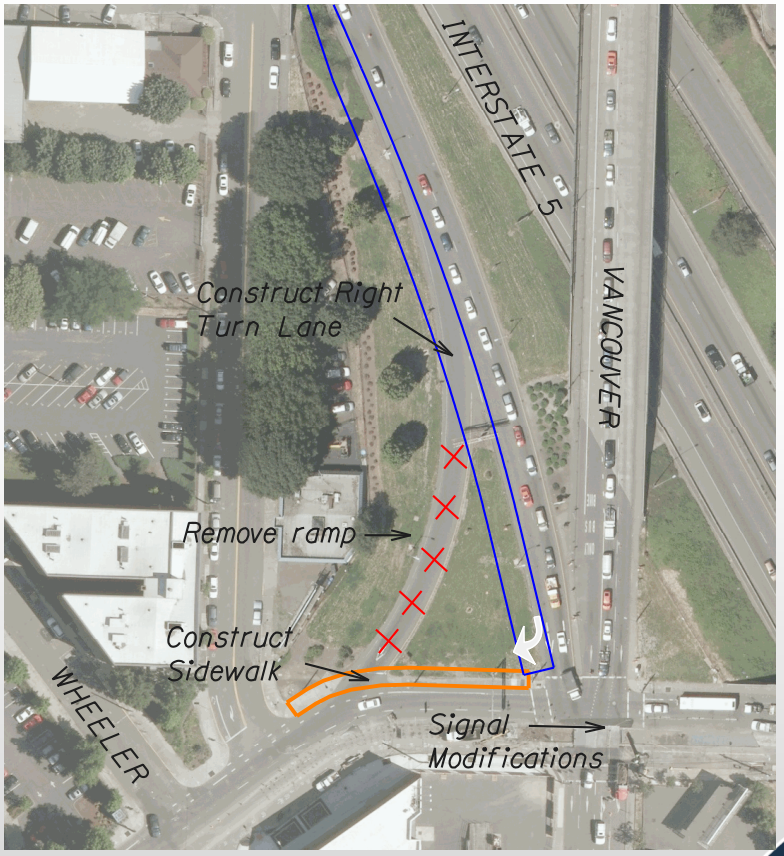
- Phase I Funded: SE 122nd-136th
  - $17M state legislature + $3M from City-contributed MTIP funds = $20M.
  - Adds sidewalk, state's first protected bike facility, enhanced mid-block crossings, two-way left turn lane between SE 122nd Ave and SE 136th Ave.
  - Project led by ODOT and construction in 2019-2020.
- New funding
  - From SE 99th to SE 176th.
  - **HB 2017allocated $110 million to construct the project and transfer ownership to the City**

Near-Term Improvements

Wheeler: Partial Closure



I-5 Southbound: Slip Ramp Closure



DETOUR
compass
oncology
DO NOT
ENTER
STREET
CLOSED
STREET
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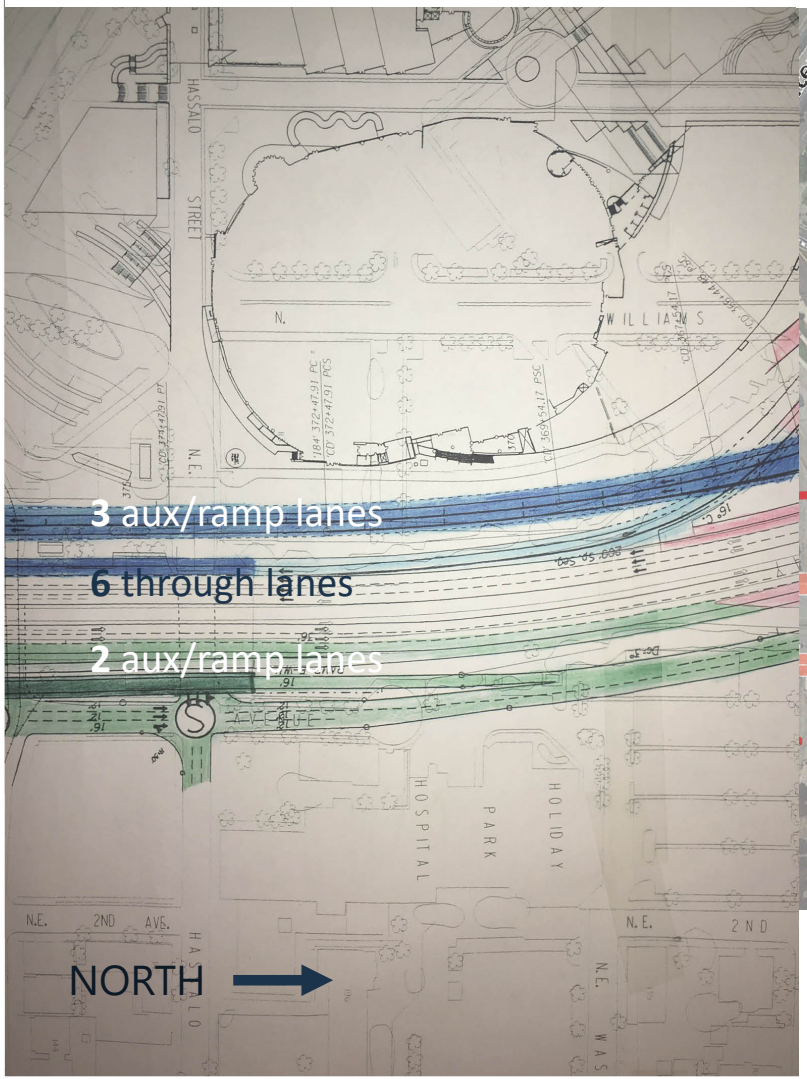
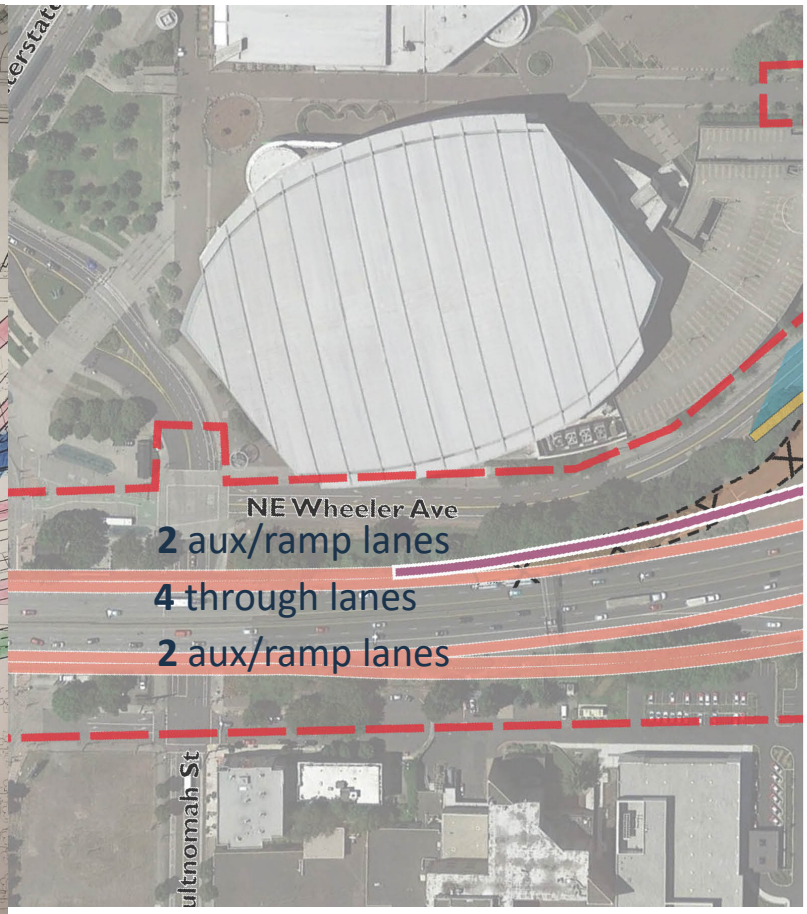
STREET
CLOSED

6963

OLD: Greeley-Banfield Project



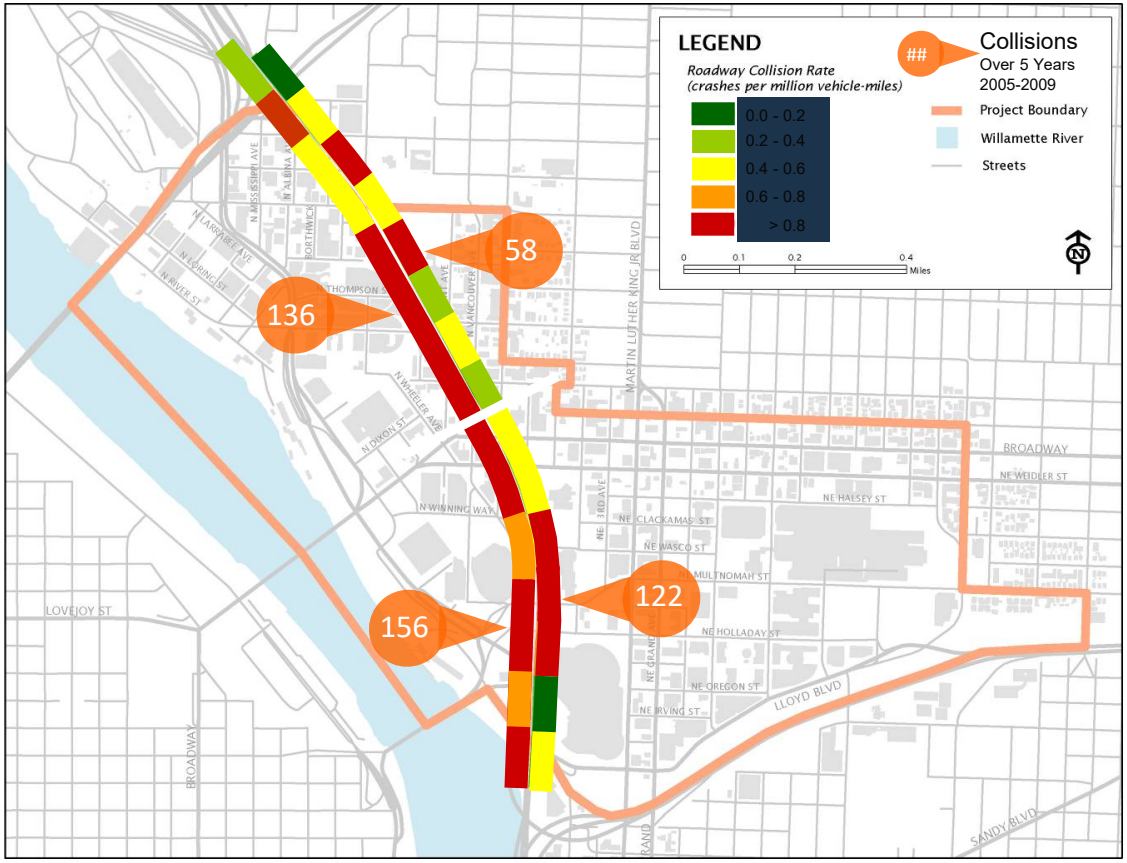
NEW: I-5 Rose Quarter Improvement Project



Would have:

- Added auxiliary lanes and new flying ramps
- Significantly expanded the freeway's footprint
- Significantly more costly

Review: I-5 Crashes



CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Items 1041-1043.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF SEPTEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Eudaly arrived at 9:51 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney; and Elia Saolele and Adam Cuellar, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1025	Request of Mimi German to address Council regarding crosswalks, KKK and cops (Communication)	**PLACED ON FILE**
1026	Request of Joe Walsh to address Council regarding communications (Communication)	**PLACED ON FILE**
1027	Request of Floy Jones to address Council regarding Portland Water Bureau issues (Communication)	**PLACED ON FILE**
1028	Request of Jimmy Whittenburg to address Council regarding control of the City by developers and builders, traffic congestion and speeding (Communication)	**PLACED ON FILE**
1029	Request of Scott Farestrand to address Council regarding the homeless and tolerance (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
***1030**	**TIME CERTAIN: 9:45 AM –** Approve funding recommendations made by Children's Levy Allocation Committee for September 1, 2017 – June 30, 2019 (Ordinance introduced by Commissioner Saltzman) 30 minutes requested (Y-5)	**188601**

1031	**TIME CERTAIN: 10:15 AM –** Authorize a contract with Stantec Consulting Services, Inc. in the amount of $3,325,000 for the Corrosion Control Improvements Project (Ordinance introduced by Commissioner Fish) 45 minutes requested for items 1031 and 1032	**PASSED TO SECOND READING SEPTEMBER 27, 2017 AT 2:00 PM**
1032	Approve findings to authorize an exemption to the competitive bidding requirements and authorize the use of the alternative contracting method of Construction Manager/General Contractor in connection with the Corrosion Control Improvements Project for an estimated amount of $11,000,000 (Ordinance introduced by Commissioner Fish)	**PASSED TO SECOND READING SEPTEMBER 27, 2017 AT 2:00 PM**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
1033	Appoint Jon Coulimore and Greg Kohn to the Electrical Code Board of Appeal for terms to expire September 19, 2020 (Report) (Y-4; Eudaly absent)	**CONFIRMED**
1034	Appoint Vernie Santos to the Plumbing Code Board of Appeal for term to expire September 19, 2020 (Report) (Y-4; Eudaly absent)	**CONFIRMED**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	
1035	Revise ordinance to correct the fee schedules for tree permits (Ordinance; amend Ordinance No. 188415)	**PASSED TO SECOND READING SEPTEMBER 27, 2017 AT 9:30 AM**
	REGULAR AGENDA	
	Mayor Ted Wheeler	
	Bureau of Police	
***1036**	Amend contract with EnviroIssues Inc. in the amount of $35,000 to provide additional police review board facilitator services (Ordinance; amend Contract No. 30003585) 20 minutes requested	**RESCHEDULED TO SEPTEMBER 27, 2017 AT 9:30 AM**
	Office of Government Relations	
1037	Authorize a contract with Squire Patton Boggs (US) LLP, for federal lobbying not to exceed $198,000 a year (Ordinance) 20 minutes requested	**PASSED TO SECOND READING SEPTEMBER 27, 2017 AT 9:30 AM**
	Office of Management and Finance	

1038	Amend and repeal Citywide Accounting Administrative Rules relating to capital asset accounting (Resolution; repeal FIN 6.09, repeal and replace FIN 6.11 and amend FIN 6.12) 20 minutes requested **Motion to amend Exhibit B Compliance to keep last sentence, but remove the word "annually":** Moved by Fritz and seconded by Fish (Y-5) (Y-5)	**37316** **AS AMENDED**
	Commissioner Chloe Eudaly **Office of Neighborhood Involvement**	
***1039**	Amend Marijuana Regulatory License Procedure and Requirements business regulations (Previous Agenda 1013; amend Code Chapter 14B.130) **Motion to adopt Eudaly 9/13 amendment #1 to subsection .040 E.4b to read "b. A new application is required.":** Moved by Eudaly and seconded by Fritz. (Y-5) **Motion to adopt Eudaly 9/13 amendment #2 to subsection .050 A.6 to add "and received final inspection approval":** Moved by Eudaly and seconded by Fritz. (Y-5) **Motion to adopt Eudaly 9/13 amendment #3 to subsection .050 A.9 to add "If ownership of the licensed entity changes by 51% or more, a new application is required.":** Moved by Eudaly and seconded by Fritz. (Y-5) **Motion to adopt Eudaly 9/20 amendment #4 to add ordinance findings 7 and 8:** Moved by Eudaly and seconded by Fritz. (Y-5) **Motion to adopt Eudaly 9/20 amendment #5 to add ordinance directive b to urge State to amend its rules:** Moved by Eudaly and seconded by Fritz. (Y-5) **Motion to add emergency clause because it is in the public interest for businesses to be licensed as quickly as possible:** Moved by Eudaly and seconded by Fish. (Y-5)	**188602** **AS AMENDED**

At 11:41 a.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **20TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Fish left at 3:00 p.m., 4.

Commissioner Saltzman arrived at 2:06 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Senior Deputy City Attorney; and John Paolazzi and Elia Saolele, Sergeants at Arms.

The meeting recessed at 3:05 p.m. and reconvened at 3:11 p.m.

		Disposition:
1040	**TIME CERTAIN: 2:00 PM –** Proclaim September 24, 2017 to be First Annual Salmon in our City Day (Proclamation introduced by Mayor Wheeler and Commissioner Fish) 1 hour requested	**PLACED ON FILE**
1041-1043 TIME CERTAIN: 3:00 PM **Central City 2035 Plan items continued from September 14, 2017 hearing.** Only those who previously signed up and have not testified yet were able to testify. No additional oral testimony was taken. Written testimony may be submitted until 5pm, September 22nd. For more information see project website www.portlandoregon.gov/bps/cc2035		
1041	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1022; Ordinance introduced by Mayor Wheeler) 2 hours requested for items 1041-1043	**CONTINUED TO OCTOBER 18, 2017 AT 2:00 PM TIME CERTAIN**
1042	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1023; Resolution introduced by Mayor Wheeler)	**CONTINUED TO OCTOBER 18, 2017 AT 2:00 PM TIME CERTAIN**
1043	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1024; Resolution introduced by Mayor Wheeler)	**CONTINUED TO OCTOBER 18, 2017 AT 2:00 PM TIME CERTAIN**

At 3:52 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4. Commissioner Fish left at 2:50 p.m., 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney and Roger Hediger and Adam Cuellar, Sergeants at Arms.

The meeting recessed at 2:47 p.m. and reconvened at 3:31 p.m.

		Disposition:
S-*1044	**TIME CERTAIN: 2:00 PM –** Waive certain zoning code standards addressing use, street-facing facades, and timing of Historic Resource Review to authorize relocation and placement of the Morris Marks House on property located northwest of the intersection of SW Broadway St and SW Grant St and maintain Historic Landmark status for the structure (Ordinance introduced by Commissioner Eudaly; waive Code Section 33.120.100.A, 33.120.232.B.1 and 33.140.A) 45 minutes requested **Motion to accept substitute ordinance:** Moved by Wheeler and seconded by Fish. (Y-4) (Y-4)	**SUBSTITUTE** **188603**
1045	**TIME CERTAIN: 3:30 PM –** Consider the proposal of Sarah Radelet of Strata Land Use Planning and the recommendation from the Hearings Officer for approval, to change the Comprehensive Plan Map designation from Low-Density Multi-Dwelling to Neighborhood Commercial and the Zoning Map designation from Residential 2,000 to Neighborhood Commercial 1 for property at 5901 SE Belmont St (Hearing introduced by Commissioner Eudaly; LU 16-292724 CP ZC) 45 minutes requested for items 1045 and 1046 **Motion to tentatively adopt Hearings Officer's recommendation:** Moved by Fritz and seconded by Eudaly. (Y-3)	**TENTATIVELY ADOPT HEARINGS OFFICER'S RECOMMENDATION; CONTINUED TO SEPTEMBER 27, 2017 AT 10:50 AM TIME CERTAIN**
1046	Amend the Comprehensive Plan Map designation and amend the Zoning Map for property at 5901 SE Belmont St, at the request of Sarah Radelet, Strata Land Use Planning (Ordinance introduced by Commissioner Eudaly; LU 16-292724 CP ZC) **Motion to tentatively approve ordinance:** Moved by Fritz and seconded by Eudaly. (Y-3)	**PASSED TO SECOND READING SEPTEMBER 27, 2017 AT 10:50 AM TIME CERTAIN**

At 3:50 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt Items 1041-1043

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

September 20, 2018 2:00 PM

Wheeler: Folks, we are back in session. Let's continue the hearing for the remaining testifiers on the main part of the central city 2035 plan. Karla, can you read the ordinance and resolution titles and you'll notice there's a paragraph prior to the three titles if you could read that as well, please.
Moore-Love: Sure. Item 1041.
Wheeler: Could you read the paragraph prior to that?
Moore-Love: The central city 2035 plan items continued from September 14, 2017 hearing. Only those who previously signed up and have not testified yet will be able to testify. No additional oral testimony will be taken. Written testimony may be submitted until 5:00 p.m. September 22nd. More information on the project website is at www.Portlandoregon.gov/bps/cc2035.
Wheeler: Now you can read the three items.
Item 1041.
Item 1042.
Item 1043.
Wheeler: Today we're going to try to finish hearing testimony on the main ordinance and resolution for the central city 2035 plan. We're only going to hear from people who signed up on September 7th or September 14th. There will be another opportunity for public testimony on the central city 2035 plan on January 18th, 2018, after amendments have been introduced. Karla, let's call up the next people from the list from last week as per usual everybody has two minutes to testify. If you're a lobbyist per council rules we need to know that. Commissioner Fritz.
Fritz: I was wondering mayor it doesn't seem like we have a whole lot of people and I do feel grateful for those who sat through the entire testimony last time. I wonder if we might give three minutes if necessary.
Wheeler: That would be a great bonus opportunity. Let's do it. For their three days of patience we're giving them an extra minute. Maybe we'll even be a little loose. That seems only fair.
Fritz: Thank you.
Moore-Love: We're starting from the September 7 original list.
Wheeler: Welcome back. Thank you again for your patience. We truly appreciate it.
Britt Conroy: Good afternoon. Thanks for allowing an extra day of testimony. Appreciate that. My name is Britt Conroy and I'm a Portland resident. In this chamber our city's priorities are set from limitless competing demands council members decide what projects and initiatives are funded, what challenges addressed, what problems will be solved. At its

best it good governing marshal's resources from within and without a community to predict the most vulnerable and provide opportunities for those who are struggling. As this council secures money for transportation, whether from our city's cafr or through your requests for funding from your partners in Salem, you have the opportunity to invest in your stated priorities safety, livability, climate and reducing cost of housing and mobility. We're looking at what Portland secured from it's partners in Salem one would think that we have a $450 million dollar single location fender bender crisis in this town. In fact we have a crisis of transportation deaths and we have a housing crisis made worse by insufficient transportation options particularly for those living in east Portland. Expanding urban freeways has never solved traffic congestion but investing in safer streets does save lives. Three dozen human beings die on Portland streets on average every single year. The rose quarter highway expansion project will cost nearly twice what last November's municipal housing bond raised, seven times the projected revenue of last years gas tax and it must be said will cost an amount equal to what the Portland children's levy will raise over 30 years based on that program's average revenue. I urge you to remove projects related to this highway expansion from the tsp and rtp, to implement value pricing to address congestion and avoid costly and unnecessary widening projects, to invest value pricing proceeds in providing mobility options for those most impacted by the tolls the state legislature has mandated and most importantly to codify transportation spending priorities that regardless of source of funds ensure the city gets the most mobility, equity, safety and climate benefits for its buck. Thank you.

Wheeler: Thank you.

Jackie Petersen-Loomis: Good afternoon. Mayor wheeler, commissioners Eudaly, Fritz and Saltzman, my name is Jackie Peterson-Loomis. I'm an historian and I appreciate the opportunity to speak on behalf of the Portland Chinatown history foundation of which I'm its executive director as well as a member of the stakeholder advisory committee of the new Chinatown/Japantown historic district design guidelines and a former board member and current co-chair of the art, history and culture committee of the old town Chinatown community association, I'm a Portland resident as well. As I know you all are aware the old town Chinatown community is a complex fabric of historic districts, properties, waterfront park and garden destinations and numerous arts, cultural and educational institutions. We're also home to a web of social service and low-income residents. A weekend nighttime entertainment district, a growing number of significant restorations such as the society hotel and overland warehouse combined restoration and infill projects such as the grove hotel, corporate offices of young businesses like movel and Airbnb and our first Starbucks due to open this fall. This description captures the history, energy and diversity of old town Chinatown and lays the ground for robust vision outlined by the city for this downtown waterfront neighborhood in the 2035 plan. In the plan Portland's planners and creators have not envisioned an extension of either the pearl or downtown but rather a culturally and visually unique historic neighborhood which could well become the city on the Willamette's most visited tourism destination of the future. We applaud the 2035 plan for our neighborhood and the accompanying zoning code adjustments and incentives which we believe have provided an equitable balance between protection of the existing and future cultural, education and historical resources and support for new construction for much needed housing and offices and for business growth of all kinds. We want to thank city planners especially for the welcome reduction in heights in the northern half of the new Chinatown/Japantown historic district running from northwest Everett to glisan between northwest 3rd and 5th. The reduction of building heights within the northern portion of Chinatown/japantown from 450 feet which it used to be to a 100 and the recommended 125 feet is long overdue. In fact I was shocked to learn several years ago that such

extreme heights had ever been approved for a national historic district by the city. All of Portland's downtown federal recognized historic districts have height limits of 75 feet, or in the case of southern the half of new Chinatown and a part of the new historic district in the pearl 100 feet. The historic buildings and all of Portland's downtown districts are rarely higher than four stories and in this environment even 100 foot building looms large. Challenging the site lines and noise levels of an otherwise sun lit highly walkable low rise historic streetscape. I thank you mayor and commissioners for your foresight in protecting our most valuable and most energy efficient assets, our current buildings that are already standing. Thank you.
Wheeler: Thank you. We appreciate it. Good afternoon. Thanks for your patience.
Emma Pelett: Thank you for hearing me today. My name is Emma Pelett and I'm a property owner at 109 southeast salmon street in the central east side. I love Portland. It's an incredible place and one of my favorite parks in Portland is the Shakespeare garden at Washington park where you have an incredible view of mount hood. It's amazing. I urge you to vote against the salmon springs view corridor because I don't feel that it's equitable to choose a view of mount hood that's only 36 feet above sea level and only visible 85 days out of the year. On a day like today you can't see the view at all. This will unfairly impact central east side and will really make it challenging for us to meet our economic goals and our employment goals. On that note I also believe it's the city's responsibility to educate property owners on who is included in this and who stands to have their property changed by this rule. As you can see on page 1 these are maps and these maps are all from the current city council amendment 2035 plan and this is from the august 29 draft date. So on the first map you can see my property is not included, but on the map on the next map you can see my property just to the left also not included. On the third picture, my property is still not impeding the view of mount hood. On the last page, you can see there's a map on page 46 from the plan that does show my property to be in the view corridor, but the following map does not include it. I would like some clarification on if my property is included or not because it's very confusing. Three of the four maps show that it's not but one does. Is my property included or not? I would ask that the city council if you do not vote no on the salmon springs view corridor to please clarify this and make the view corridor of mount hood follow the exact cuts of the view so that we can lessen the economic impact on the central east side.
Wheeler: Commissioner Fritz?
Fritz: Ms. Pelett have you had any conversations with your neighbors who are definitely in the view corridor?
Pellet: I have yeah.
Fritz: And what kind of feedback would they be giving us?
Pellet: People are very concerned we spoke over a year ago, we all testified over a year ago, we had about maybe 15, 20 people testify and we all submitted paperwork. You heard from the lawyer that we hired then who also submitted on our behalf. People really feel this is going to be challenging for the future of the central east side. We won't be able to reach our density in the martin luther king grand corridor and it's going to be challenging to meet our numbers for employment in our district in the future if this view corridor is established.
Fritz: So, this would actually lower the heights in the view corridor is that correct?
Pelett: Yes, absolutely. It would make my property height from 175 down to 35 feet.
Fritz: Oh wow that's really low.
Pelett: Especially if my property doesn't impede the view at all. I feel like this is especially for the properties on salmon it's a real burden because we have the green loop that will be going in as well and that will be something that drastically changes our street. I personally

am for the green loop, but I think it isolates landowners and puts unfair burden on just a few people.
Fritz: Thank you very much.
Wheeler: First of all, yes, there appears to be an obvious inconsistency in the charts. I even see joe back there shaking his head. We will most certainly clarify that.
Pelett: That would be wonderful.
Wheeler: Secondarily, this is an amendment I put on the table for discussion purposes because I have been hearing a lot about it. I know the planning and sustainability commission had very long conversations about this and ultimately they voted I want to say it was like 7-4, I believe, in favor of removing or not creating the view corridor and continuing with the density proposals in the central east side. I did say at that time I was inclined to take the recommendation of the planning and sustainability commission but I wanted to hear what people said and how strongly people felt about it. It is in that spirit that I wanted to hear testimony on it. But there's clearly an inconsistency here and it looks like joe right behind you there -- do you have an answer to this Joe today or is this something we can resolve and potentially get back to Emma on?
Joe Zehnder, Bureau of Planning and Sustainability: Joe Zehnder with the bureau of planning and sustainability. We need to follow up to get precise. Over the process we narrowed the view corridor. We think you have an old one, a new one and a new one that property is not in, but other properties do have the height reductions that we're talking about.
Fritz: So even though they weren't able to come today they would have the same testimony. I remember at one point your family was looking at possibly having a park in the east side. Is that still a possibility?
Pelett: It's something we would really like to do. We have had a few other things that have come up but I would like to make that happen. I would love to work with Ms. Eudaly on that. We would love to get that spigot so we could water our grass. We'd love to make that happen.
Fritz: I'm just also wondering could there be a view of mount hood from that park?
Pelett: Unfortunately not. The park is right just one block behind the Portland storage building which is 12 stories tall.
Fritz: Thank you.
Pelett: Maybe from their roof we could have a great view.
Wheeler: Thank you both for your testimony. Thank you.
Moore-Love: And if anybody else is here that didn't sign in just let me know.
Wheeler: If there's somebody else here who bothered to show up, go ahead and sign up.
Brad Malsin: My name is brad Malsin I'm president of the central east side industrial council and owner of bean development. First of all I want to commend the bureau of sustainability and planning for putting together an incredible process for the 2035 plan and for the southeast quadrant plan. My angst is more about the process that we have gone through the southeast quadrant plan which I participated in and observed was an incredible process that brought in stakeholders, brought in advisors, heard testimony, took place over weeks, months, years to kind of reach a consensus as to what we could do. What makes sense in the southeast in the central east side and beyond. It's very painful for me to engage my constituency in the central east side and tell them to get involved when they put this time and effort in, reach consensus, then we're told that at the last minute a view corridor is now considering absolutely change the whole process of planning for the central east side. The central east side as you guys probably well know is one of the most active districts in the city that has produced I think a significant level of jobs if not the most in the last since the last turn-around downturn and we are very anxious to

continue that process. We are very anxious. We realize that the investment that has been made in planning and the investment that has been made in transportation in and around the central east side has always contemplated increased density. I am not sure how you get density in the central east side or any place around without height. They just work together. So you know, I feel we all have to make sacrifices for the city to move ahead. Central east side is contemplating I think really significant opportunities with new businesses, with new investment, with new opportunities to build buildings. Restore old buildings. Preserve the industrial sanctuary. I don't need to tell you how much opportunity other people have seen in central east side to become residential or more retail and we resisted that. We really went through this process very carefully to protect the central east side and the commercial corridor. I really want to ask you to really consider hard what the goals and objectives are in terms of jobs, density, and creating opportunities in a very active corridor. Thank you.
Wheeler: Thank you. I believe you also submitted a letter for the record which we all received earlier this week. So thank you.
Malsin: Thank you.
Wheeler: Good afternoon.
Juliana Lukasik: Hello everybody thank you all so much for having us. I literally have been here for this is probably the eighth hour. So I was here on all three days. I have heard a lot of testimony and it's been a really educational experience for me. I appreciate what you guys have done and all the opinions you have listened to.
Fritz: Excuse me.
Lukasik: I'm Julianna Lukasik here speaking on behalf of my experience of the -- as the person on the sac for the southeast quadrant study. I'm also the interim director of the central east side industrial council. I have been on three very large sacs in my time in the close-in city. I was on the couch street couplet many years ago. I was on the east side transportation advisory group that ultimately created this transportation parking advisory commission and I was on the southeast sac and I want to say I'm here to sort of talk about process. I have seen what goes into stakeholder advisory groups and I have seen how well they work. In each and every one of those we sat at the table with people who were involved stakeholders from all sorts of areas and it was very diverse. We had the bike community talking to the freight community, the environmentalist sitting with the developers and we spent years probably combined with those three sac's I spent probably eight years on sac. So I do know what I am talking about and I am incredibly impressed with the process, I'm impressed with the dedication from the city, the people who staff the sac's, the amount of effort it takes to wrangle a whole bunch of really diverse groups to say that their wrangling kitty's is putting it mildly. These people sit at the table they look at each other and they come to this idea that they're never going to compromise and at the end of the process, they compromise and it's a really wonderful thing to see and that happened in the southeast quadrant study and it was a very, very good process. I know there have been some challenges with the west side one and I would hope that those would not reflect poorly on the processes for the other sac's because these were incredibly long processes of commitment and volunteerism and compromise. So, I ask you guys, very strongly, to support the recommendations of the bureau of planning because it was through a lot of process to get there. So, when we talk about things like the view corridor and the need for 100% Eco roof, we really would like you to go back to the 60% Eco roof and take the view corridor off the list because they were well-vetted and we hope you will honor those. So thank you very much for having me today.
Wheeler: Thank you. A statement and then a question. A statement, thank you. I know you've put a tremendous amount of energy and effort into this and I applaud you for

hanging out through all eight hours of testimony. It's been incredible educational experience for me, as well, so I think it's interesting that you'd reflect that. We did hear quite a lot of testimony on the green roof proposal 100 vs. 60 could you just flush that a little more why you would be opposed to the 100 and why you think the 60% is appropriate, just give us a flavor of your argument please.
Lukasik: I'm concerned about -- first of all, anything that's 100% verses a compromise at a lower percentage rate raises a red flag for me. I think the definition of the green roof and the 100% is very important. I'm concerned about amenity space. I believe strongly that in order for people to understand the importance and value of a green roof, they need to be able to see it so I am very, very concerned that 100% Eco roof might not allow the amenity space that would allow people to go up and enjoy the green roof. By the way I'm also an environmentalist and a tree hugger I think commissioner Fritz mentioned that and those are my roots so I'm very, very much in favor of Eco roofs I'm just concerned about the 100%. I also am very concerned about affordability, I'm concerned about affordable housing and I'm concerned about affordable commercial space. If we do not make it feasible for developers and people who are redeveloping their buildings to have incentive to keep the affordability in place, then we're not going to get the affordability that we need, both from a residential position and from a commercial space position. One of the biggest challenges in the east side is how do we grow and still keep spaces open for small businesses and makers? So that's a really big issue for me and a real tension with the adding costs to construction and trying to convince people redeveloping and developers to have a component of affordability. So, that's one of my biggest issues with that. Thank you.
Wheeler: Very good, thank you.
Ted Labbee: All right. Good afternoon. Mayor, city councilors, my name is ted labbee and I'm the policy program director with Mike Houck's urban greenspace institute. Thanks for the opportunity to comment on the 2035 plan and by the way congratulations on the salmon in the city proclamation, that's great. Today, I want to pick up on some written comments I submitted on September 6, a few things in there and kind of add to those. The 2035 plan sets the tone in pace for innovation and change in the city core for the foreseeable future. Portland has a lot of work, cleaning up the Willamette, providing affordable and accessible housing, diversifying our transportation choices, sustaining a vibrant economy, maintaining good governance and integrating nature into our build environments and more. There's a lot to like in our 2035 plan which takes us towards these goals. However there are also elements that fall short and need strengthening or revision before the plan goes forward. We support the green loop and the green web that randy presented to you a few weeks ago. It isn't a choice between the green loop and the Lents green ring, we need both, but the advocate suggesting we drop the green loop has a point. The city needs to take more active involvement and commit more funding to the bike, ped, transit and green way connectivity in Lents and other underserved neighborhoods beyond the central city. Among the elements of the central city 2035 plan the we especially like are the explicit incentive for large form trees and a new master plan standards, thanks for that and we support commissioner eudaly's amendment to require 100% coverage on Eco roof on new buildings above certain size threshold thank you, commissioner Eudaly for that. We appreciate and support the simplified parking code with more shared use and elimination of minimum parking requirements, but I think we can go farther on that. All new parking should be constructed in a manner so it can be converted to other uses in the future once we determine we don't need all that parking. Aspects of the plan that fall short are measures to boost the urban forest canopy. The targets for certain tree deficient districts like the central east side industrial district are set too low and

are not adequately aspirational in order to drive innovation and focus on the part of pbot, properties owners, developers and others.
Eudaly: You're a little too close to the microphone.
Labbee: To close? The flexible design standards for the green loop are great but we need these standards to apply more widely within the central city and beyond. We need to consider reallocating street right-of-way to reduce on street parking for automobiles and narrow travel corridors to make more space for trees. We can make the now optional front building setbacks for new development required in tree deficient neighborhoods, under sized planting spaces can be expanded into the adjacent street and we can lift the title 11 tree code exemptions on commercial and industrial lands. Going farther, the city could assume responsibility for all street planning and maintenance in the central city and fund this work with street frontage fees that incentivize space for trees and discourage or minimize utility vaults and driveway curb cuts which limits space for tree's. The city needs to start thinking about urban forestry's utility something that we all pay into and benefit from. Trees can't continue to be an afterthought in the central city. Trees sustain a vibrant street life, lower crime, soak up storm water, clear the air and cool us during summer heat waves. Finally I want to say that freeway expansion has never solved traffic congestion and we're proud to stand with the broad coalition of community-based organizations and citizens asking for removal of the i-5 rose quarter project from the transportation plan. While there might be localized benefits to the project w believe it would come with a high opportunity cost and would divert much-needed city dollars for other important initiatives like affordable housing, better transit and street improvements in the outer eastside of Portland. Thank you.
Wheeler: Thank you. Appreciate all three of you. Thanks for coming in. Good afternoon.
Damian Hall: Afternoon. Mayor, city commissioners, thank you for the opportunity to speak to you today and thank you for the extra minute I'll try to use it well. My name's Damian hall I'm a attorney with a local firm called Ball janik and I'm here on behalf of a client, joe angel. I'm here to speak about a particular piece of property and a particular scenic view corridor that impacts that property. This is a different one than the very popular salmon springs corridor. This one's called cc northeast 01. What that means is there is a proposed pedestrian bridge that is yet to be built that would cross the Sullivan's gulch and there's a proposed scenic corridor from that as-yet-to-be-built bridge looking west towards downtown and the west hills. So, there are a number of practical issues with that set of circumstances, so, I'd like to outline a few of those and then make a specific ask. The first is, the view corridor's not necessary. There is a natural view corridor created by Sullivan's gulch, the below-grade nature of i-84, going east to west there, preserves perpetuity unless we come up with a plan to cap the freeway. Those views will not be replaced by the redevelopment of tall buildings, the same goes for the adjacent train tracks that run along the bottom of that gulch. The second issue is the uncertainty related with this particular viewpoint because it is a viewpoint from a structure that's not yet been built, it is an estimated viewpoint that has been translated into an actual lines on a map that impact a piece of property owned by my client. Again, even if you were okay with that set of circumstances, the way it's been translated to the map is additional uncertain, on the first page of my testimony I've blown up the map, the property in question is the yellow piece of property. As you can see, the lines that indicate the boundary of the scenic view corridor are slightly wider than the city streets. As far as trying to understand where that boundary is located for redevelopment purposes, that line is approximately 70 feet wide, if taken to scale. The difference between the ability to develop inside and outside on each side of that boundary that is uncertain is the possibility to go from 350 feet in height to a maximum of 75 feet in height. So, for that reasons, we think that there are a number of practical

concerns. I've listed, at the end of this memo dome legal concerns, but those are secondary. So now for the ask, I'd request that the council direct bureau of planning and sustainability staff to revisit this viewpoints and work with my client to establish with some certainty its location, if it is advisable to move it forward. We've provided our best effort to take that map to scale and attached that there, if council feels its wise we would accept direction that that map be approximated as the official boundary. As an alternative, wait until the pedestrian bridge is built, actually go stand on it and let's figure out where the view corridor should be. My understanding is the status of that project is that its funded so should be happening but that there's still an ongoing discussion about its alignment because of street grids on the north and south of Sullivan's gulch don't exactly line up. So it shouldn't be that far in the future.
Wheeler: Very good. Thank you for your testimony. Colleagues, any questions? Very good. Thank you for being here. So Karla does that conclude our testimony?
Moore-Love: That's all I have signed in.
Wheeler: Could I ask a question from staff? And its pretty much just a general question about process. Much of the testimony that we have heard is broad in its nature but we've also heard a considerable amount of testimony related to specific issues such as what we just now heard from the representative from ball janik. Do you work with individual -- do you work with the individual property owners to resolve those issues or is that the expectation that the council will meet with individuals with specific issues and resolve that for the purposes of amendments? What is your proposal in terms of how we address issues specific to property questions?
Zehnder: We're glad to meet with property owners. We may have already, depending on what the application is because some of these may have percolated through the planning and sustainability commission process as well I'm not quite sure if we discussed this last one that you've heard. So, it expedites the ability of us to put up a recommendation for you all to be able to do that so we're glad to.
Wheeler: It might make sense, then, if you could exchange business cards so you have that and it sounds like -- Emma's still here, great. That is a broader issue, it's not just specific to your property and we need to resolve the exact borders of that proposed view corridor. I want to make sure that specific property issues aren't falling through the cracks because they're specific.
Zehnder: No.
Wheeler: Good. Commissioner Fritz?
Fritz: I was just wondering what the chicken and egg question on that particular view corridor, would it be better for us if we decide if we should have it and then put to the work of deciding where it should be or where it is affect whether we should have it or not?
Zehnder: If you had decided we weren't going to have a view corridor, then the particular issues with that view corridor would be off the table and so, there's a longer -- there's a nuance story about the view down the Banfield. We want to talk that through with the testifier and bring it back to you.
Fritz: It seems to me that is the council's.
Zehnder: There's something to be solved there
Fritz: If the majority of the council's not interested or not willing to support the salmon street springs view corridor, you don't have the trouble of deciding exactly where it should be?
Zehnder: Correct.
Wheeler: Good. Anything else? Thank you. Oral testimony is now closed. Written testimony will be accepted until Friday, September 22, at 5:00 p.m. This matter is continued and deliberation on this item will occur during the October 18 meeting at 2:00

p.m. time certain, Portland city hall chambers. No public testimony will be taken on that day. While we have staff up here, colleagues are there any amendment concepts based on public testimony that you'd like to provide today or any questions you have of staff while they're up here? Commissioner Fritz?
Fritz: Some of the broad categories which I believe planning staff is aware of and the map of the west quadrant advisory committee's properties in relation to the participants on the body so the whole council reviews potential conflicts as well as revisits the heights in those area's all together. The greenway setbacks, we're currently having some differences between the Audubon society and parks and so obviously that's going to need to have some broader discussion. The big question with the rose quarter and the freeway widening, which a lot of people were concerned about. One of my particular questions is, how much city money is in that project verses state and federal money? The view of the vista bridge from Jefferson street, we heard some specific testimony on that and then further discussion, as we had a little of today about the green roof requirement just to the pros and cons of 60%, 100% or something in between. Thank you.
Eudaly: I guess I'll add a couple -- the zidell property, the issue with the setback, you didn't just include that, right? Vista bridge is another one I'm interested in. There was a question about the Roseland theater height restriction because it is outside of the historic district, why is the height -- similar height restrictions being placed on that, considering its proximity to public transportation and the surrounding area? We really -- I don't know -- [laughter] in testimony last week, we heard an idea for parking forests, which I realized that there may be visibility and safety issues involved with turning a parking lot into a forest but I do think it's a legitimate question to raise, why when parking lots are an insufficient wasteful way to use precious space in our central city are the owners -- there are often no trees on the block, so I kind of like to know why that is and if we can encourage them to plant some. Yeah.
Saltzman: I'm not prepared to articulate any amendments I have today, but I probably will have some based on the testimony I've heard and many of the issues commissioner Fritz and commissioner Eudaly mentioned are issues I'm also interested in, as well. I thought while you are here if maybe you could give us the process of getting home for this. Repeat it one more time?
Sallie Edmunds, Bureau of Planning and Sustainability: Sure. [laughter] excuse me. So on September 28, you will be hearing the post office ordinance again and they'll be public testimony on that. The record closes at 5:00 p.m. that day. You will also be hearing the historic guidelines one more time and you'll vote on that day. Then, we have October 18 at 2:00 p.m., as the mayor mentioned. We have that set aside for discussion of amendments on a set number of topics that we've emailed your staff about, in particular, height, scenic views, f.a.r., historic, green buildings, that sort of thing. And then on November 2, at 2:00 p.m., we have time set aside to talk about amendments related to the scenic outside of the central city, bonuses and transfers, anything to do with the river and that sort of thing. Then we have another session set aside on December 6 at 2:00 p.m., for amendments related to the parking code and then whatever else we haven't been able to cover at the other sessions. We are hoping to conclude discussion of amendments those three sessions and we have a January 18, 2:00 p.m. hearing scheduled for amendments on the central city. Any amendments you develop in these fall sessions and then, finally, the final vote on the central city plan can't be taken until the comprehensive plan is effective and at this point, we are looking at a march 1 date for the comprehensive plan, that date may change, but we're not sure about that yet, but, the vote would follow the comprehensive plan date.
Saltzman: Have we heard from the department of land conservation and development?

