

North Macadam Project: Amendments Report

Companion document to:

***Recommended North Macadam Plan
Recommended Zoning Code for North Macadam
Recommended North Macadam Design Guidelines and
Greenway Design Guidelines for North Macadam
(September 10, 2002)***

**City of Portland
Bureau of Planning
October 25, 2002**

About this report:

On October 9 and October 10, 2002, the Portland City Council held a hearing on the recommendations contained in the reports of the North Macadam Project. The Council continued their discussion to October 30, 2002, and directed Bureau of Planning staff to explore detailed code amendments to the *North Macadam Plan* and *Zoning Code for North Macadam* under particular topics. This report includes those amendments.

This report should be used as a companion to the September 10, 2002 Recommended Drafts of the *North Macadam Plan*, *Zoning Code for North Macadam* and *North Macadam Design Guidelines and Greenway Design Guidelines for North Macadam*. All amendments shown in this report are amendments to language in the Recommended Drafts. This report will be easier to follow if it is read side-by-side with the reports it is amending.

If you have questions about this report or about the North Macadam Project, please contact Marie Johnson, Project Manager (503-823-5771 or mjohnson@ci.portland.or.us).

City Council will hold a public hearing on the amendments contained in this report:

Date: October 30, 2002
Time: Hearing begins at 2:40 P.M. (time certain)
Place: Council Chambers, City Hall
1221 SW 4th Avenue
Portland, Oregon

You can come to the City Council hearing to testify about the project. You may also send written testimony to the council clerk at 1221 SW 4th, Rm. 140, Portland, OR 97204 (fax: 503-823-4571). Letters must be received by the time of the hearing.

Memorandum

Date: October 25, 2002
To: City Council
From: Marie Johnson, *North Macadam Project Leader*
Re: **North Macadam Amendments Report**

Attached is the *North Macadam Project: Amendments Report*. This will serve as the basis for the North Macadam amendments hearing, the first session of which is scheduled for October 30, 2002, at 2:40 p.m., City Hall. The hearing will be continued to October 31, 2002, at 2:00 to allow testimony specific to the proposed height amendments for the area north of the Marquam Bridge.

The *North Macadam Project: Amendments Report* includes the following main sections:

- The **“Summary of Amendments”** section lists by topic the amendments being recommended by staff. Each amendment topic has been assigned a unique number for easy identification.
- The **“Discussion”** section is organized to correspond with the “Summary”. It provides additional detail about the amendments, including summaries of Planning Commission recommendations, testimony to City Council, and staff rationale for the amendment. This section also provides cross references to related testimony, specific amendments language and background information contained in the other sections of the amendments report.
- **“Recommended Amendments”** sections for the three recommended plan documents are organized to correspond with the order of text within those documents. This section details the specific language, images or maps recommended to be amended in the plan, zoning code or design guidelines.
- **“Appendix A: Background Information”** provides additional information on district-wide and amendment-specific issues covering a range of topics, such as implementation priorities and floor area bonuses. This material includes images and detailed discussions of these issues. It begins with a review of district-wide issues, then follows the order of the “Summary of Amendments”.
- **“Appendix B: Summary of Testimony”** is a table of specific issues identified by testifiers, either orally or in writing, as part of City Council’s hearings on the *Recommended North Macadam Plan* held October 9 and 10, 2002. The table includes references to items that are addressed in the staff amendments and for other items provides brief staff commentary.

Staff developed amendment requests based on a few key factors: Council direction to review or revise the Planning Commission or Design Commission recommendations, public testimony, or requests from technical advisors. Because these do not address every issue covered in public testimony, City Council may want to identify additional items from the “Summary of Testimony” that they want to consider during Council deliberations.

Please feel free to contact me if you have any questions about this or other elements of the North Macadam project.

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Summary of Amendments

FAR, Height and Building Massing	
1	Height. Allow some buildings between River Parkway and Bond to go taller than 250' in exchange for provision of open space.
2	Floor Area Ratios. Allow sites to realize up to 9:1 FAR in exchange for open space or greenway amenity provisions.
3	Required Building Lines. Remove required building line designation from Bancroft East of River Parkway.
4	Building envelope. Reduce special building heights along east-west corridor streets from 75 feet to 50 feet. Continue to limit north-south tower dimension starting at 75 feet.
FAR Bonuses	
5	Middle Income Housing Bonus. Leave bonus at 150% as it is in the existing Zoning Code.
Greenway	
6	Trail Fund. Delete Trail fund regulations from Recommended Zoning Code and direct City bureaus to initiate the creation of a Local Improvement District to collect district contributions toward trail improvements.
7	Fences and walls. Amend to not allow fences and walls in subareas 1 and 2.
8	North Macadam Greenway Review—landscaping flexibility. Add a criterion that allows landscaping to be modified based on Greenway Design Coordination Plan.
9	North Macadam Greenway Review—in-water work. Modify approval criterion for in-water work to clarify what improvements will be allowed in exchange for setback reduction.
Transportation and Parking	
10	River Parkway. Adopt staff amended River Parkway alignment as part of Transportation Concept and move boundary between FAR areas to reflect new River Parkway alignment;
11	Shared parking. <u>Option 1:</u> Lower residential parking ratios and allow parking to be operated as commercial parking. <u>Option 2:</u> Retain recommended residential parking provisions which allow a larger maximum ratio but require parking to be accessory to the residential use.
Technical/Implementation	
12	Timing. Clarify when bonus amenities must be installed or documented.
13	Trail standards. Add a reference to Transportation (as well as Parks) for cases where trail will be constructed in the right-of-way.
14	Site vs. Ownership. Amend greenway improvement requirements to be based on site rather than ownership.
15	Parks. Add action item directing Parks to amend System Development Charge ordinance to not allow credit for parks that are earning bonus floor area.
16	Housing. Amend action item LU-8 to clarify implementation of affordable housing production.
North of the Marquam Bridge Amendment	
17	Height. Amend allowed heights north of the Marquam Bridge to decrease allowed height adjacent to greenway and increase allowed heights away from greenway.
Minor Clarifying Amendments	
18	Amend the Vision Statement to clarify that wildlife habitat is an emphasis in the district.
19	Amend Parks Concept to clarify that parks should complement the urban environment.
20	Amend Design Guideline A 4-2 to clarify that the guideline supports innovative stormwater management.
21	Amend Greenway Design Guideline 4 to include an additional example image that better demonstrates emergent riparian habitat.
22	Amend Parks Concept to clarify that aspiration for the Greenway width, using regulatory and negotiated strategies, is a 150 foot average.

Discussion

FAR, Height and Building Massing

1. **Height.** Allow some buildings to go taller than 250' in exchange for provision of open space.

At the hearing on the *Recommended North Macadam Plan*, the City Council received considerable testimony related to height and building massing in the district. Council directed staff to explore the height issue with a particular emphasis on ensuring that the district does not become a monotonous "wall" of development, that the development of the city's jobs/housing goals be economically feasible under the proposed heights, and that the appropriate balance be struck between public and private benefits within the plan.

These amendments would allow a property owner to transfer the height potential of a park they will be dedicating within the district to a development site, similar to the Open Space Height transfer that exists as an option in the rest of the Central City. To be eligible for this height transfer, parks must be within North Macadam, be at least 20,000 square feet in size and acceptable to the Parks Bureau. Only buildings between River Parkway and Bond would be eligible for a height increase under this transfer; and the maximum height for buildings taking advantage of the transfer would be 325 feet.

Because buildings taking advantage of the transfer would not gain additional floor area, the result would be a taller, thinner building profile, and additional visibility through the district. Protected public views of Mt. Hood from Terwilliger Parkway would be preserved. Staff recommend this amendment in order to:

- encourage provision of additional park space in the district;
- encourage an urban form and district skyline with more variation;
- and grant additional development flexibility in exchange for provision of a needed public amenity.

See related testimony: #LU-1 through LU-5, LU-20

See amendments beginning on pages 22 and 29 of this report.

See Appendix A for images showing the maximum height related to protected views of Mt. Hood from Terwilliger Parkway.

2. **Floor area ratios.** Allow sites to realize up to 9:1 FAR in exchange for open space or greenway amenity provisions.

City Council received testimony from property owners in the district asking for an increase in the maximum floor area for the district to allow for greater development flexibility.

Staff thinks that increased floor area should be accompanied by increased public amenities, provided through floor area bonuses. The recommendation currently limits the amount of floor area a project can gain through the use of bonuses to 2:1 over the base allowed floor area ratio, while allowing projects to go as high as 9:1 if they will be transferring floor area from another site within North Macadam. The recommended amendment would allow a site to get to 9:1 through the use of bonuses if the site is earning at least 1:1 through the use of the greenway bonus option, the open space bonus option, or the open space fund bonus option.

See related testimony: #LU-6 through LU-8

See amendments beginning on page 21 of this report.

3. **Required Building Lines.** This technical amendment would remove the required building line designation from Bancroft East of River Parkway. This map amendment would make the map

consistent with Planning Commission's direction on the Transportation Concept, to allow this portion of Bancroft to be a pedestrian accessway.