Whether they’re approving our comprehensive plan.
Zehnder: You know what, what we have heard is that they understand the urgency and are organizing to expedite their review of the process and get the resources on their end to keep it moving. They're being not just cooperative, but proactive in trying to meet these deadlines.
Wheeler: Very good. Like commissioner Saltzman, I will be introducing amendments but I want the opportunity to discuss it with staff and go through some of those issues in more detail before I offer them up. So, thank you. Some legalese here as we mentioned at the September 14 hearing, council will discuss other aspects of the central city 2035 plan on September 28 as follows: 3 p.m. time certain on the post office. We'll accept public testimony on that day related to that item. The record will close at 5:00 p.m.
At 4:00 p.m. time certain on September 28, we'll be discussing the new china town/japan town design guidelines. Public testimony and the written record are closed on those items. There being no further business, colleagues, we are adjourned.

At 3:52 p.m. council recessed.

[End of excerpt.]

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt Sept 14, 2017 Item 1020

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF SEPTEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Fish arrived at 9:39 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jason Loos, Deputy City Attorney; and Elia Saolele and Jim Wood, Sergeants at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1001	Request of Boo Rigney to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1002	Request of Howard A. Newman to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1003	Request of Neel Banerjee to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1004	Request of Injured and Pissedoff to address Council regarding reverse Polish logic (Communication)	**PLACED ON FILE**
1005	Request of Larry Cwik to address Council regarding health and safety matter in the Goose Hollow neighborhood (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	

1006	**TIME CERTAIN: 9:45 AM –** Adopt the Transportation System Development Charge update 2017 rate study; establish an updated rate schedule; and amend Code, effective January 1, 2018 (Ordinance introduced by Commissioner Saltzman; amend Code Chapter 17.15) 90 minutes requested **Motion to modify the Unit of Measure from "sq ft/GFA" to "student" for the "University / College / Jr College" Land Use Category as described in Bureau 9-12-2017 memo:** Moved by Saltzman and seconded by Fritz. (Y-5)	**PASSED TO SECOND READING AS AMENDED SEPTEMBER 27, 2017 AT 9:30 AM**
1007	**TIME CERTAIN: 11:15 AM –** Appeal of Erica Ceder, DLR Group, and Appeal of Peter Meijer, Peter Meijer Architect PC, against the Historic Landmarks Commission's decision of approval with conditions for Historic Resource Review of exterior alterations and rehabilitation of The Portland Building in the Central City, at 1120 SW 5th Ave (Previous Agenda 947; Findings introduced by Commissioner Eudaly; LU 17-153413 HRM AD) **Motion to grant the Cedar appeal, deny the Meijer appeal and uphold the Historic Landmarks Commission's decision with removal of condition G:** Moved by Mayor Wheeler and seconded by Fritz. (Y-4; Fish Recused)	**GRANT THE CEDAR APPEAL AND DENY THE MEIJER APPEAL; ADOPT FINDINGS**
	CONSENT AGENDA – NO DISCUSSION	
	Mayor Ted Wheeler	
	Bureau of Planning & Sustainability	
1008	Consent to the transfer of Weitzel's Garbage & Recycling, Inc. residential solid waste, recycling and composting collection franchise to Portland Disposal & Recycling Inc. (Second Reading Agenda 984) (Y-5)	**188592**
	Office of Management and Finance	
***1009**	Authorize a grant agreement with CASH Oregon for $78,786 to provide financial education, counseling and free tax preparation services to low-income families and individuals in Portland (Ordinance) (Y-5)	**188593**
	Commissioner Dan Saltzman	
	Bureau of Transportation	
***1010**	Authorize an Intergovernmental Agreement with Oregon Department of Transportation in the amount of $200,000 to reimburse a consultant for work performed on the Pedestrian Master Plan (Ordinance) (Y-5)	**188594**
1011	Amend Transportation System Development Charge 2007 Capital Improvement Project list (Second Reading Agenda 986; amend Ordinance No. 171301) (Y-5)	**188595**

	REGULAR AGENDA	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***1012**	Authorize a contract with CenturyLink Communications, LLC for public safety telecommunications related equipment, services and maintenance for a five-year contractual total not to exceed $10,000,000 (Ordinance) 20 minutes requested (Y-5)	**188596**
	Commissioner Chloe Eudaly	
	Office of Neighborhood Involvement	
1013	Amend Marijuana Regulatory License Procedure and Requirements business regulations (Second Reading Agenda 994; amend Code Chapter 14B.130) **Motion to accept Eudaly amendments in 9-13-2017 handout:** Moved by Eudaly and seconded by Fritz. Vote not called.	**CONTINUED TO SEPTEMBER 20, 2017 AT 9:30 AM**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	
***1014**	Authorize the Washington Park Parking Lot Stormwater Line Intergovernmental Agreement with Metro (Ordinance) 10 minutes requested (Y-5)	**188597**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
1015	Amend price agreement with CMTS, LLC for on-call temporary engineering and technical support staffing services by $4,000,000 for a total not to exceed $5,500,000 (Second Reading Agenda 995; amend Contract No. 31000896) (Y-5)	**188598**
1016	Authorize a competitive solicitation and price agreements for construction management, inspection and project support personnel for an amount not to exceed $25,000,000 over five years (Second Reading Agenda 996) (Y-5)	**188599**

At 12:08 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney; and John Paolazzi and Elia Saolele, Sergeants at Arms.

The meeting recessed at 3:07 p.m. and reconvened at 3:11 p.m.

		Disposition:
1017	**TIME CERTAIN: 2:00 PM –** Accept 2017 Arts Oversight Committee Report on the Arts Education & Access Fund (Report introduced by Commissioner Fish) 1 hour requested **Motion to accept the report:** Moved by Fish and Seconded by Fritz (Y-5)	**ACCEPTED**
***1018**	**TIME CERTAIN: 3:00 PM –** Accept City Engineer's Report for Providence Park Stadium Expansion Above-Grade Encroachment (Ordinance introduced by Commissioner Saltzman) 1 hour requested **Motion to amend Condition #1 as stated in 9-13-2017 Bureau memo:** Moved by Saltzman and seconded by Fish. (Y-5) (Y-5)	**188600**

At 3:46 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **14TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney and Roger Hediger and Jim Wood, Sergeants at Arms.

		Disposition:
1019	**TIME CERTAIN: 2:00 PM –** Adopt the New Chinatown/Japantown Historic District Design Guidelines (Ordinance introduced by Mayor Wheeler) 45 minutes requested	**CONTINUED TO SEPTEMBER 28, 2017 AT 4:00 PM TIME CERTAIN**
1020	**TIME CERTAIN: 2:45 PM –** Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 15 minutes requested	**CONTINUED TO NOVEMEBER 2, 2017 AT 2:00 PM TIME CERTAIN**
	1021-1024 Central City 2035 Plan Items continued from September 7, 2017 hearing Individuals who signed up on September 7 were called first.	
1021	Amend the Central City Plan District to increase height and floor area ratio limits on the United States Postal Service site (Previous Agenda 1000; Ordinance introduced by Mayor Wheeler; amend Code Section 33.510 and Ordinance No. 175163) 15 minutes requested	**CONTINUED TO SEPTEMBER 28, 2017 AT 3:00 PM TIME CERTAIN**
1022	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 997; Ordinance introduced by Mayor Wheeler) 2.25 hours requested for items 1022-1024	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**
1023	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 998; Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**
1024	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 999; Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**

At 6:00 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Closed Caption File of Portland City Council Meeting
Excerpt Item 1020

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

September 14, 2017 2:00 PM

Item 1020.
Wheeler: So, colleagues, this ordinance is much more interesting than it sounds. [Laughter] The ordinance we're going to hear now is for scenic and environmental resources that are located outside of the central city. As you'll recall last week, we took some testimony on the central city. It's part of the Central City 2035 Plan, because there are viewpoints that emanate from places like Washington Park and Terwilliger Boulevard. But the decision we make here will impact other views such as those from Rocky Butte, Mt. Tabor, Council Crest, and Powell Butte. The crux of the discussion is about vegetation management, particularly tree trimming and removal, and we had some similar situations last week, to open up and preserve these important public views. Staff is going to give a short presentation. Mindy, thank you for joining us.
Mindy Brooks: Yes. Good afternoon, mayor, commissioners. Mindy Brooks of Planning and Sustainability. So, as the mayor just said, last week you heard a lot of testimony on Central City 2035. We talked about view corridors, and today we're going to talk about views outside the central city. And, as the mayor alluded to, you may wonder why we're talking about views outside of the central city when this is central city plan. And it's because during the process, we identified a number of viewpoints from Washington Park, Terwilliger Boulevard, West Hills, that cross the central city. And so, we talked about view corridors last time, that had to do with building heights, but we're not talking about building heights today, we're talking about how to maintain those views through vegetation management. So, this is an example from Japanese Garden. Historically, this was a view of the skyline and Mount Hood. And as you can see from the picture, vegetation has grown up and blocked much of the view of the skyline. Last week, we talked about extending that view corridor down the slope, and today we're talking about how you manage that vegetation inside of the yellow box in the picture there. And so, the recommendation is to allow tree removal and trimming within that space. This is a common problem. These are a number of views from the West Hills where vegetation has grown up and is blocking the intended thing to see, the mountains or the skyline in these cases. And today, many of these view corridors overlap with one of our environmental overlay zones, the conservation and protection overlay zones. When that happens, when there's an overlap with a view corridor and an environmental overlay zone, in order to remove trees, you have to go through an environmental review. And so, the standard that we're looking at here is to allow that tree removal and trimming through the standard instead of a review, replacements of trees would be required. This standard lives in the zoning code in chapter 33.430 and that chapter applies to all of the city. So, any time a view corridor crosses an environmental overlay zone, the standard would then apply. Back in 1991, when the Scenic Resource Protection Plan was adopted, the views all over Portland were designated at that time. And the decision was made not to apply the scenic, the s-overlay, to these view corridors. There's a reference in the zoning code to the Scenic Resources

Protection Plan and it's assumed that people, through review, would know where these view corridors are.
Wheeler: So, what's the practical implication of not having the s-overlay? Why should we care?
Brooks: Why should you care. It's confusing for people. In order to know where the standard applies, you need to be able to see on the map where the S-overlay is. So, we're recommending that we re-apply that S-overlay to the view corridors that were designated in 1991. But we're not changing the view corridors from '91, we're just applying the S-overlay to them.
Wheeler: Okay.
Fritz: And on that slide just before, we did hear testimony asking for the scenic resource to be all the way around Rocky Butte. What was the thinking on not making it 360?
Brooks: In order to do that, we need to update the Scenic Resource Protection Plan, the whole plan, from 1991, and we would need to do -- it's a Goal 5 resource, so we would need to do an entire update to that Goal 5 resource, including the economic, social, environmental, energy, the ESEE analysis, so it's quite a bit of work to make that.
Fritz: How often are we required to do that anyway?
Brooks: We are not required - Goal 5 is not part of the requirements underneath the update.
Fritz: Okay. Thank you.
Brooks: Yes. So, I want to mention a few things that this ordinance that you're looking at today does not do. So, this ordinance does not require people to remove trees. This is just a standard for if people want to remove trees, to be able to do it through a standard instead of review. This proposal does not change any heights, building heights outside of the central city. It does not change the level of protection that was designated in 1991, and it doesn't change title 11, trees, or the jurisdiction of the urban forester. This proposal really does one thing. It says: "If you want to remove a tree or trim trees within one of these S-overlays that overlap with an environmental zone, you can do it through a standard instead of review." So, I'm going to leave it here for a minute if there are any questions, and then I will go over the three amendments that were released last Friday, related to this ordinance.
Eudaly: I have a couple questions. Could you go back to slide 4, please? So, it was my understanding that the request for this corridor did not involve removal of any trees. So, when did that change?
Brooks: So, the Japanese Garden requested that we extend this view corridor down the slope a little bit, so they can manage trees. They don't have any plans, at this time, to remove trees, but the standard would allow that if they needed to remove a tree in the future to preserve this view, that they could do it through a standard instead of review process.
Eudaly: And so, along similar lines, if we were allowing individuals or entities to remove trees in the scenic corridors, are we also planning on limiting the type of trees that can be replanted? Because obviously, some are gonna get a lot taller than others.
Brooks: Yes. So, the requirement is to replace the trees. They have to be replaced outside of the view corridor on the property that is owned, or property that the entity has control over. Many of these are parks properties that we're talking about, so they have space to put the trees. And so, they would be outside of the view corridor, and then the trees need to be from the Portland plant list.
Eudaly: Okay. Thank you.
Brooks: So, I will move on, then, to the amendments. So, last Friday, September 8th, the mayor released an amendment package with three amendments, and I just wanted to summarize them and take questions about them. So, the first one relates to Broadmoor

Golf Course. As part of the comprehensive plan that was just adopted, a small portion of Broadmoor, that lower section in gray, was rezoned from open space to industrial. And this is part of the industrial lands, watershed health working group work that came forward with the comprehensive plan. There's a view corridor there, shown in blue. The view corridor is there because in 1991, it was stated that this is - the golf course layout includes a view of Mt. St. Helens. There's no development restrictions within this view corridor. It's about maintaining the vegetation. Through the comp plan, changing this to an industrial area, the intention is to develop that as industrial use, and the view would be eliminated. So, to reconcile the view corridor with the comprehensive plan, the amendment is to remove that view corridor from the map. Are there any questions about this before I go to the next one?
Fritz: Isn't it unusual to have a view corridor that's from private property rather than public right-of-way or public space?
Brooks: It is. We've, in our work that we're doing through Central City 2035, we're only designating views where the viewpoint is starting from a street or a sidewalk, or... So this is a little unusual because it's stated that the viewpoint is from the parking lot, which is a little weird. And then it just extends across the golf course as it is laid out.
Fritz: Do we know if there's any more such view corridors from private properties?
Brooks: Not that I'm aware of. Almost all of them are from streets or actually in parks. So many of them are like Rocky Butte and Council Crest, and places you know about, or from trails. This is a very unique situation.
Fritz: Well, if anyone knows the history of that, I'm just very curious to find out how that got designated. But since it isn't a public viewpoint, I can concur with the changing it, unless someone tells me why I shouldn't concur with it.
Brooks: [Laughter] Yeah. The next amendment is really just a technical amendment, and this is to add the view, the overlay zone maps into the Volume 2-A, Part 3. These were not included in the volume itself and need to be added in there. And this is just another example that I have provided. So, it's a very technical change. And the last one is not about scenic resources. So, it's a little confusing. Why is it in here, right? So, because we're updating zoning code 33.430, which is the environmental zone, that's why this is in this portion instead of the Central City main document portion. Back a week ago, September 7th, there was an amendment entered that clarifies that the zoning code, the whole of the zoning code, does not regulate dredging in water bodies except for in the central city. That's the first portion of what's on the screen. Because we've clarified that the zoning does not regulate dredging in any other water bodies, there's no need for an exemption in 33.430, for dredging. It simply does not apply. So, the amendment is to remove that exemption, because it is unnecessary.
Wheeler: Very good. Colleagues, any further questions on these amendments? As Mindy just explained, there are three amendments on the table, the first removing the Broadmoor View corridor to reconcile with the comp plan. The second is to add the Scenic Overlay Zone maps to Volume 3-A Part 1, and the last to remove the exemption dredging because it's unnecessary. I move to include the amendment package dated September 8th so that the public can testify on these amendments today. Is there a second?
Fritz: Second.
Wheeler: We have a tie. We'll call it unanimous. I'll give it to commissioner Fritz because she is sitting to my right at the moment. She will get the second on that, so we're able to take testimony. Colleagues, are there any other amendments you'd like to put forth at this particular time? Very good. We can accept testimony. Karla, please call the first three.
Moore-Love: We have a total of four people.
Wheeler: Very good.
Moore-Love: The first three are Michael Ellena, Ed McVicker, and Tracy Prince.

Wheeler: Good afternoon!
Michael Ellena: Good afternoon.
Moore-Love: We lost the quorum.
Wheeler: So, we did!
Ellena: Shall we wait?
Wheeler: Yeah, we have to, unfortunately. So, how about that rain that's coming? [Laughter] I never thought in Portland, Oregon, we would be so excited about the rain. [Laughter] That's all I got.
Fritz: How about the Thorns being in the playoffs?
Wheeler: Yeah. That's good.
Fritz: That's all I got. We have sparkling conversations between the mayor and me.
Wheeler: It's all been said. Alright, my daughter has a joke. Ten cats are sitting in a boat. One jumps overboard. How many are left? Not nine, none. The rest were all copycats. [groaning] [laughter]
Fritz: Please come back, commissioner Eudaly and commissioner Saltzman! [laughter]
Ellena: I think that was pretty much well encapsulated in the closed caption also! So, you will be remembered.
Wheeler: Yeah, Open Signal's very unhappy, their ratings are crashing by the second. Oh, look who's back. You have saved the people. Commissioner Eudaly, woman of the people.
Ellena: You're our quorum.
Wheeler: Good afternoon, sir. Thank you for your patience.
Michael Ellena: Thank you, mayor Wheeler and commissioners. My name is Michael Ellena, I'm a volunteer at the Portland Japanese Garden for the past eleven years, and a trustee on the board for the past nine years. Today, on behalf of the Portland Japanese Garden, I would like to address the scenic and environmental zoning codes 33.430 and 480. My testimony last Thursday before city council regarded the Portland Japanese Garden's CCSW06 view corridor. And the requested extension of that corridor. I share with all of you its iconic place in the hearts of many Portlanders and visitors to the garden. I thank all of you for your support in extending the view corridor, and giving us the ability to maintain that incredible vista of our fair city, the Willamette Valley, and Mount Hood. Today, my testimony is submitted to express the Portland Japanese Garden's support for the new standard that allows tree and vegetation removal and trimming through a standard instead of review process. We feel the standard process will simplify the current permit process and allow us to maintain our corridor in a more efficient manner. We encourage the city to adopt the standard process and streamline and simplify the process of maintaining view corridors. Thank you for your consideration in this matter.
Wheeler: Thank you, sir. Good afternoon.
Ed McVicker: Good afternoon. My name is Ed McVicker. I'm also here speaking for the Japanese Garden. I am currently a committee member for a committee at the garden called the Garden Resource Committee. The Garden Resource Committee has been a functioning committee since the beginning of the garden more than 50 years ago. Its primary concern is stated with the condition and just maintaining the garden itself. I have been a member of that committee for about ten years or so, and I can say that the notion of how we manage trees within our garden, and also within the area immediately adjacent to the garden, that's owned by the park or controlled by the park, has changed in the last few years as this permit process has kind of been the order of the day. So, I'm here today to represent that committee and the garden in general, and speaking in favor of changing to a standard as opposed to that. The permit process has often created confusion, not a clear direction and in our specific case, because we often have to deal with, from where we sit, multiple city bureaus, it has created a rather cumbersome path to get any kind of

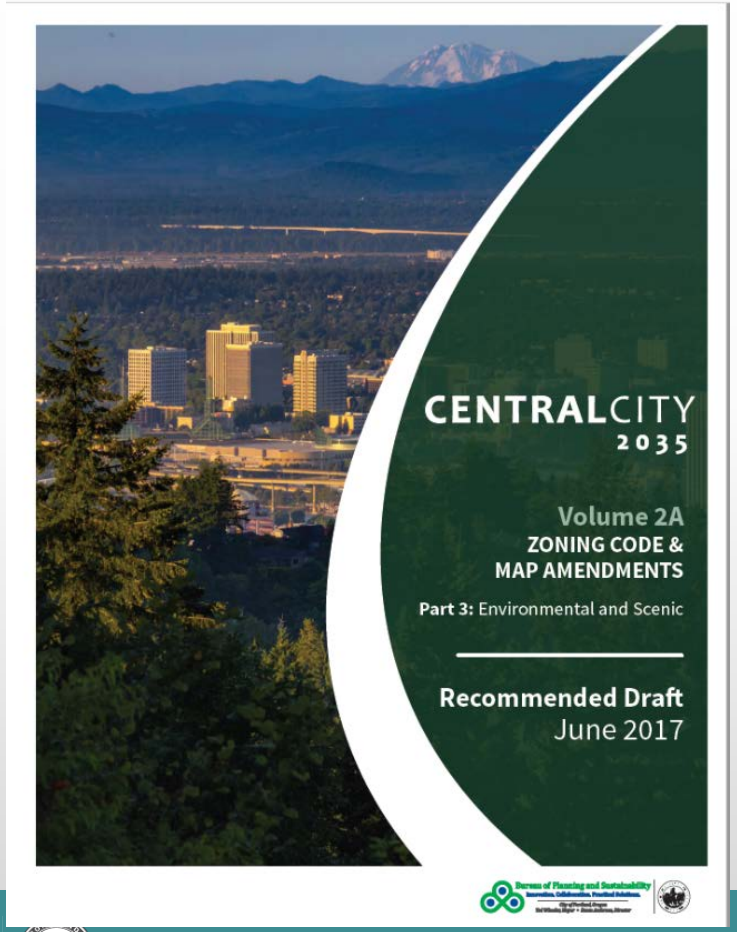
action done in the few things that we have tried to do. So, this will clarify and simplify the process quite a bit. I can't speak to the content. I can speak to the process, which, I think this will be a great improvement for that.
Wheeler: Thank you, sir. Good afternoon!
Dr. Tracy Prince: Hi, I'm Dr. Tracy prince, vice president of the Goose Hollow Foothills League. We are proud of the fact that half of our board members are low income and half are renters. Three years ago, we changed our bylaws so that board members can no longer vote in their own financial interests. We encourage commissioners Eudaly and Fish to require all neighborhoods and business associations to follow our lead. No one should be advocating for their own financial interest while receiving city funding. Goose Hollow supports proposed changes to allow vegetation management and tree removal through a standard instead of environmental review. This is important for maintaining public views. However, we suggest even more rigorous vegetation management. We were shocked to read explanations in Central City 2035 listing many views as unimportant and therefore no longer protected because vegetation has grown to block the views. And this is all over the city. For example, the Olmsteds designed Terwilliger Parkway, the Vista Bridge and Vista Avenue as a way to provide public access to views of Mount Hood and Mt. St. Helens. Yet many views near both Terwilliger and Vista are being lost because no vegetation management has occurred, so trees now block views. If we believe all Portlanders should have access to views, and not just rich people, which I hope you're all committed to, then we will need more aggressive vegetation management to save views that should be publicly available to all. The problem is that the proposed fix does not fix the problem because vegetation management still won't be allowed where today the public views can be seen. Section 8.5 indicates that within a view corridor with special height restrictions, trees may be removed or trimmed to preserve the view. We recommend that the phrase “with special height restrictions” be removed and that this same rule apply to scenic corridors. So, the sentence will read “within view corridors and scenic corridors, trees may be removed or trimmed to preserve the view.” Most current views are being lost in Central City 2035 often because trees have grown to block views, so every remaining view is important. Please fix this is bureaucratic conundrum where, on the one hand, city regulations prevent vegetation from being managed, and on the other hand, city staff list a view as insignificant because vegetation has blocked the view. This small step will keep many public views available to all in a city where our planning bureau and planning commission leadership have made it a policy to privatize many beloved and iconic public views only for the rich. Thank you.
Wheeler: Thank you.
Fritz: Dr. Prince, have you sent that in writing?
Prince: I haven't and I will. Yes. Thank you.
Fritz: Thank you.
Wheeler: I would appreciate that as well. Thank you for your testimony.
Moore-Love: The last person who signed up is Mark Velke.
Wheeler: Good afternoon.
Mark Velke: Good afternoon, mayor, commissioners. My name is Mark Velke, and I live in the Goose Hollow area. I'm also on the board of the Goose Hollow Foothills League Neighborhood Association. We support the changes to vegetation management in this draft, and believe that you should require even more vegetation management to save many views. Section 8.5 says that “trees may be removed or trimmed to preserve the view in a view corridor with special height restrictions.” We recommend that the phrase “special height restrictions” be removed and that the same rule apply to scenic corridors. This will save many views outside the central city. Though this is outside of the Goose Hollow

boundaries, our board believes that we must fight for the many Portland residents who haven't been able to read the thousands of pages of code over the last three years to understand what's happening. Two more points I would like to personally make is that apparently, the writers of the CC2035 draft are unaware that there are tools available that you can use to trim back trees and bushes. I have been to meetings where I have been told by the Bureau of Planning and Sustainability they have to do away with the view corridor, as just one example, because a tree that was planted a few years ago grew up, and now some branches are blocking part of that view. Rather than doing away with protected views, it seems to me that trimming back trees and bushes is a no brainer way to save our views. Just so you don't lose the tree hugger vote in the next election, all I'm asking in many of these is trim the edges, not cut down the whole thing. Thank you.
Wheeler: Thank you, sir! Appreciate your testimony.
Fritz: Mr. Velke, I think I'm a certified tree hugger, and I support these changes because they require even more trees to be planted.
Velke: Good job.
Wheeler: Very good. And that's the completion of public testimony, is that correct?
Moore-Love: Yes.
Wheeler: The record will be open for written testimony on this item until Friday, September 15th at 5:00 p.m. if people would like to chime in further on this important issue. Deliberation on any amendments related to this item will be held November 2nd at 2:00 PM, Time Certain here at Portland City Hall. So, let's continue the hearing about the early implementation of the post office from September 7. Karla, could you read item 1021, please.

[end of excerpt]

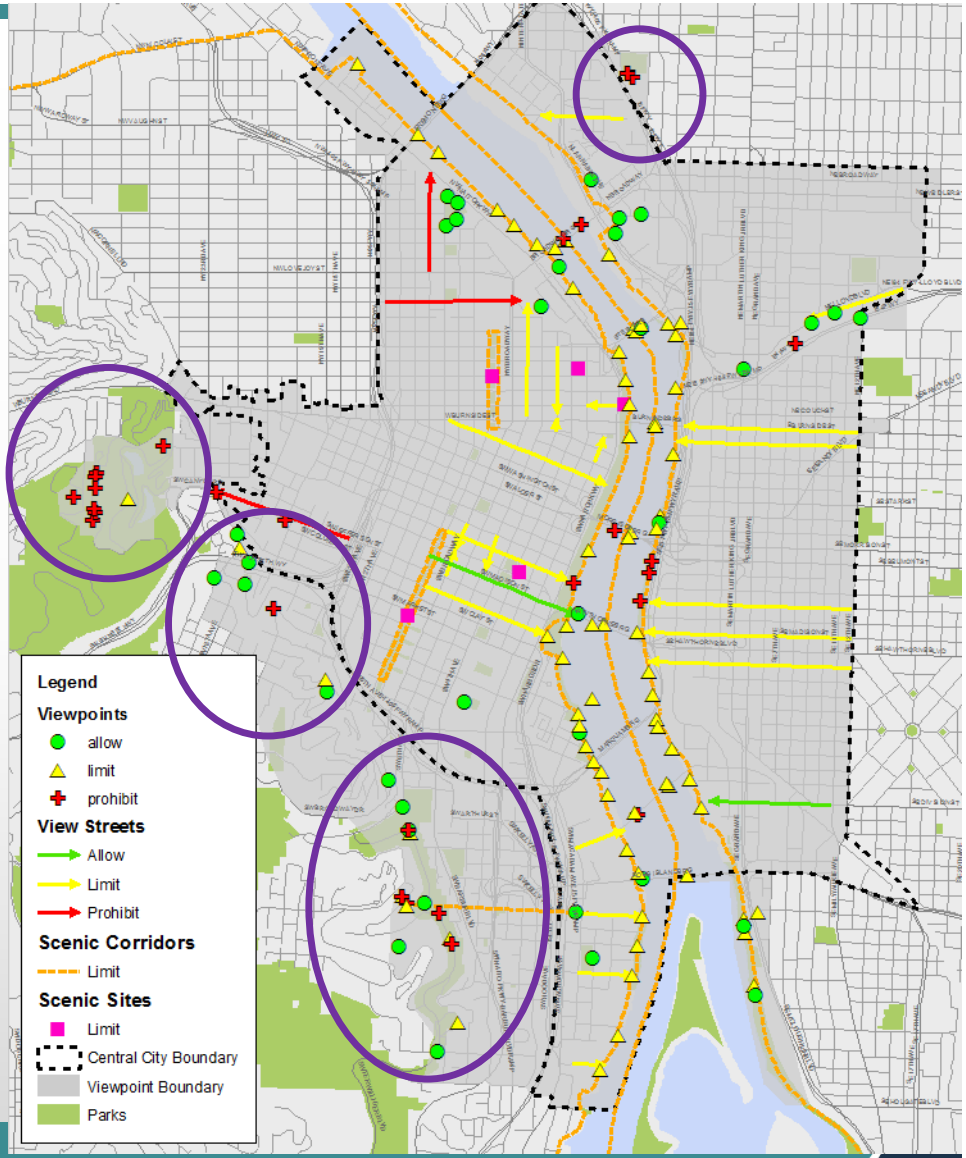
CENTRALCITY
2035
Scenic and Environmental
CC2035 Volume 2A, Part 3
September 14, 2017
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Scenic and Environmental *Outside* Central City



Scenic Resources

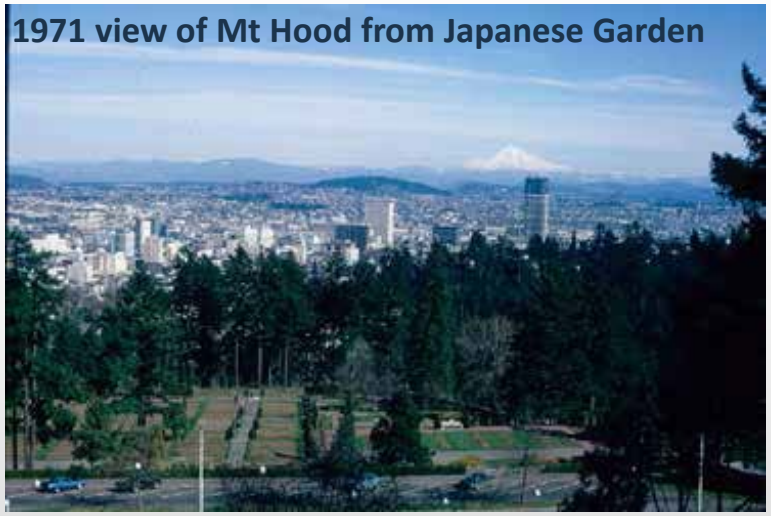
Building heights in the Central City may impact views from viewpoints located outside of the Central City Plan District Boundary)



View of Mt Hood from Japanese Garden

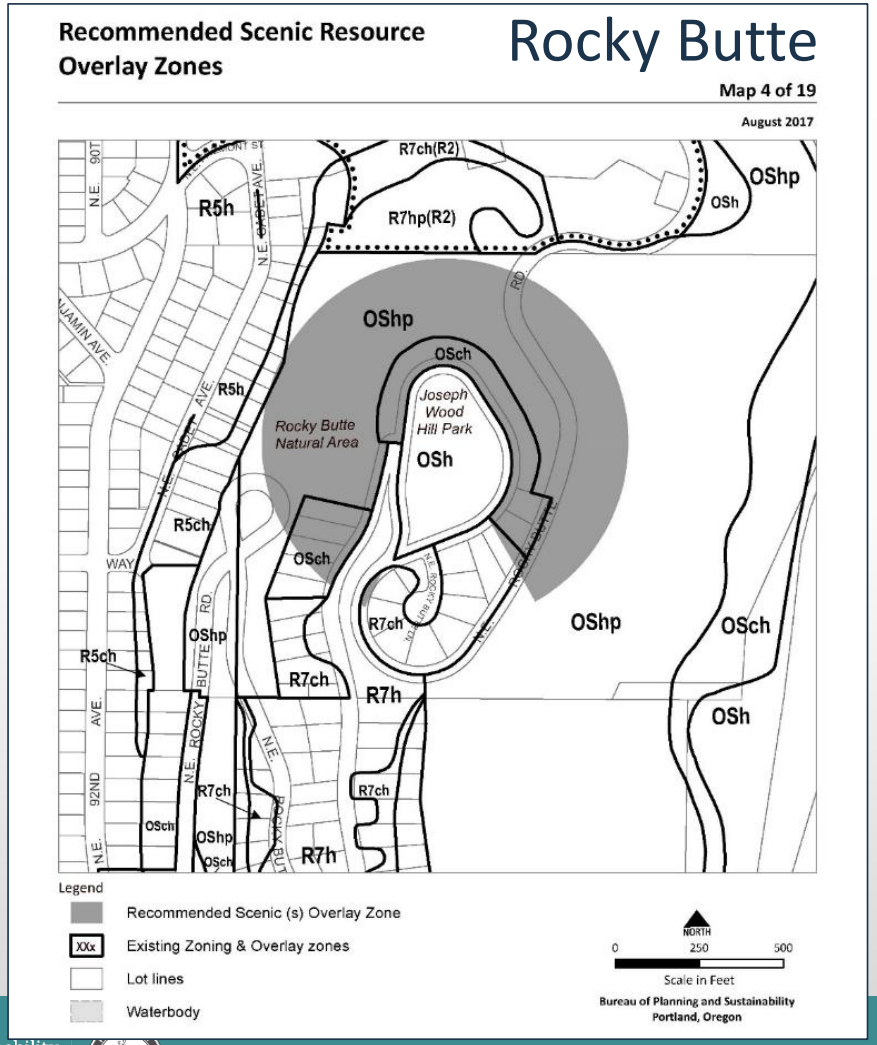
Recommendation to allow tree pruning or removal (yellow box)

Tree replacement required



Vegetation in Views

Vegetation in Views



Tree Trimming and Removal Standard

Does not …

1. Require people to remove trees
2. Change heights outside of the Central City
3. Change the level of protection for view corridors
4. Change Title 11, Trees

Does …

1. Allow tree removal/trimming via a standard instead of review

Scenic and Environmental *Outside* Central City

Written record closes 9/15/17 at 5pm

Deliberations on 11/2/17 at 2pm

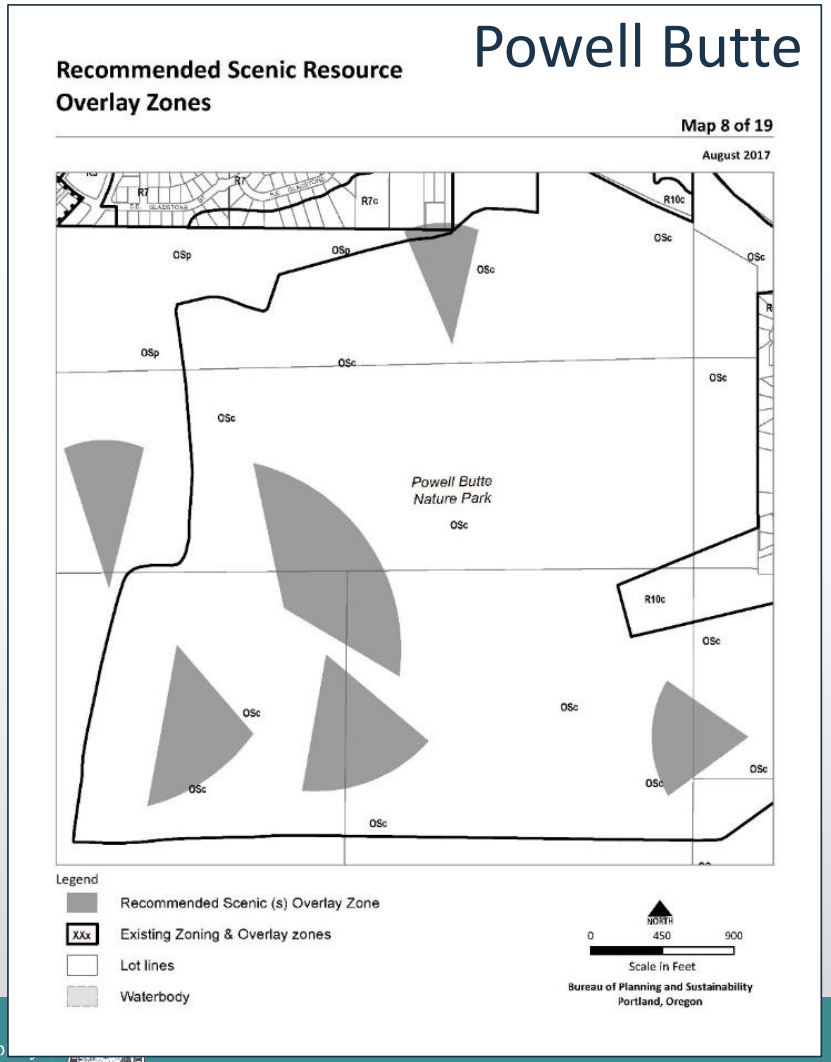
Amendments

1. Broadmoor Golf Course
2. Add Scenic (s) Overlay maps
3. Dredging

Amendment 1: Broadmoor Golf Course

Amendment 2: Add Scenic (s) Overlay Zone Maps

Powell Butte



Amendment 3: Dredging

33.010 (Sept 7 Amendment)

The zoning code regulates dredging in the Willamette River Central Reach, but **does not** regulate **dredging** on or in any other portion of the Willamette River or any other water body.

33.430 (Today's Amendment)

Because of the above amendment to 33.010, there is no need for the exemption for dredging in 33.430.

189002

Testimony Note.

See Ordinance No. 189000 for Testimony on all Central City 2035 items, 610-614.

S-610	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Scenic Resources Protection Plan, Zoning Map and Title 33; authorize adoption of administrative rules; repeal and replace prior Central City plans and documents (Second Reading Agenda 538; introduced by Mayor Wheeler) 30 minutes requested for items 610 - 614 (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE 189000 AS AMENDED**
611	Amend the Central City Plan District of the Zoning Code to increase bonus heights and impose master plan requirements in certain RiverPlace subareas (Second Reading Agenda 539; introduced by Mayor Wheeler; amend Code Sections 33.510.210.D and 33.510.255, and Maps 510-4, 510-16 and 510-19) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**189001 AS AMENDED**
S-612	Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map, and Portland Zoning Codes for Environmental Overlay Zones, and Scenic Resources, and amend the Scenic Resources Protection Plan (Second Reading 528; introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) (Y-3 Eudaly, Fish, Wheeler. N-1 Fritz.)	**SUBSTITUTE 189002**
613	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 529; Resolution introduced by Mayor Wheeler) (Y-4)	**37360 AS AMENDED**
614	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 530; Resolution introduced by Mayor Wheeler) (Y-4)	**37361 AS AMENDED**

189002

Agenda Item 1020 TESTIMONY 2:45 PM TIME CERTAIN

Adopt the CC2035 Environmental & Scenic Resources Amendments for Outside the Central City

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.

Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
1 ✓	MICHAEL ELLENA	9360 SW INEZ ST. TIGARD, OR	ellenagardens@frontier.com
2 ✓	Ed McVicker	10033 SW 53rd PDX	ed.mcvicker@gmail.com
3 ✓	Tracy Prince		
4 ✓	Mark Velky	Vista St. Claire	dmc@gmail.com
5	[illegible]		
6	Simon Jaworsky	1430 SW 12th Ave	simon.jaworsky@pcc.edu
7			
8			
9			
10			

Date 9-14-17

Page 1 of 1

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt September 14, 2017, Items 1021-1024.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF SEPTEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

Commissioner Fish arrived at 9:39 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jason Loos, Deputy City Attorney; and Elia Saolele and Jim Wood, Sergeants at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
1001	Request of Boo Rigney to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1002	Request of Howard A. Newman to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1003	Request of Neel Banerjee to address Council regarding issues with bad behavior of people on the streets (Communication)	**PLACED ON FILE**
1004	Request of Injured and Pissedoff to address Council regarding reverse Polish logic (Communication)	**PLACED ON FILE**
1005	Request of Larry Cwik to address Council regarding health and safety matter in the Goose Hollow neighborhood (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	

1006	**TIME CERTAIN: 9:45 AM –** Adopt the Transportation System Development Charge update 2017 rate study; establish an updated rate schedule; and amend Code, effective January 1, 2018 (Ordinance introduced by Commissioner Saltzman; amend Code Chapter 17.15) 90 minutes requested **Motion to modify the Unit of Measure from "sq ft/GFA" to "student" for the "University / College / Jr College" Land Use Category as described in Bureau 9-12-2017 memo:** Moved by Saltzman and seconded by Fritz. (Y-5)	**PASSED TO SECOND READING AS AMENDED SEPTEMBER 27, 2017 AT 9:30 AM**
1007	**TIME CERTAIN: 11:15 AM –** Appeal of Erica Ceder, DLR Group, and Appeal of Peter Meijer, Peter Meijer Architect PC, against the Historic Landmarks Commission's decision of approval with conditions for Historic Resource Review of exterior alterations and rehabilitation of The Portland Building in the Central City, at 1120 SW 5th Ave (Previous Agenda 947; Findings introduced by Commissioner Eudaly; LU 17-153413 HRM AD) **Motion to grant the Cedar appeal, deny the Meijer appeal and uphold the Historic Landmarks Commission's decision with removal of condition G:** Moved by Mayor Wheeler and seconded by Fritz. (Y-4; Fish Recused)	**GRANT THE CEDAR APPEAL AND DENY THE MEIJER APPEAL; ADOPT FINDINGS**
	CONSENT AGENDA – NO DISCUSSION **Mayor Ted Wheeler** **Bureau of Planning & Sustainability**	
1008	Consent to the transfer of Weitzel's Garbage & Recycling, Inc. residential solid waste, recycling and composting collection franchise to Portland Disposal & Recycling Inc. (Second Reading Agenda 984) (Y-5)	**188592**
	Office of Management and Finance	
***1009**	Authorize a grant agreement with CASH Oregon for $78,786 to provide financial education, counseling and free tax preparation services to low-income families and individuals in Portland (Ordinance) (Y-5)	**188593**
	Commissioner Dan Saltzman **Bureau of Transportation**	
***1010**	Authorize an Intergovernmental Agreement with Oregon Department of Transportation in the amount of $200,000 to reimburse a consultant for work performed on the Pedestrian Master Plan (Ordinance) (Y-5)	**188594**
1011	Amend Transportation System Development Charge 2007 Capital Improvement Project list (Second Reading Agenda 986; amend Ordinance No. 171301) (Y-5)	**188595**

	REGULAR AGENDA	
	Mayor Ted Wheeler	
	Office of Management and Finance	
***1012**	Authorize a contract with CenturyLink Communications, LLC for public safety telecommunications related equipment, services and maintenance for a five-year contractual total not to exceed $10,000,000 (Ordinance) 20 minutes requested (Y-5)	**188596**
	Commissioner Chloe Eudaly	
	Office of Neighborhood Involvement	
1013	Amend Marijuana Regulatory License Procedure and Requirements business regulations (Second Reading Agenda 994; amend Code Chapter 14B.130) **Motion to accept Eudaly amendments in 9-13-2017 handout:** Moved by Eudaly and seconded by Fritz. Vote not called.	**CONTINUED TO SEPTEMBER 20, 2017 AT 9:30 AM**
	Commissioner Amanda Fritz	
	Portland Parks & Recreation	
***1014**	Authorize the Washington Park Parking Lot Stormwater Line Intergovernmental Agreement with Metro (Ordinance) 10 minutes requested (Y-5)	**188597**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
1015	Amend price agreement with CMTS, LLC for on-call temporary engineering and technical support staffing services by $4,000,000 for a total not to exceed $5,500,000 (Second Reading Agenda 995; amend Contract No. 31000896) (Y-5)	**188598**
1016	Authorize a competitive solicitation and price agreements for construction management, inspection and project support personnel for an amount not to exceed $25,000,000 over five years (Second Reading Agenda 996) (Y-5)	**188599**

At 12:08 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **13TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney; and John Paolazzi and Elia Saolele, Sergeants at Arms.

The meeting recessed at 3:07 p.m. and reconvened at 3:11 p.m.

		Disposition:
1017	**TIME CERTAIN: 2:00 PM –** Accept 2017 Arts Oversight Committee Report on the Arts Education & Access Fund (Report introduced by Commissioner Fish) 1 hour requested **Motion to accept the report:** Moved by Fish and Seconded by Fritz (Y-5)	**ACCEPTED**
***1018**	**TIME CERTAIN: 3:00 PM –** Accept City Engineer's Report for Providence Park Stadium Expansion Above-Grade Encroachment (Ordinance introduced by Commissioner Saltzman) 1 hour requested **Motion to amend Condition #1 as stated in 9-13-2017 Bureau memo:** Moved by Saltzman and seconded by Fish. (Y-5) (Y-5)	**188600**

At 3:46 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **14TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney and Roger Hediger and Jim Wood, Sergeants at Arms.

		Disposition:
1019	**TIME CERTAIN: 2:00 PM –** Adopt the New Chinatown/Japantown Historic District Design Guidelines (Ordinance introduced by Mayor Wheeler) 45 minutes requested	**CONTINUED TO SEPTEMBER 28, 2017 AT 4:00 PM TIME CERTAIN**
1020	**TIME CERTAIN: 2:45 PM –** Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 15 minutes requested	**CONTINUED TO NOVEMEBER 2, 2017 AT 2:00 PM TIME CERTAIN**
	1021-1024 Central City 2035 Plan Items continued from September 7, 2017 hearing Individuals who signed up on September 7 were called first.	
1021	Amend the Central City Plan District to increase height and floor area ratio limits on the United States Postal Service site (Previous Agenda 1000; Ordinance introduced by Mayor Wheeler; amend Code Section 33.510 and Ordinance No. 175163) 15 minutes requested	**CONTINUED TO SEPTEMBER 28, 2017 AT 3:00 PM TIME CERTAIN**
1022	Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 997; Ordinance introduced by Mayor Wheeler) 2.25 hours requested for items 1022-1024	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**
1023	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 998; Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**
1024	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 999; Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 20, 2017 AT 3:00 PM TIME CERTAIN**

At 6:00 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt Items 1021-1024

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: *** means unidentified speaker.**

September 14, 2017 2:00 PM

Wheeler: So now, we'll go on to the hearing on the main ordinance and resolutions. Let's continue the hearing on the main part of the plan from September 7th. Karla, can you read the ordinance and resolution titles, please, for items 22 to 24.
Item 1022.
Item 1023.
Item 1024.
Wheeler: Very good. Sally, could you come up and introduce this part of the hearing, please? Good afternoon again.
Sally Edmunds, Bureau of Planning and Sustainability: Yes, good afternoon. So, this hearing, this continued hearing will be on the main part of the plan as Karla mentioned, plus the package of amendments that we had last week. We have updated that package to include commissioner Eudaly's amendments and there are copies of this document out on the table out front. We have some invited testimony today from at least six people, and then staff from PBOT are available to answer any questions that you might have after that. Thank you.
Wheeler: Very good. And the first individual is Karmen Fore on behalf of governor brown. Thanks, Karmen. Good to see you.
Karmen Fore: Good afternoon, mayor, commissioners. It's an honor to be invited to be here on behalf of governor Kate Brown. I'm Karmen Fore, senior director for Federal Affairs and Transportation in her office. And I know you're having a conversation around transportation in general for the city, and you're also aware that the state recently passed a very robust transportation package, House Bill 2017, at the end of this last legislative session. I also know you have requested representative McClain to come up and speak as well. And I'm going to leave more of the details about the bill itself, and the elements from the bill for her remarks, and what I'll do is maybe tee up how we got to the point to get the legislation passed in 2017. The conversation around the need for improvements in transportation, looking statewide, really started in 2014. Governor Kitzhaber formed what

ultimately became known as the governor's Transportation Vision Panel. We invited a group of business leaders, civic leaders, and legislators from around the state to answer a few questions, and kind of stripping away the things that would normally stand in one's way when looking at transportation investments. And the questions were, give this vision. What should Oregon's transportation system look like in 30 years? And as part of that endeavor, look at all modes of transportation. We're a very diverse state, we have very diverse topography, from surface ports to maritime ports, roads, bridges, rail, but where do we want to be going in the next 30 years. Craft a vision. And then, as part of that effort, do a four-year action plan. How do we start making the steps in the right direction in order to achieve that vision? So, over the course of about 18 months and governor Kate Brown, when she came into office, sustained the effort to complete the Vision Panel's work, we had a series of meetings with subject matter experts, stakeholders, very robust public process, looking at a broad array of transportation modes. They developed a series of findings, and then we went out and we traveled all around the state, and held public meetings to assess those findings and hear from Oregonians in urban, rural communities, and all points in between, “Give us your feedback. What really is important to you in your community? What are those things we need to do to make improvements in the state to help you and your community live and thrive?” At the end of the process really four main themes – and if you dig into the report, there's more there, but I'm going to give you four because they are really important. The thing that rose number one for Oregonians across the state was the importance of preserving and maintaining the transportation system that we have today. We have put tens of billions of dollars into that asset and maintaining it. And we not only heard that in community, but when we do the Oregon’s Values and Beliefs Survey in a series of formats, we hear consistently from Oregonians that they care about the transportation system that we have today. And they down want to see it fall apart. But then, three key themes came up in every community across Oregon. First and foremost was that Portland area congestion is impacting all corners of the state. And in fact, the one piece that really leapt to mind for me was: We were in Medford, and when we posed the question “What's impacting you here most in your community?” So, being in Medford what's impacting you? Before we could get the sentence out of our mouth, the room was yelling “Portland area congestion.” And that community, by drive, on a good day, is five hours away from here. The second thing we heard in all communities from Portland, Eugene, John Day, Medford, Bend, Coos Bay: The need for transit. Everyone, regardless of urban or rural communities are wanting more transit. It looks different in different communities. So, when we were here, we heard more bus service, greater frequency, better options. More options for the choice to make the trip. But if I live in enterprise, I need a bus that works at night. I need a bus that works on the weekend, so I can get to my job, so I can go to the grocery store, or maybe I can stay in my home and not have to move somewhere to get close to a medical facility. Reel practical needs for transit. And then thirdly, seismic. We're at a point where Oregonians are well aware of the potential of a Cascadia Subduction Zone event, and they’re also well aware that we have gaps in our system in terms of the supports of that system. But we heard “seismic” most loudly, not on the coast, where you would just naturally think we’d expect to hear it. It was actually in central Oregon. The loudest voices around seismic preparedness were there, and the question was “Why?” And I think the point that seemed obvious when we were there, it’s “Well, when the event occurs, and communities like here on the coast are going to be more severely impacted, where are we all going to go? We're all going to go over into central Oregon,” and they are very aware of that, and feel the urgency to be prepared as a consequence. So, at the end of their report, it actually dovetailed really nicely at the start of the legislative process that established the joint committee on transportation. Governor

Brown, speaker of the house and the senate president, came together and said, “You know, we want to have a joint – it is a top priority for us to pass a package during the 2017 session, and we want to do it in a transparent, open, public process, and we want to do it in a bipartisan fashion,” and formed the joint committee it. First thing that they themselves did was, they traveled around the state much like the Vision Panel did, and again, heard the same themes from Oregonians all across the state about the needs, these four needs I have enumerated, but also the importance of improvements in bike and pedestrian infrastructure, urban and rural. Need for better inter-modal facilities, so we're able to better move freight commerce around, when you’re really looking at how agricultural products are moving across the state. The need to operate and have funds to operate our state-owned dredge, to maintain our state harbors, so our commercial fishing fleets can safely get out to fish during the fishing season. And also to remove derelict vessels that are on the Columbia River, which is a huge problem for us right now. And also, what, of those things, can we do to start transitioning our fleet. Things like AV vehicles is in the bill, there's actually rebates in the bill for that endeavor. At the end of the day, when the legislature passed the bill, they really incorporated a very robust bill that speaks from stem to stern to all modes of transportation, and as I’ve worked on and seen transportation packages across other states, or even in congress, that's highly unusual to have a package where you're dealing with maritime ports, aviation ports, maintenance of your transportation system, dealing with seismic congestion, with airports. It's really extraordinary. Ultimately, what our legislators did, and the voices from our neighbors across the state, how they came together, and everyone held together to really pass a robust package. Part of the details of the bill that are important to you all, are those congestion area projects that the legislature focused on as part of the work group and then also, the legislature's requirement for the Oregon Department of Transportation and the OTC to apply for a value pricing pilot with the U.S. Department of Transportation’s Federal Highway Administration. So those are critical pieces that will be ongoing public processes associated with those, but those were key elements to the bill that were important, particularly for this community, but I would also say, in addition to those transit components, etcetera, on down the line. So that got us to where we were today. I sort of felt representative would be here next to me, and she could, you know, pick up the work of the legislative work group in detail, but I'm happy to answer questions before then that you may have.

Wheeler: Well Karmen, I appreciate you being here to testify. You made an important point. A number of people have characterized this as merely a freeway expansion. And you’ve reiterated the fact that a significant portion of the funding, in fact about half of the funding, is going towards bike, ped and transit, which is also one of our key objectives here. So, thank you for that.

Fore: You're very welcome.

Wheeler: Appreciate you being here. Appreciate the governor's leadership.

Fore: Terrific.

Fritz: Yeah, it’s really great to hear what the comments from the rest of the state are. Every year, we prioritize the rest of the state in our legislative agenda, but to hear that they, too, are being affected by the congestion and have similar goals. In fact, when you’re talking about transit, we all want better night and weekend transit as well. So, there's a lot of things that we can share. And I really appreciate the governor and the legislature getting that package passed.

Fore: Wonderful. Thank you. And Maybe if I could add a point, ‘cause I think there are a few, some of the public testimony from Portland left dramatic impressions. I know Senator Beyers talked about knowing workers who come into the city to clean office buildings and not being able to get home at night because there isn’t enough transit available. The other

part which I have to make a strong impression about was how neighborly Oregonians are across the state. And I think it was a two-way street that when you travel around the state, and we talk to other neighbors across Oregon, they hear the concerns and the transportation problems impacting people in the Portland metro area. They also wanted to be heard and recognized for their needs and how they can get their products to market or how they get around as well, and that that was valued. And I tip my hat to the legislators and the folks across the state who raised their voice. And we stuck together and held a package that addressed those needs. But also, I really think what an important effort this was, that we really heard and looked at each other as our neighbors and really took everyone's needs to heart at the end of the day.
Fritz: Thank you.
Wheeler: Thank you. We'll hear next from Kelly Brooks from ODOT. Good afternoon.
Kelly Brooks: Good afternoon. Hi. For the record, my name's Kelly Brooks. I work for the Oregon Department of Transportation here in Region 1, and I'm the policy and development manager here in Region 1, so my unit has major projects within it, who is working very hard on the Rose Quarter project. So, I am here today actually in a resource capacity similar to the PBOT staff in the room. So, if it's okay with you, I'll step back and let the good representative come up and share her thoughts, but I'll stay in the room in case you have questions specifically for me.
Wheeler: Fantastic. We appreciate that. Representative Susan McClain, thank you for being here today.
Susan McClain: Well thank you mayor, and thank you commissioners, for allowing us to come and testify today on your Central City Plan and your update on your transportation portion of that. And as I was sitting here listening to your other good work, I was curious to look at your goals. I found them on page 1. And besides what the governor's office has shared with you as far as the goals of the transportation plan for the state, and as far as what our citizens said statewide, that we really needed to take care of the pillars of a good balanced transportation plan, the five goals that you have on page 1, which is: Save lives, reduce injuries, limit traffic congestion or transit and freight vehicles so they can move more reliably – and that means limit that traffic congestion – reduce climate pollution and promote healthy lifestyles and keep more money in the local economy as we spend less on vehicle fuel and create great places. And what I'm excited about coming to talk to you about today are three projects in the Portland area. And my name is representative Susan McClain. I represent Forest Grove, Cornelius and Hillsboro. And I was really honored to serve on that joint committee transportation, preservation and modernization. And as the governor's office and carmen pointed out, we did follow the other commission around in the next 18 months, so we had like three years of open public houses and we were at 12 or 13 different communities from Medford to Ontario, Hermiston, Newport, Eugene, Hillsboro, Portland, Gresham. We went to a lot of these places so that we could hear again, and make sure that we'd understood what the message was. And we had also 23 cities and three counties in our area who put in a great deal of time talking about what will reduce congestion in a very practical and also on a good, sound, safe environmental way. And three projects popped up. And those three projects, because it was an economic corridor and something that affected the entire state and all communities, were the Rose Quarter I-5, Highway 205, and Highway 217. And they are a system. They work together. And so, if we were going to reduce congestion in an environmentally friendly way that's also going to continue to help with freight and our economic engine, we're really going to have to do those together, and so, we dedicated funds in the package to those particular projects, including the Rose Quarter. Safety was a very important issue. Statewide on many levels, whether it's bike and ped paths to the schools, or if it was trying to look for

better corridors for bike and ped activity, we also wanted to make sure that in any type of road project that we also were considering safety because it was mentioned many times especially in the Portland area. So, safety for all means that it's really important for us to really look at and try to make sure that we are looking at the Rose Quarter and trying to stop the many crashes that are happening right now. It, by the way, has the highest rate of crashes in the state, that particular area that we're talking about. So, besides improving safety on a very, very dangerous corridor, we also need to reduce crashes and delays, generally speaking, in that same area, because this is an interstate freight and a very economically important corridor that gets much of our crops and products out of state and to other communities that are either international or national. So again, the rose quarter actually a popped to the top out of those three projects that the rose quarter was the number one that all folks were really concerned about us being able to address in the package. It was a situation where besides enhancing freight mobility, trying to reduce crashes and delay, we also were trying to help ourselves on the environmental side with the gas emissions and trying to really think about what were some of the projects that could do that. We all know that this project is not a massive freeway type of project. This particular project, or expansion, rather, is building new sections through lanes that will be built relatively short auxiliary lanes that will be between the interchanges that will improve the flow of traffic and allow vehicles to safely and efficiently get on and off the freeway or off the roads. So that's important because that helps us not have delays. An existing corridor in the central city, and adding an auxiliary lane will not induce additional traffic in the same way that building a brand new, larger corridor would. This project will improve bicycle and pedestrian connectivity across the freeway, making it safer and easier to get around on foot and by bike and access to transit, and the project will help facilitate the city of Portland's plans to for redeveloping some of your north and northeast quadrant. And also, the central city. Allowing for a denser urban core. It's really important that these bottlenecks, which are causing a lot of idling and stopping and have got conditions that waste fuel and contribute much more in the greenhouse gas emissions. Research shows that management of these traffic operations, including congestion mitigation, which the governor's office also mentioned, is part of the package, these strategies actually reduce severe congestion and increase traffic abilities, and it reduces the emissions at the same time. It's really important for us to realize that we have, for the first time, a dedicated fund for transit funding. Statewide. So that indicates that we are not just working on maintenance of our roads, our freeways and our interchanges like these very important three projects in the Portland area, but we continue to try and make sure that we have all kinds of opportunities and choices for people as they are making their ways around our community. Again, this money in the package is dedicated to those three projects. And that's what the money is dedicated for. That's what the money will be spent on. And so, I know that there's been some push that you could use the money in different ways for different projects. These were the projects that not just the 23 cities and their mayors and J-PAC and the three counties indicated were important in the Metropolitan Portland area, but these with the projects that, statewide, pop to the top for the most important congestion projects. So that's where we put the money. And I think that's an important element. I really think it's important to realize that we are dedicated to a balanced package, a balanced investment, and that we're working on transit, walking, biking and maintenance of our roads, and modernization of our freeways. That we're going to have a very bright future, I think, with this 5.3-billion-dollar investment package over a ten-year period, and this is going to give us an opportunity for seamless, balanced projects in the Portland Metropolitan area including the Rose Quarter, 217 and 205, with the state to support this bipartisan transportation investment. I'm happy to answer questions. I really tried to cut my

testimony down, because it seems like you have a lot of really important issues on your agenda today. I'm happy to answer questions.
Wheeler: Colleagues, questions for the representative?
Saltzman: Thank you for being here.
McClain: Oh, you bet.
Wheeler: Thank you. You answered one question that came up maybe 50 times last week I think. And I just want to make sure I understand. Let's decide that - or let's say that we decide that we don't like the auxiliary lanes for whatever reason. And instead, we would like to take that funding, and put it into something else. Could we do that?
McClain: Right now, the process is starting for the design. We know that we have not completed the design on the project, and that ODOT and Portland are working together on that. You're going to use the money on this project because that's what it's dedicated to in the package. We have certain judiciary responsibilities of setting that out in any kind of a bill that we're going to bring forward. And so, you're going to spend it on the freeway, but there's a lot of opportunity in the design phase to talk with ODOT about what the goals are, and see if we have explored all opportunities for the very best ways to take care of those goals.
Wheeler: And as I mentioned up front, about half the funding here is bike, ped and transit. Do we have leeway in terms of how we allocate those resources within those buckets?
McClain: Our budget is pretty specific as far as where the money is going to go. And so, we have money in the package for bike and ped and safe pathways to school and additional trails and we have other money that's set aside to do those things. And so, you know, we have other opportunities to take care of some of those issues that you have just mentioned.
Wheeler: Very good. I appreciate your being here today. Commissioner Fritz?
Fritz: Thank you. I have one question, whether Fore or Ms. Brooks. What we heard last week was that the crashes are usually not serious crashes, there might be property damage. You said it's the highest crash place in the state. If I could get maybe – can you address that, please?
Brooks: Do you mind if I jump in?
Fore: Sure! No, please!
Brooks: Okay, for the record again, Kelly Brooks with ODOT. Yes, we do have a high number of crashes in this location. It is fair to say the majority of those are sideswipe type crashes. I believe it was between 2010 and 2014 we had 690 of those, however, that's a lot of them, in the southbound direction in this area, it's been a top 5% site. That's the highest category that we have for crash locations. So that's how it's been elevated. It's unfair to say we don't have any severe crashes, however. We've actually had, in that same time period, two fatalities, seven serious injury crashes as well.
Fritz: Thank you very much.
Wheeler: Thank you.
Fore: One other the statistic that I forgot to mention that I cut out, I want to put back in, and that is on the environmental side, that with these additions both for safety and for actually accessing the most productivity in the corridor, there would be a savings of 2.5 million hours of travel time because people are not having to stop and idle as much. So again, it's helping us with air quality and other issues to make sure the corridor is very functional.
Wheeler: Great! Excellent. Thank you for your testimony. We appreciate it, both of you. Owen Ronchelli, Wade Lang and Matt Arnold, all from the North/Northeast Quadrant sack. And just out of curiosity, do we have anyone here representing the Freight Committee?

They were not sure whether they would be here or not. Very good. So, I guess this will be our last invited testimony.
Wade Lang: Mayor Wheeler, commissioners, thank you very much. My name's Wade Lang, I'm vice president/regional manager for American Assets Trust, located in the Lloyd neighborhood. And I come here today in support of the Oregon Department of Transportation's I-5 Rose Quarter Improvement Plan. As one of the original members of the city's North/Northeast Quadrant Plan Advisory Committee, I spent almost two years reviewing, discussing, debating the pros and cons and options of improving the I-5 Corridor at the Rose Quarter. The I-5 Improvement Plan has always been about safety, and we, on the advisory committee, approach the discussion from that angle. Throughout the North/Northeast Quadrant planning sessions there was always time for public comment/public input. Once the North/Northeast Quadrant Plan was completed, there was again numerous opportunities for the public to weigh in. To this day, I'm confident the committee collectively came up with the most reasonable improvement options based on the impacts to safety and cost. As a member of the boards of Go Lloyd, Lloyd Eco-district, the Lloyd Enhanced Service District, Locus Oregon and Portland Street Car, I have been intimately involved in the growth and needs of Lloyd. Beyond the safety improvements the I-5 Rose Quarter plan brings to the freeway, it also creates a more sensible and safe way to move into and through Lloyd. The improvements proposed including the lids on-ramp access bike through ways all work to create better flow for all types of traffic around I-5 and the Rose Quarter. With future development including the Convention Center Hotel and much more residential growth, Lloyd needs to work diligently to see that the infrastructure keeps pace with our growth. The I-5 Rose Quarter Improvement plan is a very smart first step in making Lloyd livable. Thank you.
Wheeler: Thank you, sir. Good afternoon!
Owen Ron Kelly: Hello. My name is Owen Ron Kelly, and I am executive director of Go Lloyd. We are a nonprofit transportation management association in the Lloyd neighborhood. And we've been around since 1994, we have 160 members, and we represent over 13,000 employees in Lloyd. We're proud of the results that we've been able to – transitioning employees and residents and visitors out of their cars and into alternative modes. We actively promote and manage programs to shift people's travel behavior away from single-occupant vehicle trips, and we live and work in transportation demand management every day. Our organization, and many others, participated in the North/Northeast Quadrant Plan, which, to be honest, was exhausting. But it was also rewarding, too, because after 24 months and 19 SAC meetings, 14 subcommittee meetings, four open houses, two charrettes, and three community walks, it culminated in an agreed-upon plan. That was the rewarding aspect of it. The plan involved a great amount of compromise. And just as an example, we looked at 70 different freeway alignment options to arrive at the one we have included in this plan. So, please honor the public process, the volunteer time that citizens and city staff went through to get the plan to where it is today. The main reason Go Lloyd is supporting this project is because of the surface transportation improvements. Half of the project's budget, as has already been stated today, is going towards those types of improvements. We are genuinely excited about the projects, not only because it's gonna fix long-deficient and unsafe bike and pedestrian facilities, but it will also create new ones that don't exist today. Like the Northeast Clackamas crossing and the crossing at Hancock, down to lower Albina. Each of these will allow pedestrians and cyclists to avoid the Broadway box entirely. Everyone going through that area, no matter what mode you choose, whether you're on foot, in a car, on a bus, street car, you -- I think we can all acknowledge the fact that it's a pretty lousy and potentially dangerous experience going through there. This project intends to

address this and making it a safer place and more intuitive for all users. Northbound cyclists traveling east on Weidler have a great separated crossing at Williams, between Weidler and Broadway. South and eastbound cyclists coming down Vancouver will only have a small fraction of the traffic that they do today, because 70% of those vehicle-turning movements will be eliminated from Broadway, turning on to Vancouver. This will go a long way to reduce peak hour delays for street car, as well. This project does a good job of reducing the number of vehicles traveling through the box. As an example, Westbound traffic on Broadway will go through four fewer lights than they do today, to get on to I-5 South. And a transit-only lane will be created on Wheeler to reduce bus delays crossing Broadway and Weidler. These are the exact types of improvements that we desperately need if we hope to encourage more active transportation use, both for timid and reluctant users, but also attracting new users that are arriving in Portland every day. The improvements included in this project are thoughtfully designed and community vetted, and will result in, and improve operations for all users. The allocation of funds is significant, but appropriate to address the needs of the transportation system in the area. The project is being paid for everyone who drives a gas-powered vehicle in Oregon, too. Please don't buy into the fallacy that's being circulated that this is a freeway-widening project. It's an investment in our multi-modal transportation system that will transform access for all users in the area for an area that needs it for a really long, long time. Thank you.
Wheeler: Thank you for your testimony.
Fritz: Thank you for your service in the committee.
Matthew Arnold: Hello, mayor, councilors. My name is Matthew Arnold. I am the director of urban design and planning for Sierra Architects, here in Portland, I also am the former chair of the Portland Bicycle Advisory Committee, and it was as chair of that committee that I also served on the North/Northeast Quadrant Steering Committee. You're here today discussing a major transportation project in central Portland. But I would submit, as Owen was just getting at, this project -- the question really isn't "Should we widen I-5?" The real question is, "What is the Portland that we want to become?" As you all are aware, Portland has experienced a market increase in auto traffic in recent years. 11,000 additional auto trips per day were recorded in 2016. Meanwhile, bike commuting has slipped from a mode split of 7.2% to 6.3% in 2016. Kind of a bruise for a city that touts itself as America's most friendly in terms of bikes. Carpooling and transit ridership, especially by bus, have also declined. The North-Northeast Quadrant area is expected to grow by 8,000 residents, and 9,000 employees over the next 15 to 20 years. So how are those folks going to commute? Where they are going to shop? How are they going to access services? More broadly, as we think about this district, how do we stitch lower Albina and close in northeast Portland back together with the Rose Quarter? How do we seamlessly connect the Lloyd district with downtown? How do we transform this area into a tirelessly vibrant neighborhood again? During the formation of the North/Northeast quadrant plan, we propose answering those questions with compact, sustainable urbanism, and heavy doses of active transportation. The project components that I and most of my colleagues focused on and fought for were those that would provide the most livability return on the significant investment. The North/Northeast Quadrant Plan, which this council actually adopted in 2012, puts forth great local solutions, better design and development controls, transit enhancements, redundant bike and pedestrian facilities, a new signature bridge at Clackamas Street. Most eye-catching, maybe the lids proposed to cover I-5 in the district. And frankly in my opinion, those lids should probably be a lot larger if you really want to promote that kind of continuous urbanism. But these are the infrastructure improvements that will support not only the kind of redevelopment and travel patterns that we want to see, but also the 24/7 activity and level of community to which we would aspire in our

central city. As you all weigh our city's official position and commitments to this district, I ask that you focus on the local and sustainable return on investment that the citizens in Portland come to expect. Said differently, it's not our job to build roads and infrastructure, it's our job to build communities and to foster and support those communities. And I ask for your strong leadership in tackling that job. Thank you.
Wheeler: Thank you, we appreciate it. Thank you, all three of your, for being here. I understand somebody from the freight committee did show up. Is that correct? Come on up.
*****:** [audio not understandable]
Wheeler: That's fine. Name for the record, please.
Bob Hillier, Portland Bureau of Transportation: My name is Bob Hillier, I work for the Portland Bureau of Transportation, I am the freight planning coordinator for the city, and I also staff the Portland Freight Committee. Our chair, Pia Welch, and vice chair Rihanna Ansary, were unable to attend today, so they did submit a letter for the record, so, just to reiterate some of the points that were made earlier today from some of the folks. They suggested to implement the Rose Quarter project as a complete package has been recommended, and the PAC members, they served previously on a north-northeast quadrant planning process. Uh, they wanted to recognize that the I-5 interchange is one of the most congested in the state. And, mainly to honor the commitments that were made in recommendations for the northeast Quadrant Plan Stakeholder Committee, and also House Bill 2017. So, they were the main points they wanted to make in the letter. So, they support the current package. And I can answer any questions.
Wheeler: Thank you. Colleagues, any particular questions? Very good. And last but not least, we'll ask our peers and Mauricio Leclerc, from PBOT. Colleagues, I don't know if you have specific questions?
*****:** [audio not understandable]
Wheeler: As a resource. Does anybody have any immediate questions? All right. Very good. They're here in case we need 'em. Karla, let's bring up the next people from the list from last week. I know we had an extensive list of people. My guess is many are not here today, but let's take them first, because we made that promise that we would. Are there people in the overflow room or not?
Moore-Love: Yes. I've got 38 people that have checked in from the seventh to speak today. And I have two new ones and I also want to let anybody know, if you're here from the 7th and you did not check in with staff, please do so out front here.
Wheeler: Out in front of the main council chamber. We do have seats in the main chamber. Looks like we have six -- seven --
Moore-Love: Yeah, security's going to let them know.
Wheeler: Oh, security will deal with that.
Moore-Love: Yeah.
Wheeler: Okay. Very good. Thank you.
Moore-Love: Okay, so, the first three are Number 39, Micah M.; Number 42, Rose Qualski; and number 50, Cal Toth, and they'll be followed by Number 51, Mark Velky; 53, Brian Newman; and 54, Christe White.
Wheeler: Good afternoon!
Micah Meskel: Good afternoon, mayor and city council thanks for having me. My name's Micah Meskel, and I represent the Audubon Society of Portland. I'm not gonna repeat the testimony from last week that my colleagues gave, but, I wanted to show support for an amendment that commissioner Eudaly proposed to expand the -- the green roof surface area 100%. Audubon supports that. We appreciate efforts and conversations that city council had about how we could potentially improve the different green policies that are

included in the central city plan. We think that's a great step, and we also hope that some of the other discussions that took place last week could move to council directing BPS to -- BPS staff to think about how we can improve some of the other green policies, whether it's the Willamette Greenway Lighting standard that could potentially be looked at for the whole city, or for the whole central city, or for such things as how we can move current development that's in the 50-foot greenway, but not river-dependent, how we can create mechanisms to eventually move those out of the greenway if they aren't river-dependent.
Wheeler: Thank you. Good afternoon.
Rose Kowalski: Good afternoon. My name is Rose Kowalski, I'm a volunteer at the Architectural Heritage Center, the Bosko-Milligan Foundation, and a resident of Washington park. I apologize for my lateness to the table today, I was going to see if I could race out and feed the parking meter, but I'll just be quick here.
Wheeler: Don't worry. Commissioner Saltzman's not here anymore. [Laughter]
Kowalski: [Laughter] My original focus in coming to testify was to have been on saving the rose garden views of mount hood and the skyline with vegetation management, but that's been well-addressed, and so even though I support that wholeheartedly, I'm going to speak to the larger issue today of protecting views with height limitations and reductions which I understand is now starting to be referred to as Right-Zoning. To me, Right-Zoning, in this case, means to lower heights to 100 feet. In particular, I feel strongly that maximum heights in the west end should be right-zoned to 100 feet. But in a larger context, I hope to illustrate, with my -- with my little handout, how right-zoning maximum heights to 100 feet in order to protect iconic views will have affects that go far beyond the sale of picture postcards. One example of the synergistic effects of right-zoning maximum heights might be that by deterring demolition of historic properties, those saved properties could be subdivided into multiple well-designed sustainable living units which will introduce new affordable housing while protecting the character and the appearance of the neighborhood. All of this – which you can see on my little handout -- all of this, and saving the irreplaceable views in one fell swoop. Please do remember that the greenest building is the one that's already built. Thank you.
Wheeler: Thank you. Good afternoon.
Kal Toth: Good afternoon. Thank you very much for this opportunity. My name is Kal Toth, I've spoken here before, resident of Goose Hollow, secretary of our board.
Fritz: Just one second - if you need to run and feed your meter, you don't have - I mean it's very polite of you – yes.
Kowalski: May I? Thank you so much.
Wheeler: I did hear Dan something about, he's running toward your car. [Laughter] I did hear that.
Fritz: I'm sorry to interrupt. Start over again.
Toth: I get an extra 15 seconds? [Laughter]
Wheeler: Absolutely. You bet.
Toth: Okay, so, Portland's views have stimulated our economy in countless ways for decades. We should not underestimate their value or trade them away. I am grateful for mayor Wheeler for fighting to save the views that we have talked about, and I'll mention something in particular about the Vista Bridge, the view of the Vista Bridge, which must also be protected. I encourage you to follow the example of numerous councils in the past. Please continue protect our iconic views. I'm just repeating things many people have said, but it's important to many of us. As others have confirmed, the West Quad SAC was weighted heavily in favor of developers. They should have recused themselves a number of the things. They lobbied for their self-interests, and they, therefore, biased the recommendations back in 2015 and 2016 to the BDS and to city council. Furthermore, in

response to the ombudsman's demand, they did not declare their conflicts of interest. A few developers have obfuscated them, and others failed not to respond at all. And thank you, commissioner Fish, which you were here, for addressing these issues during last week's hearing, agreeing that city policies governing conflicts of interest, ethics, and committee formation need to be tightened up. Now, I'd like to point out one particular case of some allocated height increases in the plan that enable construction of the few strategically-located high-rise buildings in Goose Hollow. Is this microphone doing the right thing?
Wheeler: Yes sir.
Toth: Or am I doing the wrong thing? Okay. Thanks. Once constructed, these buildings will block views of Vista Bridge for the public while creating spectacular private views for the privileged few who buy into these high-rises. This is called privatizing views. When developers give their testimonies today, I encourage city council to ask whether their properties, if developed, would block views of Vista Bridge or Mount Hood and whether they were members of the West Quad SAC and whether they declared the conflicts. And if not, why did they not? Okay, do I have 15 more seconds?
Wheeler: You can get 15 more.
Toth: Okay. Four years ago, I was part of a movement that took back our neighborhood from certain members of the top 10% who were controlling our Goose Hollow board, routinely voting in their financial interests. I alert the council members that some of these past members continue to discredit us currently on the board partly because we have strengthened our conflict of interest and ethics policies, which undermine their financially-driven pursuits. It's a closing statement, I think is very important. Thank you very much.
Wheeler: Thank you sir. Appreciate it. Thank you. Next three please.
Moore-Love: Okay, oh, we've had a few more people check in, so, the next three are 51, 52 and 53. Mark Velky, Fred Leeson and Brian Newman. And they'll be followed by Christe White, Will Ives, and Zoey Lynn Powers: 54, 55 and 56.
Wheeler: Good afternoon.
Mark Velke: Good afternoon mayor, commissioners, my name is Mark Velke and I live in the Goose Hollow area. I strongly encourage all of you to support the amendments from mayor Wheeler to save the views of the Salmon Springs Fountain and the Japanese Garden. And also, commissioner Fritz's bridgehead amendment to lower heights. I'm against the privatizing of views in this draft. I attended the planning commission hearings. Most testimony was outrage over views being blocked by increased heights. Public views that define Portland. These views should be fiercely protected for the public. Instead, they are being given away for the rich. Since I'm not rich, I won't be able to see Mount Hood from the Willamette river. I will only be able to see the snowcap of Mount Hood from the Vista Bridge, and I'll need to stand in the middle of the street underneath the Vista Bridge just to see the arch. But the rich people who live in the buildings blocking these views will have private views of these Portland landmarks. I'm still extremely concerned about the conflict of interest that went on in the West Quadrant Plan Stakeholder Advisor Committee. I'm very glad that the city is working toward trying to make sure something like this does not happen in the future, but that does not correct the current problem with the West Quadrant Plan Stakeholder Advisory Committee and how it relates to CC2035 now. You have not approved CC2035 yet, so you still have time to fix this. I'm asking you, as my elected representatives, to take action. It is not rocket science. All you have to do is look into who owns the properties in the West Quadrant that got height increases, and if they were Stakeholder Advisory Committee members that were trying to line their pockets with more money, you, at the very least, need to lower the heights on those properties back to the original heights. I'm guessing the bureau of planning and sustainability can give you a

list of which properties got a height increase and the rest of the info is available in the public record at the Multnomah County tax office on the other side of the river. I'm pretty sure you do not want to be a part of, and be on the record, letting these clear-cut cases of conflict of interest take place when you could have taken action to prevent them. Thank you.
Wheeler: Thank you, sir. And I'll reiterate what was, I think, more eloquently stated by commissioner Fish last week. Through this hearing process, we basically start with a clean slate. We certainly take into account what advisory committees are telling us, but what you described, the situation is certainly well on the record, part of the record, we are all reasonable, intelligent people and we will evaluate the complete record based on our own views and perspectives. Your point is in no way discounted, and I appreciate the work that commissioner Eudaly and commissioner Fish are doing to make sure that these kinds of things don't happen in the future. But I also want to reassure people that from my perspective, I view this as though this is the first time I'm looking at it and I'm going to rely on my resources, and I'm gonna rely heavily on public input, I'm gonnna rely on expertise from our staff, I'm gonna rely on other voices in the community to help guide me to the right decisions here. So, I appreciate you saying that, but those are advisory committees and that's how I view them.
Toth: Thank you, mayor.
Fritz: And just so you know, I have requested those maps to all the site-specific locations, so we're following [inaudible].
Toth: Thank you, commissioner. I appreciate it.
Wheeler: Thanks for your testimony. Yes, sir. Good afternoon.
Fred Leeson: Good afternoon, my name is Fred Leeson, I'm board member and past president of Architectural Heritage Center. Uh, once upon a time, a long, long time ago, in a city near and dear, we had a spectacularly scenic entrance to downtown Portland, coming in from the west. When you came through the Vista Bridge tunnels driving east on a sunny day, you had a beautiful sky, sunshine, and a fabulous view of Mount Hood. Everybody loved it. In 1977, your predecessors on the city council considered whether to protect that view, and they decided, "No, development's more important." So, when you drive through that tunnel today, what you see the Koin Center Tower building with its tacky blue tin shed sitting on the roof. Folks, that was an extremely bad trade-off. Mayor Wheeler, I'm deeply appreciative that you put Salmon Street Springs View Corridor back on the agenda. You know, if we live in this beautiful place and we can't enjoy it, and we can't see it, it's no longer as special. You'll get push-back from property developers, I suspect there are some of them in the room. My answer to them, and I hope your answer will be, is that no investment comes without risks. If you think you can't make as much money building here now, take your money and invest it somewhere else. The staff and the Planning Commission applied the ESEE using dollars and cents, and sold out this view for dollars. I ask them -- I ask anybody to what is the dollar value of the quality of life? You know, we elect you city council people members to represent the public interest. You do a very good job of that. I'm well-aware and you're well-aware, there are many times when the public interest fits hand in glove with the private interests. But on Salmon Street Springs and our protected view corridors, we need you to stand up for the public interest. I hope you'll do it. Thank you very much.
Wheeler: Thank you for your testimony. Good afternoon! Hi Brian!
Brian Newman: Hi. Mayor and commissioners, my name is Brian Newman, I'm vice president of campus development at Oregon Health and Science University. I'm here specifically to speak about changes to the parking code, and I have passed out a letter that's from Portland State University and OHSU, although Dan Zalkow couldn't be here

today. The Central City 2035 Plan reduces the maximum parking ratio in South Waterfront for medical centers and universities from 2.4 spaces per 1,000 square feet of development to two spaces, reducing our total allowed parking by thousands of spaces. OHSU participated in that process, and we support that change, just to be clear. However, we are concerned about changes to the preservation parking code, and we have joined with Portland State University to recommend a minor amendment for your consideration. As you know, we're building our campus over 30 years, in phases, and we manage parking differently than a property owner or a developer. We manage parking as a campus-wide resource and use shared parking structures that serve multiple buildings. When our three new buildings open in South Waterfront late next year, we'll have 1.3 parking spaces per thousand, about half of what the code allows now. Even with providing extremely low-cost bus passes, which is about $6 a month for our employees – and we actually pay our employees who ride their bikes to work – 1.3 spaces is too low to run a major medical center. OHSU serves Portland and the rest of the state and about 50% of our patients come from outside the Metro area. So, most of them drive 'cause they're coming from down Valley or the coast, or Central Oregon. Unfortunately, the parking code is drafted, removes our ability to come back later, and build shared parking facilities, so when it becomes time to catch up, to get closer to two spaces per thousand, the regulations, as drafted, will prevent it. Operational impacts aside, the unintended consequence is that we'll be incentivized, actually, to maximize our parking every time we build, as opposed to coming back later. And our hope, actually, by deferring those investments, is that over time, we'll be able to provide less parking, not more, and actually under-build campus-wide. The simple amendment that you have – and I just have one second left – that you have in front of you, would allow us to aggregate our square footage and defer parking, under-park, in other words, and come back later and add parking per our master plan or per our phasing plan as we have scheduled. In closing, this amendment is consistent with the spirit of the parking code, and in no time would we be allowed, as we are, to build more than two spaces per 1,000. It still preserves the lowered cap that we've agreed to. Thank you.

Wheeler: Very good. Thank you sir.

Fritz: And I'm going to need clarification from staff about exactly what you're asking. In the 22 years that I worked at OHSU, the lack of parking on the hill was a significant problem because the busses just don't run in the middle of the night when I would get off shift. So, and think we don't have enough parking in South Waterfront now. So, I think it's a more complicated issue, and one that I'll take up with staff. Thank you for your testimony.

Newman: Oh. Okay. Thanks.

Wheeler: Very good. Next three, please.

Wheeler: Okay, we're gonna ask for Commissioner Steve Novick; 54, Christe White; 55, Will Ives, I believe, is the last name; and then we'll go with 56, 57 and 58: Zoey Lynn Powers, Soren Impey, and John Hollister.

Wheeler: Good afternoon and welcome back.

Steve Novick: Mr. mayor, commissioners, I, of course, am here to talk about the Rose Quarter project. Medical research has indicated, over the past several years, that surgery for lower back pain is always expensive and often in effective. Whereas physical therapy, which costs less, is often effective. Research has indicated that widening freeways to reduce congestion is expensive and often ineffective, and congestion pricing is often effective at reducing congestion. So just as a responsible doctor would not go directly to surgery for lower back pain, I think that responsible transportation managers would not go to freeway widening when they have the option of tolling of congestion pricing. So, what I would suggest to the state – and commissioner Saltzman has already sort of done this –

is, why don't you try congestion pricing first, and if that does as much as you thought the freeway widening was going to do, let's spend the $450 million dollars on something else. And we can spend it on a lot of other stuff. You heard, a couple of weeks ago, another explanation of the hundreds of millions of dollars we're behind in basic street maintenance. Um, there's hundreds of millions of dollars of traffic safety projects that we [inaudible] and bike/ped projects. There's huge needs for transportation dollars. Now I know that the city wouldn't necessarily get all of that $450 million dollars if the state didn't spend it on this project. But let's say maybe we get half of it. Commissioner Saltzman, I suggest you ask PBOT to come up with the best combination of a bike/ped and maintenance projects they could for $225 million dollars. And if that would have greater value than the bike/ped and the safety elements of the Rose Quarter project, then say "Hold on, don't do this project until you've done congestion pricing." That's what I would suggest. So that's my two cents. By the way, I also wanted to add that over the past eight months, I've had the opportunity to talk to many Portlanders for Justice, and all of those told me that Joe Walsh does not represent them in any way, shape or form. [Laughter]
Wheeler: Good afternoon.
Christe White: Good afternoon. I'm Christe White, representing Michael Menashi. We're asking the council to restore the height taken from Mr. Menashi's properties during the PSC hearings. There are two blocks at issue. Both are highlighted in the materials that were previously sent and are being handed out. Site 1 has a current base height of 350 feet with bonus to 425, and the same applies to Site 2. The PSC reduced those heights to 125 on Site 1 and 250 on Site 2, with no bonus on Site 1. This is a loss of 225 feet in base height alone. Side note, we're not in a view corridor. The Site 1 is surrounded on three sides with greater heights, leaving it in a bowl with very little opportunity to peak over and around the other sites. Significantly devaluing that block. The stated purpose of this significant height reduction is preservation of the historic district. That reasoning just can't pass muster. The district was nominated in 1989, as you heard earlier today. In the nomination paperwork, the zoning on Site 1 was recognized as mid to high-rise development and high-density apartments with allowable F.A.R. up to 9-to-1. The height was 350 feet at the time of nomination or shortly thereafter, based on the 1991 zoning maps. The city found that the current height and density of 350 feet and 9-to-1 was consistent with the historic district and its preservation when it was nominated and established. It can't be made inconsistent now. That would be to revise the very history and rationale that established the district in the first place. The city then went through a substantial planning exercise with a stakeholder committee to evaluate preferred redevelopment options in the district. The city's process identified site one as a, quote, primarily potential opportunity site, and modeled it with a slender tower over a podium. Importantly, the taller, slender form is also repeated and updated on page 98 of CC2035's recommended draft. So, the city's plan still recognizes the advantages of height and shaping a more delicate building form, but the language in that same plan takes that height away. So, the PSC recommendation is not consistent with the history of the historic designation, the planning exercises under that designation, or the future of the site as envisioned by the city, so we ask you kindly to restore the heights to Site 1 and Site 2.
Wheeler: Thank you both for your testimony.
White: You're welcome. I also – the next person you're gonna call is Tim Eddy from Hennebery Eddy Architects, who has an architectural analysis and opportunities for you. He had to leave, he was here last time, and didn't get through this time. Can I leave this letter with you, into the record?
Wheeler: Yeah. Absolutely. And for folks who don't want to testify in person, the record is open, so people can send email in lieu of public testimony.