See amendments beginning on page 29 of this report.

4. **Building envelope.** Reduce special building heights along east-west corridor streets from 75 feet to 50 feet.

This amendment would lower the height of building podiums along the streets designated on Map 510-15. This amendment was requested by the League of Women Voters, and would better ensure that there is a potential for maintaining views through the district down the four designated east-west streets.

See related testimony: #LU-9

See amendments beginning on page 25 of this report.

FAR Bonuses

5. **Middle Income Housing Bonus.** Leave the bonus as it exists under the existing Zoning Code (150% throughout the Central City).

The Middle-Income Housing Bonus was adopted recently by the City Council as part of the West End planning process. The existing bonus encourages the development of housing affordable to middle income residents earning less than 150% of MFI. The bonus is intended to encourage development of housing that is affordable to households that would not generally be provided for by the market or through federal housing programs. Subsidies and tax abatement programs typically target housing affordable to those earning less than 80% MFI, while housing affordable to households earning more than 150% of MFI will be produced easily by the market.

The Planning Commission discussed this bonus in the context of the North Macadam district, and, based on testimony provided by affordable housing advocates, directed staff to reduce the percentage to 120%. The Commission was concerned that North Macadam has the potential of becoming an upper-income neighborhood, and that the bonus needs to be more tightly drawn to encourage the market to support development of a mixed income community.

The City Council heard considerable testimony requesting that the outcome of the West End planning process be respected and that the bonus be left at 150%. This amendment would continue to treat the Central City in the unified manner that came out of the West End process and would allow for simpler code administration.

See related testimony: #LU-14

See amendments beginning on page 24 of this report.

Greenway

6. **Trail Fund.** Delete trail fund regulations from *Recommended Zoning Code* and direct City bureaus to initiate the creation of a Local Improvement District to collect district contributions toward trail improvements.

The staff proposal to Planning Commission required that riverfront property owners provide all required trail improvements when development on the site exceeded a particular development threshold. There were two major concerns raised in testimony to the Planning Commission about the proposal: 1) the proposal took a one-size-fits-all approach to trail improvements, by not allowing development to provide incremental trail improvements; 2) the proposal would result in non-continuous trail improvements being constructed based on development patterns in the district. Planning Commission directed staff to develop an approach that would require property owners throughout the district to contribute incrementally to construction of the trail based on the expected impacts of proposed development. The recommended North Macadam Greenway trail fund provisions would require property owners throughout the district to pay into a fund that would pay for the private portion of the greenway trail based on the expected impacts of the proposed development on the trail facility.

City Council received testimony that this approach, while in concept a good idea, may not be appropriate for inclusion within the Zoning Code. The City Attorney and Bureau of Development Services staff have raised similar concerns at a technical level. Based on the testimony and on input from technical staff, Bureau of Planning staff recommend that the Council amend the recommendation to delete the trail fund provisions and direct City bureaus to initiate creation of a Local Improvement District to collect district contributions toward the private responsibility for trail improvements. This approach would allow the trail to be designed and constructed as a single facility using an appropriate mix of public and private funding. Riverfront property owners would continue to be required under the code to provide an easement for the trail.

See related testimony: #GP-1 through GP-3

See amendments beginning on pages 16 and 25 of this report.

7. **Fences and walls.** This technical amendment would modify the recommended language to not allow fences and walls in subareas 1 and 2 of the North Macadam Greenway area.

This amendment will make the recommendation reflect Planning Commission intent. Planning Commission approved an amendment to allow 3-foot high fences and walls in the greenway area; the intent was to allow them only in the portion of the North Macadam Greenway area closest to development.

See related testimony: #GP-4

See amendments beginning on page 26 of this report.

8. **North Macadam Greenway Review—landscaping flexibility.** This technical amendment would insert an approval criterion that was inadvertently left out of the proposal. The intent is to allow the greenway design coordination plan to supersede the requirements of the code, including landscaping requirements.

See amendments beginning on page 30 of this report.

9. **North Macadam Greenway Review—in-water work.** This amendment would modify the approval criterion allowing a setback reduction in exchange for in-water work.

This amendment is supported by environmental staff in the Bureau of Planning and implementation staff in the Bureau of Development Services (BDS). The amendment would

clarify what level of improvements will be allowed in exchange for a setback reduction. The amendment sets a monetary threshold for in-water work and provides some additional specificity about what outcomes the near shore and bank improvements would need to generate. The criteria would continue to allow a variety of near-shore and bank treatments to qualify a project for requesting a setback reduction. The 700 dollar per lineal foot minimum threshold is based on an estimate for riverbank clean-up and planting that was included in: Portland Development Commission. 2002. *Portland Downtown Habitat Opportunities*. Fishman Environmental Services, LLC for the Portland Development Commission; Portland, OR.

See amendments beginning on pages 30 and 31 of this report.

Transportation and Parking

- 10. River Parkway.** Adopt staff amended River Parkway alignment as part of Transportation Concept, move boundary between FAR areas to reflect new River Parkway alignment, and clarify relationship between River Parkway alignment and FAR pattern in the Plan.

As part of the Planning Commission's discussion of the North Macadam Transportation Concept the Planning Commission approved an alignment for River Parkway based on the desire for the street to accomplish the following:

- Function as a local access street, providing internal circulation rather than primary vehicle access into and through the district (these functions will be provided by Moody and Bond)
- Reinforce the relationship of the district to the river
- Provide a progression of views and experiences along the street
- Act as a seam between development and the greenway setback in the north
- Serve as a focal point for residential, institutional and office uses in the south
- Link parks and open spaces throughout the district

The Planning Commission recommended setting the street location at 150' from top of riverbank from around Baker Street to Gibbs Street and then one block in-land south of Gibbs. This street placement was the basis for the recommended floor area ratio map, which calls for greater development potential along the eastern edge of the district by right north of Gibbs and lesser floor area ratios south. The linkage between the street configuration and development potential was an acknowledgement that property owners in the south would have access to the greenway floor area bonus that wouldn't be usable in the north, because the street placement would determine the greenway setback outside the development process.

The City Council received testimony regarding the recommended alignment of River Parkway, and directed staff to continue to explore the issue.

Staff recommends amending the recommended Transportation Concept to include an alternative River Parkway alignment that is consistent with the functions Planning Commission desired and in addition is intended to achieve the following:

- Provide a sweeping, curvilinear street that is organic in feel and is a counterpoint to the angularity of the built environment
- Frame development and creating unique and distinctive development parcels that can serve as signature site(s) for the district
- Connect Ross Island Bridge Park with the riverfront

The recommended amendment would locate River Parkway between development and the riverfront from its northern entry into the district, curving in a gentle arc around the greenway setback until Hooker Street; the riverfront in this area is expected to be exclusively for greenway use. At Hooker Street, River Parkway would move in-land, creating a riverward parcel of approximately three acres in size between Hooker and the Ross Island Bridge. The parkway would cross under the Ross Island Bridge at the eastern edge of the bridge supports where the

district's largest park will be located. From Grover Street to the southern terminus at Lowell Street, River Parkway would be framed by development parcels on either side.

In addition, staff recommends adding language to the resolution directives and transportation concept, where appropriate, that emphasizes the relationship between the alignment of River Parkway and the pattern of allowed FARs in the district. The language should link potential future amendments to the FAR pattern to any flexibility that may be granted to the street alignment under the Street Plan process.

See related testimony: #T-1

See amendments beginning on pages 17 and 27 of this report.

See Appendix A for a detailed image of the River Parkway amendment.

11. Parking.

Option 1: Lower residential parking ratios and allow parking to be operated as commercial parking.

Option 2: Retain recommended residential parking provisions which allow a larger maximum ratio but also require parking to be accessory to the residential use at all times.

The *Recommended Plan* includes a maximum residential parking ratio of 1.7 spaces per unit. This maximum was informed by the parking strategy developed in 2000 by the North Macadam Technical Management Team and is similar to the maximum in other subdistricts of the Central City. Because the parking ratio may result in more spaces than necessary for many residential projects, the recommendation requires that these spaces be operated as accessory to the residential use. Requiring that they be operated as accessory disallows over-building of parking in order to serve other uses where parking ratios have deliberately been held low as a transportation demand management measure.

Property owners have provided considerable testimony that they would like additional flexibility, similar to that recently provided in the West End, to use these residential spaces as shared spaces. In their testimony, they have argued that they could build less parking in the district if the residential parking could be shared.

Staff supports an amendment that would allow sharing of residential parking spaces if the maximum ratio is lowered to 1.2 spaces per unit. Lowering the ratio to approximately one space per bedroom assures that residential parking will not be overbuilt in the district.

See related testimony: # T-2

See amendments beginning on page 27 of this report.

Technical/Implementation

- 12. Timing.** Clarify when bonus amenities must be installed or documented. These amendments were developed based on input from the Bureau of Development Services and will make administration of the code consistent, and will ensure that the code is requiring improvements and documentation at points in the process that make sense from a policy and development project timeline perspective.

See amendments beginning on page 24 of this report.

- 13. Trail standards.** Add a reference to Office of Transportation standards for cases where trail will be constructed in the right of way. The Planning Commission recommendation includes a change to the citywide regulations for trails that replaces a reference to "City" trail standards with a reference to "Parks Bureau" trail standards. This technical amendment would clarify that there may be situations where the construction standards of the Portland Office of Transportation would apply to trails.

See amendments on page 21 of this report.

- 14. Site vs. Ownership.** Amend greenway improvement requirements to be based on site rather than ownership.

This technical amendment will remove a potential inconsistency from the code. Staff originally recommended against this amendment to the Planning Commission, in order to ensure that greenway improvements were triggered appropriately by development. Upon further examination, however, we believe that use of the term “ownership” in this section will not provide any additional assurance of greenway improvements being triggered. Use of the term “site” is more consistent with other portions of the code.

This amendment has been presented in testimony by the property owners, and has also been requested as a technical amendment by the Bureau of Development Services.

See related testimony: #GP-15

See amendments beginning on page 26 of this report.

- 15. Parks.** Add action item directing Parks to amend System Development Charge ordinance to not allow credit for parks that are earning bonus floor area.

As part of their testimony to the City Council, the League of Women Voters requested assurance that developers could not “double dip” by earning bonus floor area and SDC credit for the same open space. The current language of the parks SDC ordinance disallows SDC credits for open space provided as part of the North Macadam Willamette River Greenway bonus. Staff recommends an amendment that would direct Parks to broaden this language to disallow credit for other facilities earning floor area bonuses. An update of the SDC ordinance is anticipated in early 2003.

See related testimony: #GP-16

See amendments beginning on page 16 of this report.

- 16. Housing.** Amend action item LU-8 to clarify implementation of affordable housing development action item. This amendment would create separate action items for development of an implementation strategy and production of the housing itself. PDC staff recommended this technical amendment in order to distinguish the separate stages in the process of developing affordable housing in the district.

See related testimony: #LU-31

See amendments beginning on page 15 of this report.

North of the Marquam Bridge Amendment

- 17. Height.** Amend allowed heights north of the Marquam Bridge to decrease allowed height adjacent to greenway and increase allowed heights away from greenway.

During public hearings on the *Proposed North Macadam Plan*, the Portland Development Commission requested an amendment to the building height limits on several parcels of land at RiverPlace in order to facilitate development that is critical for early implementation of the North Macadam Urban Renewal District. PDC’s proposal sought to allow building heights of up to 225 feet in an area adjacent to SW River Parkway and SW Moody Avenue and lower building heights adjacent to the greenway. Planning Commission received considerable testimony in opposition to the request and did not include the request as part of their recommendation to the Council, in part because they felt that the proposal did not appropriately step heights down toward the river.

At the City Council hearings on the *Recommended North Macadam Plan*, the Portland Development Commission brought forward a modified version of the original amendment request. The amended version would better reflect a step down in height to the river by increasing the area subject to a 35-foot height limit, decreasing height limits to 75 feet on a portion of the site, and putting in place a 200-foot height limit on the remainder of the site. The request does not include any increase in allowed floor areas on the site and would result in more open space on the site than development under the existing code.

See related testimony: #NM-1 through NM-3

See page 28 of this report for a map of existing height limits.

See Appendix A for a site plan of the development proposed at the site.

NOTE: Detailed visuals and maps showing the height changes being proposed will be distributed at the hearing on October 31, 2002.

Minor Clarifying Amendments

18. This amendment would clarify that the vision for the greenway and the river takes into account wildlife as well as fish. The amendment was requested by Mike Houck and Ron Carley, representing the Audobon Society. Staff support this minor clarifying amendment to the Vision Statement.

See related testimony: #M-2

See amendments beginning on page 15 of this report.

19. This amendment would clarify that parks should complement the urban environment. The amendment was requested by Mike Houck and Ron Carley, representing the Audobon Society. Staff support this minor clarifying amendment to the Parks Concept.

See related testimony: #GP-39

See amendments beginning on page 16 of this report.

20. This amendment would clarify that the North Macadam Design Guideline A 4-2 supports the use of innovative stormwater management in development projects. This amendment was requested by Mike Hock and Ron Carley, representing the Audobon Society. The amendment will allow the design guideline to better support city stormwater management policies that encourage systems that rely on innovative treatment and retention techniques that reduce impacts on existing city systems. Staff support this minor clarifying amendment.

See related testimony: #DG-1

See amendments beginning on page 19 of this report.

21. This amendment would include in the North Macadam Greenway Design Guidelines an additional example image that better demonstrates emergent wetland riparian habitat. This amendment was requested by Mike Houck and Ron Carley, representing the Audobon Society. Staff support this minor clarifying amendment.

See related testimony: #DG-4

See amendments beginning on page 19 of this report.

22. This amendment would amend Parks Concept to clarify that aspiration for the Greenway width, using regulatory and negotiated strategies, is a 150 foot average. This amendment was requested by Mike Houck and Ron Carley, representing the Audobon Society. Staff support this minor clarifying amendment.

See related testimony: #GP-41

See amendments beginning on page 16 of this report.

Recommended Amendments to North Macadam Plan

How to read the amendments shown on the following pages: **Strikethrough** indicates language to be deleted from the recommendation. **Underline** indicates language to be added to the recommendation. **{Bracketed Italics}** indicates discussion or explanation relating to a particular amendment.

{Amendment to the Vision Statement shown on page B-6 of the Plan implement amendment topic #18.}

The Willamette River and greenway are the focus of the district and support a variety of users and activities and a diverse range of experiences throughout North Macadam. The greenway is a showcase, blending nature into an urban setting. Its exemplary riverbank establishes a standard for stabilization and enhances habitat for fish and wildlife. Thanks to improvements to the North Macadam riverfront, in combination with Oaks Bottom and a restored Ross Island, this portion of the Willamette River now supports conditions that enable native fish and wildlife to thrive.

{Amendments to LU-8 shown on page C-25 of the Plan implement amendment topic #16.}

#	Actions	Timeframe				Implementors
		Adopt with plan	On-going	Next 5 years	6 to 20 years	
PROGRAMS						
NM LU 8	Develop a Housing Implementation Strategy to achieve the district housing goals, including the production target for at least 788 affordable housing units, as are further defined by income level (related to MFI): Up to 30% MFI — 166 units Up to 50% MFI — 211 units Up to 80% MFI — 205 units Up to 100% MFI — 172 units <u>Up to 120% MFI — 34 units</u> Total — 788 units		X			PDC, HAP, Private
NM LU 9	<u>Develop units to fulfill district expected housing production goal of 3000 units, including target for at least 788 affordable units, as are further defined by income level (related to Median Family Income):</u> <u>Up to 30% MFI – 166 units</u> <u>Up to 50% MFI – 211 units</u> <u>Up to 80% MFI – 205 units</u> <u>Up to 100% MFI – 172 units</u> <u>Up to 120% MFI – 34 units</u> Total – 788 units		X			<u>PDC, HAP, Private</u>

NM LU9 - 11 [Rename as NM LU 10 - 12]

{Amendment to the Parks Concept shown on page D-9 of the Plan implements amendment topic #22.}

Tools to Achieve the Greenway

Aspirations for the greenway include an average width of ~~up to~~ 150' to accommodate a range of functions described above. A number of tools have been identified to achieve a wider greenway beyond the base average width of 100 feet called for in the *Zoning Code*. Selected approaches will be tailored to each property owner's needs, utilizing a variety of tools. Tools identified to date include:

{Amendment to the Parks Concept shown on page D-10 of the Plan implements amendment topic #19.}

Parks are a key component of livability for Portlanders. They provide a place to meet, play and relax; a source of community identity and a ~~place of respite from~~ complement to the built environment.