Fritz: What is his letter -- what's the topic of it?
White: I'm glad you asked. I can read it in two minutes, if you'd like me to.
Fritz: I'd like to know what the topic is, please.
White: The topic is the architectural opportunities with the higher heights to allow you to back off of the Chinese Garden. So, it's much like Ms. Richter's testimony regarding the Roseland and what height opportunity gives you on this block is to push away from the Chinese Garden, maintain that density, and the unit yields you would get out of that while giving the Chinese Garden more air, space and light and a better architectural form.
Fritz: Thank you for summarizing.
Wheeler: Excellent. Yeah, please definitely give it to Karla and we'd all like to read it. Thank you.
White: Sure. Okay. Thank you.
Moore-Love: Okay, was there a Will Inez?
*****:** [Inaudible off-mic statement]
Moore-Love: That's the one you said. I'm sorry. Okay, so we'll go with 56, 57, 58, Zoey Lynn Powers, Soren Impey, and John Hollister, and they'll be followed by 67: Joshua Peso, 68: Douglas R. Allen, and 70: Cliff Weber. And again, if you did not check in out front, please do so.
Wheeler: Good afternoon
Zoee Lynn Powers: Good afternoon. I'm Zoee Powers on behalf of Zidell Yards. We are requesting two amendments to help facilitate the Zidell Yards Master Plan, particularly related to the adaptive reuse of the existing barge building. The first relates to the eastern segment of the barge building. And for reference, there's a site plan attached to the August 17th letter that is being handed to you, and that was previously sent. The wrinkle in the current code is that the greenway setback line, which is 100 feet from top of bank, runs through the eastern section of the barge building, precluding any additional height there. The reason for this anomaly is that the top of bank line was originally drawn up and around the manmade slipway that launched the Zidell barges. This creates a second setback line along the North/South access, where there's already an east-west setback from the river. The oddly-located North-South setback is not a setback from the river, which also runs North-South. Although it's not a river setback, the code makes it the basis for a river setback height restriction, but then unnecessarily applies to the barge building. To allow the adaptive reuse illustrated in the Zidell Master Plan, we could either redraw the top of bank line on the zoning map to allow it to continue along the river's edge, or, as our letter proposes, we could allow the design commission to review a height adjustment and design review for the eastern section of the barge building.
Wheeler: So, just so I understand, are you referring to the issue around the slipway? Is that what you're focused on?
Powers: Correct.
Wheeler: So it's the north side of the slipway that's being treated as riverbank, and you're asking for an exemption to that treatment?
Powers: So, not for an exemption, but to allow the Design Commission to review a height adjustment and design review for that eastern section.
Wheeler: Okay. Got it. Got it.
Powers: And I want to emphasize that any height in that eastern session will still be set back from the actual river in the same way as all other buildings along the river are.
Wheeler: Understood. And so, are you just referring to the north side or are you referring to all of the slipway? What are you referring to?
Powers: Uh, I believe it applies to all the slipway. There's actually code in the letter that's in front of you, proposed.

Wheeler: Ah. Okay. Good.
Powers: And so, it's any portion of a building that was located within 150 feet of the top of bank line on the effective date of the court amendment.
Wheeler: Okay. The only reason I ask is, the barge building, I know, is to the northwest of that particular location. Okay, good.
Powers: Exactly.
Wheeler: Sorry to interrupt
Powers: So, on the other end of the barge building, the current barge building footprint is over 80,000 square-feet. And a likely tenant type in the barge building may need 50,000 square feet, or more of that space for an adaptive retail reuse. The current code limit on retail in the south waterfront is 40,000 square feet, so we are asking to change the 40,000-square-foot cap for permitted retail use to 50,000-square-feet and to retain the current conditional use cap of 60,000 square feet. It's a modest change in the code that'll facilitate the reuse of the existing iconic barge building. Thank you for your time and consideration.
Wheeler: Thank you.
Powers: Do you have any other questions?
Wheeler: Colleagues, any questions? Thank you.
Powers: Thank you.
Wheeler: Good afternoon!
Soren Impey: Hi, my name is Soren Impey, and I'm speaking on behalf of Portland Democratic Socialists of America. So, I want to point out Metro's 2016 Transportation Snapshot. So, in this document, it was reported that people of color and lower income folk are more likely to use mass transit, to walk or to bike for transportation, particularly, people of color and low-income folk are about twice as likely to use mass transit in comparison to white people or higher income folk. So, spending hundreds of millions of dollars of the people's money on a short stretch of freeway that predominantly benefits higher income people will only serve to perpetuate Portland's record of socioeconomic inequity when it comes to transportation spending. Portland city council should reject the I-5 Rose Quarter Freeway Project, and instead, call for state funding of more urgent needs. In particular, I'd like to point out that outer east Portland lacks sidewalks, has many unpaved residential streets, and lacks frequent and reliable mass transit connections. And I'd like to push back really quickly on the idea that half of the money is being used to fund bike, ped and transit infrastructure. A freeway cap is about urban placemaking. Calling that "bike, ped or transit infrastructure" is akin to calling I-205 a bike facility because it has a bicycle path next to it. So, I also want to point out that marginalized people in Portland, vulnerable people in Portland, are increasingly threatened by the economic, social, and environmental disruption associated with climate change. According to the Oregon Global Warming Commission, we are failing to meet our 2020 emission reduction goals, primarily due to gasoline and diesel-burning motor vehicle emissions. And a few months ago, Portland city council committed to a transition to renewable energy. So, rubber stamping an unnecessary highway project that will induce increased demand of gas and diesel seems hypocritical to me. Portland DSA asked the city council to remove the I-5 Rose Quarter Freeway Project from the Central City Plan, and to prioritize basic transportation, safety and livability needs for vulnerable communities and of Portland as a whole. Thanks.
Wheeler: Thank you, sir. Good afternoon.
John Hollister: Good afternoon. You'll be receiving a document here very, very soon.
Wheeler: Ah, very good.
Hollister: And I'm going to be requesting an amendment to the city center 2035 plan to include further evaluation of CC Northwest '05 and '08 viewpoints from fields park to the Fremont bridge. So, am I -- in addition, we have --

Wheeler: John, could you state your name for the record?
Hollister: Oh yes. Well you just did, but I guess I will too. My name's John Hollister, and the -- my presentation is actually an example of developers and the public working together. I met with Tiffany Sweitzer from Hoyt Properties, who is very, very pro height and density, and also, Stan Penkin, president of the Pearl District Neighborhood Association, who also supports density. They also support protecting valuable view corridors demonstrated by Hoyt Properties' commitment to the Johnson Street View Corridor to the train station. I request an amendment to City Center 2035 to include this -- that corridor you're talking about, or that you're looking at. And at least have staff do further due diligence of this view corridor. So, on this first one, I've been ensured that those people there are real people, and they weren't just like, you know, rendering people. And so, the Fremont Bridge is Portland's most expensive art project, and in the code, it says that the reason that Northwest 5 and Northwest 8 were not being built were because of the economics. There was too much economic risk. Here, I'm showing, compliments of Hoyt Properties, a line I drew from the viewpoint to the edge of the of the arch, which doesn't give you a complete picture of what the view corridor is, but I used another picture where it clearly demonstrates the view corridor and the main effect is to have two partial buildings and a service parking lot. So, I'd like to have staff further-review what that would do to be able to protect that corridor. I also will be giving a written testimony on another item with regards to the Northwest 13th Avenue Historic District that I talked about in length a while back, but I'll be providing where I feel we should honor the Landmarks Commission's recommendation.
Wheeler: Thank you, sir. Appreciate it.
Fritz: Thank you for giving us this table. When I talk with staff next, I'd like to understand what is different between Northwest 5 and Northwest 8. Because the language in both of them is identical.
Hollister: Yeah, and I don't know either. I know that one right there is one of those. Yeah.
Fritz: Mm-hmm. Thank you.
Hollister: Yeah. Sure.
Moore-Love: The next three are 59: Sarah Iannarone; 67: Joshua Pasos; and 68: Douglas R. Allen, and they'll be followed by 70: Cliff Weber; 73: David Bouchard; and 74: Mary Vogel.
Wheeler: Good afternoon. Sarah, do you want to start?
Sarah Iannarone: Sure! Apologies for being a little late. I was out with a delegation from Australia, teaching them how to build their first light rail line, ironically. So, first off, thanks for having me here. As a Comprehensive Plan Advisory Committee member, I witness dedicated staff and hundreds of community members committing thousands of hours to this process, and I want to thank and commend them. Overall, this plan is a remarkable product. As a city, we should be proud of our world-class planning bureau and the civic capacity that we've created around that. That said, there's one part of this plan that I find untenable, and that is the proposed $450 million dollar widening of I-5 through our central city, the single largest infrastructure investment in this plan. You're going to hear from others here why this proposed freeway widening project is counterproductive to our expressed goals as a city and region. They'll explain how it will have little to no impact on our congestion woes or epidemic of traffic fatalities, and the planners will talk about induced demand, community advocates will explain how it runs counter to our equity and climate action plans. So, I can't really add anything to that. So, I'm not here as a planner, a cyclist, a pedestrian, or even an East Portlander. I am here as someone whose job it is to share the Portland story with cities from around the globe and to pull you out to a 30,000-foot perspective, and remind you that whether we like it or not, our city is a model

for the world. Hundreds of city leaders come through my program to Portland State every year to learn what's so special about our place. They come to hear about our policies and best practices, and they come here to learn how they can be more like us, and have the outcomes that we've achieved. There's a story I share with nearly every one of them that begins "What's so special about Portland?" Then, I explain it wasn't microbreweries and DIY culture, neighborhood associations or climate action plans, premiere urban design or even transit investments that made this place great. The secret to our success was seeded forty years ago from an intentional change in direction away from auto-centric sprawl through the passage of Senate Bill 100, the UGB, and formation of our regional government. Indeed, our successes today are based on intentional choices that we made four decades ago to resist the status quo and build places that work for people foremost, rather than automobiles. I then take them on bicycles from Portland State over the Hawthorne Bridge to OMSI, where I stop beneath the dead-end overpass, look up, and show them, "This is what it looks literally, when you stop building highways." I implore you: Please do not deviate from this path. It looks horrible for our city to think about investing money in freeways when the globe is on fire, literally. Do you want your legacy to be that you voted yes to widening freeways after forty years of resisting freeway expansion, after our legacy is built on resisting freeway expansion? Please, let's follow the advice of the advocates and invest this money more wisely, in things that will help keep people on feet, on transit, and on their bicycles. I appreciate your time.
Wheeler: Thank you! Good afternoon.
Joshua Pasos: Good afternoon. My name is Joshua Pasos. I was born in San Francisco and studied mechanical engineering and worked in that field for a little bit, and now I'm going back to school at University of Oregon, and we just did a study of the Green Loop and further, what could be generated from the Green Loop. And I was very excited about this – did I say? I'm going back to school in architecture and urban design. I was very excited about the Green Loop because it provided kind of a vision of hope and a future of new multi-modal transportations, and also a path for these to be created. With the highway expansion and the rest of the deal, it kind of provides a vision of destruction of our planet and the corruption that comes with it, even if 90% of that bill went towards bikes and fixing the roads, that it was not worth that message. But further, I did the study in the industrial sanctuary, the central east side. I've seen what the Green Loop could do, and what could be generated from that neighborhood, specifically Salmon. And so, there's kind of -- there's a bunch of different things, but there was three things that really stood out and kind of speaks for the public. So, when I studied in Italy, it was amazing to see that a street could be ten different things in one day, just by people moving on and off. Technical nutrients from cradle to cradle. So, there's a rent-a-solvent and do, these types of businesses could help the industrial sanctuary -- help the industrial sanctuary strengthen and create more Portland-centric businesses, so Rent-A-Solvent lease out a solvent, the company uses it, they take it back and then they separate the solvent and reuse the solvent so it's also kind of green, incentivizing stuff for that could help the industrial sanctuary grow. And then streets as a way of cleaning. So, I mean, obviously, we have the -- I'm forgetting the name of them. But, you know -- put plants in there and the plants naturally clean the -- clean the streets. There's many different ways. So, these three things put together could be utilized to help strengthen that industrial sanctuary. And then further, Salmon Street, on the east side, is a very special street that has access to the river right there and, so, the green loop could generate, like, people, you know, moving from the Green Loop down to the riverfront and this is part of what the Green Loop could help.
Wheeler: Thank you. Appreciate your testimony. Good afternoon.
Doug Allen: Good afternoon. My name is Doug Allen. I want to second all of the

comments made by Portland Audubon, and I'd like to focus my comments on the Rose Quarter Project. First of all, I think we really should thank representative McClain for pushing for getting valued pricing, as they call it, congestion pricing, put into HB2017. But I really must call out the fact that this rose quarter project is based on a number of false narratives put forth. I was disappointed to hear the representative put forward the false narratives that have been put forth. And I was particularly sorry to hear Representative McClain put forth the false narrative regarding pollution from congestion. There is, as far as I know, no research, other than basically bad science research, that restricts itself purely to a project area, that shows the reduced global warming emissions or pollution by lowering congestion, whereas there's lots of research that shows when you look at the entire travel shed, that anytime you attempt to reduce congestion, you encourage more travel and that does produce, in fact, more pollution and more global warming emissions, and I think that point needs to be examined because it keeps coming forth. This isn't going to reduce pollution, but no, it doesn't. I was going to jump on Commissioner Novick because he was the JPAC representative that allowed this to happen, to get to this stage. I mean, I know it's been going on since 2012 and I've been involved, and I testified before the steering committee then, and I testified at the legislature about 2017, and I know Bernie Bottomly at Tri-Met has been pushing this thing forward. But it basically comes down to cost effectiveness. If we really -- I can't believe that you would spend a quarter of a billion dollars – Okay. Sorry. I guess my time has run out.
Wheeler: Thank you. Appreciate all three of your testimony. Thanks, sir. Next three, please.
Moore-Love: Next three are Cliff Weber, David Bouchard, and Mary Vogel. And they'll be followed by 76: Peggy Moretti; 82: Ted Bueler; and 83: Elizabeth Hart Morris.
*******:** Karla, how will I access my slides?
Moore-Love: Yeah, hold on, just a second.
Wheeler: Karla's our resident technological genius. Sir, why don't you start while Karla's sorting out the other speaker's presentation?
David Bouchard: Okay. My name is David Bouchard. And first of all, I want to say that nowhere has freeway expansion ultimately solved congestion. And, I want to speak to someone who moved here about two years ago now, almost two years ago, from Baltimore, and I was like many people who came out to visit Portland, and, you know, I fell in love for it, and, you know, because I wanted to be in a city that I felt, you know, prioritizes human, people-centric transportation. Not cars. You know, a city that has a reliable, functional transportation system, less congestion than I was used to on the east coast, and that's why Portland attracted me and I think that's why Portland attracts a lot of people who come from cities that are just choked with congestion, cities with some of the highest congestion in the country who have massive 10, 20-lane freeways, and that means, to me, that -- that shows me that when you add more capacity on freeways of any kind, even if it's just a little bit, that induces more driving, because you have drivers who are like, "Oh, yeah! There's more -- the traffic isn't so bad, I can go out and drive!" And then, you know, then everyone's doing it. And then you've got the same problem that you started with, and now you've got to spend another $450 million to add more lanes, and for the same reasons! So, you really need to take a second look at this. Ask yourselves these questions: Where are the people from the public coming out to support this? All the people who have come out to support it are either ODOT, who are twisting your arm into doing this because they're telling you that, "Oh, well, if you don't support this project, we're not going to give you the money so you might as well just go ahead and support it because it's not that big of a deal, it's not all that much, and we'll add a few bells and whistles to it for the bikes, but…" They're twisting your arm, and you need to ask yourself, is that a good

thing? Is that an honorable thing for a partner to do? And you guys are partners in this. And really, yes, ask yourself, where are the people from the public who are supporting this? I haven't seen one yet! Just people from various government departments and committees. Also, ask yourself, what are the alternatives to freeway congestion? One of the biggest factors of congestion are all the cars, all the personal cars! There are a lot of trucks. If there were fewer cars, you would have less congestion. So, look at other transit options. Some of those options that were, you know, better bus service, or a couple things that were mentioned earlier in the testimony about congestion on Williams and Weidler. Those areas could have better bus service. We need more nighttime service. We need to get people to choose to take transit, or to use other modes and get our freeway capacity down to what it was originally designed for, and that way, we will be known as, you know, the Portland that people flock to. You know, that's what we want to be.
Wheeler: Very good. Thank you. Thank you and a shout-out for your shirt. I like that one. If you can't see it, it's chemical components of caffeine.
Eudaly: I could use some of that right now. [Laughter]
Cliff Weber: My name is Cliff Weber, I live in a condo in Collins Circle. To invoke a word that was heard in this chamber for the first time last week, I would like to talk about the palimpsest that is gradually yielding two lost works of Archimedes. But instead, I'm here to talk about view corridors. [Laughter] After recommending the notorious rezoning of Block Seven, the Planning Commission is now threatening further damage to the Goose Hollow neighborhood. It is proposed that the status of Southwest Jefferson Street be changed from a view corridor to a view street. The change in nomenclature is small, but the effect on the ground is huge. To see the arch, a person would now have to stand in the middle of the street directly beneath the bridge. It is said that council wishes to raise Portland's profile. High-profile cities have scenic assets that they protect without compromise. Tall buildings don't obstruct views of the Eiffel Tower or of the Roman Coliseum, and they never will. These urban icons are sacrosanct. And so should Portland's be. There is still plenty of real estate left to accommodate tall buildings without having to destroy the view corridors that keep Portland's scenic icons clearly open to view. These views have been enshrined in the zoning code for decades and for good reason. If they are obliterated, outsiders in future years will look upon Portland as just another congested American city, and the locals will wonder where the Vista Bridge ever got its name. The current disaster in the Columbia River Gorge only serves to remind us that scenic assets are fragile and irreplaceable once they're gone. As a resident of Goose Hollow for the past 10 years, I urge council to honor the stewardship of past generations of public-spirited citizens by continuing to protect and to preserve the view corridor that Southwest Jefferson Street has always been, for the past quarter-century.
Wheeler: Thank you, sir.
Mary Vogel: Good afternoon. I'm Mary Vogel, owner of PlanGreen in downtown's west end, I've been involved in this process since the beginning, about seven years now. The plan does nothing to address the surface parking lot owners in downtown's west end who have held the city and its residents' hostage for at least 20 years with their treeless asphalt deserts taking up whole faces of city blocks. In 105 degrees and smoky, these asphalt deserts are as much as 10 degrees hotter, making my walk to and from, for example, the pearl, nearly unbearable. And I climb mountains on weekends! What about my low-income neighbors with canes and walkers? Another view of that same parking lot. Please amend Volume 5, Implementation, with these items: One: incentivize immediate interim redevelopment of existing surface parking lots in to parking forest with street trees on all sides, achieving stormwater management and multiple health benefits while awaiting full redevelopment. Two: Tax land that is used at less than maximum productivity, such as

surface parking lots, and its development potential to be reduced if the parking forest is installed. And three, if the other two don't work, plant and maintain trees along all sides of all downtown surface parking lots and bill the property owners for planting and maintenance. And then I'd also like to address Volume 2-B, the transportation system plan. I'd like to see a change in the bikeways for Southwest Columbia, Southwest Jefferson, Southwest 12th Avenues from bikeways to greenways to better accommodate not only cyclists like myself, but also pedestrians, wildlife, and to mitigate the effects of climate change. It's just not fair to the rest of us that, even in this era of climate chaos, these owners help destroy our air and water quality, not to mention, temperature and aesthetic quality. It's well past time for them to change and Ecotrust is one great example of a parking lot that manages all stormwater on-site and is an asset to the community. Shouldn't other redeveloped parking lots be fun places to hold events, too? Was that my time? Okay. So, in any case, I mean, you know, this can be done. We can have parking lots and great public spaces, too. I have other --
Fritz: Well, I know you send it in by email as well, Mary.
Vogel: -- I-405 Impact strategy and all that I've already sent in. So I…
Fritz: I did see your e-mail, thank you very much.
Wheeler: Those are great examples. Yeah. Thank you. This is also helpful to have the slide presentation. Thank you. Thanks, all three of you, for your testimony.
Eudaly: I love it. Parking forest. I'm going to add that to my list. I can claim the naming rights.
Moore-Love: Next three are Peggy Moretti, Ted Beuler, and Elizabeth Hart Morris, and they'll be followed by 86, 87 and 88, Dan Yates, Madeline Kovacs and Doug Clotts.
Wheeler: Why don't you go ahead and start since you're there?
Ted Bueler: Okay. Thank you, mayor and council, thanks for being here today. My name is Ted Bueller, I'm a volunteer with the group Bike Loud PDX, we're speaking on behalf of better bikeways in the city of Portland, and of good transportation allocation of funds. We're an all-volunteer group and we haven't had paid staff to come out and speak and talk about lots of things, but we like to come whenever we can and thank you for hearing us. I have a document here, which perhaps you all have seen. This is the Portland Bicycle Master Plan for 2030. It was adopted in 2010 and I came and spoke in favor of it and commissioner Saltzman and Fritz were here, and one of the things I said is, you know, this is only a $250 million-dollar document. It's not really going to cost all that much to build. I think you should ask your staffers to find out how much it would cost if you failed to reach the targets in here, to build more roadways for the resulting car traffic if the growth in employment is not absorbed by the -- the growing numbers of bicycles. And it's all part of the Portland story. If you look at the yellow line here, this is the growth in bicycle ridership from 1999 to 2008. And from 2008 to 2016, it's been flat, and the reason that, you know, there's lots of cars on the freeway is not because the Portland model has not been successful, it's not because it was a bad idea, it's not because this wasn't a good plan. It's because this was not funded. But bicycle funding and transit funding hit a big drop in 2010 to 2014. City council, you folks, you know, were not quite as excited about it as you were the previous 10 years. In the last three years, you've been more excited about it. I'm very happy about that. I would encourage you guys to also take a look -- you know, you want to ask a lot of important questions before dropping half a billion dollars. And if you take out your iPhones, you can pull up traffic. And you can see that, on a day like today, every single freeway in the whole city is red, and it's just not a smart business decision to widen one section of freeway when for the same amount of money, you could absorb all of the traffic and keep constituents in Medford happy, too, 'cause you would solve lots of transportation problems. Thank you.

Wheeler: Thank you! Good afternoon!
Peggy Moretti: Mayor Wheeler and commissioners, again, I'm Peggy Moretti. I'm here representing Restore Oregon, and I'm going to speak to some of the height issues that are contained in the comprehensive plan. We're all trying to figure out how we keep Portland Portland. And how do we embrace that need to grow, and the need to retain the unique, authentic sense of place that gives Portland its very identity? We would think that the answer includes striking a balance that also protects the integrity of our historic assets. Restore Oregon has been actively engaged in the 2035 Plan for over two years now, and in every community meeting that we attended, the most frequent public input by far was that we must retain the character and historic fabric that creates our authentic sense of place. So therefore, the proposed height reductions and the removal of the bonus height opportunities must be approved as proposed for the Northwest 13th Avenue, Grand avenue, Irvington, and New Chinatown/Japan town historic districts. These districts total up to a minuscule amount of land in this city, but they embody a giant share of our collective history. To protect the integrity of our historic districts, the new development within those districts must be compatible. To leave the permitted heights where they are puts the historic landmarks commission in an impossible situation, ensuring frustration and confusion because you can't build compatible infill at 300 to 400 feet next to a two-or three story historic building. Despite what some may claim, it is particularly essential you approve the proposed height reductions in Chinatown/Japan Town, Portland's only historic district, as we heard earlier, that's designated for its ethnic history. There are many things to like and support in the new plan, and we appreciate the opportunities Restore Oregon has had to participate in shaping it. We especially applaud the historic F.A.R. transfer because we need every incentive possible to attract investment in building rehabilitation and reuse, and we look forward to working with City Council to identify additional incentives in the near future.
Fritz: Ms. Moretti, have you sent that in, your written testimony?
Moretti: I will give you a copy today. Thank you.
Fritz: Thank you very much.
Wheeler: Thank you. Good afternoon!
Elizabeth Hart Morris: Hello commissioners, Mr. mayor, thank you so much for hearing my testimony. I'm Elizabeth Hart Morris, I'm with the Green Roof Info Think Tank – I'm their executive director – also known as GRITT, and I'm also a subject matter expert for commercial roofing and commercial green roof development. So, GRITT is fully-supportive of the CC2035 Eco-Roof Requirement, with commissioner Eudaly's amendment. But we'd like to offer the following suggestions to strengthen the requirement. I've got photos here that you can see, and a little other information that I did submit online as well. So, in light of commissioner Eudaly's amendment, we're fully-supportive of it, of expanding the green roof coverage to 100% parapet to parapet, of every qualified roof. We're also supportive of amenity space for people to be able to use the roof, and to be able to interact with the green roof, and that is part of the central city plan, is to be able to interact with nature for people. But what we would like to do is propose a strong definition of what amenity space actually is, so that it's not used as a loophole, to get around the green roof requirement. And so, first of all, amenity space would be fully accessible to building occupants. So that means it has to have the proper structural weight capacity, it has to have the proper A.D.A. access, the stairwells, the doors, the parapet walls, the guardrails, everything that would make it an amenity space. Number 2: No exposed roof membrane. So it's not an amenity space if you're walking on the waterproofing membrane. It's actually a patio flooring with pavers. Many examples all over Portland, of green roofs, with amenity space. And Number 3: No more than 40% of the amenity space would cover the roof, and the rest of it would

be green roofing. So that's for the amenity space. For the change, also, we suggest changing the threshold at which the requirement applies, from 20,000-square-feet down to 5, 000-square-feet, because Portland's a city of modestly-sized buildings. The current threshold of 20,000-square-feet will significantly reduce the coverage of green roofing, and also remove the solar exemption. There's no need for a solar exemption. Green roofs are compatible with solar panels, in fact, they function much more efficiently when solar panels are placed over a green roof. Several pictures in there will show you that. The number of different buildings that have the two together. And we would like to offer to provide comments, and we would like to offer to provide a tour for many of these different types of green roofs over the next few weeks for everybody. GRITT provides tons of tours, and we work with the city very closely, with the universities, and with other non-profits. We'd be happy to show you how this is already working in Portland.
Fritz: If you could please send in your comments on the definition of amenities, I don't see that in your letter.
Morris: Yes, no, I just made that change. So, I will update that in recent edit.
Eudaly: And I'll just take a moment and say that we are looking at all of these suggestions. We certainly don't want to eliminate the possibility of rooftop amenities. But our priority remains to have as much of the roof covered in vegetation as possible. So, thanks for giving that testimony, and giving me an opportunity to clarify our position.
Morris: Wonderful. Thank you so much.
Wheeler: Thank you. Appreciate your testimony. I had the privilege of looking out on one of these examples, and I had the privilege of helping to build the other. So, thanks for using them as examples. Next three, please.
Moore-Love: Are Dan Yates, Madeleine Kovacs, and Doug Clots, and they'll be followed by 89, 90, and 91, and we're gonna go with 92, Renee France, Adela Mazza, Felicia Hoggins, and David Noren.
Wheeler: Good afternoon!
Madeline Kovacs: Good afternoon. If I go out of order because I'm sitting down, is that…?
Wheeler: Doesn't matter. Go for it.
Kovacs: Okay. Alright. Just to speed things along. Dear Mr. mayor, commissioners, my name is Madeleine Kovacs and I'm the coordinator for the Portland For Everyone Coalition. We ask that -- we support the Central City 2035 plan and specifically, we ask that council adopt the height and F.A.R. maps as recommended by the Planning and Sustainability Commission. The plan strikes a good balance, up-zoning in some places and downzoning in others, as you all heard at your work session and some other times. We are especially supportive of slight F.A.R. creases made in Pearl and River Place in order to ensure that more projects will participate in the Inclusionary Housing Program. Increasing allowed heights above base allowances only by provision of identified public benefits and making affordable housing the only bonus available everywhere, and bonuses and transfers that will preserve and upgrade historic resources without reducing much-needed housing in the central city. We also encourage council to try and avoid situations where, in a word, good plans die deaths by a thousand paper cuts. We urge the city to ensure that future design review and other land use review processes don't include reductions in entitlements given by long-range planning and zoning, and therefore, reduction in the number of homes and affordable homes the city has planned for in well-connected areas. We ask that the city ensure that the central city plan is implemented, not undermined by one commission that is not responsible for considering city-wide and regional goals and needs. We also want to strengthen incentives that prioritize building affordable homes on-site rather than pay in lieu. I want to conclude by reminding council

that Portland is in a declared housing crisis, but we did not get here overnight. Part of the solution is strengthening tenants' rights, part of the solution is securing more funding for affordable housing, and part of the solution is allowing enough housing of many different kinds to be built. Supports our comp plan goals, our climate goals, and our sustainability goals. Thank you so much.
Wheeler: Thank you. Dan, why don't you go next.
Dan Yates: Dan Yates. I want to thank Troy Doss and his team for doing such a terrific job on leading the 2035 process in the southeast quadrant. I do have a few comments to improve the current draft, and due to time limitations, I will summarize my concerns and provide you with written testimony that goes into greater detail. I'm pleased that this document has started the process to return water transportation to the Willamette River. I am concerned that we're being short-sighted in restricting the maximum of 5,000 square foot footprint for a marine terminal. I would like to see that restriction removed and let the needs of the facility determine the facility size. I'm concerned that the 2035 draft continues to fail to follow State Goal 15 and multiple 9th circuit court and supreme court rulings related to the city of Portland Greenway Code. I'm concerned that the draft continues to attempt to place a setback on property that has water-dependent or water-related uses. Goal 15, on page 4, paragraph K, is black letter in stating that there will be no setback for those uses. I'm concerned that this document attempts to treat water-dependent and water-related uses differently, relating to Goal 15 and zoning. I'm concerned that this draft removes all mention of the Marine Transportation Security Act of 2002. Previous drafts had wording to provide some flexibility to the proposed code, and that original wording needs to be returned. The city of Portland must allow marine operations to comply with federally mandated security plans. A flexibility is a must. Mapping issues continue to be an issue, with every draft of the 2035 plan. The waterfront is a challenging environment to draw lines for code, and reference to our property continues to be an issue. For example, it continues to show our office building and parking lot as high-value, environmental resources. I am concerned that the E River Overlay does not reflect State Planning Goal 5 ESE Analysis as it does not distinguish between activities depending on whether the resource is ranked high or medium. They are treated the same. I am concerned the city is attempting to regulate dredging in an area it has no expertise in, and that has been professionally managed by the Army Corps, with its joint permit process for decades. Surely the city has more pressing needs than to spend scarce resources staffing up on a redundant process that works really well. Thank you for your time.
Wheeler: Dan, could I ask you a question? We had some testimony, a number of people ago, related to the Zidell Yards. And they suggested flexibility in a slightly different context. I don't know if they were declaring water-independency or not. I think they were not. But what they'd asked for was access to a design review process, or some other flexible process, related to their specific needs, with their historic [inaudible].
Yates: Their proposed uses.
Wheeler: Would something like that work? Is there a framework similar to that that might work in terms of providing that flexibility? What work were you proposing?
Yates: Well, I'm a member of the Working Waterfront Coalition. And the north reach, which was bogged down, and still is bogged down. The central reach has been referred to as the blueprint for moving back to the north reach. I can guarantee you it will end up in court. I have personally spent well over $1 million dollars defeating the city, building my docks over the years, because the city refuses to update its code. And now it has an opportunity to, which we have provided extensive legal analysis, and I don't expect the city attorney to be an expert in this very small niche because they're generalists. But the land use attorneys in the city are experts in it. And the city code is still completely out of line. And, I

just cannot emphasize it enough that there's very few of us it impacts in the way of property owners. There's very few private property owners left on the waterfront, but we do know the rights, and I'm just trying to avoid going back into court the next time I want to take a permit out to do something on the river. It happens every time.
Wheeler: Very good. I appreciate your testimony. Commissioner Fritz?
Fritz: Thank you. I appreciate the packet. Did you include the summary of what you just said?
Yates: I included it for her.
Fritz: Okay, great. I'll get it. 'Cause the multi-page document, it seemed like you had really honed in on the things that you thought were most important, and I appreciate that.
Yates: I can give you my copy as I walk out. How's that?
Fritz: That would be lovely! Thank you.
Wheeler: Thanks Dan. Appreciate it.
Yates: Thank you. Yeah.
Wheeler: Good afternoon!
Doug Clots: Good afternoon. My name is Doug Clots. No urban freeway expansion has ever solved congestion. Just to put that out there. I ask you to remove the Rose Quarter Freeway Expansion from the central city plan. Now I'm a co-founder of Oregon Walks, and I also served on the Northeast Quadrant Committee, that came up with the Rose Quarter Plan. ODOT told us then that the crashes on I-5 were the reason that this freeway needs to be rebuilt, and the driving force for the whole thing. Since then, the city of Portland has adopted Vision Zero. Here's a draft plan. And the object of Vision Zero is to reduce and eliminate deaths and major injuries from traffic. And we now learn that most of the Rose Quarter crashes are minor crashes. We just heard that there were two deaths there and that's tragic, again. However, if you look at the map in the vision zero document, there are hundreds of fatalities in the city. I counted, like, 25 of them on 82nd alone. This is a misallocation of resources. 82nd, Lombard, the other arterials in the city, those are where the deaths and serious injuries, the majority of them, are happening. Not on the freeways. This project is spending $500 million in the wrong place, and it won't solve congestion either, because of induced demand, as we have heard. So, take commissioner Saltzman's advice and let's try congestion pricing first. I want to cover a few other things. On the west end, I'm puzzled with everyone talking about this as if this is a new thing. The west end plan basically leaves all the heights as they are! The 250-foot, the 325-foot, they're the same as they've been for 17 years! This is nothing new. And we need those heights and F.A.R. amounts to get more people living in the central city, where their carbon footprint is lower, and we should hold with those recommendations of the panel, regardless of how they got there.
Wheeler: Thank you! Thanks, all three of you, for your testimony. Next three please.
Moore-Love: I think we'll go with, just, Renee France right now, and then I have a group of four that need to come up together.
Wheeler: Very good. Good afternoon.
Renee France: Good afternoon. It's going to be mighty lonely up here. Good afternoon, mayor Wheeler, commissioners. My name is Renee France, I'm here this afternoon on behalf of the Irving Hotel Investors, LLC who have a property interest in the site located at 1202 Northwest Irving Street in the Pearl District. I provided written comments that is consistent with this testimony, requesting a modest increase in the Central City Plan District F.A.R. in the Pearl Area north of Hoyt Street. The Irving Street property is just north of Hoyt Street, and the current F.A.R. on the site, and much of the surrounding property to the north and to the east is currently 4-to-1 F.A.R. Under the recommended plan, the recommended F.A.R. in that area would increase to 5-to-1. We support the

recommendation to increase the F.A.R. allowance in the Pearl District north of Hoyt Street, and commend the planning efforts that recognize that that increase is needed in order to satisfy the city's goals. However, the proposed 5-to-1 F.A.R. is still one of the lowest F.A.R.s in the central city for similarly-situated properties. An increase of 6-to-1 would be more consistent with the city's density goals, would create closer alignment between the F.A.R. and the base and bonus heights in that area, which range from 250 feet to over 400 feet. It would also create greater parity across the Pearl area. For example, the F.A.R. on sites directly south of Hoyt Street have 6-to-1 F.A.R., yet the area south of Hoyt Street has maximum bonus heights that are either equal to or lower than the areas north of Hoyt Street. Even with the 6-to-1 F.A.R., most sites would need an F.A.R. bonus or transfer to develop the maximum heights, and therefore, the requested change would not diminish the applicability or the effectiveness of the new affordable housing or historic resource priorities for F.A.R. bonuses and transfers. For these reasons, we respectfully request that the council implement the recommended F.A.R. increase in the relevant Pearl Area, north of Hoyt Street. But implement a ratio of 6-to-1 in place of the recommended 5-to-1 ratio.
Wheeler: Very good. Thank you for your testimony.
France: Thank you.
Moore-Love: And, the next group are Adela Mazza, she's coming with a translator; Felisa Hagins and David Noren. And they'll be followed by Diana Meuller Krispin, Kory Poole, and Joss Hetrick: 95, 96 and 97.
Wheeler: Good afternoon.
Felisa Hagins: Hi! Good afternoon. For the record, my name is I'm Felisa Hagins, I'm a lobbyist for the janitors and healthcare workers that were talked about earlier in the other 13,000 members of SEIU Local 49. Before I give my testimony, I'd actually like to request that Adella's testimony – he's gonna have it after me, if we could – I'd like to request a doubling of her time to allow for translation.
Wheeler: We always do. We don't count translator time.
Hagins: Great. Thank you. On behalf of our members, I'm here to urge the city council to amend the draft city plan that is before you today to include language of the proposed code consistent with the equity provisions of policy 3.3 D of the comprehensive plan adopted last year. SEIU Local 49 feels that not only did the council do an incredible job, the bureau of planning and other folks who are involved in expanding that 3.3D section, and including equity and an inclusion, and some of the work moving forward. We also feel like it laid a foundation to have a discussion about good jobs. We know that now, we live in the most inequitable time when it comes to economic disparities in the history of our country. That includes the time of the Great Depression. We urge the council to take amendments into consideration that, in every aspect that the council's doing in setting it planning for the future, to reduce those inequities and disparities. The comprehensive plan, to push for the greater equity mechanism in the policy 3.3D mandates the city to incorporate requirements into the zoning code to provide public and community benefits as a condition for development projects to receive increased development allowances. We have joined with many of you to work on housing for the last four years. We've also been working on this issue for the last four years, and we'd like to talk about the transfer F.A.R., which is above the bonus F.A.R. after the housing allowances. We have our attorney, David Noren, who will come up and outline what the proposal is. Because we believe the current draft code doesn't go far enough, and you have the opportunity to do something greater. I really appreciate your time today. I'm happy to answer questions now. I'm also happy to answer questions at a later date. I know that you have a lot before you, and I'd like you to hear from Adella before we jump into questions if that's okay.
Fritz: And you are going to give us written suggestions of how to change the policy?