{Adding new action item GP-9 on page D-22 of the Plan implements amendment topic #6.}

#	Actions	Timeframe				Implementors
		Adopt with Plan	On-going	Next 5 years	6 to 20 years	
PROJECTS						
NM GP 9	<u>Explore formation of a local improvement district or develop a similar strategy to fund the portion of the cost of improving the North Macadam greenway trail that is the responsibility of area property owners.</u>	<u>X</u>				<u>Parks, PDC, BOP, PDOT</u>

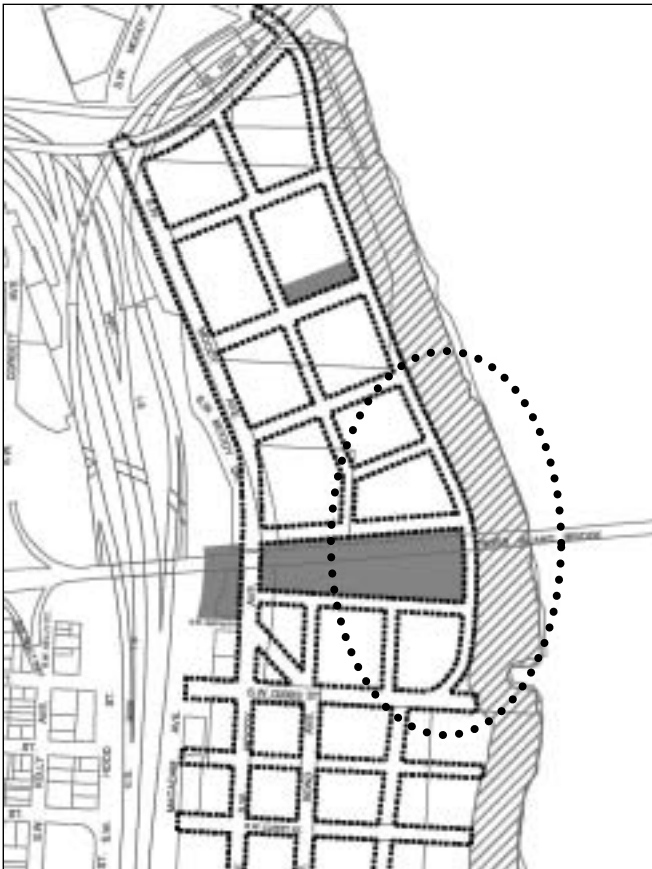
NM GP9 - 10 [Rename as NM GP 10 - 11]

{Adding new action item GP-12 on page D-22 of the Plan implements amendment topic #15.}

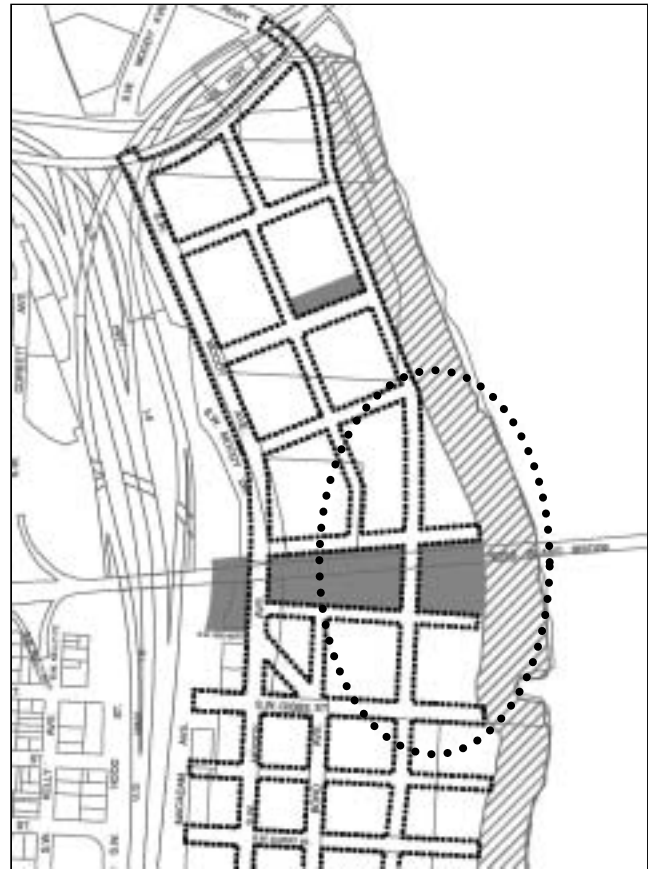
REGULATIONS						
NM GP 12	<u>Amend the Parks SDC ordinance to clarify that greenway and open space area earning a floor area bonus is not eligible for SDC credit.</u>	<u>X</u>				<u>Parks</u>




{Amending the Transportation Concept of the North Macadam Plan to reflect an amended River Parkway alignment as shown below implements amendment topic #10}

Recommended River Parkway Alignment



Amended River Parkway Alignment



 street grid
 designated open space
 Willamette River greenway

NOTE: This is a draft concept. Exact dimensions of rights-of-way, greenway, and development parcels have not yet been determined.



portion of street grid affected by amendment

Recommended Amendments to North Macadam Design Guidelines

How to read the amendments shown on the following pages: **Strikethrough** indicates language to be deleted from the recommendation. **Underline** indicates language to be added to the recommendation. **Italics** indicates discussion or explanation relating to a particular amendment.

{Amendment to Design Guideline A 4-2 on page 22 of the Recommended North Macadam Design Guidelines would implement amendment topic #20.}

A4-2 INTEGRATE INNOVATIVE STORMWATER MANAGEMENT SYSTEMS IN DEVELOPMENT

{Amendment to Greenway Design Guideline 4 on page 59 of the Recommended North Macadam Design Guidelines would implement amendment topic #21.}

5. Arranging plant species to create wetland habitats.



This image shows a view of a high quality emergent wetland and riparian zone from nearby Willamette Park. Clusters of wetland plants maximizes ecological functional values near the riverbank.

Recommended Amendments to Zoning Code for North Macadam

How to read the amendments shown on the following pages: Code language to be amended is shown on facing pages in **Bookman** font. Staff commentary language to be amended is shown on even pages in **Comic Sans** font. **Strikethrough** indicates language to be deleted from the recommendation. **Underline** indicates language to be added to the recommendation. **Italics** indicates discussion or explanation relating to a particular amendment.

Important note: The absence of a particular code provision does not mean it is deleted. All recommended deletions are shown in strikethrough or specifically noted.

{Amendment to 33.272.030 would implement amendment topic #13.}

33.272.030 Construction of Trails

- F. Trail standards.** A public recreational trail must comply with the standards of Portland Parks and Recreation standards for recreational trails or, where the trail is located in a public right-of-way, it must comply with the standards of the Portland Office of Transportation.

{Amendment to 33.510.200.C and accompanying staff commentary would implement amendment topic #2.}

33.510.200 Floor Area Ratios

C. Limit on increased floor area.

1. Generally. ~~In situations where FAR increases are allowed, whether by transfers of floor area or bonus floor area options, increases more than 3 to 1 above those shown on Map 510-2 are prohibited, except as allowed in Paragraphs C.2 and 3; Except as provided under C.2 and 3, below, increases in FAR, whether by transfers of floor area or bonus floor area options, of more than 3 to 1 are prohibited.~~
2. In the portion of the West End subarea that is not shown on Map 510-14, the following applies. ~~In situations where FAR increases are allowed, t~~There is no maximum ~~on~~ to the amount of bonus floor area that may be earned. However, the total floor area on a site, including bonus floor area and transferred floor area, may not be more than 12 to 1. Adjustments are prohibited.
3. In the North Macadam subdistrict the following applies:
 - a. Generally. ~~Except as allowed under subparagraphs 3.b. and c, below~~~~In situations where FAR increases are allowed, no more than 2:1 FAR may be earned on a site through the use of bonuses. There is no maximum to the amount of floor area that may be transferred to a site. However, the total floor area on a site, including bonus floor area and transferred floor area, may not be more than 9: to 1, except as allowed by C.3.b, below. Adjustments to the regulations of this paragraph are prohibited.~~

b. An FAR of more than 2 to 1 may be earned on a site through the use of bonuses if at least 1 to 1 FAR is earned on the site through the use of the open space bonus option, open space fund bonus option, or North Macadam Willamette River Greenway bonus option. However, the total floor area on the site, including bonus floor area and transferred floor area, may not be more than 9 to 1

b.c. Exception. The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1. Floor area above the 9:1 maximum limit in C.3.a is allowed if all of the following are met:

- (1) The floor area above the 9 to 1 ratio must be transferred from the North Macadam greenway area; and
- (2) The portion of the North Macadam greenway area that floor area is being transferred from:
 - Must have been under the same ownership as the receiving site on September 1, 2002; and
 - Must have been dedicated to the City since September 1, 2002.

{Amendment to 33.510.205.E would implement amendment topic #1.}

33.510.205 Height

E. 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. Outside the North Macadam subdistrict. Outside the North Macadam subdistrict, open space height transfers are allowed as follows:

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

~~a.~~(1) The proposed open space area must be in the Central City plan district. If the open space is at a Proposed Open Space location, as shown on the Central City plan map, the site is eligible by right. If the site is not a Proposed Open Space location, the site is subject to the review requirements stated in Paragraph 4., below. Open space sites resulting from the Northwest Triangle open area requirement are not eligible for the height transfer.

~~b.~~(2) 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.

~~e.~~(3) All park improvements must be made by the applicant prior to dedication to the City. The improvements to the park are subject to a major design review using the specific area's design guidelines. The Park Bureau will provide advice to the Design Commission.

~~3.b.~~ Amount of height potential that can be transferred. The allowed height at the proposed open space site shown on Map 510-3 may be transferred within the Central City plan district consistent with the limits stated below.

~~a.~~(1) The maximum amount of height that may be transferred is 100 feet. The transfer may only be to a site eligible for a height bonus as shown on Map 510-3. Increases in height that result in buildings greater than 460 feet or which are higher than an established view corridor are prohibited. The transferred height may not be used in addition to any allowed bonus heights of 33.510.210.

~~b.~~(2) The open space improvements must be approved and the site dedicated to the City before the issuance of building permits for the building receiving the increased height.

3. In the North Macadam subdistrict. In the North Macadam subdistrict, open space height transfers are allowed as follows:

a. Sending sites. The sending site is the portion of a site that the applicant will dedicate to the City as a public park. Sending sites must meet the following:

(1) Location. The sending site must be within the North Macadam subdistrict. If the sending site is at a Proposed Open Space location, as shown in the North Macadam Plan, the site is eligible by right. If the site is not a Proposed Open Space location, the site is subject to the review requirements stated in Paragraph 4., below;

(2) Minimum size. The sending site must be at least 20,000 square feet in area;

(3) The sending site must be dedicated to the City as a public park;

(4) 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; the Parks Bureau will provide advice to the Design Commission.

b. Receiving sites. The receiving site must be within the North Macadam Open Space height transfer area shown on Map 510-16.

c. Amount of height potential that can be transferred. There is no limit on the amount of height that may be transferred; however, the maximum allowed height of any building taking advantage of a transfer may not be greater than 325 feet.

d. Bonus height. Transferred height may be used in addition to any bonus height allowed under 33.510.210.G.

e. Procedure. Height may be transferred as follows:

- (1) The application for Design Review for the first building on the receiving site must identify a square or rectangular area on the receiving site. This square or rectangle must contain the same square footage as the sending site;
- (2) The location of this square or rectangle will be approved as part of Design Review and may not be relocated.
- (3) Height may be transferred only to development within this square or rectangle.

4. Reviews for sites not designated Proposed Open Space on the Central City plan map.

- a. Procedure. The review is processed with a Type III procedure.
- 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 plan's park and open space system (covered in Policy 8 of the plan);
 - (2) The proposed improvements on the open space site are consistent with the design guidelines for the area; and
 - (3) The Park Bureau approves of the site.

{Amendment to 33.510.210.C and accompanying staff commentary would implement amendment topics #5, Option 1, and #12}

33.510.210 Floor Area and Height Bonus Options

C. Bonus floor area options.

9. North Macadam Willamette River Greenway bonus option.
 - h. Timing. The requirements of this paragraph must be met before ~~a building~~ an occupancy permit for any building using the bonus floor area is issued.
13. Middle-income housing bonus option. Housing for middle-income residents receives bonus floor area. For each square foot of floor area certified by the Portland Development Commission, three square feet of bonus floor area is earned. To qualify for this bonus, the proposed development must meet all of the following requirements:
 - a. The applicant must submit with the development application a letter from the Portland Development Commission (PDC) certifying that at least 30 percent of

new dwelling units in the proposed development will be affordable to those earning no more than ~~120~~ 150 percent of the area median family income;

- b. The property owner must execute a covenant with the City that complies with the requirements of 33.700.060. This covenant must ensure that:
 - (1) Rental units used for this bonus will remain affordable to those earning no more than ~~120~~ 150 percent of the area median family income for at least 60 years after an occupancy permit is issued; and
 - (2) Units for sale used for this bonus will be initially sold at a price that is affordable to those earning no more than ~~120~~ 150 percent of area median family income.
- c. Residential portions of mixed-use projects using this bonus must be completed and receive an occupancy permit in advance of or at the same time as an occupancy permit for any nonresidential portion of the project.

17. Open space bonus option.

- d. Parks approval. The applicant must submit with the ~~building permit~~ application for land use review a letter from Portland Parks and Recreation stating that the open space features meet the requirements of the bureau, and that the space is acceptable to the bureau; and

18. Open space fund bonus option.

- a. The applicant must submit with the ~~building permit~~ application for land use review a letter from Portland Parks and Recreation documenting the amount, in current year and 1990 dollars, that has been contributed to the NMPOSF;

{Amendments to 33.510.252 would implement amendment topics #4 and #6}

33.510.252 Additional Standards in the North Macadam Subdistrict

A. Special building height corridors and tower orientation.

- 2. Special building heights. The portion of a building that is within 50 feet of the centerline of a street or accessway designated as a special building height corridor on Map 510-15 may be no more than ~~75~~ 50 feet in height.

~~D. North Macadam Greenway Trail Fund.~~ ~~In the North Macadam subdistrict, applicants are required to contribute to a greenway trail fund a dollar amount corresponding with the anticipated impacts of the proposed development on the North Macadam greenway trail.~~

- ~~1. When net building area is added to the site, the applicant must contribute to the North Macadam Greenway Trail Fund the amount in 1990 dollars in Table 510-1, below;~~
- ~~2. The applicant must submit with the building permit application a letter from the Portland Bureau of Parks and Recreation documenting the amount, in current~~

~~year and 1990 dollars, that has been contributed to the North Macadam Greenway Trail Fund;~~

- ~~3. The North Macadam Greenway Trail Fund is to be collected and administered by the Portland Bureau of Parks and Recreation. The funds collected may be used only within the North Macadam subdistrict of the Central City plan district, either for improvement or maintenance of the North Macadam greenway trail.~~

Table 510-1		
Required payment into North Macadam Trail Fund by use and subarea		
Use	North Macadam Trail Fund Subarea	
	Subarea A	Subarea B
Residential	\$80/ dwelling unit	\$60/ dwelling unit
Office and other uses	\$300/1000 sq. foot net building area	\$200/1000 sq. foot net building area
Retail	\$600/1000 sq. foot net building area	\$400/1000 sq. foot net building area

{Amendments to 33.510.253 would implement amendment topics #7 and #14}

33.510.253 Greenway Overlay Zone in North Macadam Subdistrict

D. Required North Macadam greenway improvements.

1. Landscaping. When development on the ~~ownership~~site, or alterations to structures, the site, or rights-of-way are made which are over the thresholds of this paragraph, the ~~ownership~~site must be brought into conformance with the requirements of Paragraph E.7 that apply to subareas 2 and 3 of the North Macadam greenway area. The value of the alterations is based on the entire project, not individual building permits. It is the responsibility of the applicant to document the value of the required improvements.
 - a. Thresholds. Mandatory improvements for fire, life safety and accessibility do not count toward the thresholds. The thresholds are:
 - (1) The value of the proposed alterations is 35 percent or greater than the assessed value of all improvements on the ~~ownership~~site. On ~~ownership~~sites-with multiple tenants in one or more buildings, the threshold applies to any alteration that is 35 percent or greater of the assessed value of all improvements on the ~~ownership~~site; or
 - (2) The value of the proposed alterations, as determined by OPDR, is more than \$100,000.

E. Development standards.

4. Fences and walls. Fences and walls are allowed in subarea 3 of the North Macadam greenway area if they are no more than 3 feet in height and do not obstruct the required pedestrian connections and trails. Fences and walls are not allowed in subareas 1 and 2 of the North Macadam greenway area.

5. Trails and pedestrian connections.
 - b. Public recreational trails. Public recreational trails must meet the following standards. When required by Subsection D., ~~ownership sites~~ with a public recreational trail symbol shown on the Official Zoning Maps must provide easements that would accommodate construction, maintenance, and public use of a trail that meets the following standards. See Figure 510-3:

{Amendments to 33.510.267 and accompanying staff commentary would implement amendment topic #11, Option 1}

33.510.267 Parking in the North Macadam Subdistrict

E. Residential/Hotel Parking.

3. Maximum ratios. Parking is limited to the maximum ratios of this paragraph.
 - a. New dwelling units. The maximum parking ratio for dwelling units is ~~1.7~~1.2 spaces for each new dwelling unit created.
7. Operation.
 - a. Residential. Parking spaces created to serve residential uses ~~must be accessory at all hours~~ may be operated as either accessory or commercial parking with the following limitations. Parking spaces may be used only as follows:
 - (1) For parking by residents of the units the parking was created in conjunction with;
 - (2) Rented, on a monthly basis only, to residents of the plan district; and
 - (3) The parking spaces may be used for short-term parking between 7:00 AM and 6:00 PM.

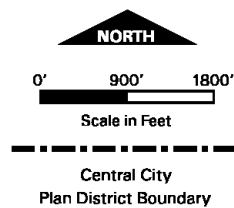
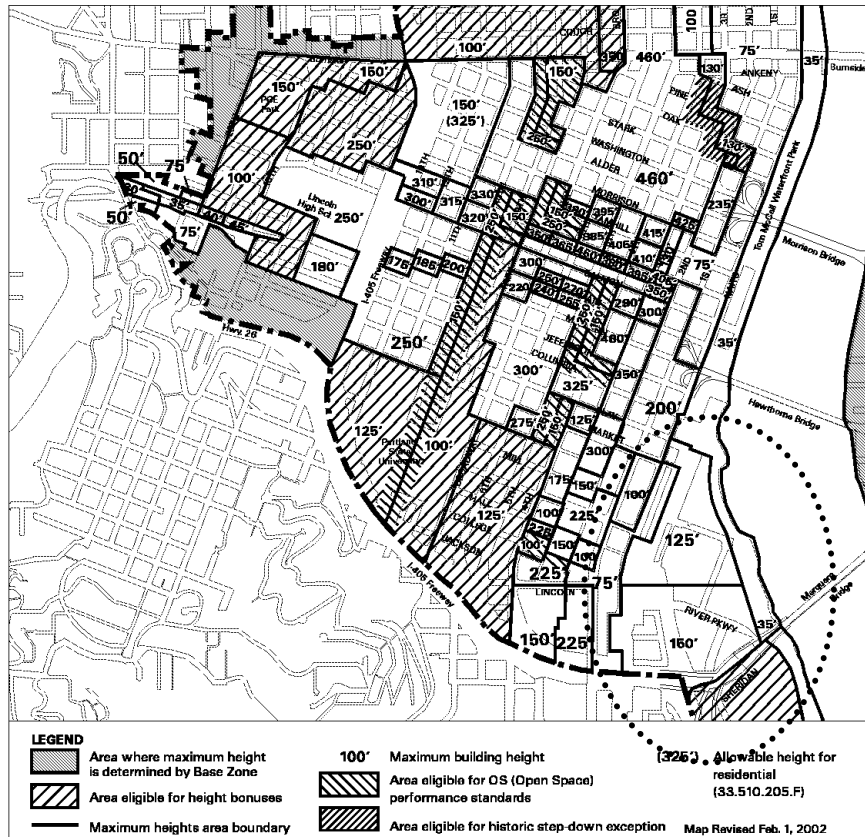
{Amendments to Map 510-2 would implement amendment topic #10}