Hagins: And we're gonna give you written suggestions [inaudible] changes of policy, and infographic on how the policy should be changed, and many other materials you can read at your leisure.
Fritz: Felisa, thank you very much.
Wheeler: Very good. Thank you.
Adella Masa (via translator): Good afternoon, mayor Wheeler and commissioners. My name is Adella Masa. I'm a member SEIU Local 49. I'm an immigrant from Guatemala, and I moved to Portland over thirty years ago for a better life. I work two full-time jobs in downtown Portland. In the morning, I work at a downtown hotel, helping with the morning breakfast. At night, I work as a janitor for ABM building maintenance, cleaning the Standard plaza. I live in Gresham. I used to live closer to Portland near 15th and Hawthorne, but even working two jobs, I could not afford to live there anymore. I moved out to Gresham because it's a more affordable place to live. I know that most of my coworkers at the hotel and at my building can't afford to live in downtown Portland, either. Like me, they have to live further and further away, commuting from places like Gresham, Hillsboro and Aloha. Janitors like myself who work in downtown make about $13.75 per hour because of our union contract. Non-union janitors often make $2 less per hour than I do. I support myself, my daughter and my grandchildren. Even on my wages, I have to make tough decisions about paying rent, paying for groceries and buying school supplies for my grandkids. My coworkers and I have fought hard to raise standards for the people who clean and secure the office buildings downtown. Today, I see so many new buildings, I worry about the workers in those new buildings, and I worry how my co-workers and my family will be affected if low wages and new buildings lead to lower standards for all of us. We need a city that's fair and equitable for everyone, not just for the fortunate. We look to the city council to help us build a city where people have access to good jobs, that provide adequate wages and benefits. We can use the law to make a better place for all of us. Portland should not just be for wealthy people. I'm asking on behalf of working families throughout Portland that the city of Portland adopt policies that protect working families. Thank you.
Wheeler: Thank you!
Hagins: Adella has to leave to go to work. Just for the record. [Laughter]
Wheeler: Thank you. Thanks for being here. Thank you for the translation. Good afternoon.
David Noren: Good afternoon. Mayor, councilors, my name is David Noren, I'm a lawyer representing SEIU local 49. We've just provided you another copy of my letter of September 1st that has some very specific proposed code amendments to address our proposal. We've been bringing this issue before you for a couple of years, increasingly kind of and narrowing our focus on it, and I hope at this point, we're emphasizing the goals that you have set out to enhance affordable housing, and to, as you set out in your comp plan, make sure when we have increased development allowances, that there is public benefit or public good. Our concern has been that the proposed draft of this central city update and the recommended draft both sort of give a pass to transfers of F.A.R. There's no requirement that transfers provide that public benefit. Before you can get to a transfer, it's true that you have to have a 3-to-1 bonus F.A.R. that you can earn by a fee in lieu, if you are a commercial building, before you can get to transfers. But the bonus is, itself, your benefit. So that's the increased development allowance. So, in order to be consistent with the comprehensive plan provision, you really need to have some additional public benefit there. And what we've suggested in our proposed amendments is a mechanism that will support affordable housing or historical buildings, one or the other, in a couple of different ways. One is that you can do transfers to a commercial development, a larger

development, from a project that has on-site housing, and you don't have to do any additional public benefit. Or, the same for historic. But if you bring F.A.R. in from some other site, then you need to provide some additional public benefit, and what we propose is that you make sure that the workers who service that development, after it's completed and occupied, have good jobs, and we've provided a definition of that that's tied to 50% of M.F.I. for the area and it will -- as our documentation has shown -- help assure that the folks who work in these developments at least have a shot at being able to afford housing.
Wheeler: Thank you. Appreciate it. Thank you. And I look forward to reading the document. Thank you. Next three, please. Good afternoon.
Moore-Love: Are Diana Meuler Krisman, Kory Poole, and Josh Hetrick, and they'll be followed by 99: Lawrence Kamar; 102: Kevin Johnson and maybe Erin Jones; and 104, Keel Johnson.
Wheeler: Good afternoon.
Josh Hetrick: Good afternoon.
Wheeler: You can go ahead and start.
Hetrick: My name is Josh Hetrick. Whenever I hear about another proposed urban highway project, and there always seems to be another, I'm reminded of my experience as a resident of Boston. The big dig was a massive project which, like this one, promised surface street enhancements, public transportation improvements, and other environmental mitigations in exchange for a central city highway reconfiguration. The highway portion came first, as always. And of course, it went drastically over its budget of time and money. As a result, many of the proposed mitigations have been, and continue to be, delayed, watered down and outright canceled. Many years and billions upon billions of dollars later, we're right to question projects such as these. The modest improvements to travel times were quickly and predictably eclipsed by induced demand, countering a central justification for the entire project. When so many mitigations have to be proposed, let alone completed, we are right to give pause and consider the inherent and disproportionately negative impacts of urban highway infrastructure. And we are right to be skeptical of plans that spend enormous sums of money on highways now, in exchange for trade-offs that may not come. Rather than building an ever-taller ladder to get us out of a hole we're digging, better that we simply stop digging and start building things that make sense. Please remove the I-5 Rose Quarter Freeway Expansion Project from the central city plan and focus instead on projects that truly advance our safety, equity, and environmental goals.
Wheeler: Thank you. Good afternoon.
Deanna Muller Krispin: Good afternoon. I'm Deanna Muller Krispin, Mr. mayor, council. I'm concerned about the mindset and the proposed plan equating population density with super high residential buildings. The need for more housing density does not create a need for the proposed building heights, which would be increased by F.A.R.s for the west end. The central city plan projects 64,000 households or about 200,000 people in the central city by 2035. The plan covers 4.6 square miles. This equates to about 43,500 people per square mile. As an example to help reach that density, the plan proposes, by increasing F.A.R. ratios up to 8-to-1, to allow 250-foot-tall buildings in much of the west end. This is the height of the 26-story Benson Tower. These bonus heights extend clear to the park blocks. Compare this to Paris, France, with its predominately eight-story tall buildings, about eighty feet tall. Paris's population density is 55,500 people per square mile. At the population density of Paris's 8-story buildings, our projected central city residents in 2035 could be accommodated in 3.5, not 4.6 square miles. Surely, we do not need super tall buildings to house our projected 2035 population. Also, higher buildings contradict affordability – you've heard that already, allowing increased heights has two

pernicious effects, it encourages demolition of older affordable buildings, often with historic character, and always results in much higher rents in the new high-rises, thwarting the plans called for affordability in new housing. The west end has over 100 historic buildings, almost all of them low-rises, with affordable rents. These buildings will be especially vulnerable with the proposed F.A.R. height increases. Demolition -- I just need to add that demolition and reconstruction is an environmentally wasteful process. The plan's commitment to sustainability should include policies to discourage, not encourage demolitions.
Wheeler: Thank you. Appreciate both of you. Next three, please. Good afternoon.
Moore-Love: Are Lawrence Kamar, Kevin Johnson, and probably Kyle Johnson, and they'll be followed by 105, 106, and 107: Sherry Solomon, Steve Solomon, and Daniel Solomon.
Wheeler: Good afternoon.
Lawrence Qamar: Good afternoon mayor and commissioners. Thanks for having us here today. Last week, I remember commissioner Eudaly, you asked for, I believe, illustrations to think about these building heights, and to actually visualize it. 'Cause we're talking about numbers so often that we can't really understand what we're physically experiencing or feeling. So, I have a few diagrams I'll leave for you to be able to study later.
Fritz: Thank you.
Qamar: I've had a growing concern about Portland's rush to join the ranks --
Fritz: Could you put your name in the record, please?
Qamar: Oh, I'm so sorry. Lawrence Qamar. I'm an architect and town planner, my firm is Qamar and Associates.
Fritz: Thank you.
Qamar: I've had a growing concern over Portland's rush to join the ranks of skyscraper cities. The Central City 2035 Plan embodies that dollars-in-the-eye vision, and has serious defects, in my mind, regarding these issues of height. Uh, much taller than a ratio of 1-to-1, being the building height to the width of the street space – this is a basic way of creating an illustration is with your own hands – results in a building that looms over people, strolling on the sidewalk below. Again, I'm saying a 1-to-1 as sort of a maximum. 1-to-3 gets much more suburban, you could say. Yeah, so an average of 60-foot right-of-way, buildings towering over 80 feet increasingly destroy the character and quality of place, historically experienced on the streets of Portland. Many may not notice the impacts of these 150-foot and taller, plus, buildings, until it's too late. I encourage you to incorporate more prescriptive form-based coding, of which there is a foundation here in the codes already, such as upper story façade setbacks, as a way to still allow taller buildings, but adhere to a standard of that maximum 1:1, street to height ratio. You've heard plenty of testimony not to increase building height since it promotes tear-downs of existing affordable housing, and historic architecture. The notion that some historic buildings could be saved by transferring F.A.R.s to nearby parcels is highly concerning for me, as it will only exacerbate an erratic height differential, rather than building mass that is based on that human scale civic space. I'm speaking not only from an analytical mind that focuses on the statistics, economic analysis, housing targets, and employment numbers, but I urge you to allow your intuitive, perceptual minds to make decisions, too. The side that perceives the character, quality, and shape of urban space, which in turn, encourages cultural place-making in livelier neighborhoods. Don't let developers lead all our land use decisions. Stop counting beans, which inadvertently encourages city-wide demolitions and redevelopments in order to achieve an abstract regional housing density goal. Let's not rush forward, increasing building heights, without a sense of how that alters the very quality of civic spaces in our streets.

Fritz: Thank you very much.
Kyle Johnson: Hello, my name is Kyle Johnson, and I'm one of the founders of the Friends of the Green Loop. Our group's goal is to bring energy from the public, and eventually help raise private contributions to make the green loop something that engages and inspires all Portlanders. When Portlanders rose up to stop the Mount Hood Freeway in 1974, our city was a leader. In rethinking cities, not as places to travel as fast as possible from one end to another, but as places that we want to be in. Places that enrich the human experience and make us feel connected to one another. Roads are our largest public space. Let's make sure this space is used to connect community rather than divide it. Seven years ago, I took the street car through South Waterfront when it didn't really exist, and we went by the tram, and there were about 50 bicycles parked there. A couple years later, I came up with the idea to get a camper trailer and park it down there and start fixing bikes. And now, we run the largest bicycle valet in North America, and the tram is -- more people bike to the bottom of the tram than anywhere else in north America, and that's all because I was inspired by seeing people using space kind of differently. And that's what I hope the Green Loop continues to do for other Portlanders. I'm confident that projects like the Green Loop, that encourage people to engage with their sense of place in a positive way, will always be worth the investment. We live in a world whose rules and structures are built by our parents in previous generations. However, our children get to live in the world that by some small and large measurements, will be determined by us in this room today. Let us build the best possible world for them. Thank you very much.
Wheeler: Thank you.
Augustin Enriquez: I'm a principal at GB Architects. I have provided written testimony with more detail that you have. I'll summarize it quickly. I'm here today requesting the same building height limits for an 8-acre site called River Place as exist at the adjacent South Waterfront sub-district of Portland central city. Those heights in South Waterfront are between 150 and 325 feet. The site is south of the Riverplace Marina and Northwest of Poet's Beach. In addition, we are also seeking a special opportunity for a 400-foot height iconic building within the redevelopment. We are not requesting additional density. Rather, we are seeking more design flexibility in the form of additional building heights to achieve that density. The additional height will also allow us to achieve the following: Up to 500 affordable housing units, a world-class gathering place that combines mixed-use urban environment with nature, open and available to all of Portland's citizens and visitors, thinner profile towers that allow for more light and air between the buildings, and for more views through the site effectively creating a more visually porous development and redevelopment that maximizes the public's investment in existing infrastructure with a three-million gross square-feet high-density mixed-use development. That density is already allowed that F.A.R., we're simply looking for more height to achieve a more flexible design. In conclusion, the property owner for the Riverplace development site is requesting an increase in height from its proposed CC2035 150 and 200-foot height, across the site, to a range of maximum height limits commensurate with the nearby South Waterfront neighborhood, 150 feet to 325 feet, with one special opportunity for a 400-foot tall iconic building. Thank you.
Wheeler: Thank you. Thanks, all three of you.
Moore-Love: The next three are Sherry, Steve, and Daniel Solomon. And they'll be followed by 108: Roger Leachman; 113: Patty Tillot; and 115: Dan Petrosich.
Sherry Salamon: I would like to ask to read -- could I read my husband's two minutes of testimony? He had to leave, he wasn't feeling well.
Wheeler: Go ahead. Yes.
Salamon: Thank you. [inaudible], why don't you come over here, close to me? Okay. I'm

Sherry Salamon, I live at the Vista St. Clair in Goose Hollow as a renter, I am also on the board of the GHFL, which represents our neighborhood, and my interests as a citizen. My family is here to ask for city council to save historic buildings in Goose Hollow, save public views, and to remind you of ethics problems. The ombudsman found huge financial conflicts of interest with West Quadrant Stakeholders Advisory Committee SAC, members who, as public officials, promoted their own financial interests, and advocated for increased heights and relaxed zoning on their own properties, or properties they had financial connections to. Residents who attended the West Quadrant meetings repeatedly told staff their concerns that they saw flagrant financial conflicts during the West Quadrant process. Planning bureau staff scornfully dismissed those concerns. One: A developer on the SAC sent emails to staff saying that they forgot to raise height limits on those blocks, which, as it turns out, to be their own properties. Two: A current planning commission member who was on SAC had many years of paid work trying to get the parking structure at Southwest 10th and Morrison redeveloped, yet advocated for that redevelopment to be made a West Quadrant priority, claiming it wasn't a conflict. Three: A developer who owns many properties in Goose Hollow advocated to remove the required residential overlay, relax zoning and raise heights in Goose Hollow, benefitting himself. Staff told concerned residents that these weren't conflicts. They clearly were. Conflicted SAC members will gain approximately $50 million to $100 million dollars in increased profits because of increased heights they voted to give themselves. SAC members and the planning commission ignored the ombudsman's requirement for SAC members to disclose their financial conflicts! You can fix this by refusing to give conflicted SAC members the heights they gained unethically. I'm going on to read my husband's. Our family testified at the Planning Commission. We were stunned to learn that it didn't matter. That much of the testimony was against these conflicts. The commission ignored the outpouring of public testimony and voted to give conflicted SAC members millions of dollars from serving on SAC and steering policy their way. According to the Northwest Examiner, Commissioner Saltzman owns many properties in the central city, but did not recuse himself from voting to approve the West Quadrant plank, and he is not recusing himself right now from voting on CC2035, which will increase the value of his properties by millions by raising heights! He is violating state ethics laws. Portlanders are repulsed by this way of doing business. Please vote for commissioner Fritz's amendment to lower bridgehead heights which will help address heights that were gained unethically. Other properties gained heights unethically as well. We believe the public views should not be privatized. They should be kept public. Please vote for the mayor's amendment so that they will save views of the Japanese Garden and save views at Salmon Spring fountain. The planning commission chair said she didn't think there's a view of Mount Hood at Salmon Springs Fountain. That's interesting. She lives in Lake Oswego and apparently doesn't know this basic fact about Portland. Yet, she heads the commission that votes on heights and views. Salmon Springs Fountain is visited by thousands of tourists each year who add millions of dollars to our economy and thousands of jobs. You will only need to lower heights on 18 properties to save the last view of Mount Hood from the riverbank. Please, keep this view from being privatized. We need also need amendments for other views. Daniel?

Daniel Salamon: Yes, can you start the clock for me again? Okay. I'm Daniel Salamon, a section 8 renter, who feels very proud that the Goose Hollow board is one-half low-income and one-half renters. My board makes sure that my voice isn't silenced or made invisible. The Rose Garden simply requires adding the downtown skyline, it's a focal point on all views enlisting all as prohibited. No heights need to be lowered. The view of Mount Hood from the Vista Bridge will only be of the snowcap. We're asking to save today's view, which shows a beautiful contrast between the low slopes and the snowcap. The Vista Bridge is

one of Portland's most important views. It will only take lowering heights 48 feet on eight properties to save today's view. We love the views of the vista bridge, which can be seen from many parts of the city. Please reject this draft, which allows buildings to block the bridge. Please lower heights for four blocks next to the bridge and keep the current view corridor from I-405 down Southwest Jefferson so that the views of the bridge won't be privatized. For those of us who aren't rich enough to live in a building blocking views of the bridge, we shouldn't have to stand in the middle of the street underneath the bridge to see the arch. Please save nine historical buildings in Goose Hollow by lowering heights on these properties along and near Southwest Morrison. These include the Timothy Center and the historic Concordia Club, a Jewish social organization formed when Jews weren't allowed membership in the MAC and the Arlington Club. The 325-foot heights will incentivize the demolition. Please lower maximum heights to 125 feet. Photos of the views and all of these requests are listed in the Goose Hollow Foothills League letter which we've given you copies of. Please vote for the average people and not to those who stand to gain the most financially.
Wheeler: Thank you. Thank you for your testimony.
Moore-Love: The next three are Roger Leachman, Patty Tillott, and Dan Petrusich, they'll be followed by 116, 117, and 118, Jackie Peterson-Loomis, Patricia Gardner, and Tina Wyzenksi.
Roger Leachman: My name is Roger Leachman. I live on Southwest Vista, and I serve on the board of the Goose Hollow Foothills League. The neighborhood's concerns are clear from our detailed letter and from the testimony of the citizens. I would point out that we are elected by these neighborhood citizens to serve them. We put in hundreds of hours. We don't get paid and we don't have paid staff. This is grassroots democracy at its most vocal. For such unpaid advocacy, we get to be called racist nimbys, to answer legal threats from a city-funded group, to be publicly denigrated and defamed by the president of Neighbors West-Northwest and more and more. But, but, bottom line, none of us get millions from our advocacy and we don't have conflicts of interest. Bottom line, the absentee property owners, architects, developers, and real estate interests stand to gain millions by their advocacy, and had manifest conflicts of interests in their domination of the west quadrant recommendations. I'm not going to belabor that farther, you've heard so much already. The view corridors that so many have testified about are a public benefit. And are iconic, as many have said. But in the existing recommendations, the corridors, as Bill Failing said last Thursday, are being manipulated for developers' benefit, so that private profit trumps the public good. Pun intended. Because it's certainly a concept he would endorse. It's not hard. It would not be difficult or far-reaching to make the adjustments to maintain the public good. A rich few would still make millions, just some millions less. So, please do the right thing. Otherwise, it would be like the original plan, an executed view from Jefferson's Rotunda to the Blue Bridge: Gone, gone, gone. Thank you.
Wheeler: Thank you.
Patty Tillott: Good afternoon, mayor and councilors. I'm Patty Tillot, and I'm appearing on behalf of the parks board. We submitted a letter on the fifth of September, and I [inaudible] highlights of that. As you probably know, the board has previously testified in support of the Central City Plan 2035, and generally supports the plan as now drafted. We reiterate our support for the goals and policies to protect and enhance parks, recreational facilities, and open spaces, and we strongly support the urban design concept reconnect with the Willamette River. That's a very important aspect of the plan. We also support the recognition of distinct characteristics of each of the 10 districts in the central city plan. Among the goals and policies that the board calls out for specific support are enhancing the Willamette for people and wildlife. The concept of the Green Loop, complete

neighborhoods, including parks, open space and recreational opportunities. Promoting healthy and active living, and expanding the open space network through signature open spaces, new parks, open spaces, and expanded opportunities in existing parks. In terms of code amendments, the Parks Board endorses the proposed revisions to section 510115, regarding additional uses allowed in open space zones. The board worked closely with parks and recreation and with the planning and sustainability staff to reach an amicable agreement on how to deal with this. The notion is to allow limited retail sales and services in parks within the central city, zoned open-space. They're used in a very different way from parks elsewhere in the city. And an important aspect of this is the confidence of people who are using the park, that there are eyes of the public upon them. So that's something particularly important. The other points, I shall have to leave to the letter.
Wheeler: Very good. Thank you, sir, for your testimony. Good afternoon.
Dan Petrusich: I love your accent, Patty. Hi, I'm Dan Petrusich, and pleased to be here, mayor and commissioners. I'm a managing member of Jefferson Holdings, and we own a property at Southwest Jefferson and 18th street. I'd like to address the testimony of the Goose Hollow Foothills League. GHFL claims I use my position as a Portland Business Alliance representative on the West Quadrant Stakeholders Committee to influence the decision to increase the height limit on our property. This claim is not only false, but would have been impossible. The SAC committee's last meeting was in September of 2014. The staff solicited comments on scenic resources, including the Vista Bridge, more than six months later, in the spring of 2015. West Quadrant SAC and scenic resources review occurred at different times and had different purposes. I submitted Jefferson Holdings first comments on May 29th, 2015. Please ask the staff to verify the dates. GHFL wants you to rely on the images they created. These images are misleading and inaccurate, showing a building on our site at 130 feet. The staff and PSC approved a maximum height of only 75 feet. Please rely on the staff images that show the heights along Jefferson that will result in development that's both consistent with Goose Hollow character and meets the city's goal for increased density. Our 100-year-old unreinforced masonry warehouse is directly across the street from the MAX light rail station, which is an ideal site for transit-oriented development. The proposed height will allow a five-over-one residential structure, which is very common in the central city, and Goose Hollow. And by the way, Tri-Met has endorsed our height adjustment. The current board stands in opposition to development, business, and property rights, the most recent example is their appeal of the press blocks, and their continued attempt to significantly lower height limits that have existed for more than 30 years. Please move forward with CC2035 plan as written. Thank you.
Fritz: It's getting kind of late so I'm not sure – that's probably why I don't understand what you just said. But it sounded like you said that the height wasn't increased, and yet there's more density. But it's still 75 feet? Was there a chance in height on that property?
Petrusich: Yes. It went from -- most of the site is 100 feet. Part of it is 45 feet, and they raised it 30 feet to 75 feet.
Fritz: Okay. And that's the piece that it's in dispute that may or may not affect the view to the bridge, am I understanding that correctly?
Petrusich: Correct.
Wheeler: Can I do a time check, Karla? And thank you for your testimony. How many people do we have remaining?
Moore-Love: I show 20.
Wheeler: Okay. So, there is no way we're going to get through all 20, because we lose our quorum fairly quickly. So, why don't we take testimony for about 10 more minutes, is that okay with folks? Do we have a quorum for the next 10 minutes? Let's do two more sets of three and then we'll hold it over.

Moore-Love: Okay. The next three are Jackie Peterson Loomis, Patricia Gardner, and Tina Wiezenski, and then the last three will be Gwen Baldwin, Suzan Pierce, and Emma Pellet.
Wheeler: And Colleagues, I'll let you stew on this: What I'd like to do is continue the hearing when we're done until September 20th on all of these items, 1022, 1023 and 1024, but only for people who signed up to speak as of today. In other words, if people who are signed up today don't get the opportunity to speak, then they will be the ones who have the opportunity to speak on September 20. We'll obviously keep the written record open, but that would be my recommendation out of respect to people who have been very, very patient and have been signed up, and have been here, and have not had the opportunity to testify.
Fritz: And will that be in the afternoon?
Wheeler: That would be --
Moore-Love: I show 3:00 p.m.
Wheeler: 3:00 p.m. Time Certain on September 20.
Fritz: So, I have an existing obligation at 6:00 that I need to get to, if I can't get out of it.
Wheeler: It sounds like we should be able to.
Fritz: Okay.
Wheeler: Good afternoon.
Patty Gardner: Okay. My name is Patty Gardener, the first part of my testimony is on behalf of the Pearl District Neighborhood Association. I personally honored to represent the PDNA throughout the west quadrant plan, seven years – was it really seven years? Of effort there. In general, we're supportive of many off the proposals for the Pearl District, including the Green Loop, which was vitally important for all the people in our neighborhood, as well as the commuters who come from the east side and all the diverse elements who use the Broadway Bridge to get into the city. We are also in favor of the elimination of the bonuses within the 13th Avenue historic district, as well as the elimination of most of the bonuses including the -- and the addition of the Historic Resource bonus and the Affordable Housing bonus. There were a few items that needed some adjustment. I've put in a letter, which you can read in detail, but specifically, we went through the north-of-Lovejoy process, and there were things that were supposed to come south of Lovejoy that were -- this is the process we were told that would make that happen, and so, we're trying to get those elements south of Lovejoy to affect the whole Pearl. So, on a personal note, I've been listening to all of the testimony, so I feel very much for you, and one thing I just wanted to -- i've been thinking about, this is a 25-year plan, and I have heard a lot of fear. Fear of change and fear of things that are coming up, and I just want to keep that thought process in mind. This is a 25-year plan, and it's crucial to the health of this city. We need a strong urban core, and I keep asking myself: If you cannot build urbanity in the central city, where are you going to build it? And the price of not embracing an urban future is that Portland's going to sprawl. And, I'm sorry, but, a traditional Portland block on the east side is about 30 units. A traditional Pearl District block is 200 units. You know, a hundred and fifty to 200. That's a big difference and that's what you get with extra F.A.R. And height. So, I urge you to keep all the generations in mind, and keep that long vision ahead -- when you're looking at this, that there is a long window ahead of you. And there are a lot of generations to come who need a strong urban Portland. Thank you
Wheeler: Thank you. Good afternoon.
Tina Wiezenski: Good afternoon. Thank you very much. My name is Tina Wiezenski, I'm a resident of Goose Hollow, and I am the president of the Stadium District Business Association, which has boundaries and location in a good part of Goose Hollow. I'm here today to represent the businesses in the Stadium District, and to say that as an

organization, we fully support the current Central City 2035 Plan as it is written. We owe it to the neighborhood, we owe it to the city, and we owe it to the region. So much public investment has been made in Goose Hollow in the three MAX lines and in the stadium. It would be unpardonable not to maximize the number of people living and working and walking around and bike riding in this area. One last thing, as people push you to consider lowering height limits, I think you should know that several of these folks live in buildings that, according to their suggestions, would not be able to be built. They can live in tall buildings, but no one else can? Limiting heights in this area also limits the number of people who can move into this area and live in this area, and that seems unfair. Thank you.
Wheeler: Thank you.
Moore-Love: Is Gwen Baldwin left? Oh, yeah, you were in the last group one. Sorry. And we'll go with Susan Pierce and Emma Pullat, or Pullett? Okay, thank you. How about Hathon Tulon?
Wheeler: Good afternoon. You can go ahead and start.
Gwen Baldwin: Thank you. Mayor Wheeler, commissioners, for the record, I'm Gwen Baldwin, here tonight, representing Oregon Locus, part of Smart Growth America's developer and investor coalition. Locus supports the overall approach of Central City 2035. The development framework is more objective and supports walkable, urban housing and job growth, and that's a good thing, so long as there is certainty that the projects can actually get the additional F.A.R. outlined in the framework, and regulatory layers and costs are not amended in. The current F.A.R. Transfer requirement is what introduces uncertainly into whether a project can get the additional density needed to build beyond the base F.A.R. and achieve the affordable housing and seismic support for historic priorities the plan prioritizes. And we support. Locus has submitted written testimony that goes into more detail, but council should add certainty and remove the barrier of requiring site-to-site transfer for additional F.A.R. by simply allowing F.A.R. up to the height limit. In contrast, testimony given at the September 7th hearing would remove all certainty if landmarks and design review processes could remove height and F.A.R. on a case-by-case basis. Simply put, the risk of F.A.R. And height reductions during the review phase would directly conflict with the goal of maximizing affordable housing production. And Oregon locus opposes any reductions to the F.A.R. height through design or landmarks review. And because Oregon Locus supports making affordable housing and seismic resiliency bonuses work, we urge council to maintain the minimum F.A.R. proposed in the draft, and not increase minimums. It's important that council addresses the current uncertainly within the plan, and ensures that future policies align with the density and height called for in the plan, especially when updating standards and guidelines. Thank you, and Oregon locust looks forward to working with you all in finalizing this important guiding plan for the central city.
Wheeler: Thank you. Good afternoon.
Susan Pierce: Good afternoon, thank you for having us here. I'm Susan Pierce, I'm chair of Hossford/Abernathy Neighborhood District Association, or HAND. I brought hard copies, I sent an electronic copy but I'm not at all convinced that it got to you. I just want to give some highlights. We look forward to mixed income, mixed commercial and residential development in the Clinton Triangle and we think that would be an excellent place for the 18% set-aside of affordable low-income housing designated for the urban renewal area district. We very much advocate for maintenance and designation of sight lines both east and west. Buildings must be -- we don't want a big, blank wall. So, if buildings must be tall, we would advocate for slender, so there's plenty of space between them for air, sight and light. I'm also a member of the Central Eastside Transportation and Parking Management

Committee. HAND is very much in favor of the Green Loop. But we're not at all convinced that 7th Avenue is the best alignment. And more conversation needs to take place. We want to be at the table. I think 7th Avenue is a figment of PBOT's imagination. [Laughter] We advocate for safety on 11th and 12th Avenues and think some conversation could take place for mixed-modal, bikes, peds and freight. [Phone rings] Is that the end? [Laughter]
Wheeler: No. For somebody, it was. Yeah. [laughter]
Pierce: We're very pleased to hear that Tri-Met thinks that we have funding for the Gideon Crossing Bridge that was lost in the Orange Line production. That's very important for safety as well as connectivity between the neighborhoods. There's that big barrier that are all those railroad tracks. That was the end, right? [laughter]
Wheeler: That was the end. Great. Thank you for your testimony.
Pierce: You are welcome. And I'll let you read details.
Haithem Toulan: Mayor Wheeler and council members, thank you for your time. I'll keep this short, since I'm the last one for the day. I am Haithem Toulan. I own 306 Southeast Ivan Street, I'm the managing partner of OSB2LAN Management. I'm here to talk about the view corridor restriction from the Tilikum Crossing. It's taking my property from a 250-foot bonus down to 60 feet. This challenge, with the existing constraints the site has from environmental and geotechnical will make the site virtually undevelopable, leaving it feral at the time. If you look at the second and third pages of the handout you have, it shows the site and the constraints proposed in the 2035 plan. Along with the environmental overlay that encompasses more than half the site, I will not be able to find a suitable spot to build on it. However, with more planning, and not taking a one-size-fits-all approach, we can connect the Greenway Trail to the Springwater Corridor, we can build a public beach and public park on the site, and find a permanent home for Portland boathouse as well. And that's pretty much where I'd like to be right now, and keep it short. [Laughter]
Wheeler: Very good. Thank you for your testimony. Colleagues, there are only two people remaining from last week's list, can we call them and see if they're here?
Fritz: Sure.
Moore-Love: Alison Reynolds and Evan Hiteman.
Eudaly: I just want to say you have my favorite graffiti wall in the city. I just took a boat tour, and I took pictures of it.
Toulan: And our plan is to maintain the sea wall, so I would like to make it an art installation in the future.
Wheeler: Who was the other?
Moore-Love: Evan Hiteman
Wheeler: Okay. I don't see –
Moore-Love: They have left.
Wheeler: Very good. Allison, you get the last word today
Allison Reynolds: Alright. This is great. So, I'm Allison Reynolds with Perkins Coie. We represent TR Pacwest LLC, which owns the Pacwest Tower at 1211 Southwest Fifth Avenue in downtown. And we're asking the city council to change the building's base F.A.R. and height limit in order to make this iconic building conforming under the current zoning code. So, specifically, we're asking for an increase in the building's base F.A.R. from 12:1 to 15:1 and base height limit from 300 feet to 430 feet. Pacwest Tower was originally permitted in 1980 through a variance that allowed its F.A.R. to be 14.2:1 and we've confirmed with the city through a zoning confirmation law that building was legally constructed within that F.A.R. limit at the time, based on the way the city code counted floor area at that time. Under the way the city currently calculates floor area, in a building which does not include many of these 1980-era exclusions, the F.A.R. is actually close to 15:1, and so, the current height limit -- the current F.A.R. Limit is 12:1, so the tower is

nonconforming. And it is also at 428 feet, which was allowed in 1980, but is nonconforming under the current 300-foot height limit. So, the F.A.R. limit for this property is especially important to our client because they hope to remodel and modernize the building in a way that will, under the current code, technically add a nominal amount of floor area, such as enclosing some of the existing balconies with glass so they can be used year-round. But under the current code limit, our client would first need to true-up the building by purchasing almost 120,000 square feet of F.A.R. before it could add even a single foot of floor area to the building, and that is prohibitively expensive as you can imagine, and needlessly restricts these relatively minor building changes. So, and as you probably know, having compliant F.A.R. And height will make future sale or refinancing for this building easier, since lenders and insurers often have some serious concerns with nonconformity.
Fritz: Are you going to give us the written testimony?
Reynolds: I am actually going to submit a letter tomorrow. And that was my question: Since we're carrying over the rest – or, I guess, am I last, and there's no one else left?
Wheeler: Well, there were, I think, 14 more people, -ish, who signed up today and we -- we'll get to them next week.
Reynolds: Oh, got it. So, is written testimony due tomorrow still? Or is that…
Wheeler: Here's what I'm proposing to my colleagues, since you're prompting. I'm proposing we continue the hearing to September 20th, 3:00 PM Time Certain here at Portland City Hall, but that would only be for people who are currently signed up on the list, the people who came and signed up today. I'd like to extend the time for written testimony until Friday, the 22nd of September at 5:00 PM if my colleagues are okay with that strategy. Sounds like they are.
Reynolds: Yeah, so, commissioner Fritz, we'll be submitting something in writing that also includes all the exhibits that I referenced.
Fritz: Thanks very much. Very helpful. Once again, this has been very constructive and helpful. Thank you very much, everybody.
Wheeler: Thank you, colleagues, anything else for the good of the order? Thank you, everybody. We are adjourned.

At 6:00 p.m., Council Adjourned.

[End of excerpt.]

CENTRALCITY
2035
Central City 2035 City Council Hearing
September 14, 2017
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

CC2035 Schedule

September 14 (today)

2 PM Time Certain Hearing: New Chinatown / Japantown Historic Guidelines

2:45 PM Time Certain Hearing: Scenic/environmental outside of Central City

Continued Hearing: US Post Office Early Implementation

Continued Hearing: Main components, action charts, Green Loop

September 28

3 PM Time Certain Continued Hearing: US Post Office Early Implementation

4 PM Time Certain ordinance continued: New Chinatown / Japantown Historic Guidelines

CC2035 Schedule, continued

October 18

2 PM Time Certain, Main components, action charts, Green Loop (no public testimony)

November 2

2 PM Time Certain, Scenic/environmental outside of the Central City, and additional items. (no public testimony)

December 6

2PM Time Certain, (if needed): (no public testimony)

January 18

2PM Time Certain, Council hearing on amendments (public testimony accepted)

March or later

Council Vote (must follow Comprehensive Plan effective date)

April or later

Effective date 30 days after the Council vote

Hearing: 2 PM Time Certain

Ordinance: Adopt the **New Chinatown/Japantown** Historic District Design Guidelines

Ordinance to be continued on September 28 at 4 pm. Time Certain.

This ordinance will be adopted as an amendment to the existing comprehensive plan.

Hearing: 2:45 PM Time Certain

Ordinance: Adopt the Central City 2035 Plan, Volume 2A, Part 3, **Environmental and Scenic,** amend the Portland Zoning Map, and Portland Zoning Codes 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources. (Volume 2A, Part 3)

Ordinance to be continued on November 2 at 2 pm. Time Certain. No testimony will be taken.

This item will be adopted as an amendment to the new comprehensive plan once that plan is in effect.

Continued Hearing on the US Post Office

Ordinance: Amend the Central City Plan District (33.510) to increase height and floor area ratio limits on the **United States Postal Service site**.

Hearing to be continued on September 28, 3 pm. Time Certain.

This ordinance will adopted as an amendment to the existing Comprehensive Plan.

Continued Hearing on the main CC2035 package

1) Ordinance: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Volumes 1, 2A1, 2A2, 2B, 3A1, 3A2, 3A3, 3B, 4, 6 **and draft council amendments**)

2) Resolution: Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Volume 5A)

3) Resolution: Adopt the Central City 2035 Plan Green Loop Concept Report. (Volume 5B)

Ordinance continued: October 18 at 2 pm. Time Certain. No testimony will be taken.

These items will be adopted as amendments to the new comprehensive plan once that plan is in effect.

1041, 1042, 1043

Agenda Items 1022, 1023 & 1024

TESTIMONY

189000

Continued from 9/7/17

Adopt the Central City 2035 Plan

Goals & Policies, Zoning Code & Map, TSP & Greenway Plan Amendments, Action Charts & Targets, & Green Loop

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.

Individuals who signed up on September 7 will be called first.

Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
1	✓ Brad Malsin	Beam 97232	
2	Jim Morton	EDY, MORTON + EDY, LLC	jimmorton@comcast.net
3	✓ Juliana Lukasik	911 ~~SE~~ Belmont	juliana@ceic.cc
4	Roger Weidner	3526 S.E. Franklin Portland, Or 97202	Roger b. Weidner @aol.com
5	✓ Ted Labbe	3011 NE Hoyt St. Portland, OR 97232	ted.labbe@gmail.com
6	NO FOR 20th Tom Liptan	2707 SE Madison St Pdx, OR	TLIPTAN@MSN.COM
7	Adrienne Hill	2178 SW Kings Court	
8	Wade Lange	700 NE Multnomah, st 300	Wlange@americanassets.
left 9	Dan McFarling	20585 SW Cheshire Ct	
10	~~Heather Swaim~~	~~The Portland~~	

Date 9-14-17

✓ Testified 9/20/17

189000

Agenda Items 1022, 1023 & 1024 | TESTIMONY | Continued from 9/7/17

Adopt the Central City 2035 Plan

Goals & Policies, Zoning Code & Map, TSP & Greenway Plan Amendments, Action Charts & Targets, & Green Loop

If you wish to speak to City Council, **PRINT** your name. **Each person in line may sign up for ONE 2-minute testimony slot.**
If you also wish to be on the notification list, supply your MAILING ADDRESS.

Individuals who signed up on September 7 will be called first.

Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
11	Lenny Anderson Npgreenway Board	2934 NE 27th Ave Portland, OR 97212	—
12	✓ Damien Hall	Ball Janik 101 SW Main #1100 Portland, OR 97204	dhall@balljanik.com
13	Desi Wright	2546 NE Multnomah St Portland OR	
14			
15			
16			
17			
18			
19			
20			

Date 9-14-17

CITY OF

PORTLAND, OREGON

OFFICIAL MINUTES

Excerpt September 7, 2017 Items 997-999.

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF SEPTEMBER, 2017** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Deputy City Attorney; and Elia Saolele and Adam Cuellar, Sergeants at Arms.

Item No. 985 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
	COMMUNICATIONS	
976	Request of Scott Fernandez to address Council regarding public health (Communication)	**PLACED ON FILE**
977	Request of Ann Kasper to address Council regarding Eliot Sewer Street Project (Communication)	**PLACED ON FILE**
978	Request of Jeff Cook to address Council regarding high school scholarship funds and traffic safety improvements (Communication)	**PLACED ON FILE**
979	Request of Sarah Hobbs to address Council regarding Out of the Darkness Walk (Communication)	**PLACED ON FILE**
980	Request of Katherine Smith to address Council regarding issues with the police (Communication)	**PLACED ON FILE**
	TIMES CERTAIN	
981	**TIME CERTAIN: 9:45 AM –** Appoint Leslie Hilbrunn, Eduardo Puelma and Eve Connell, and reappoint Ozzie Gonzalez and Brenda Meltebeke to the Board of Directors of the Regional Arts and Culture Council for terms to expire June 30, 2019 (Report introduced by Mayor Wheeler) 15 minutes requested **Motion to accept report:** Moved by Fish and seconded by Fritz (Y-4)	**CONFIRMED**

982	**TIME CERTAIN: 10:00 AM –** Adopt the recommendations contained within the Growing Transit Communities Plan (Previous Agenda 898; Resolution introduced by Commissioner Saltzman) 1 hour requested (Y-4)	**37314**
983	**TIME CERTAIN: 11:00 AM –** Appeal of the Hayhurst Neighborhood Association against the Hearings Officer's decision to approve the application with conditions of Vic Remmers, Everett Custom Homes, for an 11-lot subdivision at 5920 SW 48th Ave (Previous Agenda 896; Findings introduced by Commissioner Eudaly; LU 16-159330 LDS EN) **Motion to deny the appeal and uphold Hearings Officer's decision and adopt findings:** Moved by Fish and seconded by Fritz (Y-4)	**FINDINGS ADOPTED**
	CONSENT AGENDA – NO DISCUSSION **Mayor Ted Wheeler** **Bureau of Planning & Sustainability**	
984	Consent to the transfer of Weitzel's Garbage & Recycling, Inc. residential solid waste, recycling and composting collection franchise to Portland Disposal & Recycling Inc. (Ordinance)	**PASSED TO SECOND READING SEPTEMBER 13, 2017 AT 9:30 AM**
	Commissioner Dan Saltzman **Bureau of Transportation**	
***985**	Authorize application to the Oregon Department of Aviation for a Critical Oregon Air Relief program grant in an amount of $123,000 for the Downtown Portland Heliport Modernization Project (Ordinance)	**REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS**
986	Amend Transportation System Development Charge 2007 Capital Improvement Project list (Ordinance; amend Ordinance No. 171301)	**PASSED TO SECOND READING SEPTEMBER 13, 2017 AT 9:30 AM**
	Portland Fire & Rescue	
987	Authorize contract with Burlington Water District to pay $120,546 for fire prevention, suppression and emergency response services for FY 2017-18 (Second Reading Agenda 958; Contract No. 30004731) (Y-4)	**188586**
	REGULAR AGENDA - Morning **Mayor Ted Wheeler** **Bureau of Police**	

988	Authorize application to the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance for a grant in the amount of $385,515 for the Edward Byrne Memorial Justice Assistance Grant Program FY 2017 Local Solicitation to assist the Portland-Metropolitan area law enforcement and criminal justice community to prevent and reduce crime and violence (Second Reading Agenda 961) (Y-3; N-1 Eudaly)	**188587**
	Office of Management and Finance	
***989**	Pay claim of Mahlon Vance in the sum of $6,000 involving the Portland Police Bureau (Ordinance) 20 minutes requested (Y-4)	**188589**
***990**	Pay claim of Lori Weagant-Ray in the sum of $47,250 involving the Portland Police Bureau (Ordinance) 20 minutes requested (Y-4)	**188590**
***991**	Provide a Residency Premium of 5% to the base wage of all Non-Represented Command Staff in the Portland Police Bureau who reside within Portland City limits (Ordinance) 25 minutes requested (Y-4)	**188588**

At 11:50 a.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4.

Commissioner Fritz arrived at 2:02 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Adam Cuellar and Elia Saolele, Sergeants at Arms.

		Disposition:
	REGULAR AGENDA - Afternoon	
	Mayor Ted Wheeler	
	Portland Housing Bureau	
992	Approve and terminate limited tax exemptions for properties under the Homebuyer Opportunity Limited Tax Exemption Program (Resolution) 20 minutes requested (Y-4)	**37315**
***993**	Accept and appropriate a grant in the amount of $3,400,000 from the Office of Lead Hazard Control and Healthy Homes of the U.S. Department of Housing and Urban Development for lead hazard reduction and healthy homes activities (Ordinance) 20 minutes requested (Y-4)	**188591**
	Commissioner Chloe Eudaly	
	Office of Neighborhood Involvement	
994	Amend Marijuana Regulatory License Procedure and Requirements business regulations (Ordinance; amend Code Chapter 14B.130) 30 minutes requested	**PASSED TO SECOND READING SEPTEMBER 13, 2017 AT 9:30 AM**
	Commissioner Nick Fish	
	Bureau of Environmental Services	
995	Amend price agreement with CMTS, LLC for on-call temporary engineering and technical support staffing services by $4,000,000 for a total not to exceed $5,500,000 (Ordinance; amend Contract No. 31000896)	**PASSED TO SECOND READING SEPTEMBER 13, 2017 AT 9:30 AM**

996	Authorize a competitive solicitation and price agreements for construction management, inspection and project support personnel for an amount not to exceed $25,000,000 over five years (Ordinance) 10 minutes requested	**PASSED TO SECOND READING SEPTEMBER 13, 2017 AT 9:30 AM**

At 3:25 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF SEPTEMBER, 2017** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Fritz, 4

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney and Jim Wood and Adam Cuellar, Sergeants at Arms.

		Disposition:
997	**TIME CERTAIN: 2:00 PM –** Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Ordinance introduced by Mayor Wheeler) 2.5 hours requested for items 997 - 999 **Motion to accept Wheeler Package of Amendments to the Central City 2035 Plan dated August 29, 2017:** Moved by Wheeler and seconded by Eudaly. **Motion to amend Morrison bridgehead height:** Moved by Fritz and seconded by Wheeler. **Motion to amend green roof code section 33.510.243, subsection B, number 1 to replace 60 percent with 100 percent:** Moved by Eudaly and seconded by Wheeler. **Motion to amend proposed zoning on properties with ID numbers R553371 and R612387 from High Density Multi-Dwelling Residential (RH) to Central Commercial (CX):** Moved by Eudaly and seconded by Fish. No Council votes taken.	**CONTINUED TO SEPTEMBER 14, 2017 AT 2:00 PM**
998	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 14, 2017 AT 2:00 PM**
999	Adopt the Central City 2035 Plan Green Loop Concept Report (Resolution introduced by Mayor Wheeler)	**CONTINUED TO SEPTEMBER 14, 2017 AT 2:00 PM**
1000	**TIME CERTAIN: 4:30 PM –** Amend the Central City Plan District to increase height and floor area ratio limits on the United States Postal Service site (Ordinance introduced by Mayor Wheeler; amend Code Section 33.510 and Ordinance No. 175163) 30 minutes requested	**CONTINUED TO SEPTEMBER 14, 2017 AT 2:00 PM**

At 5:30 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

Excerpt September 7, 2017 Items 997-999

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.
Key: ***** means unidentified speaker.