Map 510-2. Amend Map 510-2, shown on page 131 of the Recommended Zoning Code, to align boundary between 5:1 and 6:1 base FARs with new River Parkway alignment in the North.

{Amendments to Map 510-3 would implement amendment topic #17.}

Map 510-3. Amend height north of Marquam Bridge. (Note: Detailed maps showing changes proposed will be distributed at the hearings.)

Existing Maximum Heights



Map 510-3 Maximum Heights Map 3 of 3

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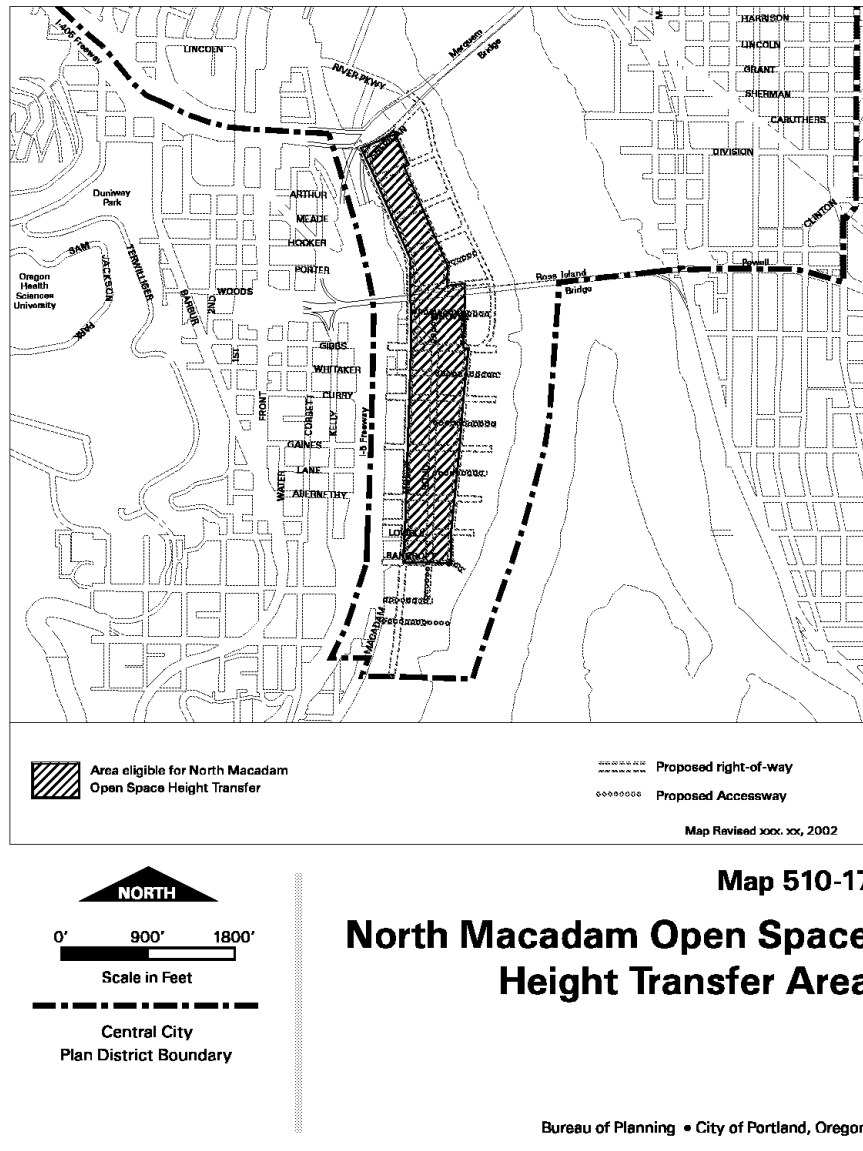


{Amendment to Map 510-6 would implement amendment topic #3.}

Map 510-6. Amend map 510-6, shown on page 139 of the Recommended Zoning Code, to remove required building line designation from Bancroft East of River Parkway.

{Adding new Map 510-17 would implement amendment topic #1.}

Map 510-17. Add new “North Macadam Open Space Height Transfer area” map, shown below:



{Amendments to 33.851.300 and accompanying staff commentary would implement amendment topic #8 and #9.}

33.851.300 Approval Criteria

D. Buildings within the North Macadam greenway area.

2. The proposal will compensate for the reduction in setback through near shore and bank treatments that mimic the conditions found in more natural ~~river systems~~ areas of the Lower Willamette River. ~~Proposals meeting this approval criteria must show that buildings will be set back at least 75 feet from the top of bank and must demonstrate that the proposed near shore and bank treatments will aid in reestablishing multiple ecological functions and creating river channel and river bank complexity; criterion must demonstrate the following:~~
 - a. Buildings will be set back at least 75 feet from the top of bank;
 - b. The near shore and bank treatments will be installed riverward of top of bank;
 - c. The near shore and bank treatments will provide resource enhancement, reestablish multiple riparian functional values, increase near shore or bank complexity, and be appropriate to the specific conditions of the site and the river. The complexity should be able to be maintained over time by natural river processes; and
 - d. The proposal includes near shore and bank treatments that are valued at 700 dollars or more per linear foot of river facing site frontage.

F. Landscaping and nonlandscaped area. If the proposal will include landscaping or non-landscaped area that does not meet the standards of Subsection 33.510.253.E.2 or E.7, the proposal must meet either the following approval criteria: F.1. and F.2., or approval criterion F.3:

1. The proposal will mitigate for any reductions in vegetative cover through the use of methods including near shore and bank restoration work, bioengineering, or green building technologies, including innovative stormwater management, on the site; and
2. The proposal meets one of the following:
 - a. The proposal will better support the water quality goals of the City's *Stormwater Management Manual*;
 - b. The landscaping standards cannot be met on the site because of existing bank and soil conditions such the presence of riprap or other obstructions;
 - c. The proposal is necessary to ensure bank stability; or
 - d. The proposal will allow greater visual access between the trail and other segments of the greenway, and will enhance safety for trail users; or
3. The proposal meets all of the requirements of a greenway design coordination plan and modified landscaping or non-landscaped area has been identified on the site by the City as part of the plan.

{Amendment to 33.910.030 would implement amendment topic #9.}

33.910.030 Definitions

Near shore complexity. A combination of conditions within a river channel that includes at least one of the following: diverse in-water vegetation communities, variations in water flow, depth and velocity, and a variety of structural elements such as rocks, logs, and rootwads.

Riparian functional values. The functional values provided along a healthy river shore, including: food and habitat for fish and wildlife; dynamic channel forming processes; cool, clean water; an amount and timing of water flow that reflects the natural hydrologic regime; and a microclimate beneficial to fish and wildlife.

River bank complexity. A combination of conditions along a river shore that includes at least one of the following: diverse vegetation communities, variations in bank slope and shoreline roughness, and a variety of structural elements such as rocks, logs, and rootwads.

OVERVIEW OF DISTRICT-WIDE ISSUES

Stormwater management

Overview of Stormwater Management Recommendations

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Cross-section of Recommended Greenway

Plan view of Recommended North Macadam Greenway

Transportation

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North of Marquam Bridge

Site Map for North of Marquam Bridge Amendment

Overview of Stormwater Management Recommendations

The stormwater management approach recommended by the Planning Commission (and outlined below) was developed by representatives of Environmental Services, Development Services, Parks, Planning, Portland Development Commission and Office of Transportation. It relies on various tools for implementation tools outlined in the North Macadam Plan to achieve the following goals:

- Promote multi-objective stormwater management in the district to maximize efficiency of the infrastructure systems.
- Integrate environmental and urban design goals in the district to accomplish environmental objectives and forge a unique identity for the district.

Policies and Objectives

The following objectives related to stormwater management are included in the plan. In addition, there are a number of other policies and objectives that address issues of improving river health, habitat and other environmental concerns.