September 7, 2017 2pm

Wheeler: Good afternoon everybody this is the afternoon session of the Portland city council on September 7, and for those of you listening in the pettygrove and lovejoy room if for any reason the audio or the video does not work, please send somebody immediately to council chambers and we'll resolve that expeditiously, but we won't go on without you. I promise that. Could you please call the roll, Karla.
[roll call]
Wheeler: There's a statement of decorum we read at the beginning of each council session. I would like to abridge it if I could. Lots of people are going to testify. They may or may not have the same opinion as you do but everybody has a right to be heard to feel safe and to feel respected in this chamber, so when people are testifying or when the council is deliberating, we ask that people not interrupt. If you do interrupt that is a violation of council rules. You'll be asked not to do so. If you continue to be interrupting you'll be asked to leave and if you're asked to leave and you do not leave you're subject to arrest for trespass. Obviously we hope that doesn't happen and everybody feels respected and heard. If you are a lobbyist, you must state so as part of council rules. If you're here representing an organization that is also helpful. If you would like to sign up to testify there are signup sheets either in council chamber with the, there are also signup sheets outside council chamber. You'll have plenty of time to do that. When you testify could you please state your name for the record? We don't need your full address. When your time is 30 seconds from being up you'll see a yellow light come on, and it beeps when your time is up. The red light goes on and you'll hear more beeps and we ask people to please be to the point as much as possible. Given the very large number of people signed up to testify, we may not get to everybody today who would like to testify today, but there will be other

opportunities. My game plan is it's a couple of minutes after two we're going to hear brief staff presentation, we're going to offer up some amendments. I'm going to read a statement from commissioner Saltzman we'll then go right to public testimony think two minutes per person. We ask you not to be repetitive, there are a lot of people here who probably want to speak on the same thing, its okay to say I also support x, or I agree with x. If you want you can give thumbs up if you support something. If not give it thumbs down, but again please don't shout out. With that I would ask first of all for Karla to read the first ordinance and the first two resolutions, please.
Item 997.
Item 998.
Item 999.
Wheeler: Colleagues, we're here today to talk about the future of Portland's central city. The planning and sustainability commission has forwarded a recommended draft plan. This plan is the first comprehensive update to the central city plan since 1988. The first update to the new 2035 comprehensive plan and our chance to lay the groundwork for central city that is even a more vibrant place than it is today. This is a once in a generation opportunity to influence the look, feel and function of the place where today 39,000 people live and 123,000 people work on a mere 3% of the city's total land. The future of the central city is obviously very important. For our economy more than 50,000 new jobs are coming in the next two decades. For our ability to address the housing shortage driving up housing costs, 26,000 households live here now. By 2035, this number is expected to more than double. For our supply of affordable housing it has the highest concentration of affordable housing in the region and 60% of the city's affordable housing units are located in the central city. This will grow with inclusionary housing and with projects like the redevelopment of the post office site. The 1972 downtown plan sparked resurgence of downtown as the economic and cultural center of the city. It spurred public and private investment, the transit mall and the tom McCall waterfront park. The 1988 central city plan brought the Lloyd district and the central east side into the central city. Its promise was the success of the central city as a jobs hub dependent on more residential growth as well. So far that formula has worked well. The 1988 plan also called for integrating the Willamette river more into the life of our city. We have made progress in this area, but as you have heard me say on many occasions, I believe we can do much more. Today we start the hearing process for the central city 2035 plan. The city council has already endorsed many of its policies and proposals through its past work. City council has given direction on the central city concept plan. Policy plans for north, northeast, west and southeast quadrants and other work on the Willamette river. Scenic and natural resources in the inclusionary housing bonus. Over 8,000 Portlanders so far have participated in this process. Now, I would like to turn it over to sally Edmunds to walk us through the agenda of today's hearing. Good afternoon, welcome.
Sally Edmunds, Bureau of Planning and Sustainability: Thank you very much, Sally Edmunds with planning and sustainability. Good afternoon we are very pleased to be here today for the first hearings on the central city plan. As you know the central city plan contains many volumes and here is the long list of those volumes. The record for this plan is over behind the city attorney. There are about 22 boxes and that record is in the room.
Wheeler: Half price right now. [laughter]
Edmunds: So I thought what I would do is start just to go over the overall schedule with you. We're here today for two public hearings. One on the main components of the plan, one on the post office implementation. I'll go through that a little bit later. Then on September 14th we have two more hearings, one on the new Chinatown Japan town historic guidelines and one on the scenic and environmental overlays outside the city that

relate to this. Then we have four council sessions scheduled September 28th, October 18, November 2 and December 6th. Those are to work through any amendments you might have on the central city plan that you'll be hearing about through these hearings today and next week.
Wheeler: For those who don't get the opportunity to testify today assuming we run out of time when will they be able to testify next?
Edmunds: They will testify September 14th. We will just roll these over.
Wheeler: They could come to one of the later sessions as well. Is that correct.
Edmunds: They could certainly come to the later sessions.
Wheeler: It's our expectation we will get through it on September 14th if not today.
Edmunds: That's right. We have another hearing scheduled for January 18, 2018, and our intention for that hearing is to have that be on any amendments that council would wish to bring forward. So you can discuss them at the four sessions in the fall. We will package them all up so you can have a hearing on all of those on January 18th. We will then -- we may need to schedule another session to work through any other comments on those, but we would go for a council vote likely sometime in March. We can't go before march because the vote needs to follow the effective date of the comprehensive plan. That plan is still in the hands of the state, and we expect them to issue a decision and the plan to be effective, the comprehensive plan to be effective by march, so we would follow the effective date with a vote on the central city plan because this is the first update to the comprehensive plan. So then today as Karla read we have a hearing on the main the bulk of the plan, the main ordinance that she listed then a couple of resolutions and these items will be adopted as amendments to the new comprehensive plan once that is in effect and again that would be in march. We are currently expecting council discussion of any potential amendments on the things we hear today at 2:00 at 2:00 p.m. October 18th it's currently scheduled. So at 4:30 today we'll hear testimony on early implementation of some things for the post office. That ordinance would be adopted as amendment to the existing comprehensive plan. So council discussion of amendments or a second reading, a vote would take place on September 28th starting at 3:00 p.m. and that ordinance could then go into effect 30 days later.
Wheeler: Very good. If there are people not taking copious notes and want to review what you have just said in terms of dates, times and place where do they go to get that information?
Edmunds: One of the things that we could do is we could post this power point online. They can certainly -- we'll put out an e-news with more information on that. Moving to September 14th we have two more hearings. Again, at the top of the slide it says if testimony from September 7 hearings is not complete it will be heard first on 9/14. Sorry, go back. The third hearing will be on the new Chinatown, japan town historic design guidelines. That ordinance will also be adopted as an amendment to the existing comprehensive plan and that will come back to you on September 28th also for any potential amendments or second reading and then that would be in effect 30 days later because it's the existing comprehensive plan. Finally the fourth hearing on September 14th is on some amendments to the environmental and scenic overlay zones outside of the central city. That would be adopted as an amendment to the new comprehensive plan. Again it goes with the larger package in march. So that's kind of the rundown of the next couple of days of hearings. So mayor, back to today, the next step I think that's the end of the slides on, that thank you, Nicholas. The next step would be the amendments. Your amendments then the others that council members may want to introduce. We have invited testimony here from four individuals from the planning and sustainability commission, design commission, landmarks commission and forestry commissions. Then

if there's other testimony from elected officials or others and then moving on to the general testimony.
Wheeler: Very good. Thank you. Colleagues, any questions? Very good. Thank you, sally. We appreciate it. Before we open the hearing there are some amendments I propose we put on the table now so the public can address them in testimony if they so desire. The amendments I'm introducing are minor text cleanups and clarifying language in the code. These include things such as how to measure the top of bank and simplification of the shadow study requirements. They were provided to city council and made available to the public last week. There's two amendments in these packages that I would like to highlight. First, I would like to offer up for discussion purposes the proposed view corridor of mount hood from salmon springs fountain in waterfront park. Here's a couple of reasons why I think we should put this on the table. Salmon springs and governor tom McCall waterfront park is a special place. It draws thousands of visitors every year. Today there is a view from salmon springs of mount hood and it seems to be something of a signature view in our city, but there's also an important tradeoff with preserving the view corridor. Protecting this view reduces height in a corridor that crosses directly through the central east side. There are impacts to the development potential of the properties that we should be considering. However, of the five potential views that exist from waterfront park, this probably has from one of the least impacts. I know that this was a particularly difficult decision for folks on the planning and sustainability commission. I'm inclined to accept the recommendation of the planning and sustainability commission, but I still want to hear from property owners, the public and my colleagues on this important matter before we as a council make a final decision. I have also included an amendment that extends the few corridor for the Japanese garden in Washington park. As we saw at a work session a couple of weeks ago, the view from the Japanese park pavilion to mount hood is iconic and it is important but the trees on the hillside are also growing and they are starting to block the view. Trimming the trees and potentially selectively removing a few may be necessary to preserve that view. I would like to hear the public's thoughts on that. Commissioner Fritz, I understand you also have – commissioner Fish.
Fish: Fish I'll second what we'll call wheeler one, a package of amendments.
Wheeler: Very good, there's more to Wheeler one and that is commissioner Fritz's addition to this particular package. Commissioner Fritz?
Fritz: This is on a different topic.
Wheeler: That's fine, so we have a motion then. Can I get a second?
Eudaly: Second.
Wheeler: We'll call that the package amendment dated august 29 as part of the central city 2035 so that the public can testify. We now have that on the record. People are able to testify when it comes up. Commissioner Fritz.
Fritz: Thank you, mayor Wheeler. I'll have more amendments next week there are still a few things Portland parks and recreation are working out with the planning and sustainability bureau. One of particular concern to me is to maintain the base height of 75 feet and remove the proposed bonus height increase of up to 250 feet for parcels at the Morrison bridge head on the west side of the Willamette river. This was a decision made by council last year which I would like the new council to look into. My main concern is the stepdown to the river allowing 250 feet right where everything around it is only 75 feet and the building behind is relatively new and less than 250 feet is not maintaining the stepdown to the river which is required in the comprehensive plan. It would also keep the same as the rest of the that strip would be a better urban form and would be more supportive, I believe, of the policy ce2, which calls for improving access to and from the central east side industrial district. One of the main reasons the rest of the council wanted to up zone

those parcels was for redevelopment and that could include changing the on- and off-ramps for the Morrison bridge, which is not necessarily something we want to incent in my opinion.
Wheeler: We have a motion. I'll second it for discussion purposes.
Fritz: Thank you.
Wheeler: Any others colleagues?
Eudaly: I have a couple. First of all, I would like to propose an amendment to our green roof amendment raising the required area to be covered from 60% to 100%. We have consulted with bps and Portland's green roof information think tank. There's some persuasive arguments for increasing that number and I'm very interested to hear from the community on that.
Wheeler: I'll second that. That's Eudaly 1.
Eudaly: Thank you. The second one I'm proposing a zoning code amendment for the properties upland of the dock on the north end of the central city. The subject properties are upland of the best unused dock on the Willamette river in the central city and in order to use the dock to activate the river we would need to rezone that area to allow commercial activity.
Fish: Mayor, I'll second that.
Wheeler: Seconded by commissioner Fish.
Fritz: I'm just wondering I'm not clear where the location is and what's the current zoning or proposed zoning?
Eudaly: Current zoning is residential, it's almost the entire river is -- sorry. It's right here. Karla, I'll need to enter this into the record. So it's near terminal 1 and it's my understanding that there's no actual lots still available for development, so we're not trying to change the residential area to commercial area, we're trying to provide commercial access to that dock, which cannot be achieved without changing the zoning.
Fritz: Thank you for the clarification.
Lauren King, Deputy City Attorney: Do you have a description -- is there a tax i.d. for the property on some of the documents you have?
Eudaly: I have a map, but I do not have the tax i.d. number.
King: Or address?
Eudaly: It's north of the Fremont bridge. It's east of Sherlock street. Jamey will track it down for you.
Wheeler: Very good. That was already seconded. Any further amendments, colleagues? At this point I would like to read a statement from commissioner Saltzman, our transportation commissioner. He could not be here today so he asked me if I would read the following. Quick announcement, unfortunately commissioner Saltzman is out ill today and as Portland's current transportation commissioner he asked me to make brief comments this afternoon. As we know many of you are here due to transportation items in our draft central city plan and specifically the Oregon department of transportation's i-5 rose quarter project. Many of you have already seen commissioner Saltzman's listed expectations regarding the project and he's provided copies of those here. They are also up on his website. I too have seen them and wholeheartedly support them as Portland's mayor. We must implement the one and only approach method for combating traffic congestion, value pricing sooner rather than later. We must build the complete project as outlined in the northeast quadrant plan. We must make sure funding does not decrease resources for other important city-wide objectives and we must respect the long history of this area and work to counter continued gentrification of neighborhoods around this area. Thanks again for all of you who plan to testify regarding this project's inclusion in the central city plan, but also do know commissioner Saltzman plans to bring a resolution to

council specific to this project and the expectation both of us have expressed regarding it. We would encourage you to make your voices heard at the time as well and in coming weeks commissioner Saltzman's office will announce when that resolution will be scheduled for a council hearing. There is a letter in very fine print here and I believe copies are available of this letter here or somewhere close by here. They are certainly available on commissioner Saltzman's web page. Now, I would like as sally had indicated before to invite some of our citizen commissioners to come up to the table. Andrea Baugh from the planning and sustainability commission. Julie Livingston, a design commissioner, Kristin minor, who is a landmarks commissioner; and Thuy Tu, who is a forestry commissioner. Come on up. Greetings. Are there two commissioners in the building? They may be in another room. If they show up, great. Good afternoon.

Thuy Tu: Good afternoon. Nice to see you. Thanks for this opportunity. I'm Thuy Tu, a member of the urban forestry commission. On behalf of the policy committee chair who could not be here today I'll be presenting comments and thoughts on the combined efforts of the policy committee. As a caveat, content material from this letter has not yet been voted on by the full commission. This letter will be presented in the September 21st urban forestry commission meeting in which the full commission will vote and written testimony submitted at that time. Please accept the following testimony. The central city 2035 plan is an impressive document with aspirational goals, innovative designs and strategic thinking. We look forward to continuing to work with staff and others to adapt and implement all relative policies pertaining to trees in future developments, parks, plazas and other spaces identified in the central city plan as well as those related to the neighborhood master plans. Two important factors to point out as we move forward with the central city plan, number one, human health. Human well-being. Number two, environmental health which will require intentional planning to ensure new urban development benefit people and nature. We encourage intentional and innovative street design to accommodate trees. Please consider the following eight comments as you prepare to advance the version of the plan. Number 1, the plan notes that there will likely be code revisions, policy changes and new investments in tree planting, preservations and maintenance that will affect the two different tree target scenarios which is highlighted in the memo. We request that the urban forestry be informed in a timely manner regarding these targets, implementation practices and methodology used to track and evaluate progress. Number 2, given the priority and extent to which the new comprehensive plan calls for green infrastructure and trees for human and public health reasons, city council should act immediately to remove all title 11 exemptions from commercial industrial lands. Number 3, trees are often the last element of consideration during the design and development process. The city has an opportunity to change this pattern by ensuring that green infrastructure is brought into the intention hierarchy process under the flexible street design. Number 4, the goal for requiring adequate subsurface soil volume's for trees in conjunction with development and infrastructure projects is very important. However, it is not obvious how this requirement will be implemented. The plan offers guidance but the policy needs strengthening along with code provisions to implement it. Number 5, the plan distinguishes between different street character types and requires landscaping. If building setbacks are selected by applicants however the building setbacks will allow in some instances but appear to be generally discouraged. The plan should strongly encourage in more instances require landscaped building setbacks along sections of the green built flexible streets. I'm almost done. Number 6, we support the new central city master plan requirements as it will offer good opportunities to enhance canopy and associated livability benefits on larger city sites. Pertaining to the section we recommend the following. A, adding an approval criterion that focuses on inclusion of open area and incorporation of green infrastructure specifically

trees. This is needed to meet the big goals defined in the comprehensive plan and provide a base for related tree requirements in the section. 6 b, increase the tree density requirements for medium and large trees from one tree per 3,000 square foot to one tree per 2,000 square foot. This is more appropriate for the tree size and area ratio especially given the limited amount of observation required on these sites. Number 7, existing and new parks, plazas and other open spaces present excellent opportunities to plant a diversity of species and grow the next generation of heritage trees. The city should take full advantage of spaces below and above ground and implement innovative designs that offer sufficient space for large trees. Number 8, we strongly support expansion of the greenway setback on the Willamette from 25 feet to 50 feet in the recommended draft city central. This expansion is critical to improving the ecological function of the greenway while working toward multiple tree goals for the city, increasing over all tree canopy, planting more large form native trees and improving air quality and reducing urban heat island effect in the central city. The city plan set forth a vision that will impact future generations. Trees planted today will take generations for human health efforts to be realized. Thank you for this opportunity.
Wheeler: Thank you. We appreciate you being here.
Kristin Minor: Commissioners, my name is Kristin minor, I'm the vice chair of the landmarks commission. Thank you so much for allowing us to have invited testimony.
Wheeler: Thanks for being here.
Minor: The landmarks commission has several issues or concerns with central city 510 chapter recommended draft. I'm going to jump into those just as a matter of time although we really appreciate all the work that has gone into this and support much of it. The first thing I would like to talk about for a moment is historic districts. That's where our work differs quite a bit from that of the design commission. When we review new buildings in historic districts we have to take into account the cohesiveness of the entire district and a district really is a single historic resource. Because of that, we are seeking several amendments that would help us reduce conflicts and when an applicant comes to us, for instance, with far or bulk that can be transferred into a historic district, that may not create a compatible form. So one of the amendments that we are asking for is that 5.10.200 d1 strikes the clause transferred to a site except that far transfers into historic districts is not permitted. The other issue regarding heights in historic districts, heights is a very complicated issue. We certainly recognize that and height in an historic district really creates what in architecture school I learned as a palimpsest. In other words one of those wonderful places in a great city where you can recognize the disparities in scale between new and old, that there are traces of something that used to be and then next to it perhaps, say along the edge of the historic district, is where wonderful new buildings highlight those differences.
Fish: I can take a moment to acknowledge that's the first time in my nine years anyone has used that word at council? [laughter] you went to architecture school. So you had a slightly different definition. I remember it as the title of gore vidal's memoirs. Different school, different times. Anyway, thank you for using an interesting word.
Minor: You're so welcome. [laughter] in recognition of the difficulty of where we have arrived I think the landmarks commission is prepared to accept the heights in the maps as proposed with the recognition that they are not always compatible. However, in order to reduce the conflicts of applicants coming in front of us we ask for some simple notes to the height and far maps, that those maximum heights and fars are subject to land use approval. I'm not going to spend too much time on this now but we support the way that ground floor window standards work currently with modifications standards generally offering applicants good solutions and we generally find that those work for applicants. So I

know that there are some amendments that the bureau planning and sustainability have offered. You'll be hearing about those and we got a chance to read them just prior to coming in here, but generally we support those. We do propose striking the clause relating to allowing five feet of landscaping at parking structures, however.
Fritz: Why is that?
Minor: Because allowing landscaping in place of a more urban solution seems like a step backwards. It's a very suburban kind of solution in general. So I would like to just leave you with the words from our own comprehensive plan policy 4.49, resolution of conflicts in historic districts. It reads in part, refine base zoning in historic districts to take into account the character of the historic resources in the district. So we ask for your help in achieving that.
Wheeler: Thank you.
Julie Livingston: Good afternoon, mayor wheeler, and commissioners Eudaly, Fritz and Fish. My name is Julie Livingston, I'm the chair of the Portland design commission. You should have in front of you a letter from the design commission on design commission letterhead. The commission is asking for six amendments to the current draft of central city 2035. The staff at the bureau have been incredibly receptive to feedback we have provided throughout the process. These are issues that the design commission thinks remain outstanding. Three of these are related to ground floor window standards. My understanding is that staff has been doing some work to revise language around ground floor window standards so they may not all be applicable still. So with that in mind our first and most important issue is minimum floor area ratios within the central city. Thankfully there are minimum ratios now proposed in the central city. They vary on a scale of one to one and three to one. This is new with central city 2035 and a step in the right direction. The commission, though, feels that these fairly low minimum fars don't go quite far enough. We would like to see the minimum fars represent a more significant percentage of the maximum far on any site. We believe this better achieves the goal of density that central city 2035 would want to achieve. We also believe that this would be compatible with several of our most important central city fundamental design guidelines, A2 emphasize Portland themes, A5 enhance, embellish and identify areas, C3 respect architectural integrity and C4 complement the context of existing buildings. That is our first request that minimum fars be increased.
Eudaly: Do you have a specific number?
Livingston: We have had much discussion in the hearings room whether it should be half of the maximum far up to 75 or 80% of the maximum far. That might be high. We do think that it should be something that's higher than what is typically allowed in the mixed use zones. One to one, three-one is common in mixed use zones. So second issue alliance with Kristin's testimony on limits on increased floor area and the no limit applied to fars that can be transferred to a site. The design commission does not review buildings in historic districts but the same guidelines apply to those buildings that apply to the buildings that we review and we do have a strong opinion on this. Maximum heights have been reduced in two historic districts but it's our belief those maximum heights are not consistent with the types of historic construction in those districts. The type of construction limits the height, the bulk, scale of the buildings. Having heights that are significantly taller than the existing fabric will really significantly impact the character of those neighborhoods. So we would request that the unlimited transfers into historic districts be eliminated or reduced to a scale that the landmarks commission finds to be compatible with the character of each district. We also have made note that required ground floor retail sales and service uses in the south waterfront sub district have been eliminated. This section of the code required ground floor commercial activity at three waterfront locations and six intersections in south

waterfront. We understand that grounds floor commercial activity is currently a bit of a hard sell in some locations in south waterfront, but that's the south waterfront of 2017. South waterfront of 2035 is likely to be a much more vibrant place with that type of retail activity at those intersections which have not yet been built out and specific locations at the waterfront. With respect to ground floor windows, I will touch on bike parking. I think that bike parking is something we talk about all the time in the hearings room. It's important to the city, to the design commission, to every single person that rides a bike. We want there to be plenty of bike parking, we want it to be easily accessible. What we don't want is for it to cause dead space on our streets. When bike parking uses that are adjacent to the exterior walls of the building are limited to storage space, it's not very active space. We want to have active streets. Bike use areas that support shop space for people that do bicycle repairs, that support bike wash stations, the commission has seen these regularly recently in both commercial construction, buildings and multi-family buildings so we are fully in support of active bike use spaces at our ground floors and would hope to see a revision to that code language so we don't end up with potentially quite a bit of just plain bike storage space at our streets. Finally, the ground floor window standards that are applicable to street facing facade closer than 20 feet to a lot line and also walls of parking structures that are exempted from ground floor window standards set back at least five feet and landscaped to the L2 standard, we believe these revisions represent a roll-back significant roll-back to ground floor window standards in the central city. They are contrary to central city fundamental design guidelines. We would like all buildings to be subjected to ground floor window standards so we can have conversations about what's appropriate or inappropriate in the hearings room. Thank you very much.
Wheeler: Thank you. Appreciate your testimony.
Andre Baugh: Good afternoon Andre Baugh, vice chair, planning and sustainability commission. I'm here to summarize Katherine Schultz' letter to the council earlier. The planning commission is pleased to forward the draft central city 2035 plan for your consideration. This is the first update since 1998 and our chance to lay the groundwork for the central city for the next 20 years. It will also be the first amendment to the newly adopted comprehensive plan. This plan represents years of work and public input starting with the concept plan, quadrant plans and a variety of studies. The psc has received more than 750 comments prior to and at public hearings. We considered amendments based on testimony, worked through several challenge initiatives before voting and recommending this package to you. Going to highlight some of the issues that we found in this plan. The plan includes a fully revised bonus and transfer system to support affordable housing, height and far increases in transit districts. Height decreases to protect iconic scenic views and integrity of our historic districts, mayor you had brought that up. Regulations to allow more next generation industrial businesses ground floor use improvements to support active and livable streets, a new environmental zone to help protect natural resources along the river. New green building requirements and new transportation projects to make it easier to walk, bike and use transit in the central city. The highlights I just mentioned align with the Portland plan, the comprehensive plan and the climate action plan goals and policies so this is really bringing all those to bear and implementing them. I'm going to take a couple of minutes now to highlight a few of the issues the psc found challenging and I'm sure you will find challenging too. [laughter] the first was protecting scenic views. As the mayor mentioned, he wants to look at that iconic view from salmon springs. That was a topic that we struggled with also. We received testimony about protecting the views of mount hood are important because of the iconic nature and kind of the postcard of Portland. We also received testimony that against protecting the view because of the negative impact on development in central city and central city is one of the hottest

growing neighborhoods that we have for jobs during the recession it grew. So there was that tension there. We voted 7-4 not to support protecting the view of mount hood from salmon springs but looked at other views and like limiting height from the view from the Tillicum crossing and other public views to protect that mount hood view. So there with were some balancing there of protected views. The psc voted to limit heights in historic districts, height limits predate creation of the districts and do not align the character of older structures in these districts. Again, we deliberated on how best to balance historic preservation objectives with existing development allowances. Ultimately we decided to bring regulations into greater alignment with the objectives of the historic district designation and design protections applied to the historic landmarks commission. You have ahead about that already. Another significant item is the i-5 Broadway Weidler transportation system plan, tsp project. This project includes adding an auxiliary lane on i-5 to improve safety and reduce congestion, it also would make changes to overpasses to support active transportation and a future pedestrian and bicycle bridge. We discussed this in depth and voted 6-4 to retain the project because of its important freeway safety local street and active transportation benefits. But I want to make clear it was not open check it was clarified and really quantified to say it's contingent on inclusion of the bike and pedestrian connections, the development of an equity strategy to address the impacts to the african-american community, inclusion of low income housing solutions and encouragement of odot, pbot to evaluate congestion pricing and transportation demand management options among other things. This project has the opportunity to bring and connect the historic african-american community that was destroyed 60-plus years ago back. It also has an opportunity to -- it's a downtown project but it has an opportunity to help east Portland if you equitably invest in east Portland like you would downtown. I believe and these are my personal feelings, but I think six of the people believe because of these items that we can do both. Equity is not about a tradeoff. It's about doing both. We can bring and do things for the african-american community that was destroyed by a freeway a long time ago. We can bring prosperity, housing, a lot of other things in an equitable way and investment in east Portland in a very equitable way that makes them feel as part of Portland as they would downtown in this shiny penny investment. The psc supported green building measures in the plan. We recognize benefits these measures provide and how they will align with the comp plan and the climate action plan goals and policies but we're also sensitive to the increased costs including them in new construction. However, we ask asked for and we got results of a feasibility analysis showed the costs were nominal. So yes, there are costs, but they are not significant so we approved them. The psc deliberations were informed and thoughtful and one of the underlining things I think that when you read the comp plan and look at many of items in the comp plan the central city plan is this idea that because it's downtown you need to do something comparable in many instances in east Portland. So you're going to build a green loop. There's language that talks about what's the comparable in east Portland. You're going to do i-5. What's the comparable investment in east Portland? So it's not -- this plan is focused on downtown, its prosperity, its growth, but I believe we are transmitting to you the idea that when you do this, don't forget east Portland. Make the investments. Make the equitable investments in east Portland and keep equity, which is part of the Portland plan this council approved, the comp plan, its policies and these policies of the central city 2035 in mind when you do this because if you don't, it will be a downtown plan. It should be a Portland plan for all the residents. Keep that in mind. I want to thank the staff for their hard work. We asked a lot of staff to respond in addressing questions, concerns and the citizens that were raised by citizens to get to answers to make our decisions. They did a wonderful job. I think they just did great. I want to thank Katherine Schultz for being the chair.

Leading this through. We have come a long way since 1988. It charts a new course for a prosperous, healthy, equitable urban core in the years to come and I think a greater Portland too. Thank you.
Wheeler: Thank you all for your testimony. Thank you for your service on our commissions. Do we have any other elected officials or commissioners who would like to come up first to testify? Very good. So here's what we're going to do. I'm sorry, come on up. Please.
Fish: We have two.
Fritz: The captions are not working so we'll wait until they are.
Wheeler: Come on up. If there's folks with small children or people with disabilities who would also like to go first, we'll certainly accommodate you. Please just let Karla know. Just as a reminder there will be about two minutes to testify. We'll take as many people as we can between now and 4:30. I'll repeat this in a minute. If you would prefer not to come back, if you're not called today, we'll obviously take written testimony and that testimony will be available until 5pm on September 15th. For those of you who may be tuning in we're waiting for our closed captioning system to come back online. It's a legal requirement we provide it and many require it to be able to understand what we're saying. Back up? All right. Good. We're back in business. We'll take as much testimony as we can between now and 4:30. For those of you who don't get called today you can come back again if you'd like to testify in person at one of the later hearings. If it's easier you can just submit testimony by email. You have until 5:00 p.m. on September 15th to do that. Two minutes each. Name for the record. After Chris gets his chance to testify and in a minute Karla will call the first names.
Eudaly: If I could just I want to give that tax i.d. number for the record.
Wheeler: Good.
Eudaly: This is in regards to the proposed zoning code amendment. It's r637100010. Thank you.
Wheeler: Good afternoon. Thanks for your patience.
Chris Smith: Thank you council I'm Chris smith I'm vice chair of the planning and sustainability commission. I'm required by city code to tell you I'm also a registered lobbyist and authorized spokesperson for an organization flying under the banner of no more freeway expansions, that's a group we formed in the last few weeks to highlight this issue for you and I'm going to focus my remarks on that. You're going to hear the phrase this afternoon I think urban freeway expansion does never solve congestion and we believe the i-5 rose quarter project in the central city plan the largest single public investment in the 20 years contemplated in the central city plan is ill-advised. You have a packet in front of you that has 24 comp plan policies that I believe this contradicts. I won't go through every single one of the 24 but I will highlight some of the major ones. The first and appropriately the first goal in the comp plan around transportation is safety. This is the encapsulation of our vision zero policy and it says we need to have laser-like focus on traffic related fatalities and serious injuries. This is the map from our vision zero work and at this scale it's not very useful. I'm sorry. What I do want to highlight is that the freeway corridor is not a high crash corridor. One of the motivations touted for this project is safety but in fact the crashes that happen on the freeway are typically rear end and sideswipe collisions that result in property damage or minor injuries. Vision zero demands we focus on fatalities and serious injuries. We had 44 fatalities in the city last year in 2016 and sadly we're on track to have the same number roughly this year. This investment is not addressing those. Many of those fatalities happen on odot facilities elsewhere in the city, places like 82 and outer Powell and we believe that odot should be spending their money in those places. Being environmentally sustainable and hitting carbon targets is another important part of our

transportation policy. This contradicts those goals both for greenhouse gases and for air toxins. We believe that's a serious conflict.
Wheeler: You're a commissioner. Please go ahead.
Smith: Thank you I appreciate. Goal 90 asks us to focus on equity. I read in the tribune this morning that the city's incremental revenue for the transportation bill will be about $30 million a year and highlights that's not sufficient to deal with our transportation investment gaps. The legislature has authorized 30 million a year for this project alone so we have an investment equal to the rest of the money Portland will see from the transportation bill focused on one area when we know our most deficient areas are in east Portland. I would argue this does not meet the equity hurdle because it's investing money not where it's needed most. I will skip ahead in the interests of time. We had a very strong mobile policy statement in the comprehensive plan that says we should be prioritizing walking, cycling and transit but in fact this project puts a huge amount of dollars, $450 million, on the last priority in the system, which is single occupancy vehicles which are the primary users of this stretch of freeway. The comp plan does address the question of congestion and basically focuses in on congestion pricing as a solution to that, not adding capacity. So while we appreciate commissioner Saltzman's statement insisting on congestion pricing we believe it's irresponsible to design a project until you know what effect congestion price has had. We believe once pricing is implemented you won't need a construction project. A very important but wonky issue is the mixed -- multi-modal mixed use area, mma, something the comp plan calls for, basically the idea that odot shouldn't be involved in land use planning the central city. They have that purview because we want to make sure land use planning doesn't disrupt state transportation facilities, but I think there's sort of a deal that odot said if you do this project we'll give you the mma designation. I think that's a terrible deal for Portland. The mma designation is supported in fact by the central city plan that there's so much to meet the city's and the state's needs and has very good land use planning, that alone is justification for why we have earned the mma status and we shouldn't be boxed into a deal where we trade something that contradicts our policies to get that. I'm going to skip ahead here. I want to hit a couple of key ones commissioner Fish I want to highlight the impervious surfaces policy. This policy would represent almost two new lane miles plus shoulders of impervious surface. Somehow the storm water has to be captured and treated I don't know if we can do it in bio swales on a freeway, but somebody has to figure that out. And I will close with climate because that is in this week when Houston is under water and Oregon is burning I don't think any of us can deny climate change is a critical priorities and our investments must move our climate goal. Making a half billion investment that sends climate in the wrong direction is unsupportable in the current environment. So I will stop there and I am happy to answer any questions.
Wheeler: Thank you, colleagues any questions? Thanks Chris for your testimony. We appreciate it. Karla?
Moore-Love: First people disabilities and with small children. Sorry, we've lost captioning.
Wheeler: Have we lost captioning again? it's back up.
Susan Lindsay: I guess nobody is starting I will. Hi I'm Susan Lindsay. Well, I think it's very interesting the conversation I was listening to about the view corridors because I'm here to talk about the same thing in a different perspective. That is I would like to request a kind of a revisit on the allowable heights on southeast 12th and 11th looking west because many of us who have lived for a long time in the inner southeast actually enjoy the view of the Portland hills and the new plan will allow for a 125 foot hard limit. Right now there's a 50 foot there with -- talking about from southeast Morrison north to Burnside street. So if we could just -- I don't want to take up a lot of time here but it's a concern and unfortunately it was one I have had kind of an ongoing family tragedy this summer and I

wasn't able to deal with it as much behind the scenes and I thought I would wait until council but we're very concerned about it. We're talking about 10, 11 stories right there across from a single story or historic neighborhood on the other side of 12th. I would like to revisit that height if we could. Thank you so much for your time.
Wheeler: Thanks for being here, Susan. Good afternoon.
Heidi Moore: Good afternoon. I'm Heidi Moore. I'm vice president at Altsource, a locally owned and operated custom software development company. We provide development protection and testing of computer software to other businesses. We're currently rehabilitating a building at 1120 southeast Madison to use as future headquarters. Our attorneys submitted a letter into the record and I wanted to offer some additional comments on the issue from our perspective. Altsource started in 2004 from our basement in northeast Portland and we have continued to double staff size every year and we're on track to double again. We currently employ over 90 full-time employees spread across three different buildings in the central east side district. The ability to expand our operation at the future Altsource headquarters is vital to the continued growth of this company as the inner southeast location is a key factor in recruitment and retainment of highly talented and highly compensated high-tech work force. Additional height restrictions may force us to restart a search for a long-term home, most likely outside of the city of Portland rather than expend additional money on improvements that will only serve the company's short term goals. For these reasons we strongly support the planning and sustainability commission recommendations. Thank you.
Wheeler: Thanks for being here.
Moore: Thank you.
Wheeler: Good afternoon, Philip.
Philip Wolfe: Hello Mayor and commissioners… For the record, my name is Philip J. Wolfe. I moved here in Portland almost 8 years ago. Ten years ago, I became the solo survivor of my entire family. My pouring love is right here in the city of Portland. I am a little man with a dream. I have wanted to help expand possibilities here in Portland, in many areas. Traffic reform is one of my focus… I strongly oppose the widening freeway and everything goes with it. It adds more problems than solutions… I believe that if we come up with a solution for example, Sky Tran, this approach is much cheaper, it carries 100,000 people per day much half than the people stuck in traffic congestion with addition to wear tear, gas price spiking, accidents, traffic crimes, and all that will be a lot something where we can look at a futuristic approach with much greener environment… this will provide reasonable accessible without compromising on stripping the character of Portland. I encourage all of you to look at expanding range of possibilities instead of widening lanes of impossibilities… Think about it, we can use the money to a good use. Who's with me on this?
Wheeler: Thank you, Philip.
King: Since the captioning would not capture this is there a way to save that document?
Moore-Love: I will. Thank you Lauren. That's all I had noted. We'll go to the regular list.
Wheeler: Very good, folks. Two minutes will go quickly. Thank you.
*****:** It will.
Terry Dublinski-Milton: I'm terry Dublinski-Milton testifying more myself. I am supportive of the central city plan I would like to offer a couple of amendments. First the Gibbs street overpass ends in a dead end three-story elevator. It's not good for large numbers of bicycles. It can be clipped off then an extension like a Copenhagen snake to connect to the west side waterfront path to handle higher levels. If we wanted to open the ross island bridge we could carry it over the river but I know that's aspirational. I'm highly, highly supportive of the green loop but we have to connect to the outer neighborhoods and have

extensive high quality access all the way out to i-205. The rose quarter expansion. I am in support of it but because of several amendments, one particular one I think is important, I agree with Saltzman you're going to hear a lot about congestion pricing, it's important but we need to take this into account preparing for the big one, seismic upgrade. Okay, when the Cascadia subduction zone snaps 405 is going to be collapsed, all the overpasses will be gone and the marquam is probably going to be standing in midair. If you look at the map what we need to do in my opinion is do a study of moving i-5 over to 405. Then removing the east bank freeway. This would allow for a redesign of all interchanges in getting to lair hill and south waterfront. It could create a slip lane from the tunnels to the ross island bridge. You could create a max bypass connecting psu to goose hollow which would cut 20 minutes off the commute from Clackamas town center to Beaverton transit and no transfer. Call it the purple line. Then we could remove the east bank freeway completely and open up the river to the east side for the first time in a century. So I would offer you an amendment that you put this study into the central city plan. Predicate it on the rose quarter expansion. Thank you.
Wheeler: Thank you. Good afternoon.
Angus Duncan: Good afternoon, Mr. Mayor, members of the council my name is angus Duncan. I'm president of the Bonneville environmental foundation here in Portland and I chair the state of Oregon global warming commission. While I would like to -- I can't argue that urban planning has to be all about climate and greenhouse gases, but it has to -- these have to figure centrally in those kinds of plans and always have in the plans that the city of Portland has adopted. Nationally and in Oregon we have shifted our electric utilities, our largest sector on to a course to lower their carbon content in energy solutions. This council participated materially in our efforts to do that on I think successfully and the state of Oregon is grateful for your intervention. Nationally and in Oregon unfortunately transportation emissions are up, they have always been the largest sector in Oregon, they are now the largest sector nationally in emissions and we understand why, this is the end of the recession. People feel flusher. Gasoline is less expensive. People can drive more and a consequence and they can also drive larger cars. And the consequences for every electric vehicle that entered the fleet last year, approximately 80 suvs, internal combustion suvs entered the fleet. The mt nationally and in Oregon are up. There's a modest but disturbing shift from central city growth to suburban growth. We need to deal with that, planning needs to address its housing and transportation factors combined. The 2017 transportation bill from Salem I think helps us materially with transit, bike, pedestrian solutions and with electric vehicles. It also addresses congestion but ambivalently. Offering both congestion pricing authority and new freeway lanes. The council and the state of Oregon need to figure out how to deal with those. I just offer one observation from our historical experience in the electrical industry, and that is we have learned the lesson time and time again apply demand side solutions, reducing demand first it's much less expensive and much more effective before you go out and build something.
Wheeler: Thank you. Good afternoon.
Joe Cortright: Joe Cortright with no more freeway widening. Expanding urban freeways has never solved traffic congestion. That's the one eternal verity of urban transportation that we know. In the extreme Houston has expanded their kd freeway so it's 23 lanes wide. Less than two years after opening a $3 billion widening project traffic times were 50% longer than after they expanded it. Even then odot admits this will not solve recurring or everyday traffic congestion. They hope it will reduce the number of crashes, which are mostly minor, any additional capacity will stimulate more traffic. This is a terrific way to waste $450 million. Commissioner Saltzman has offered something in a way of a compromise moving ahead with pricing which we strongly think would be a good idea, and

is the only solution proven to reduce congestion, and also do this project. That's a recipe for wasting half a billion dollars. The example of Louisville, Kentucky, which did that. They had a freeway not unlike i-5 that connects it with northern suburbs. It was six lanes wide. They doubled the size of the freeway bridge. To pay for that bridge they tolled that bridge between one and $2 each way. A after they tolled that bridge the traffic dropped from 120,000 vehicles a day virtually the same as the i-5 bridge to about 60,000 vehicles a day, dropped by about half. So tolling if you spend money on new capacity and then toll it later, you ran the real likelihood you will not have any demand for the facility that you need. So the critical point is there is no reason to go ahead with this proposal even if you think it might work until after you have implemented and observed the effects of tolling. Because that will show you that you do not have to spend money on this project and you can relieve congestion by charging a price.
Wheeler: Perfectly timed. Thanks. Thank you all. Next three, please.
Wheeler: Good afternoon.
Aaron Brown: Good afternoon. Mayor wheeler, Portland city council, my name is Aaron brown, disclosing myself as a registered lobbyist of the no more freeway expansions anti-highway industrial complex. First highway expansion has never solved traffic congestion. You'll hear that frequently today. Second, a short story. When I was in college I spent a couple years living next to a super America, similar to a plaid pantry. As a Oregonian unaccustomed to humidity I found summers really brutal. It didn't take me long to learn the convenience store sold 48 ounce slushies for 50 cents. You can imagine the joy accompanied by walking less than a block to spend 50 cents on nearly a gallon of corn syrup and ice. If someone had asked me 10 years ago perhaps I don’t know the Oregon department of slushies if I was willing to spend a lifetime supply of sweet slushies for the low price of $450 million I would certainly have considered it. You and I know it's possible my demands for these slushies might have been induced by its heavy subsidy by proximity to the convenience store, my youthful ability to enjoy empty carbohydrates with reckless abandon, but maybe I learned I needed to alter my habits to be healthy, like a diet change. Maybe I decide I’m done with corn syrup a vision zero for corn syrup in which I really decided I cant have corn syrup anymore. Maybe I wanted to buy slushies in other parts of town there are some cool slushy shops opening in other parts of town that actually have had historic dis-investment of people to buy slushy’s from. In any circumstance I would have to be absolutely certain I really wanted a $450 million car to buy slushies at my local super America. It means I wouldn't care about my health, wouldn’t care about any of these any other things. The question before mayor Wheeler and Portland city commissioners how you how certain are you that you want to buy a $450 million slushy card in you know how difficult it is to raise money. $64 million for the gas tax, $250 million for the affordable housing bond this is seven times the gas tax, twice the affordable housing bond for a project with no demonstrable benefits that they are claiming to be provided. I hope you're certain enough and that the 375 community members who have signed our letters including public health, social justice, neighborhood associations and environmentalist, I’m wrapping up I promise. I hope that has sowed some doubt before you eventually turn around and give that $450 million to the Oregon department of slushies. Please work with the community to help us buy something other than corn syrup. Thank you.
Wheeler: Thank you.
Fritz: Thank you for that testimony which was very entertaining I challenge everybody else to live up to live up to that, but secondly thank you for not sending me 375 identical things just for putting the petition together and telling me that it's very helpful to see how many are supporting and not have one's emails completely buried by the same email hundreds of times. I appreciate it thank you.