LUUF Objective 4

Integrate natural resource valued related to water quality, stormwater, and fish and wildlife habitat into the district's infrastructure and urban form.

Transportation Objective 5

Develop "green" accessways or "fingers of green" at regular intervals extending from the greenway west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforce the presence of the river and greenway in the district.

District-wide Environmental Design Policy

Improve the environmental conditions of the district through the design of sites, buildings, the transportation system and parks, greenway and open space.

District-wide Environmental Design Objective 2 *Integrate development with the natural landscape by promoting low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhanced natural area revegetation.*

Zoning Code

The following recommended changes to the Zoning Code are intended to support the use of multi-functional stormwater management methods.

- Change building setback standards that currently apply in the Central City Plan District to allow landscaping between building and rights of way in North Macadam. This enables development to include landscaped stormwater facilities next to buildings.

- Limit the package of allowed bonuses in North Macadam to increase the likelihood that targeted amenities are achieved, including eco-roofs and water features (which could be used for stormwater facilities).
- Require sufficient greenway width to accommodate the potential for stormwater management incorporated into greenway design.

Negotiation Strategy

Planning Commission recommended that the development agreement process negotiate for innovative stormwater management approaches.

Action Items

The following action item related to stormwater management is included in the North Macadam Plan.

E 3 *Create eco-friendly regulations for construction and design.*

Timeframe – Ongoing

Implementors – BOP, PDC, OSD

Design Guidelines

The entire North Macadam area has a 'd' Design Overlay. Development within the district will need to demonstrate that it is consistent with the following design guidelines related to stormwater management.

A4-1 Integrate ecological concepts in site and development design.

Guideline: *Incorporate ecological concepts as integral components of urban site and development designs.*

This guideline can be accomplished by:

1. Juxtaposing ecologically-sensitive site designs with intensely urban buildings and site elements.
2. Integrating ecological landscape elements in site designs.
3. Development special landscape environments.
4. Creating interior spaces within buildings that celebrate and take advantage of exterior environments.
5. Incorporating sustainable building practices or techniques into development designs.

A4-2 Integrate stormwater management systems in development.

Guideline: *Integrate stormwater management systems with the overall site and development designs.*

This guideline can be accomplished by:

1. Developing multifunctional stormwater management systems.
2. Celebrating the stormwater functions of typical building elements.
3. Considering the potential aesthetic functions of stormwater management systems.

4. Integrating recreational rooftop facilities.
5. Creating comprehensive systems that advertise and celebrate the building's stormwater.
6. Incorporating eco-roofs.

B1-2 Enhance accessway transitions.

Guideline: *Integrate landscape elements within accessway setback areas with accessway transportation components to enhance transitions from North Macadam's interior to the greenway.*

This guideline can be accomplished by:

3. Developing stormwater management facilities within the accessways and/or building setback areas.

Greenway Design Coordination Plan

Part of the greenway planning effort will include a consideration of opportunities to provide surface stormwater management within the greenway. In addition, staff from several City bureaus are working with the property owners to develop a stormwater management approach that includes surface stormwater management within the greenway setback area.

Planning Commission Priorities for Implementation Activities

The Planning Commission, as part of their transmittal of the *Recommended North Macadam Plan* to City Council, outlined the following priorities for implementation activities in the district. The success of the North Macadam district relies on implementation activities that the Planning Commission does not have a direct role in overseeing, but that are imperative for development of the district. The Planning Commission recommended that the City Council take several additional actions to ensure implementation of the *North Macadam Plan* as intended:

- **Street plan.** The district street plan is critical for implementation of many of the Zoning Code regulations in the district, as well as district development. The Street Plan should be finalized as soon as possible, ideally in advance of the effective date of the new regulations.
- **Greenway Design Coordination.** A specific plan for programming the greenway as a unified system of trails, natural features, and places is critical for implementation of the *North Macadam Plan*. The Zoning Code regulations are intended as a fall-back for development in the greenway. The Planning Commission recommended that the City Council direct Portland Parks and Recreation and the Portland Development Commission to immediately initiate a design coordination plan for the whole of the greenway.
- **Revenue generation.** Recent estimates of anticipated revenue for North Macadam indicate that in the first ten years of the life of the urban renewal district, tax increment funding will only cover about half of the cost of projects needed to support district redevelopment. Because of that, it is critical that the City identifies other funds that can leverage tax revenues and private investment in the district. The Planning Commission recommends that the City Council direct the Portland Development Commission to aggressively seek funding from relevant local, state, and federal agencies, and not-for-profit entities, to support the transportation, employment, open space and environmental objectives for the district.
- **Funding priorities.** The following list reflects the most significant projects from a planning perspective and indicates generally when the Planning Commission recommended that these projects take place. This is not intended to be an exhaustive list of projects that will or should be supported by public funding. Many of these investments will also be supported by other private and public expenditures. The Planning Commission recommended that the City Council support priority funding for the following projects through tax increment resources and other City funding:

Project	Immediately	1-5 years	5+ years
Greenway planning (i.e. "Design Coordination Plan")	X		
Greenway implementation (construction of trail, etc.)		X	X
Parks acquisition and greenway acquisition (as needed)		X	X
Parks development (i.e. programming spaces/designing and installing improvements)			X
Initial improvements to transportation portals		X	
Construction of Moody-Bond couplet	X	X	
Construction of River Parkway		X	X
Harrison Street connector	X	X	
Streetcar construction		X	X
Low- and mixed-income housing to serve a range of households from 0 to 120% of MFI		X	X
Public parking			X
Tram to Marquam Hill		X	
Pedestrian Bridges across I-5			X

- Development agreement priorities.** The Planning Commission recommended that through the process of negotiating development agreements with private property owners, PDC and their negotiation team work towards securing the following public amenities in return for public investment that supports private development. The following priorities include, expand upon, or provide additional detail to items listed in the *North Macadam Plan*.
 - Funding and provision of additional greenway area, with the goal of achieving 150 feet average setback
 - Acquisition of greenway area
 - Acquisition of parkland
 - Participation in Local Improvement Districts to support infrastructure improvements
 - Participation in Business Improvement Districts to support, among other things, maintenance of the greenway
 - Incorporation of innovative stormwater management approaches into site and building development
 - Provision of low- and mixed-income housing to serve a range of households from 0 to 120% of median family income
 - Creation of phased development plans that result in the future redevelopment or reallocation of "supplemental" parking or interim surface parking
 - Creation of development plans/programs that reduce the number of parking spaces being proposed below what would be allowed under the Zoning Code
 - Creation of high-quality, family-wage jobs
 - Achieving a high LEED standard for sustainable development practices

Flexibility in the *Recommended Zoning Code for North Macadam*

The following discussion and matrix provide detailed information about the flexibility allowed under the *Recommended Zoning Code for North Macadam*.

What flexibility is allowed for building design?

The development standards of the code have been crafted to encourage building design that implements the vision of the district and to allow considerable by-right flexibility. In addition, all major projects in the district will be subject to Design Review. In general, standards that affect building design (tower orientation, building lines, setbacks, window requirements, and parking access) are modifiable through the design review process if the alternative will better meet the intent of the standards and the design guidelines. While maximum floor area ratios and heights are not modifiable, these provisions have been structured to be as flexible as possible, by allowing floor area to be transferred freely throughout the district, and by allowing targeted floor area and height bonuses in exchange for amenities.

What flexibility does the Zoning Code allow for greenway design?

While the *Greenway Design Coordination Plan* is envisioned as the vehicle for realizing a specific design program for the entirety of the North Macadam Greenway, good greenway design is also encouraged by the code. River adjacent sites will have access to a “two track” system for review of greenway improvements. A site developer can elect to meet the clear and objective standards of the code with respect to setback, landscaping, and trail easement. Or the developer can propose a greenway design that departs from the clear and objective standards if the design will meet the approval criteria of North Macadam Greenway Review. Sites providing additional riparian, ecological, or recreational benefits or participating in a district-wide *Greenway Design Coordination Plan* process will be able to modify many of the greenway standards, including setback, landscaping, and trail placement.

What flexibility exists for smaller sites?

As the North Macadam Zoning Code proposal has evolved, multiple amendments have been incorporated into the language that allow additional flexibility for smaller sites:

- The requirement that the Greenway Floor Area bonus be used before any other bonus does not apply South of Lowell, where sites are smaller.
- The zoning code allows unused floor area to be sold to other property owners in the district.
- Required residential development can be transferred freely to other sites.
- Development standards that could be more difficult to follow on smaller sites (such as the tower orientation standards) are modifiable through design review.

What is the Central City Master Plan? Could it be used as a model for allowing greater flexibility in North Macadam?

The existing Central City Master Plan allows larger sites, or combinations of sites, to transfer floor area and required housing, and allows for deferral of required housing in some circumstances. The Central City Master Plan provisions continue to apply in the district under the *Recommended Zoning Code*. The recommendation also allows

required housing and floor area to be transferred freely throughout the district without the use of a Central City Master Plan.