Brown: Commissioner Fritz, this isn't our first rodeo. We learned how to work together. Thank you.
Wheeler: Good afternoon.
Steve Siegal: Good afternoon Steve Siegal I'm here on behalf of the downtown development group. In our written testimony we asked for four amendments to the central city code. I'll focus on two or three depending on time. The first issue deals with the under supply of transferable far in the west end. The west end is about half the size of the pearl district and the downtown district that contains disproportionate amounts of surface lots which are prohibited from transferring far. Underutilized parcels which will not transfer far, and a disproportionate amount of historic landmarks which can only transfer far after seismic upgrade. The city identified an undersupply of far in the university district and fixed it by allowing transfers from the downtown into the university district. We ask the same thing be done for the west end. Second issue addresses a site we own on southwest 1st abutting the Morrison bridge ramps. The proposed plan prohibits parking access off southwest 1st where the light-rail operates. On this site southwest 1st divides the light-rail dips under the bridge ramps while an auto circulation lane stays at grade. That auto circulation lane is known on the dipping grade it's also physically separated from the light-rail alignment. We ask that parking access be allowed subject to an adjustment off of that portion, that segregated portion of southwest 1st and by doing so it will be able to avoid having the parking access on southwest 2nd, which is a city bike way. Another issue I will raise is the height limits on the block directly north of the galleria. That block had its height limits reduced because of a viewpoint which is not iconic, it's a new viewpoint. The city's own analysis rates it as isolated, remote, lack of access, and as a result a swath of height through downtown is reduced including on this site and this site is particularly important for the city because it is a site of an anticipated major mixed use development that's supposed anchor the west side of the retail corridor. Thank you.
Fish: Could I ask a question?
Wheeler: You bet.
Fish: Thank you for laying out the four amendments. I want to go back to the west end for a second. You're asking for an adjustment on the current limitations on the transfer of far?
Siegel: Yes. We're asking that similar to the university district that the far can be transferred into the west end from the downtown district.
Fish: What would be your view if the council fashioned some kind of amendment that allowed some transfer of far provided it was to a building that was residential and where the inclusionary housing requirement was met on site?
Siegel: Well, I don't know that I have a problem with that amendment in and of itself however it doesn't solve another problem, which is those buildings that might be mixed use. One of the objectives of doing the west end plan 15 years ago I was involved in that was to make it --
Fish: Sure. Of course the inclusionary housing requirement is only a percentage of the residential. But I appreciate you laying out some concerns you have. I would like to get some feedback from you at some later point about whether this could be done in a targeted way that ensures we get more housing with inclusionary housing investments made on site and not in lieu.
Siegel: Yes, commissioner. We'll get back to you on that.
Fish: Thank you.
Charlie Tso: Good afternoon. My name is Charlie Tso, I'm a member of Portlanders for parking reform and I'm also here with no more freeway expansions coalition I'm here to tell you that urban freeway expansion has never solved congestion. Numerous research studies have shown that adding more road capacity results in more driving. This

phenomenon is called induced demand. It makes freeway widening projects fruitless by eroding new capacity. In 2015 the California state dot publicly acknowledged that widening freeways inevitably creates more traffic. Research shows a capacity expansion of 10% leads to an increase in vmt by 6% to 10%. Why does adding capacity create more traffic? When driving is inconvenient because of congestion many people respond by driving in off peak hours or alternative routes or traveling by different modes or not taking the trip altogether. So when we add new capacity to make driving easier, we're incentivizing people who previously make other choices to avoid congestion to drive on the freeway during rush hour. What is the alternative to investing $450 million in a freeway widening project? To ensure that our existing transportation system is working efficiently we need to implement congestion pricing. We need to invest in affordable options like public transit and bicycling. Transportation is the second largest household expenditure after housing and we need to make living in Portland more affordable by enabling people to not depend on driving. We are at a crossroads here today and we have to decide what kind of city Portland will become in the future. Will we build more freeways and let our city be choked by cars or will we take rational and responsible actions today to ensure that Portland remains livable and affordable? For these reasons I urge city council to take the i-5 rose quarter expanse out of the central city plan. Thank you.
Wheeler: Thank you. Next three.
Wheeler: Good afternoon.
Tony Jordan: Good afternoon I'm tony Jordan, the founder of Portlanders for parking reform and I also believe urban freeway expansion has never solved congestion. Our planet is convulsing. We're drowning and burning at the same time. Our federal government is in denial and our children look to us to take responsible action. Against this backdrop we're considering a 20-year plan that expands highways and builds more parking garages. This is not a responsible action. This plan in its action plans calls for public resources to build or incentivize more car garages in Chinatown and central east side industrial district. These garages will be full of stalls that are very expensive. $50,000 or more if we take the convention center as an example and we'll pay for them for decades. These are no win garages. If we meet our mode split and climate goals we won't generate revenue and we'll lose a lot of money. If they are full that will signal we failed in our more important climate goals. Prosper Portland and pbot say the garages can be converted to or uses. I say prove it. I asked the council to require that any garage built, leased or purchased by the public be 100% convertible to active uses. Housing, offices, retail, not storage. I also ask you each to think deeply about the message that this building these garages sends and the legacy it would leave. Mayor wheeler, you have been outspoken on climate and I appreciate that and you're also the commissioner for prosper Portland. If you think that these garages are the right thing to build I challenge you to name them after yourself so in 20 years Portlanders can look upon the ted wheeler parking garage and determine if it was a good investment or wonder why we're still paying for something that no one uses and that undermine our climate goals for 20 years. Please remove the amendments in the action plan that call for more structured parking and require that any new public parking be 100% convertible to active uses. Thank you.
Wheeler: That was very clever, well played. Good afternoon.
Kem Marks: Good afternoon my name is Kem Marks, I'm the director of transportation equity for the rosewood initiative. Rosewood initiative supports the concept of value pricing or congestion pricing on the i-5 corridor as long as there are mitigations for low income people. However we do not support the expansion of the corridor.
Moore-Love: Excuse me mayor the captions are off.
Marks: Yes? I'm sorry.

Wheeler: I'm sorry the captions are off, we have to wait.
Moore-Love: Their probably switching at 3:30.
Wheeler: Are they back up? I apologize for the interruption.
Marks: No worries. We with believe that the monies from congestion pricing can be used for other purposes, as long as there are, again, mitigations for low-income people. Yesterday, I testified in support of the grow in transit communities project; which you approved. We also talked about upgrading 148th and 162nd so they would be accessible for people using public transit and create north south transit corridors. Earlier, a couple weeks ago, I believe it was, you also approved the enhanced transit corridors plan. In both conversations, the question kept coming up, how can we pay for these plans? Congestion pricing on the i-5 corridor and on i-205, I would add, can help pay for these projects and then some. A couple numbers to think about when thinking about how to spend half a billion dollars, $500 million would buy -- if I may -- 500 linear miles of sidewalks. 5, 000 crosswalks that are signalized depending on the amount of treatment and, or 1,000 buses. That's a lot of effort towards safety. That's a lot of effort towards reducing congestion. Thank you.
Wheeler: Thank you. Thanks for your testimony.
Eudaly: I'm going to claim naming rights for the ecoroof. [laughter] thanks for that, tony. [laughter]
Wheeler: That's good material.
Stuart Emmons: Good afternoon. It's nice to be here. We are Portland. Our history of progressive urban ideas is impressive. We are a city with a level of livability that is the envy of many u.s. cities. We're growing we might have 600,000 new residents in the next few decades. Our freeways are already clogged. Finding affordable housing close to where people work is more and more of a challenge. Freeway expansion is hugely expensive and proven not to reduce congestion. Mobility is a large component of our livability. We need to prioritize mass transit and bikes and not add freeways. The half a billion dollars for the rose quarter is a terrible investment in our future the money should be reallocated to four things. One is to make mass transit faster, like going underground in downtown and increased service to east Portland. Two, to improve bike and pedestrian safety and increase bike lanes. Three, congestion pricing that is equitable. I'm concerned about people with lower incomes in outlining areas. Four, a long-term plan to get i-5 off our central eastside waterfront. Please reallocate all funds dedicated for freeway expansion in Portland to improve mobility, improve livability and improve our environment. Let's do a Portland solution. Let's not add a half a billion dollar freeway lanes that's only one mile long for two little lanes. Let's add bike lanes. Let's add mass transit options. Thank you.
Wheeler: Thank you.
Walter Weyler: Mr. Mayor, ladies and gentlemen, thank you for this hearing and thank you for your dedicated service. It is recognized and appreciated. I'm Walter Weyler I'm an owner, property and resident on the west end. My comments concern the south park block's unique oasis and treasure of Portland's pedestrian-friendly culture. This green walkway deserves special protection as it ultimately becomes a key segment of the inspirational, green loop. Two suggestions. Move the south park and bordering blocks into the west end planning district. Thus removing this sensitive oasis from the high density plans of the central city. Number two, limit building heights bordering the park blocks to 75 feet for reasons of sunlight, density and preservation of park block's peaceful, welcoming neighborhoods, to avoid the creation of a park in the canyon. Thank you for considering my suggestions. That is my one-minute story and I'm sticking to it. [laughter]
Wheeler: Very good. Thank you, sir.
Fish: Bob on behalf of the council, we want to express our condolences about your vw

bus. It had a good run.
Eudaly: Tragic.
Bob Sallinger: I suppose in the scheme of things, the loss of a vw bus to a fire is a very small thing these days, but sad nonetheless. Good afternoon my name is bob sallinger I'm the conservation director for the Portland Audubon society we participated extensively in the development of the central city plan, served on a couple of the committees. We're excited about this plan it has been awhile since the city of Portland has brought forward news innovative green initiatives we're a national leader, but we've in a bit of a slow period for recent years. This includes some really exciting things. Bird-friendly building design, reduced light pollution, expanded greenway, district tree targets, green loop and green roof mandate. We submitted extensive comments on this plan. We urge you to support all of these things but we're also asking you to consider a few amendments that we think would make them stronger. I'm going to highlight a couple and then Mary Coolidge from Audubon will highlight a couple more. The first is the greenway expansion from 25 to 50 feet. This is absolutely essential to meet our ecological goals, our access goals and our recreational goals, but unfortunately that expansion doesn't come with any mechanisms to get existing development when it redevelops out of the greenway. It's likely and most of it, the second 25 feet is already developed it's likely those will continue to be developed over time unless we put regulations or incentives to encourage people to move back and we're really urging you to consider some sort of mechanism to do that. The second thing that I want to highlight is the green roof mandate. We support commissioner eudaly's recommendation amendment to expand that to 100% 60% really is to low. We also encourage you to bring that the incentive program for buildings under 20,000-square-feet that are not covered by this mandate and to focus primarily on projects that have an equity component to them. It is important to get green roofs on all of our structures and I think the incentive program for buildings underneath 20,000 square feet would be very helpful. Finally, we are a member of the no new freeway coalition. We strongly expose the expansion of the freeway. I want to focus on the climate change impacts and on the air pollution impacts, on the equity impacts. This is not consistent with our equity goals, our climate change goals and it diverts funding from places that really do need it. So we strongly encourage you to go beyond the congestion pricing and eliminate this project all together. Thank you.
Fritz: So is it Audubon's position that solar installations and Eco roofs can co-exist?
Sallinger: Absolutely, all the data shows that actually they are not only compatible solar panels function better on top of a eco roof because of the cooling effect that the have so they can go together, thanks.
Fritz: Thank you.
Wheeler: Good afternoon.
Mary Coolidge: I think I'm up next. Good afternoon, mayor and commissioners. My name is Mary Coolidge and I work for Audubon society of Portland. We applaud the inclusion of a bird safe glazing standard and exterior laying standard in the central city 2035 plan, which demonstrate the city taking steps to ensure the city taking steps to ensure we are maintaining the ecological integrity of our urban landscape. We strongly support the establishment of a new bird-safe exterior glazing standard to address window strike hazards on the glassiest building on the central city. Window collisions are among the leading killers of birds worldwide and across the united states strikes account for up to a billion deaths annually. As Portland grows and develops, it is important to address the ever increasing hazard of unmarked glass, especially in light of glazing increases designed to activate ground floor uses. Adoption of a bird safe glazing standard is consistent with the city's green building policy and will meet comprehensive policies calling for bird-friendly building design. The central city plan also includes requirements to limit light pollution

along the Willamette river greenway. While we appreciate the step forward we would like to see the city take a more significant step to comprehensively address the growing issue of light pollution in our region. There is a large body of evidence demonstrating that artificial lights at night have a negative impact on human health, fish, wildlife and plants. Poorly-designed insufficient lighting also represents tremendous wasted energy and obscures stars that migrating birds rely on to navigate. The cumulative impacts of light pollution are not limited to areas along the river and addressing light pollution across the entire central city is critical given the amount of development that is projected to occur in our city in the coming decades. We urge city council to take a step forward to apply best management practices in exterior lighting to the entire central city in order to meet comprehensive plan policies, climate action plan goals and to minimize a broad range of unintended health, safety and ecological impacts. Written comments submitted yesterday by Audubon society of Portland reflects specific recommendations for expansion of the exterior lighting standard. Thank you.
Wheeler: Thank you. Appreciate it. Good afternoon.
Jim Labbe: Good afternoon, mayor wheeler, council. My name's Jim Labbe, I'm here today as the new interim director of depave. Depave is looking for an executive director anyone that's interested. Hope to save some time. We want the second the comments from the urban forestry commission policy committee and Audubon society of Portland. We're also signature to the no more freeways coalition as an organization that's dedicating our sweat, blood and tears to removing unnecessary pavement for people, wildlife and water. We are disappointed to see unnecessary pavement going in, with so little results to expect in the new freeway expansion. There is a lot to support in the central city plan. We thank you for that. It could still go a long ways to really achieve the aspirations in the new comp plan that envision a new relationship between green infrastructure and built environment for public health at its core. We appreciate and support commissioner eudaly's amendment to expand the eco roof requirement provisions and, we've submitted written comments. I just want to highlight the issue of the canopy targets in the central city. We feel like they fall short except in the existing limitations without aspiring with what we can do especially -- the opportunities are particularly fruitful in the public right-of-way and I think if the council moves forward with the public right-of-way task force you'll be looking at in November, we can start looking at those opportunities. There's a lot there we can do to expand the urban forest canopy. The last piece I wanted to really emphasize is removing the exemptions in title 11 for commercial/industrial land. They were meant to be temporary and hey allow the extension of really toxic neighborhoods. By giving everything we know about trees and how they function for public health, not requiring just the basic standards in title 11 to the entire city is to continue to allow that. Thank you.
Wheeler: Thanks, all three of you.
Wheeler: Good afternoon.
Jim Howell: Good afternoon. I have some testimony that I handed out. I also -- my name is Jim Howell. I also agree that expanding freeways does not solve congestion, but public transit does. The transportation system plan and the central city plan do not address the travel needs that our -- of communities that are not destined to downtown. Most jobs in the metro region are outside the central city, yet interregional commuters much travel through it if they choose public transit. These commuters will drive around downtown on crowded freeways because taking buses or max through downtown will continue to be slow and crowded and unreliable and max lax capacity for future growth. The interlockings at the approaches at the steel bridge are at capacity today. Max needs an additional river crossing and needs to bypass the streets if it is to meet the public transit needs in the future. Unfortunately, these vital needs are totally ignored in the tsp and the cc2035 plan

and east-west max tunnel between the Lloyd district and goose hollow with subway stations to rose quarter and pioneer square plus a north-south bike max via duct across the inner east side connecting the rose quarter to the max station at omsi could provide this infrastructure. The cost would be substantial but probably no more than the cost of the proposed southwest corridor project with it's many flaws. Ridership grows on trimet peaks three years ago, last year, it dropped 2%. Fewer people are riding buses than they did 20 years ago and ridership is even dropping on max. Meanwhile, traffic congestion is increasing on both city streets and freeways at an alarming rate. Why is a freeway expansion the only significant transportation project in the cc2035 plan? The i-5 Broadway/Weidler project proposed by odot will be a total waste of taxpayers money because even with much-needed congestion pricing, it does not provide an alternate. Since it's beeping, I won't talk about the alternate. There is one, but I say until an alternative analysis is completed that models the comparative cost and benefits of each model in the corridor. Please eliminate this project from the plan. Thank you.
Wheeler: Thank you, sir. Good afternoon.
Michael Ellena: Thank you, mayor wheeler and commissioner Eudaly, Fish and Fritz for the opportunity to speak before city council today. I'm Michael ellena and on behalf of the Portland Japanese garden as a volunteer and trustee on the board, I'd like to address the ccsw06 view corridor as proposed by the bureau of planning and sustainability. In testimony before the planning and sustainability commission, I felt our message and request for a protected new corridor for the Portland Japanese garden view of Mt. Hood looking east from the garden pavilion building was misunderstood. To that end, the bps approved a truncated view corridor which does not address the potential impact of trees in the environmental zone between southwest Sherwood boulevard going east to the south reservoir in Washington park. On behalf of the Portland Japanese garden, I am asking that the current view corridor as described by bps be amended to extend to Portland Japanese garden's view corridor through the environmental zone between southwest Sherwood boulevard to the south reservoir in Washington park. The Portland Japanese garden requests this change because we believe the mature height of western red cedars and Douglas firs can reach well over 300 feet. That potential will impact the view looking east from the pavilion in the garden to mount hood. We look at this issue from a perspective of 150 to 100 years out. Please refer to the attached drawings which illustrate current recommendations from bps and the garden's request for the corridor extension. A protected view corridor is instrumental in our ability to protect one of the most iconic views in the city. A view that is near and dear to hundreds of thousands of Portland citizens and visitors to the Portland Japanese garden. We appreciate your support and assistance in moving this cause forward. It is an unselfish pursuit who's intent is to preserve a treasure for all time. Thank you.
Fish: Michael thank you for the presentation and materials and I had an opportunity to go up to the Japanese garden and actually see for myself what you're proposing and I have to say -- and the mayor has offered an amendment, which would meet this objective. And I -- I'm hard-pressed to find a reason why we shouldn't support that. I'll be listen to testimony and when the planning staff comes back I have some questions. This does not give you license to do anything. This just creates a corridor so that there are opportunities to manage the view and I do believe that this particular view corridor is one of the treasures of our city and it ought to at least be protected so that the Japanese garden and other stakeholders can have a say in how its managed, but I'll be interested to hear if there's any opposition to this in the public testimony.
Ellena: I would, as well and I want to reinforce the fact that we're doing something looking 100 years out. We want to protect this for generations to come.

Fish: Well, thank you.
Wheeler: Thank you.
Wheeler: Good afternoon.
Ed McVicker: Good afternoon. Thank you for the opportunity to speak today. My name is ed McVicker. I'm a resident of Portland in the crest wood addition, I'm also a volunteer at the Japanese garden. I'm on the board, I go there once a week and clean the moss and I've grown to love the place. I'm here to support and give a big thumbs up to the amendment you offered, Mr. Mayor and feel it's a wonderful opportunity for us to include, in our planning process, for the next -- as Michael said, 100 years. I think more than 50, because that seems more manageable to me, but its still a wonderful opportunity to help us plan for the future. Incidentally, I would like to support Mary's Coolidge's notion about birds and the idea of non strike, whenever possible, avoiding that or at least mitigating that as much as possible and also, the light pollution issue. Not very often spoken of, but very important. With that I say thank you for your hard work and your consideration.
Wheeler: Thank you, sir. Good afternoon.
Sadafumi Uchiyama: Good afternoon my name is Sadafumi Uchiyama, I'm a private citizen and the garden creator of Portland Japanese garden. I don't want to take anymore time. I would like to support mike's Ellena's testimony. Thank you.
Wheeler: Thank you, sir. We appreciate your being here. Good afternoon.
Burton Francis: Good afternoon, my name's burton Francis. I'm a resident of the pearl and an attorney. Oregon state planning goal number one mandates that land use actions must occur through a broadly represented cross section of effected citizens in all fazes of the planning process and yet according to the northwest examiner analysis 24 out of the 33 west quadrant sac members were developers architects or other related interest and also, I think it's important to point out that few actual residents of the central city were a member of that sac. So the composition of the sac was not broadly represented, but it rather heavily skewed to the development interest that are financially directly benefiting from the activities of that sac and from the economic changes that occur from this plan. An ethics complaint was filed, as you know, regarding the west quadrant sac and the ombuds person found that the sac members are public officials and thus requires disclosed conflicts of interest and the bureau of planning and sustainability trying to rectify that failure by requiring after the fact disclosure. Yet, as recently stated by one of the sac members and I quote, "the issue is not simply sac members voting in their own undisclosed interest, but actively advocating in their own interest for increasing height on properties that they control without any disclosure either before or after. So since there was no transparency in the face of quite robust conflicts of interest, the process produced recommendations that are unscrupulous. So regarding after the fact disclosures the facts are set forth in plan volume six attachment b, show that almost 10% of the sac didn't even respond to the after the fact disclosure request so the remedy didn't work. Thus the conflicts are not of nondisclosure, that they didn't even dignify this council with this disclosure. They are unknown. They can't be fathomed. So I would request that the council reject and redo the west quadrant portion of the plan because of the unfathomable unknowns that can't be corrected by the council. I would add that I endorse the mayor's two view corridor proposals. We could call them the wheeler view corridors, that's fine with me and also, commissioner Fritz, I endorse your step down proposal if you remember my prior testimony before this council. I'm a big fan of that design criteria and it's very centrally set forth in all the design criteria that we have.
Wheeler: Thank you.
Fritz: Thank you. Have you compiled a map of which particular properties in the west end you feel have a conflict of interest on them?

Francis: There have been some work on that, I haven't done it myself, but I know that its out there, but my request and I'm glad you asked. My request would entail that I think to do a complete do-over is unmanageable. If there's a two-step remedy where there's an investigation that identifies those things, right, and then there are recommendations that say, well, despite that, they still make sense or there are alternatives. That would be the true remedy.
Fritz: Thank you very much. I appreciate that suggestion.
Wheeler: Good afternoon.
Wendy Rahm: Good afternoon. I'm Wendy Rahm a west end resident and a board member of architectural heritage center Bosco Milligan foundation. Over the last fix or six years I've attended most of the meetings of the central city concept plan and west quadrant plan. There was no voice for the west end on the west end stakeholders advisory committee also called the sac. More important, there were serious conflicts of interests on the sac as was confirmed by the ombudsman's finding. In my view, this is serious enough to call for creating a new committee with a higher percentage of central city residents and excluding non Portland residents to review the flawed conclusions contained in this plan, especially regarding building height, f.a.r., vistas and unmet open space needs of the west end as it densifies. Most important is that the maximum building heights in the west end need to be lowered to 100 feet. The result would be to discourage demolition, encourage rehabilitation and reuse, both of which will help preserve a large number of existing affordable housing units in the district, a top priority today. See examples of affordable housing on pages 2, 4 and 5 in my detailed recommendations. This area is also dense in pre-1935 buildings. Whose architecture tells Portland's story. As award-winning west coast writer Wallace Stegner said, "if you don't know where you are, you don't know who you are". Place is not a spot on the map. The west end's distinct sense of place consist of over 100 vintage northwest buildings the west end has been praised in magazines and newspapers as a unique place to visit. There is economic value in its sense of place. Never quantified in the height calculations for this plan and Portland is known for its historic vistas, most of which disappear in this plan. Please consider reviewing the conclusions on these topics prior to final approval and I would also like to add, I support wheeler's view corridor amendments and commissioner Fritz's bridgehead and commissioner eudaly's green roof and Mary Coolidge's light pollution and bird amendments.
Fish: Do you have a position on the naming opportunities? [laughter]
Rahm: No, I wish I did. [laughter]
Fish: Dan's not here, feel free.
Eudaly: He can have the freeway. [laughter]
Rahm: I would put your name on something. [laughter]
Fish: I want -- since you're the second person that's talked about the process question and how it affects what we're doing. First, I want to let you know that my colleagues and I are working on a comprehensive update to how we deal with boards and commissions.
Rahm: I am aware of that.
Fish: It is going to include new requirements, training, ways of tracking things and it frankly was long overdue and it's been informed by a number of examples that we've looked at. So, I don't want you to think that's fallen on deaf ears because I do think there's some things we need to do. Standards we need to set. I think we need to do a better job of training and creating uniformed bylaws and giving the volunteers the tools they need to be successful. It's not just on them, it's on us, too. I want to go back -- we're going to hear, from time to time people say because there's a conflict of interest, we should start over. You may agree or disagree with this, but let's say there was someone who had an

undisclosed conflict and cast a vote. The concern we have as a policy matter is that person may personally benefit for something they're acting on and we don't have the benefit of knowing that. So, that is something that we need to curb in the future. But the recommendation that that person's voting on, whether a building should be 100 feet or a setback should be 25 feet or whatever, those things feel like more objective kinds of standards that we're going to grapple with and so, it may be that someone supported a proposal because they saw personal benefit. But I still think through this process, we, as a governing body, get to look fresh at the recommendations and so if you were to say that you're concerned about the conflict, fair enough. What really resonates with me and I think the height should not be above x in the west end or is don't agree with the transfer of f.a.r. or I think this because we have a chance to look at this fresh. So, I just want to draw that distinction, but also let you know that there is a big update on boards and commissions.
Rahm: I really appreciate that and in fact before coming to Portland, I served on a lot of different advisory committees. In the state of Virginia, they have very strict conflict of interest laws. If you have a conflict of interest, first you must disclose in writing and then if that property comes under discussion, you must leave the room and you may not vote on it.
Fish: Those are the kinds things and frankly again I don't want to let us off the hook here. I think there has been some chronic confusion about who qualifies as a public officials and what body of law applies. I don't think that's on citizen volunteers to figure out. I think the city needs to be clearer about what we're asking someone to do, what their role is, what body of law applies, whether their emails can be obtained through public record. So there's some long overdue changes coming and I don't think it prevents us in thins forum from addressing concerns you or anyone else has about the specific recommendations.
Rahm: I think some of the conclusions, specifically what I said for the west end's height, they were never really discussed because there was nobody at the table to discuss them. I was part of the public and came in and was limited to two minutes, each session and those issues that I raised were never discussed. Those things were passed on consent agenda item so I do think that the building heights in the west end, the f.a.r. issues, they've raised the f.a.r.s and actually rx and cx, there are a number of issues that were never discussed. So, there –
Wheeler: Commissioner Fritz.
Fritz: Thank you mayor and they weren't discussed all that much at council, either. Commissioner, I agree with everything you said. Also, this process was identified as how we were going to correct the problems that the ombudsman found. So it is up to us and that's why I was asking the question about which particular properties should we look at more closely in this process. We've got two new members of the council.
Rahm: I appreciate that.
Fritz: We really do need to take a fresh look at the whole area.
Wheeler: Very good. Thank you for your testimony. Good afternoon.
David Dickson: Good afternoon I'm David Dickson as a west end resident I love to walk, north along 10th street to the library or Powell's, to the first unitarian church on 12th, to artist repertory theater on 15th and the Portland thorns games at providence park. I love the old churches, restaurants, the shops, the apartments, the occasional historic residence, they come together in a slower-paced comfortable and walkable part of town that is unique to this city. Often when I hear – when I head south on my return trip, I catch a street car. It's generally packed with a diverse group of Portlanders. People are considerate to make seats available to the many elderly residents of the west end who do their business in the city by public transsit. The west end is one of the densest areas of affordable subsidized housing in the city. Many seniors, low-income people and people

with disabilities are my neighbors. I treasure my community and fear what would happen if more and more older structures were to be torn down and replaced with tall residential or commercial buildings. Would elderly people find space on overcrowded street cars? Would they dare walk on busy streets. Would section 8 apartments be replaced by market price residences depriving Portland of a already inadequate supply of low income housing? Would my walks become more perilous through pearl district light traffic, sunless wind tunnels and cold, concrete glass storefronts? I don't assume that affordable housing would survive this change. I urge the council to protect affordable housing and the unique livability on the west end and set 100 foot limits on building height. Thank you for listening.
Wheeler: Thank you, sir. Good afternoon.
Rick Caskey: Good afternoon and first of all I would like to thank the city council for all the time and effort you've put in to making our city such a wonderful place. My name is rick Caskey and I recently immigrated from the pearl district to the west end. As a resident of the west end I very much want to encourage the city council to enact and enforce the 100-foot height limit in the west end and keep the f.a.r. at 6.1 -- ratio of 6:1. It makes the area comfortable and accessible and friendly for locals and tourists. It helps preserve the feeling created by the many historic buildings. New buildings will then blend in and reinforce the existing feel of the neighborhood and it will reduce incentives to demolish the historic buildings in the neighborhood and encourage their rehabilitation and reuse and it will provide a transition from the tall buildings in the downtown area to the shorter buildings in the neighboring districts. My second favorite city on the planet after Portland is Paris, France. The central part of Paris is an excellent example of the positive effects of limiting building heights and encouraging utilization of older buildings. Which in France, they have done that for decades. On a similar topic one of the wonderful aspects of living in the west end for locals and the many visitors we have is the south park blocks. To allow tall buildings on the sides of the blocks would totally change the ambience making it more cave like then park like and tall buildings would block the sunshine and therefor run the risk of negatively impacting the trees, grass and other vegetation that make the park blocks so appealing. So I highly support the concept of limiting the heights of the buildings that border the park blocks to 75 or 100 feet. Thank you.
Wheeler: Thank you. Appreciate your testimony.
Wheeler: Good afternoon.
Richard Lowensohn: Mayor, commissioners, thank you for the work you've been doing and I thank you for allowing me to offer my testimony on the draft. I'm a property owner and resident of the west end and as a resident, I think it's very important to preserve the community feel that comes with the limitation on height for the many new buildings expected in our area in the coming years.
Fritz: Could you give us your name for the record?
Lowensohn: Richard lowensohn. Many buildings in the west end are attractive and should be saved. For this reason I support the proposition to explicitly encourage reuse, rehabilitation and seismic upgrade of buildings within this area. I also support the proposal to require protection of sunlight for the park blocks. Greenery and light are important to our community and very much at risk from the shadows of tall buildings such as that as the ladd tower. For the west end, I support an f.a.r. Of 6:1 with 100-foot maximum building height, which would still meet the city's density goals. At the same time it would discourage demolition of these older buildings and support renovation. I have protested earlier against the conflict of interest among the developers who voted on the liberalization of building heights and zoning and that's been amply covered here. I would just reiterate that I think the height and zoning recommendations in that area should be revisited and residents of the communities involved should have a voice in the decisions. As anyone who has visited

Europe will confirm, the most attractive urban areas are those that have been spared aggressive development through the ages and have retained some of their original character. An occasional tall building can be a landmark, a group of them creates sunless, windy canyons without views for anyone. The west end is both a cultural and a residential area and tall towers bring a population density far beyond what this area was designed for. Totally off topic I want to support strongly the opposition to building a half a million dollar freeway. I've lived in los Angeles and san Francisco and Chicago and every time a new freeway got built all it did was create more density on the freeways and more expansion of traffic.
Wheeler: Thank you.
Eudaly: Half a billion.
Lowensohn: Half a billion, my apologies.
Wheeler: Good afternoon.
Andrew Plambeck: My name is Andrew Plambeck, the region one government liaison for the Oregon department of transportation and I'm here to talk about the i-5 rose quarter project which is the result of the i-5 Broadway/Weidler change plan which was adopted unanimously by the city council and the Oregon transportation commission in 2012. The project received funding in state gas tax dollars from the legislator earlier thins year. It allowed an auxiliary lane and shoulder to i-5 between the Fremont bridge and i-84 creating a direct connection that will reduce weaving and merging to improve safety and operations without adding in additional through lanes. In addition to the highway improvement, it will remove the Broadway and Weidler overcrossings, rebuilding them as a innovative lid over i-5 creating new open space and better east-west surface connections through the area. The project also includes a bicycle and pedestrian bridge at Clackamas street a key connection for the city's green loop concept. As odot moves forward into the environmental assessment on the project we look forward to the city's partnership and an equitable process that builds on the planning work the city and odot have already done. At the same time we are investing $130 million to build the outer Powell transportation safety project in one of the most diverse and underserved parts of east Portland with that road being transferred to the city's ownership upon completion. We are also paving and rebuilding sidewalks and ada ramps on southeast 82nd from foster to king with a $14 million investment and working closely with the city to build out safety improvements on north Lombard. Finally odot is working to submit a proposal for value pricing on i-5 and i-205 to the federal government by the end of next year. Our advisory committee for guiding that work include strong representatives for equity, social justice and environmental justice to ensure that the proposal does not place the burden of manning congestion on those least able to afford it. We look forward to the city of Portland's partnership in all of these projects and hope the i-5 rose quarter project can be a solid foundation for the city's implementation of the other elements of the central city 2035 plan providing a catalyst for the vision shared today.
Fritz: Can I ask a question?
Wheeler: Of course.
Fritz: I'm sorry folks this is obviously a big issue here. If we didn't do the freeway widening bit of the project and we did all the others, would that still be funded by the state?
Plambeck: My understanding is, no, that's not what the legislature has provided funding for.
Fritz: And we can't take that money and use it for something else?
Plambeck: I do not believe so.
Wheeler: Thank you for your testimony.
Shelli Romero: Good afternoon Shelley Romero, I'm the public policy and community

affairs manager for odot region one and I'm here to tag team on Andrew's remarks. Wanted to let you know that odot is leading an environmental and public process which includes a robust understanding, research and engagement strategy of a historically wronged African-American community and other communities of color. We understand the historic inequitable concerns and will engage all communities in this project. Odot's work on the outer Powell environmental and public process provided us the opportunity to successfully engage about 100 folks from equity population, including the Russian, Latino, Vietnamese and Chinese communities and also economically disadvantaged stakeholders resulting in a project that is reflective of feedback from all communities. Odot is part of any environmental project is required to examine the benefits and burdens to environmental justice communities in how and where projects are being constructed and how decisions are being made. We follow this legally-prescribed process but we don't limit ourselves to only including additional - we look at additional tactics and strategies that will proactively, innovatively, invite broad participation insights. We're investing $130 million for outer Powell alone, not to mention 82nd-lombard and some significant improvements on i-205 between the Johnson creek bridge and the glen Jackson bridge headed north bound and then also south bound. For us, it's not about east Portland versus central city. It is and should be and can be about both. Several people have brought up the issue about congestion pricing, but there has been very little mention about equity consideration when you look at congestion pricing on this section of i-5 would be taken into consideration. Finally, we invite the city to join us to find equitable transportation solutions and to work with us to implement this project. It's a quick opportunity for us to take a look at implementing multi-modal transportation improvements and have these facilitate and zoning changes, development opportunities and housing and we welcome the city of Portland as a partner to examine a side from transportation improvements with our opportunities may present themselves to advance the central city plan. Thank you.
Wheeler: Thank you. Thanks, all three of you.
Fritz: One more personal provision I just want to thank odot for all your work on the freeway barriers that we've seen going up all over the state. Very much appreciated. Thank you.
Romero: Thank you.
Wheeler: Thank you. Good afternoon.
Steve Leathers: Good afternoon. My name is Steve Leathers, I'm here on behalf of design week Portland. The spring design week Portland completed its fifth year. The festival started as a grassroots collective of independent programs by and for Portland's design community with over 300 events that spans all disciplines, design week Portland has become the central address for design in Portland. With the community organized and activated, the festival has begun to act as an interface between the city, designers and citizens. The green loop served as a prototype for how competition and exhibition could function as a program of civic engagement through design. This year, at the red, we worked with untitled studio and created an exhibition and there was a civic engagement. We received over 400 responses regarding the green loop and its feature and the sentiment was overwhelmingly positive, positive responses outnumbered negative 2.8 to 1. That's all I have to say. Thank you for your time.
Wheeler: Thank you.
Courtney Ferris: Mr. Mayor, commissioners, thank you for your time. I'm Courtney Ferris I'm part of the team, untitled studio that collaborated with design Portland and others pulled together this design exhibition on the green loop. Our team spent the last year and a half thinking and listening to Portland's ideas about the green loop and how it could affect their community and their city and I want to talk to you a little bit about what we've heard.

So, over the course of one week in April, an old warehouse in central east side played host to a myriad of interactive activities inventions focused on the green loop. From panel discussions, to workshops, sheretes, prototypes and tours this experiment to engage Portland in the green loop resulted in participation of over 3,000 people. What we heard was overwhelmingly positive the majority of people we talked with were -- had comments were excited about the green loop's potential but were concerned about the manner in which it is carried out. So for us what we heard from the exhibition was not that we should pull away from pursuing this project but instead dig in further and find ways to address these concerns, listen very carefully and be critical and open to trying new ideas. It's been a very exciting eye-opening and humbling experience to speak and interact with so many people about this project. As you begin to unpack the breath of comments you've heard today I hope you'll take a quiet moment to read through our final report where we have gone into more detail and dream for yourselves about how the green loop could be part of crafting the vision and values you hope for the future of our city. Thank you so much.
Wheeler: Thank you. Good afternoon.
Adam Segal: I'm Adam Segal, I'm part of untitled studio with Courtney and its an honor to be here. Some of you are familiar because we've done a project together and actually, in preparing these remarks, mayor wheeler, I thought a lot about your comments in the state of the city address this past march. In that speech, you spoke of potential new west a west coast that will advocate progressive values in order to, quote, "affirm our highest values and abandon our basic instincts". You continued, quote, "in the year to come, our city will show what it means to master the requirements of governance and address challenges that seem attractable, we will show what it means to live our values and generate new compelling ideas". I really love that and, in an interview this past January, you expressed to us that the green loop is the kind of innovative vision that Portlanders can get around and it's a long term vision that can do a great job of defining what we want the community to be in the distant future. It's no secret to anybody here that Portland is facing a number of challenges. Rapid growth displacement, crises of unaffordability and houselessness which continually raised the question who exactly is this city for? The feedback from our exhibition this spring revealed that those who are critical are concerned about the green loop are seeing it through this lens. Will the construction of the green loop continue to price out and displace long time residents? Will it benefit only the wealthy? Will it hemodialyzed Portland's unique character and make underrepresented populations feel unwelcome? As my colleagues have been keen to remind me throughout the past few years when we've been working on this, no matter how incredible the green loop is, it won't be able to solve all of these issues, but as an innovative vision, it can be built with a strong set of core values that define the Portland we all want to see. So I'm here today to ask that the green loop be built truly for everyone that it be physically and culturally accessible that it be developed through extensive community input, especially by those whose voice who have historically been muted, that it feels welcoming and safe, even for the persecuted, that it feels as if it belongs to the residents of the central city as to the resident of the outer neighborhoods and that everyone the houseless and the housed feels a collective ownership of this unifying space in the central city. Thank you.
Wheeler: Excellent testimony. Thank you.
Wheeler: While they're coming up. At what time do we think we lose the quorum?
Fritz: We've got a 4:30 time certain right we're going to stop on that one.
Wheeler: Just to update people who may have -- we're obviously not going to get to everybody's personal testimony today. Again, there will be other opportunities for those of you we don't get to today we'll of course take written testimony any time. I apologize we won't be able to get through everybody's testimony today we will move into the next item

and it may be that. How many people are signed up for the last item?
Moore-Love: I do not have that sheet.
Wheeler: Okay.
Moore-Love: One person, it looks like.
Wheeler: One person signed up for that one? So why don't we do this. Let's add at least another 15 minutes and go to 4:45 and see where we are.
Fritz: Would your intention is that people will be called up in the order that they signed up for next time?
Wheeler: That would be, I think, the equitable thing to do.
King: Can I clarify one point that was made?
Wheeler: Please.
King: The written testimony, the record, the way it was noticed. The record closes on the 15th and it can be reopened in the future when council's taking amendments, but there is a time when the record will close for written testimony.
Wheeler: That is correct and that is 5 p.m. On September 15. So thank you for that reminder
William Smith: Hello mr. mayor. Commissioners, my name is William smith and I'm the last member here from untitled studio. There are a wide range of issues being discussed in todays city council throughout the metro area and compared to the scale some of these concerns, it could seem easy to write off the green loop as something built only for those living in the central city, but I am here to express that the green loop is also in fact something that should matter to all Portlanders across the metro area. We saw it as a prototype to test a new way for residents to decide how the public comments in their neighborhood is developed. This brings added potential and responsibility to the project. The green loop could be Portland's chance to redefine and update how it does urbanism throughout all of its neighborhoods. People in all parts of Portland are starting to get tired of the old methods of public engagement and we all know we need to find new approaches. We need to find a new model where residents have ownership over their local comments. That is why with our simply mosaic exhibition with design week Portland, we pushed so hard to share an open framework approach to urbanism where engaged residents are given the power to develop their spaces as they see fit. This would be a model that can be replicated by different communities throughout Portland this means a unified public work, reflecting the localized needs of many communities all run directly by Portland residents that's what the green loop could be. It's our once in a generation opportunity to try something truly new. It's about far more than the central city, its about how Portland as a whole can grow. In coming years Portland will have to add more alternative transit infrastructure throughout the metro area, both new and old established neighborhoods. The green loop is our chance, right now, to test how to do this appropriately in a way that not only allows communities to survive but helps them to thrive. I am strongly for the creation of the green loop but only if it is truly used to push the boundaries of Portland enables its residents to have ownership over the growth of their communities both in the central city and throughout the metro area. The Portland green loop will set a precedent for decades to come, for better or for worse, so let's make sure it's one we can believe in. Thank you.
Wheeler: Thank you. Good afternoon.
Randy Gragg: Mr. Mayor, madam commissioners, my name is randy gragg and I conceived and oversaw the design week Portland international design week competition for the green loop. We had 50 entries from four continents for this and the idea captured the countries imagination of designers. $55,000 of investment leveraged $400,000 for an exhibition on the loop that drew more than 3,000 people. People love this project. All of this

talent and enthusiasm represents an opportunity of a generation to create a powerful, new place for the city and also a powerful, new image of Portland. Great cities survive over the decades and centuries through booms of growth and depressions and profound social change and even wars through the enduring power of their public space and the perception of a city they create. Part of that is a ground game of trees and pads and benches and fountains and such, but part of that is kind of it is an air game of simple easily recognizable acts of major place making that are visible from a hilltop or an a map. Barcelona, Jerusalem, Boston's emerald necklace. The dominant image of Portland on a map was drawn by Robert Moses in the mid 40's. The i-5 and i-405 loop. The green loop could change that dramatically. Untitled studio gave us a strategy on how to come together as a community and make that image together over time. It begins as a loop in the central city and can expand into an outward web that will knit this all firmly together. There is a campaign a foot to stop-all investment in the green loop until " advancing similar investments driven by frontline communities and areas of the greatest need" I wholeheartedly agree with the second part of that statement. The public -- public investment is really about the leverage of public good and also about the further private investment for that private good. The entire city is going to see unparalleled growth. Let's use public policy and investment to leverage our ground and air game so we can connect the entire city by building the green loop into a green web.
Wheeler: Thank you, very well done.
Steve Bozzone: Thank you commissioners my name is Steve Bozzone. Expanding urban freeways has never solved traffic congestion. I'm a small business owner and I sat on the i-5 rose quarter project stakeholders committee back in 2012 and have closely followed the project since. I drive, bike, take transit and walk along the i-5 corridor daily. I breathe the polluted air along with my neighbors and sit in the same traffic. I participate in the public engagement process for the project the i-5 rose quarter expansion projects every step of the way. I'm here to tell you that the process was abysmal. The local community was not well-represented and mostly ignored. Albina's black community who bore the blunt of the negative effects of i-5 bulldozing through their neighborhood vaporizing 1% of the city's housing stock were curiously not was not at the table. Freight companies, industry and developers dominated every meeting, when I tried to build relationships with odot staffers and asked for their business cards they laughed at me. I joined with the Elliot/Irvington neighborhoods to vote no on the project. This was purely a highway expansion project from the start. Odot knew what they were doing they kicked thigs off by proposing huge flying diamond interchanges and giant off ramps, really scary stuff. Pbot was in the room, but odot was in the driver's seat. Alternative proposals submitted that did not include freeway widening were quickly swept into odot's recycle bin and deemed out of scope. The effect is that we are supposed to be relieved odot didn't bulldoze half of the Lloyd district, including assurances that basic improvements alongside the freeway widening was simply an effort to sugar-coat the highway project for skeptical Portlanders. It is a myth that we cannot improve the service conditions without the highway portions. We do not have to accept freeway expansions in the urban core as the ticket to service improvements. There are no guarantees the service improvements will be funded or delivered, try tolling first, focus on where the real safety problems are expanding highways does not improve congestion. We know these things now, for our children's sake, I hope you don't repeat the mistakes of the past. I urge city council to support their request to end no more freeways letter.
Wheeler: Good afternoon.
Thomas Ray: Thank you and thank you for your time. I'm Thomas ray, speaking on behalf of more than 500 residents at the American plaza towers condominiums at southwest 1st

avenue and Lincoln in the south auditorium neighborhood. The Halperin open sequence defines our 50 year old neighborhood and challenges us to extend its legacy, American plaza, the southern anchor of the Halperin blocks was participating in evolution since 1970. Proposed tripling of building heights and f.a.r. limits from 75 feet in a 2:1 far under which we were built is now proposed with bonus and transfers to a maximum of 250 feet and a 6:1 f.a.r. it runs counter to the open sequence scale and concepts and exceeds right-sizing needed for sensible neighborhood growth. It jeopardizes our pedestrian character, erodes the open sequence theme, violates planning policy of building height step-downs to the river, threatens existing green boulevard streetscapes of first avenue, nato parkway and Lincoln street and the planned greenway loop. It will restrict viewpoints, sunlight, air and space to the detriment of the neighborhood and promotes further congestion of two commuter roadways impacting pedestrian and light rail traffic. Our association letter to the council proposes two alternatives I can only highlight one and that is we propose to increase maximum height to 150 feet and increase f.a.r. to 4:1 including bonuses and transfers from 4th avenue east to the river and from Harrison street south to the 405 freeway. We welcome growth, education, commercial and residential development, as we have. We seek improved services for a more complete neighborhood and the goal is to preserve our Halperin heritage and the livability of the south auditorium university district. Thank you and we respectfully request consideration of these options.
Wheeler: Thank you, sir.
Martha Sharp: Good afternoon I am Martha sharp, I am also representing the 500+ residents of American plaza tower condominiums. Tripling the building height and f.a.r. with a ratio of 6:1 in the university district's south downtown is not compatible with Portland-style living. Currently, Portland enjoys national prominence for its balance of blending people, nature and urban development in its Halperin open space sequence. American plaza was built at its south end as part of an urban oasis on a plaza podium design using 2:1 f.a.r. This green vision was revolutionary, merging development within a hardscape that mimicked the river valleys beyond, complete with waterfalls, mountain paths, shade, sculpture gardens and serenity. Importantly towers and people were given space to breathe. In stark contrast, Portland could become like any other American city with monolithic blocks and deep canyons flanked by tall towers. Portland cannot afford to turn the historic south downtown into another anonymous city. The lessons from landscape architect Lawrence Halperin must be heated as he stated, “it isn't nature I’m after. It's humanity, in nature, in culture, related all together”. The proposed tripling of building height is to as much as 250 feet and a 6:1 f.a.r. Aims to undue this ethic of Portland city pride. It is our wish that you take this into consideration. Thank you for your time.
Wheeler: Thank you.
Dave Woodall: Mayor, councilors, good afternoon my name is Dave Woodall, I’m one of the 500 residents of the American plaza towers condominium association and I represent the board here today. I thank you for hearing our testimony and for extending the session I really appreciate that. I've been a Portland resident since 2012 and I moved to the city because of its reputation for progressive sustainability and livability. I provided a really welcoming alternative to other west coast cities. In my former home, I served on three comp plan citizen committees and while it doesn't necessarily make me a planning expert, I see the tremendous amount of work that goes into crafting a comp plan that has to coordinate policy across many disciplines I appreciate your council -- your careful consideration of the revisions that may not reflect that same type of careful coordination today. American plaza's been tied to Portland's urban renewal legacy for almost 50 years. We’re eager and willing to work with the design and review commission to maintain this legacy, but we also recognize the need to accommodate growth. We support responsible

growth through neighborhood livability so we're surprised to see a tripling for current allowances for height and f.a.r. in the south auditorium district of course it's home to the world-renowned Halperin open space sequence and the last two upland neighborhood viewpoints in the central city. Central city 2035 prioritizing the protection of these quickly evaporating resources through the application of responsible and compatible maximum builder heights and f.a.r.s. Such actions preserve our vistas they ensure one of a kind open spaces remain filled with sunlight and breeze, they support responsible growth and they enhance our legacy of fostering a unique bond between people, nature and urban spaces. Tripling building height and f.a.r. in the south auditorium district is at odds with our legacy as well as the goals for central city 2035. We support the bureau of planning and sustainability's originally recommended increases to maximum building height and a 4:1 f.a.r. as a responsible compromise, aligned with a vision we all share for Portland as one of the world's most livable cities. Thank you.
Wheeler: Thank you. Colleagues, my understanding is that the staff presentation on item 1000 is only about five minutes and we only have one person signed up. Do you mind if we continue this testimony until 5:00 p.m. and take a brief compassion break and then come back for 1000 at 5. Will that be acceptable? Very good. Next three, please.
Wheeler: Good afternoon.
Ron Buel: Good afternoon. I'm Ron buel for 50 years, a Portlander and urban freeway expansion has never solved congestion. I was at the hearings in Salem for the transportation package, hb2017. It was sold as congestion relief in those hearings and in my mind, that's a joke, you can look at the 50 million widenings from two lanes to three at victory boulevard on i-5. Travel times on that stretch of the highway have done nothing but go up since the widening or one can look at the widening from two lanes to three of the sunset freeway/26 from 185th to Sullivan. Travel times, on 26, have done nothing but go up since that widening. Even pbot, who would certainly love to have this alleged $453 million from the state for this project, won't claim that recurring congestion on this stretch of i-5 will be reduced by this widening. They won't claim it. They didn't before the planning commission and, the money hasn't been allocated for this project. Trimet hopes to package new taxes for Portlanders. New taxes for Portlanders, with trimet's southwest light rail corridor measure in 2018, which would pay for this measure. Look, I support congestion pricing on all six of the freeways in our area and we should insist that we want to see the results of congestion pricing before we expand any freeways. Including this project, but that's not enough. This city council needs to develop some transportation backbone. Don Hamilton of odot said in the Portland Mercury that you were going to do what odot told you to do and we just heard from the odot gentleman saying, you can't transfer this money to something else so I don't have time to read you my list of six other projects that I think you should transfer this money to, but they're there. And, I'm telling you, when we transfer the money from the mount hood freeway to the light rail system and we built -- started the 50 miles of light rail that we have in this city, I was there, I was part of that consideration. And the city council and the mayor Neil Goldschmidt did not have a low-level bureaucrat from odot tell them what they could or couldn't do with that money. They went to work to fight for it and we got it done and we didn't build that freeway and we started 50 miles of light rail and frankly, I think that you -- get some guts. Have some backbone. You know, say, we don't want this project but we've got some things we'd love to spend this money on. Safety things and, the protected bikeways on state highways. I could go on. Thank you very much for your time.
Wheeler: Thank you, sir.
Carrie Richter: Good afternoon honorable mayor and city commissioners, my name is Carrie Richter, I'm an attorney at the law firm Bateman seidel. I'm testifying on behalf of

conda llc and David Leiken they are the owners of the Roseland theater building located on at 8 to 10 nw 6th avenue. This property's located outside the new china town/japan town historic district. It is six blocks of property that is adjacent to the historic district and north -- directly north of west Burnside. Yet the planning and sustainability commission recommended reducing the total building height for my clients property from 260 to 250 feet. The council should reject the psc recommendation and retain the existing height limits for a number of reasons. First, it will severely interfere with existing redevelopment opportunities for this property. At the existing 460-foot-height limit, Mr. Leiken could save existing Roseland theater, transfer the f.a.r. from the historic building to the remaining corridor block and build a pencil tower on the remainder parcel and potentially join with the adjacent owner David Gold to realize the lost returns retaining the three-story historic Roseland theater. Cutting this potential building height to nearly half of what it is today will so severely impact the development expectations as to require maximizing development potential and potentially losing the Roseland. I've submitted a letter into the record, but I would point out there are a number of central city plan goals that call for supporting tourism in this area and the Roseland plays a key component. Second of all the property's ideally suited for accommodating more intense development. It is outside a historic district, not in a view corridor area, the max train runs along northwest 6th avenue abutting this property to the west, abuts west Burnside with conversions of bus service, it's hard to imagine a more transit-friendly location. This site is across from the u.s. Bank building which is 42 stories and 536 feet tall. A tall tower in this area would be entirely compatible. For these reasons, we ask you reject the psc's proposal to reduce height on the Roseland block and retain the existing 600-foot height limit and I apologize for my rant.
Wheeler: No Worries, commissioner Fritz.
Fritz: The conventional wisdom would be having more height would be more likely to get a demolishing and start over. So, what's the reason that you think it'll preserve the existing structure?
Richter: The Roseland theater is a designated historic resource. The idea is, you have a designated historic resource on a corridor block and that leaves three-quarters of the block of non contributing structure and parking lot and the ability to maximize the growth there would be to save the Roseland, which Mr. Leiken has the intent of doing.
Fritz: Is it possible for a property owner to just get rid of the historic designation?
Richter: Sure, there is. There's demolition review. So, yes, it's possible, but the -- it's hard for me to understand why this height reduction is proposed in this six-block area because it's not a view corridor, not adjacent to a historic district and is --
Fritz: I can't imagine why you can't think of what you wanted to say. [laughter] you've been very patient, young man.
Fish: Carrie I was making notes as you spoke, but tell us again the proposal is to reduce it from what to what?
Richter: It's from 460 to 250 and the other thing I should point out is this property doesn't carry the transfer of development rights, as it does in historic districts. In the historic districts, these folks can transfer their development rights, but these six properties were left out and I think that was a mistake.
Fritz: Thank you.
*******:** I have a question.
Richter: Let's go outside and you can tell me the question. [laughter]
Fritz: Thank you very much for your patience.
Suzanne Crowhurst Lennard: Mayor wheeler, commissioner Eudaly, Fish and Fritz, I'm Suzanne Crowhurst Lennard the cofounder and director of in international livable conferences, but I'm here to read testimony from Michael Mehaffy who is executive

director of sustasis foundation who's out of the country speaking at a conference on urban planning. I previously testified, he says, about cautionary research into the impacts of tall buildings and the dangers of what I called voodoo urbanism. That is overconcentrating attention on the expensive cause and neglecting the capacities of the many other neighborhoods to grow in a more benign way. As we see in so many other cities on the west coast and elsewhere, the result too often is even more runaway loss of affordability, livability and heritage. Displacement, over gentrification, homelessness and other serious urban ills. I believe the central city plan has significant defects in this respect. However, my focus in this letter is on the failure of the plan to comply with state-wide planning goal one. I believe the council is well-aware of the potential conflicts of interest identified by the city auditor's office, requiring the remedy that members of the west quadrant stakeholder committee must file conflict of interest discloser forms after the fact. Five members refused to do so. Two of whom appeared to benefit financially from the increased heights that will go forward under the current plan. I believe it is urgent that we restore the integrity of the process in perception and in reality. I believe this will require, at a minimum, of reconvening of a new stakeholder committee charged with reassessing the heights and f.a.r.s of the west quadrant, comprising a "broadly-representative cross section of affected citizens as goal one requires". I suspect they will be convinced on the evidence that building highlights of no more than 100 feet will be fully-adequate to accommodate a more benign, diverse, disuse form of urban growth and so preserve Portland's priceless livability and heritage.
Wheeler: Thank you. Good afternoon.
Susan Bliss: Hello. Thank you. My name is Susan bliss I moved to the west end 11 years ago because of its convenience and pleasant livability, but aspects of the plan on the table appear to threaten our neighborhood by inviting massive development at odds with its character. The issue is building height. Allowing structures 200 and 300 feet and higher in this area, now largely made up of residential units and low-rise small businesses with drastically change our neighborhood and by precedent Portland overall. Expanded height limits will give developers the incentive they need to uproot trees, demolish many historic structures and replace with them with look-alike glass towers. Rehabilitation and expansion is preferable to demolition, but if the city raises height limits in our downtown area there is little hope for saving the current building stock. Not only to our older buildings give variety and texture to the urban scene, but many are home to neighbors who cannot pay the awesome cost of high-rise living. Most sustainable and affordable is the structure that exists, not the tower that replaces a historic building after it has been demolished. According to Gerald mildner of psu, a building higher than five stories requires rents that are two and a half times the rent from garden apartment developments. A major change-over to residential towers will put more Portland citizens at a loss for homes and add to our already homeless population. In order to curb the raising of historic buildings and affordable housing units and to preserve the character of our neighborhood, please consider limiting west end building heights to 100 feet. I support the amendments announced by mayor wheeler to preserve site corridors from salmon springs and Japanese garden and commissioner Fritz's call for changes in height restrictions at the river level.
Wheeler: Thank you. Good afternoon.
Bill Failing: How's that for a segue going from bliss to failing? [laughter]
Wheeler: That's good material. That's good. [laughter]
Failing: I want to thank the commission, today, first of all, for making -- giving us the opportunity to express ourselves and also, I really appreciated the eloquence of those who have testified today and the passion for which they have. So, it's been very rewarding

afternoon and thanks for extending the time a little bit because I'm glad you're going to have a chance to hear Tracy prince who has a dynamite presentation. [laughter] I'm really here today to just address the -- the -- I think, the potential threat to the view corridors and I really want to speak up about that. I think that planning with its best intentions is letting some of the soul of the city slip away. I -- in particular, the corridors that I think matter the most to many of us is keeping the Jefferson street view of the vista bridge as you come down Jefferson. It's one of the most iconic bridges in the pacific northwest, maybe and it's being threatened and right now, there's a developer who is convinced that the corridor should be moved a little bit over to the left and it doesn't work and we need to take a close look at that. Mount hood. Connecting mount hood to Portland, it goes back to the very earliest days here. I was looking through some old records -- I'm going to not be out of time here, I hope, but just a couple of lines from a letter from one of my ancestors describing to east relatives, Portland as it was in 1863. The town itself looks as if it was dropped into a valley the horizon being girted with the continuous belt of fir trees. The only peep out of the outside world is mount hood which looks up grandly beyond our fir ramparts. Even then. So, I say this, that we really need to pay attention to the viewpoints of -- of the mount hood -- the corridors that take the eyes to mount hood. One other point is when I drive up vista avenue, the name of the renowned Olmsted brothers named by the renowned Olmsted brothers for its panoramic view of the city and of mount hood, I wonder today why it's still called vista avenue? It's impossible to see mount hood from there. So mount hood belongs to the entire city. I think that it's -- the view corridors are being manipulated to accommodate developers. Current views of this proposed draft are compromised. Please support the proposed changes to salmon springs to keep mount hood visible to all as our mayor said earlier. Remember once a view is lost, it's lost forever.
Fish: Mayor may I make a comment and we do have time for Tracy, so I'm not cutting into your time. I have a comment to make about bill that has nothing to do with his testimony, but, I was channeling bill failing today because this morning, I attended a press conference where restore Oregon officially announced that the jantzen beach had been found and saved, but had been donated to restore Oregon. Now our beloved carousel is in the hands of a custodian that wants to be a good steward and the challenge will be for our community to determine where we want to site it permanently and to enter in to a fundraising campaign cause its going to need a structure to protect it from the elements. It turns out it is of the 5,000 to 6,000 historic wood carousels built during the golden age, there are only 150 left and this.
Failing: 1906, world's fair in St. Louis, nick.
Fish: This one is arguably the greatest living example of that great tradition and the reason I say I was channeling bill failing is the last time we had a similar challenge was when the city that owns three steam locomotives did not have a home for those locomotives because they were evicted by a landlord. Bill failing and mike Lindberg and a host of wonderful citizens got together and through their efforts we have a new museum next to omsi which is home to our three steam locomotives and I hope the city can summon the same spirit to create a new home for the jantzen beach carousel.
Failing: Thanks nick. You had a lot to do with the rail and museum also
Wheeler: Very good. Thank you.
Lincoln Tuchow: Good afternoon. My name is Lincoln Tuchow and I'm a member of the advocacy committee for the architectural heritage center and a broker with urban nest reality. I would like to propose the following amendments to the 2035 central city plan. One is to reduce the building heights to 100 feet throughout the west end along both sides of the south park blocks and in goose hollow and two, to lower the f.a.r. to 6:1 from the 8:1 or 9:1 that's been in the latest draft. Why reduce the maximum building height to 100 feet and

the f.a.r. to 7:1? There are several benefits to this proposal, but I want to focus on just one and this being, it will preserve low and middle income housing in the neighborhood. The west end has a plethora of medium rise vintage apartment buildings that are not only architecturally beautiful, but affordable. I went on craigslist the other day to do a little experiment and compared rental prices between the older character buildings and the new high rises in the west end and other downtown neighborhoods and you know what, the difference is dramatic. Rents in the old buildings range from $800 up to $1,400 for studios and one-bedroom apartments. The prices in the new construction, the tall glass towers tended to be much higher often well over $2,000 a month and going higher than that. If the current max of the cc 2035 where kept in place, there will be tremendous market pressure to demolish these vintage buildings and we'll lose some of the best affordable housing stock in downtown Portland. This proposal also supports the goal of the draft of preserving housing diversity and no net loss. The city council, you folks have made very impressive efforts to address the affordability crisis and I applaud you for that and this way, we can continue that. The character and the historic flavor of the neighborhood will be preserved and affordable housing can be provided it’s a win, win. Remember the greenest and most affordable building is often the one that is already built. We can accomplish two great Portland goals with a single policy decision and I hope you will implement this proposal. Thank you very much for your time.
Wheeler: Thank you. Why don't you do three more and -- let's do three more.
Tracy Prince: I'd like to answer the question commissioner Fish had about the map.
Fritz: What's your name?
Prince: Tracy Prince. I believe the northwest examiner did a map of properties of conflicted sac members, but I don't think it was complete.
Fritz: Thank you.
Prince: I'm dr. Tracy prince, the board member of the architecture heritage center, vice president of the goose hollow foothills league which is the neighborhood association. We’re very proud of the fact that half of our board is low-income and half are renters. We're presenting the unanimous ghfl position. In the past decade, we've seen that the more goose hollow fights for what's best for all residents in ways that cost developers millions of dollars, the more vicious the personal attacks. I was defamed this week on social media I have a 105-year-old house that I bought 15 years ago and like most of my neighbors I could not afford to live in my neighborhood today. I have a view of mount hood, but none of the proposed heights will affect my view of mount hood. A couple buildings might block my view of the Lincoln high school football field. Our board members aren’t fighting for personal gain we're fighting for every Portlander who hasn't had time of reading thousands of pages of code, every six months, in order to understand how much the views are being privatized and how much ethically-conflicted developers are being enriched in the central city 2035 plan. On the views, thank you mayor wheeler for fighting to keep the views from being privatized only from the wealthy and for trying to save the views at Japanese garden. We encourage all commissioners to vote for his amendments. It will only take lowering heights on a few properties to save the salmon springs fountain view, the last view of mounts hood from the edge of the Willamette river and only vegetation management to save Japanese garden views. It's important for Portland to promote egalitarian access to public views. Please refer to the first image in our handout. We emailed a 13-page letter with complex code request. Today, we just want you to look at photos. This is what views of the vista bridge will look like with the proposed height. We’re asking to return southwest Jefferson to todays protected view corridor from i-405 to the bridge and lower heights along southwest Jefferson to save views of the vista bridge. If heights are built as proposed, Portlanders will only be able to see the arch of the bridge by

standing underneath it in the middle of the street. Height increased near the bridge will privatize views of the arch of the bridge only for those wealthiest enough to live in a building blocking the view. The new sw72 viewpoint from Colin's circle, which is the second image I've given you is a ridiculous so-called viewpoint of only one half of the arch while standing on the far edge of Colin's circle. Bps staff created this so-called viewpoint to allow them to raise the heights near the bridge. A staff member stated clearly in a planning and sustainability work session that creating this was to benefit one developer who owns property near the bridge and wanted heights raised. I'll let my colleague finish.
Elizabeth Cooksey: My name is Elizabeth Cooksey and I'm in the goose hollow foothills league and I'm here to ensure that Tracy's dynamite presentation isn't cut short. We believe the city shouldn't be doing business this way. As you can see in image twos this supposedly protected view protects nothing. Since the red box showing the protected area is in the middle of the street, where no one will ever build anything. City council already agreed to protect the view of the vista bridge when you adopted the west quadrant plan, one of its five urban design policies specifically named the vista bridge and committed to elevate the presence, character and role of this significant public view corridor, which defines the district and it commits to stepping heights down to the neighborhoods on the west. The proposed heights of the first image clearly don't step down to goose hollow. Policy 5.4 of this draft commits to preserving views of the vista bridge. Policy 5.7 commits to preserving gateways, yet this magnificent gateway will be blocked by tall buildings. Please keep today's view corridor and require lower heights for four blocks near the bridge. On image number three, you will see the current view of mount hood from the vista bridge and what it will be with the heights proposed in this draft. This is view sw15. We are asking you to lower heights only slightly, four floors on approximately eight properties, to protect current views from the vista bridge of the low slopes of Mount Hood. It won't take much to save today's view. The beautiful contrast between the low slopes and the snowcap is what makes this view startling and what defines Portland. This view was used at the title shot for Portlandia and thousands of tourists visit weekly. In the top photo, this view is being used as the backdrop by west sylvan middle school's morning show. This vista is important to Portland's sense of place and now the beep is asking me to turn it over to Eric.
Eric Simon: Eric Simon, goose hollow. On all views it is shocking to see the economic, social and energy analysis developed by bps staff has no metric to measure views that are so iconic that they've appeared on Portland postcards and promotional materials for over a century. In their esea analysis private profits for developers will always be weighted more than the public good of egalitarian access to views. We recommend adding this paragraph to the esea, many views are iconic to Portland's sense of place. So much so that their value to Portland's identity, history and the massive economic boost of tourism much outweigh any other consideration. These views must be protected in their cultural, historic and economic impact far outweighs any other metric. This includes views of downtown and mount hood from the rose garden and Japanese garden. Corridors to and from the vista bridge, which Portland has protected for almost a century and views of mount hood from salmon springs fountain. On image 4, you see historic and contemporary photos showing how views from the rose garden defines our city. Rose garden photos are frequently used by travel Portland to promote tourism and conventions which are a substantial part of Portland's economy. We're asking to add the downtown skyline as a focal point to rose garden views sw03 and 09. On sw10 and 12, the garden store and zoo train, the skyline is a focal point but is listed as allow, which means no vegetation management. Please list all rose garden views as prohibit. This will allow for me rigorous vegetation management to keep century old views that define our city. It's very easy to see these views, we're not

asking for much. On image number five, there are nine historic buildings in goose hollow we're trying to protect their either listed on the national register or on the historic resources inventory. Please provide affordable -- several provide affordable housing in some of the cheapest market rate rents per square foot in our neighborhood. We ask you to lower the current heights on the nine historic buildings along and near southwest Morrison that are threatened with incentivized demolitions by 320-foot heights. Please lower heights to 125 feet. We support the west end's efforts to save over 100 historic buildings by lower heights and reducing f.a.r. as reported in the nw examiner, the ombudsman found that west quadrant stakeholder advisory committee members, public officials were unethical. They voted to give themselves millions of dollars by increasing heights on their own properties. The ombudsman required sac members to disclose their financial interest they did not, they said we own many properties in this area. We encourage city council to ask the ombudsman f she is satisfied with that response and rescind all heights given to these developers in this ethically compromised process. We don't think Portland should be doing business this way. We support commissioner Fritz's amendments to reduce heights at the bridge head, but we believe that many of the heights were obtained in ethically compromised ways and should be rescinded.
Wheeler: Very good.
Fish: I have one question. On the page five, where you have the historic properties.
Prince: Uh-huh.
Fish: I'm going to have to go back and do some homework. Let's take the branno which is the top left, that was part of the city's 11x13 campaign I think and I'll have to go back and check I think we slapped a 60 year covenant of affordability, that there was a lot of federal, state and local money. It may be that on a building like that, we've already got protections in place that, regardless of the zoning, I think your concern is any building that doesn't have a convent or protection from the city, we're essentially creating an incentive to demolish?
Prince: Yes. We know affordable housing that's owned by the city they're not going to demolish that building.
Fish: In this case we partnered with reach.
Prince: For several decades, the heights have been too high we've been trying to claw them back for a long time. We're relying on -- we have a few protected by covenant like that they're protected for 60 years, but if we're relying on the good will of people to not demolish a building if it's on a national register listing or that sort of thing to apply to have it delisted for 325 feet, I feel like the incentive financial is too pressing and so that's what I'm looking for.
Fish: Thank you.
Wheeler: Thank you, everybody. Obviously, we're not getting to everybody who would like to testify today I think we have 60 more people who have signed up. I want to remind people that the written record will remain open until September 15 until 5:00 p.m. If people would prefer just to submit their testimony by email if they did not get a chance to testify today. There will be other opportunities as was stated at the beginning of the meeting for people to testify in-person. I apologize that we did not get to that. I would like bps staff to come up for just one moment, if I could have you come up? I have a list of questions that I will just quickly read into the record, that I would like a response to by our October 18th session. First of all, what, within -- I'll give -- you don't have to write this down. What within the central city 2035 helps owners acquire the additional f.a.r needed to ensure the affordable housing seismic improvements are achieved beyond the bas zoning requirements? Number two, given the multi-modal mixed use area designation within the central city 2035 plan, doesn't that past barriers with odot do to additional trip generation?

Number three what's the f.a.r. available for transfer in each sub district? Number four what's the need for f.a.r. in each sub district looking at likely redevelopment sites over the next 20 years? I'd like to see both of these pieces of data by our October 18th session. My sense is that requiring a transfer seems unnecessary and adds to the uncertainly and length of time it takes to get projects going. Lastly what is the problem if any of simply allowing the project to build to its allowed height once it meets our affordable housing and seismic upgrade standards for the first 3:1 f.a.r. I'll give you this later, you don't have to write it down. I wanted to give you a heads-up on those. Colleagues any further issues or questions? Commissioner Fritz.
Fritz: So I have 14 questions I won't read them into the record. The main one that I'd like some input as much information as we can, both from northwest examiner and from the ombudsman's report about which particular properties may have a conflict of interest that we should be reconsidering? That's one of the things I'd like before we start addressing that issue thank you. I'll get you the rest in writing.
Wheeler: Great and just to reiterate what commissioner Fish said, we have four hearings here. We have the written record open and this is really the opportunity for the public to chime in on specific projects, specific lots, specific f.a.r. zoning issues. This is really our time, regardless of the conflict and I'm compelled by the ombudsman's commentary on that and I agree with commissioner Fish, we need to tighten up the expectations and rules with regard to boards and commissions. This is really the time now for people to testify on these issues and give us their own perceptions and I heard a lot of people talking about 100 feet or different issues on that. Please commissioner Fritz.
Fritz: Certainly, in-person testimony makes a huge difference and I know that not everybody can be at a meeting during the day and so while we do look at your written records, if you can send photographs or any kind of maps or anything that kind of gives us a little more context that would be very helpful. As I mentioned to Aaron brown, it's not helpful to send me 200 emails all saying the same thing. It makes it harder for me to find the individual emails that say something different. So to the extent that if you want to do petitions, they could tell me there's 375 names and send me the names that would be lovely, but don't send me all those individual emails it really is counterproductive. Thank you.
Wheeler: So, once again, the record for written testimony is open until Friday, September 15th, at 5:00 p.m. This will allow people to augment their testimony based on what they've heard at the hearing. The first work session will be on October 18 at 2:00 p.m. We'll now shift to the -- sorry.
King: Before you shift, the hearing, is it continued until next week so the remainder of the list can testify?
Wheeler: The hearing is continued until next week so those who have not testified will be able to. Thank you, legal counsel, for reminding me of that. Next item please, Karla?

[End of excerpt.]

CENTRALCITY
2035
Central City 2035 City Council Hearing
September 7, 2017
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

CC2035 Plan Components

Volume 1	Goals and Policies
Volume 2A1	Zoning Code and Map Amendments-CC Plan District
Volume 2A2	Zoning Code and Map Amendments-Willamette River, Trails
Volume 2A3	Zoning Code and Map Amendments-Outside the Central City
Volume 2B	Transportation System Plan Amendments
Volume 3A1	Scenic Resources Protection Plan-Summary
Volume 3A1	Scenic Resources Protection Plan-Inventory
Volume 3A1	Scenic Resources Protection Plan-ESEE Analysis
Volume 3B	Willamette River Protection Plan
Volume 4	Background Materials
Volume 5A	Implementation-Performances targets and action plans
Volume 5B	Implementation-The Green Loop
Volume 6	Public Involvement

CC2035 Schedule

September 7	Public Hearing #1: Main components, action charts, Green Loop Public Hearing #2: Post Office Early Implementation
September 14	Public Hearing #3: New Chinatown / Japantown Historic Guidelines Public Hearing #4: Scenic/environmental outside of the central city
September 28	Council sessions: US Post Office Early Implementation and New Chinatown / Japantown Historic Guidelines
October 18	Council session: Main components, action charts, Green Loop
November 2	Council session: Scenic/environmental outside of the Central City, and remaining items.
December 6	Council session: (if needed)
January 18	Council hearing on amendments
March	Council Vote (it must follow the Comprehensive Plan effective date which which is currently anticipated for March 2018)
April	Effective date 30 days after the Council vote (anticipated)

September 7th Hearings

2:00 Hearing #1

1) Ordinance: Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map, and Title 33; repeal and replace prior Central City plans and documents. (Volumes 1, 2A1, 2A2, 2B, 3A1, 3A2, 3A3, 3B, 4, 6 **and draft council amendments**)

2) Resolution: Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams. (Volume 5A)

3) Resolution: Adopt the Central City 2035 Plan Green Loop Concept Report. (Volume 5B)

These items will be adopted as amendments to the new comprehensive plan once that plan is in effect.

Council discussion of potential amendments: October 18 at 2 pm.

September 7th Hearings

4:30 Hearing #2
Ordinance: Amend the Central City Plan District (33.510) to increase height and floor area ratio limits on the United States Postal Service site.

This ordinance will adopted as an amendment to the existing Comprehensive Plan.

Council discussion of potential amendments or second reading and vote: September 28 at 3 pm.

September 14th Hearings

If testimony from the September 7 hearings is not complete, it will be heard first on 9/14.

2:00 Hearing #3
Ordinance: Adopt the New Chinatown/Japantown Historic District Design Guidelines

This ordinance will be adopted as an amendment to the existing comprehensive plan.

Council discussion of potential amendments or second reading: September 28 at 3 pm.

September 14th Hearings

2:45 Hearing #4
Ordinance: Adopt the Central City 2035 Plan, Volume 2A, Part 3, Environmental and Scenic, amend the Portland Zoning Map, and Portland Zoning Codes 33.430, Environmental Overlay Zones, and 33.480, Scenic Resources. (Volume 2A, Part 3)

This item will be adopted as an amendment to the new comprehensive plan once that plan is in effect.

Council discussion of potential amendments: November 2 at 2 pm.

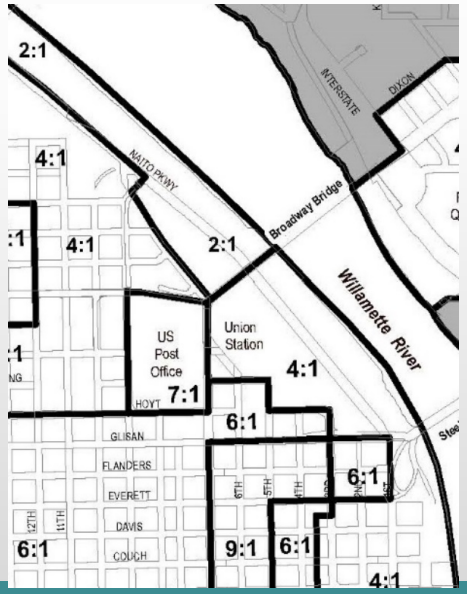
Ordinances and Resolutions

September 7, 2017:

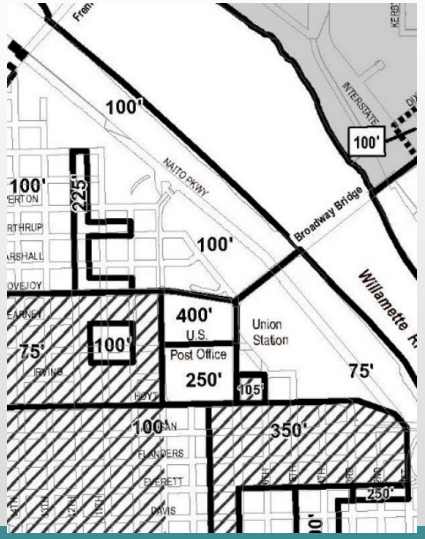
4:30 Hearing:

Ordinance 4: *CC2035 early implementation: US Post Office*

*Increase maximum **FAR** on the USPS site from 4:1 to 7:1*



*Increase **maximum building height:** 75’ to 250’ south of NW Johnson St and 75’ to 400’ to the north of NW Johnson St*



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1022, 1023, 1024

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓1	Terry Dublinski-Milton	6111 E Burnside St 97215	terry.dublinski@gmail.com
2	~~David Noren~~	~~PO Box 586 Hillsboro 97123~~	~~david@norenlaw.com~~
✓3	Chris Smith	2353 NW Pettygrove 97210	
✓4	Angus Duncan	2373 NW Johnson St. PDX	
✓5	JOE CORTRIGHT	1424 NE KNOTT ST.	
✓6	Aaron Brown	2955 NE 28th Ave.	—
✓7	STEVEN SIEGEL	920 SW 6th	
✓8	Charlie Tso	37 NW Trinity Pl. Apt 31	
✓9	Tony Jordan	9540 SE Yamhill	
✓10	Ken Marks (Ken Marks)	16162 SE Stark → Extra minute to read testimony	

Date 9-7-17

✓Testified 9-14-17 ✓Testified 9-2017

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
11	IZZY ARMENTA	1918 SE HEMLOCK	
✓ 12	Stuart Emmons	2336 SW Osage #05	
✓ 13	Walter Weyler	1221 SW 10th, 805 Portland	walter_weyler @ sequenceusa.com
✓ 14	~~Dan McFarling~~ Jim Howell	205085 SW Cheshire Ct. Aloha OR 97078	
✓ 15	Bob Sallinger	5151 NW Cornell Rd PDX 97210	bsallinger@audubonportland.org
✓ 16	Mary Coolidge	~~3935 NE~~ 5151 NW Cornell 97210	mcoolidge@audubonportland.org
✓ 17	Jim Labbe	3956 NE Rodney	—
✓ 18	MICHAEL ELLENA	9360 SW Inez St Tigard OR 97224	ellenagardens@frontier.com
✓ 19	Philip L. Wolfe	PDX 97209	philipjames73@Hotmail
✓ 20	Ed McVicker	10033 SW 53rd Ave 97219 PDX	

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
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✓23	Wendy Rahm	1221 SW 10th Ave 1	wwrahm@aol.com
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✓25	Rick Caskey	1221 SW 10th Ave 97205	shcandcfc@aol.com
✓26	RICHARD LOWENSOHN	1221 SW 10TH Ave 97205	RICHARDLOWENSOHN@GMAIL.COM
✓27	ANDREW PLAMBECK		
✓28	SHELLI ROMERO		
✓29	STEVE LEATHERS		
✓30	COURTNEY FERRIS		COURTNEYFERRIS1@gmail.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
✓ 31	Adam Segal	2116 SE Cesar E Chavez 97214	adamjacobsegal@gmail.com
✓ 32	WILLIAM SMITH	1007 SE 15TH AVE APT 2 97214	emailingwilliamsmith@gmail.com
✓ 33	Randy Gragy	2705 SE Ash 97214	randygragg@gmail.com
✓ 34	Steve Bozzone		
✓ 35	Thomas Ray	2211 SW 1st Ave #802 97201	thomas-ray@uiowa.edu
✓ 36	Martha Sharp	2211 SW 1st Ave #802 97201	Kathy-sharp@comcast.net
✓ 37	DAVE WOODALL	2211 SW 1ST AVE #501 DDX 97201	DL_WOODALL@YAHOO.COM
✓ 38	Ron Buel	1810 NE 70th POX 97212	Ron@donavoncards.com
left 39 ✓	~~Micah Meskel~~ Micah M.	3956 NE 7th	———
✓ 40	CARRIE RICHTER	888 SW 5TH AVE #1200 PORTAND, 97204	CRICHTER@BATEMANSEIDEL.COM

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
41	Heidi Moore	555 SW 5th #1250 PDX OR 97204	
left 42	ROSE KOWALSKI	3216 SW UPPER CASCADE DR PORTLAND, OR 97205	rosetheweaver@gmail.com
43	SUZANNE CROWHURST LENNARD	1209 SW 6th Ave #404 Portland OR 97204	Suzanne.Lennard@LivableCities.org
44	Susan Bliss	1221 SW 10th Ave Portland ~~205~~ 97205	
45	BILL FAILING	2649 S.W. GEORGIAN PL. PORTLAND, 97201	WLFailing@gmail.com
46	LINCOLN TUCHOW	11908 SE Madison ST PORTLAND, OR 97216	LINCOLN@TOWNNESTPDX.COM
47	Tracy Prince	2157 SW Market 97201	
48	Liz Cooksey	97201	
49	Eric ~~Mason~~ Simon	97201	
~~STOPPED HERE~~ 50	Kal Toth	97201	

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
51	✓ Mark Velky	97201	
52	✓ FRED LEESON	2226 NE Hancock PDX 97212	
53	✓ BRIAN NEWMAN	OHSU	
54	✓ Christe White	M. Menashe	
55 left	Will Lutes	97202.	
56	✓ Zoee Lynn Powers	97201	
57	✓ Soren Impey	97214	
58	✓ John Hollister	97209	
59	✓ SARAH IANNARONE	97236	
60	David Delk		

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
61	Felisa Hagins	[illegible] 97[illegible]	felisah@[illegible]
62 ✓	Britt Conroy	3810 NE 72nd Ave 9721[illegible]	
63	TIM SMITH	2745 NE 26TH AVE 97212	tims@seradesign.com
64	Andra Zerbe	2261 NE Davis St 97232	andra@zerbe.biz
65	TYGUE WERDA	1061 NE 9TH ST 97232	tigmus@icloud.com
66	Travis Walsh	591 NW Queens ct 97124	tralwa22@gmail.com
67 ✓	JOSHUA PASOS	2028 SE MORRISON ST 97214	jpasos@uoregon.edu
68 ✓	Douglas R. Allen	734 SE 47th Ave Portland OR 97215	dougallen@centurytel.net
69	Ismael Armenta	1331 SW 12th Ave #21 PDX 97201	IsmaelA@oregonwalks.org
70 ✓	CLIFF WEBER	1234 SW 18th AVE, APT. 503, 97205	webercliff@gmail.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
71	LARRY MAZER	1301 NW Naito #905	themazers@gmail.com
72	Kurt Sorensen	~~1210 NW NAITO #~~ 507	~~kt.sorensen@att.net~~
73 ✓	David Bouchard		
74 ✓	Mary Vogel	1220 SW 12th Ave #709 97205	on file
~~75~~ 14 ✓	JIM HOWELL	3325 NE 45TH AV 97213	
76	Peggy Moretti / Restore Oregon	1130 SW Morrison	on file
77	Elizabeth Ninthorn	6930 SW Vermont Ct	—
78 ✓	Susan LINDSAY	625 SE 17th Ave	on file
79			
80	Joshua Cotten	5052 SE 33rd Pl	jaken71@gmail.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
81	✓ Steve Novick		
82	✓ TED BUEHLER	105 NE Beech St. 97212	ted101@gmail.com
83	✓ Elizabeth Hart Morris	4153 SE 67th Ave	elizabethkhart@comcast.net
84	NAOMI MORGAN	1480 SW TAYLOR FERRY 97219	nmorgan@sopema.us
85	Brad Perkins	1722 NE Schuyler 97212	perkinsrealty@comcast.net
86	✓ Dan Yates	110 SE Caruthers 97214	dan@portlandspirit.org
87	✓ Madeline Kovacs	6325 N Albina #7 97217	madeline@friends.org
88	✓ Doug Klotz	1908 SE 35th Pl. 97214	dougorb@gmail.com
89	✓ RENEE FRANCE	111 SW Columbia, Suite 700, 97201	rfrance@sadlerswhite.com
90	✓ Adella Maza	4725 w. Powell, 97030	

↳ Yasmin Ibarra - Translation

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
91	✓Felisa Hagins	6131 SE 84th, 97266	
92	✓David Noren	PO Box 586 Hillsboro 97123	
93	Dean Gisvold	3355 NE 15th Ave	
94	Andrea Saven	5735 SE 67th Ave, Portland	
95	✓Deanna Mueller-Crispin	1221 SW 10th Ave #1013 Portland	
96	Cory Poole	222 SE 47th Ave 97215 Portland	robotoplex@gmail
97	✓Josh Hetrick	3818 SE 16th Ave, 97202	
98	Dan Jaffee	4723 NE 14th Ave. 97211	
99	✓LAURENCE QAMAR	3432 SE CARLTON ST, 97202	l.qamar@comcastnet
100	Jacqueline Jackson	6208 NE 33rd Ave 97211	jacqui47@gmail.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
~~101~~ 60	DAVID DIELK	112 NE 45th Portland OR 97213	DAVIDAFD @YMAIL.COM
102 ✓	KEVIN JOHNSON & AARON JONES	~~10~~ 1120 SW COUCH ST, Suite 300 PORTLAND 97204	kevin@gbdarchitects.com
103	JON CRUMRINE CRUMRINE	5401 SW ALTA MIRA CIR. PDX, 97239	JC E 618393 @GMAIL.COM
104 ✓	Kiel Johnson	1509 NE 10th AVE #301 PDX 97232	Kielj@gmail.com
105 ✓	Sherry Salomon	1000 S.W. Vista Ave #807	
106	Steve Salomon		
107 ✓	Daniel Salomon	" "	
108 ✓	Roger Leachman	742 SW Vista Ave #3C Portland, OR 9720S	
109	Brad Baker	2301 NE Rodney Ave Portland, OR 97212	bradmbak@gmail.com
110	Monique Gaskins	2301 NE Rodney Ave Portland, OR 97212	moniqueg2002@gmail.com

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
111 Left	Linda Nettekoven		linda@lnettekoven.com
112	Christopher Lowe	7314 SE Cesar E Chavez Blvd Portland OR 97202	clowe@igc.org
113	✓ Paddy Tillett Parks Board	1223 SW Washington St. 97205	
114	Nolan Lienhart LIENHART West Quadrant Steering Ctee	" Lienhart "	
115	✓ Dan Petrusich Morrison Bridgehead LLC	1705 SW Taylor Suite 250 Portland, OR 97225	dpetrusich@mmdccompany.com
116 ~~Left~~ ✓	Jackie Peterson-Loomis Loomi	2427 NE Mason St Portland, OR 97211	Jackie@portlndchinatown.org
117	✓ Patricia Gardner	1200 NW Marshall St STE 1307 97209	patig57@gmail.com
118	✓ Tina Wyszynski	1711 SW Clay St. 97201 503-481-6538	Tina@stadiumdistrictpdx.B12
119	Gerald Fittipaldi		fit884@gmail.com
120	✓ Gwenn Baldwin	1020 SW Taylor # 770 Portland 9705	

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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
121	MATT FERRIS-SMITH	3968 NE 6th Ave. 97212	matt.ferrissmith@gmail.com
122	Patrick Rafferty	1526 SE Hawthorne 97214	
123 ✓	~~Pat Kracke~~ Susan Pearce	3142 SE 25th Ave 97202	
124	Aaron Jones	9 SE 3rd Ave 97214	aj@pathpdx.com.
125			
126			
127			
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Number	Name (please print)	Address & Zip Code (optional)	Email (optional)
131 ~~left~~ ✓	Emma Pelett	823 SE 3rd Ave. Portland, OR 97214	epelett@gmail.com
132	JOHN CZARNECKI	1020 SW TAYLOR	
133	Akash Singh	1913 NE 7th Ave #5 Portland, OR 97213	
134 ✓	Haithem Toulan	306 SE Ivon St Portland OR 972	haithem@me.com
135 ✓	Allison Reynolds	1120 NW Couch St. Portland, OR 97209	areynolds@perkinscoie.com.
136	Dana Krawczuk	1120 NW Couch St. Portland OR 97209	dkrawczuk@perkinscoie.com
137	Michael Mehaffy	742 SW Vista Ave, #36 Portland OR 97205	
138 left	Even Heidtmann		
139	GRANT SAWYER	3763 SE GRANT ST UNIT A PORTLAND 97214	GSAWYER44 @ GMAIL.COM
140			

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