As written, the *Recommended Zoning Code for North Macadam* has been structured to provide timely reviews against specific, clear approval criteria, and to minimize administrative hassle by allowing concurrent reviews where appropriate. For instance, a proposal to modify building standards and greenway standards may be handled in a coordinated manner by the Design Commission.

The Bureau of Planning supports exploring the notion of restructuring the Central City Master Plan provisions to better address the multitude of issues, regulations, and reviews that may come into play on a larger, more complicated development site. However, staff thinks that this exploration would have importance throughout the Central City and should be done as part of a larger Central City-wide process. This would allow a tool to be developed with wider application and provide time to draft potential revisions in a process that allows careful consideration of input from developers, advocates, and administration staff regarding how such a mechanism would work.

Flexibility Available for Zoning Code Standards

	Modifications Prohibited	Flexibility through...							
		Design Review	Adjustment Review	Central City Parking Review	Conditional Use Review	North Macadam Greenway Review	Central City Master Plan	Additional Flexibility through bonuses	Transfer allowed within district
Recommended Standards									
Uses									
Retail sales and service limit.					X				
Within required residential development area, require 1 unit per 1000 square feet of net site area. Allow requirement to be transferred to another site in the district.						X			X
Prohibit drive-throughs in North Macadam	X								
Development Standards									
Maximum FARs						X	X	X	
Height limits							X		
Regulate building height corridors; limit north-south tower orientation.		X							
Required building lines along certain street frontages.		X	X						
Establish additional setback and landscaping requirements along accessways.		X	X						
Require windows above the ground floor within 200' of the streetcar alignment to apply to CX-zoned properties within North Macadam.		X	X						
Transportation and Parking									
Establish parking ratios and thresholds by land use for the district.				X					
Prohibit surface parking within 300 feet of top of bank.	X								
Require landscaping for parking structures facing the greenway		X	X						
Greenway									
Greenway setback requirement of 100'.						X			
Establish use and development regulations for the setback area that focus on enhancement of natural features and supporting the greenway as a vibrant place.						X			
Apply landscape standards to area within 100' from top of bank						X			
Require waterfront trail easement and require connection to neighboring sites.						X			

Massing Analyses:

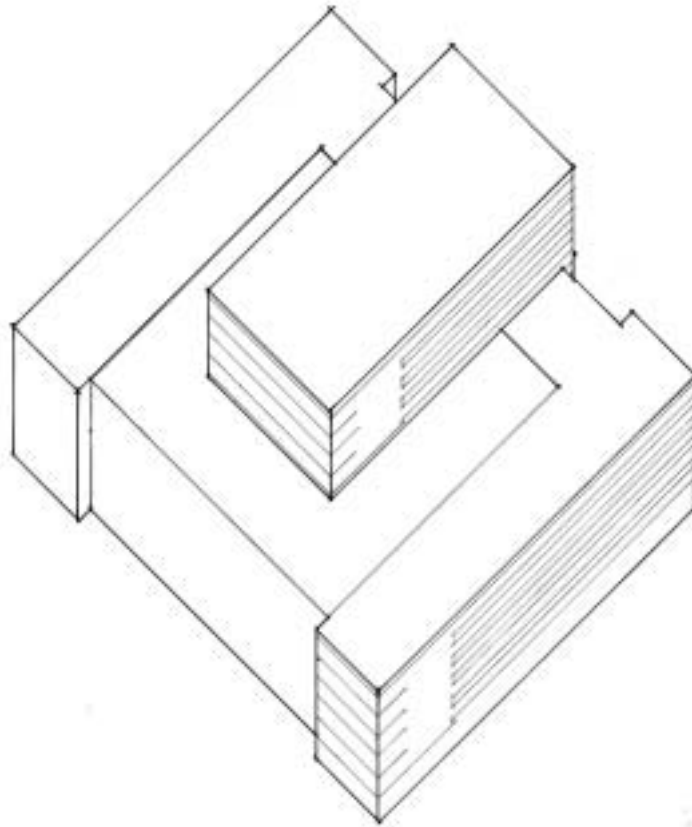
Height and Density Preferences

Description: These massing representations were prepared for discussion purposes to help visualize the physical form that development could take in North Macadam, based on the development potential allowed under the recommended Zoning Code. The models approximate a theoretical “build-out” scenario in which maximum allowable floor area is achieved, constrained only by what is allowed by the height or density (FAR) limits. A full build-out scenario would exceed the jobs and housing targets for the year 2019 (10,000 and 3,000, respectively) used to guide the North Macadam planning process. As both models are conceptual (one showing a district-wide tall building preference and the other showing a district-wide low-rise building preference), they do not represent the actual forms that development will take; actual development is likely to be a mix of buildings of various heights and intensities.

Assumptions: The models reflect the maximum allowable FAR, including floor area bonuses. The following approach was used to develop the models: Maximum allowable FAR was calculated by the estimated net district area (developable land minus streets, open spaces, and the greenway) times the FAR multiplier (for example, 6, from 6:1). Transferable FAR (at the base ratios) was calculated on the open spaces and greenway (out to the eastern property line), and then added to the base number. Structured parking is counted in the FAR calculations. The models do not account for development patterns based on ownership.

1. For the height preference model, commercial floor-to-floor heights range from 12–14 feet, while residential floor-to-floor heights range from 10–12 feet. To reach the maximum height limit of 250 feet, residential tower floorplates were reduced to no less than 7000 square feet, and commercial tower floorplates were reduced to no less than 18,000 square feet.
2. For the density (or low-rise building) preference model, the building forms were developed by simply filling the maximum building envelope with potential floor area, until the maximum FAR was reached.

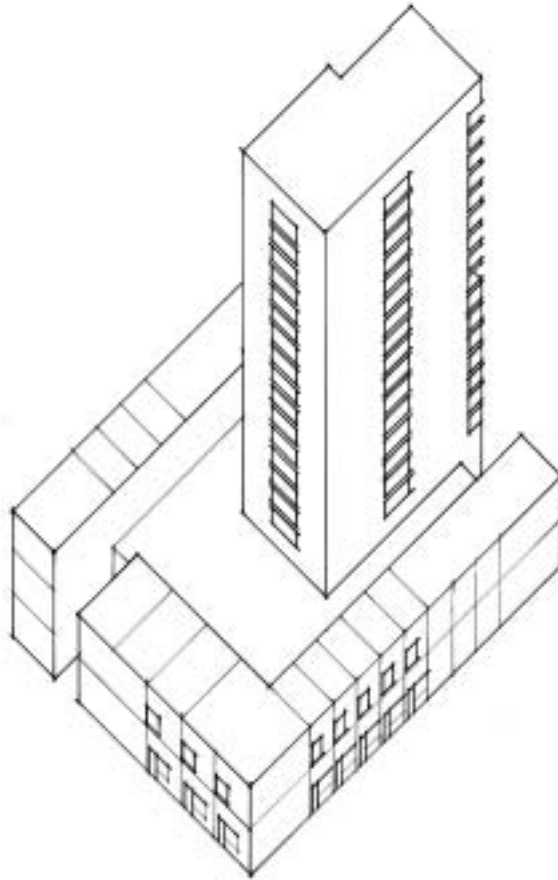
Building Envelopes and Examples



Example of Possible Commercial Building Envelope



Millar Library at Portland State University
This building is similar in height and scale to the model shown above.



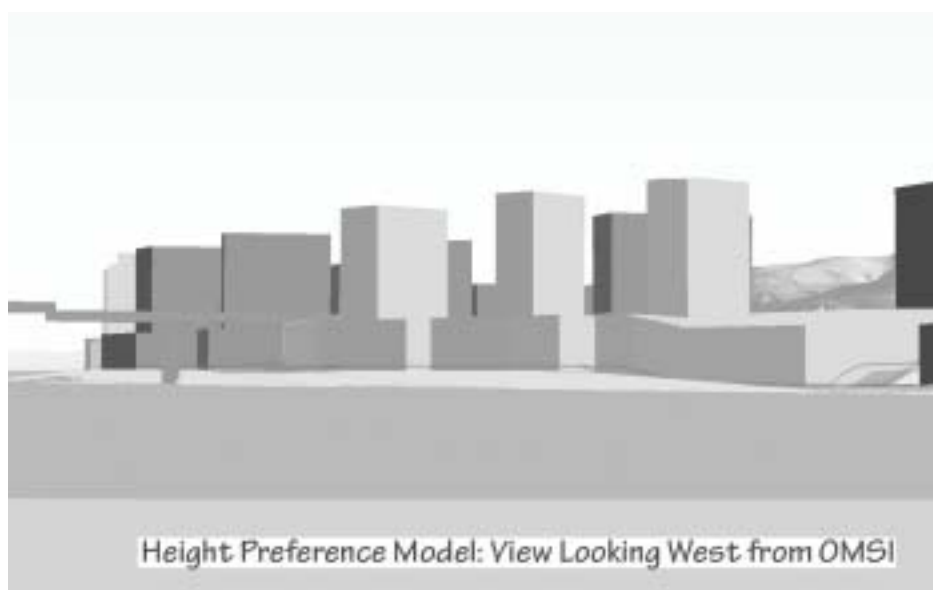
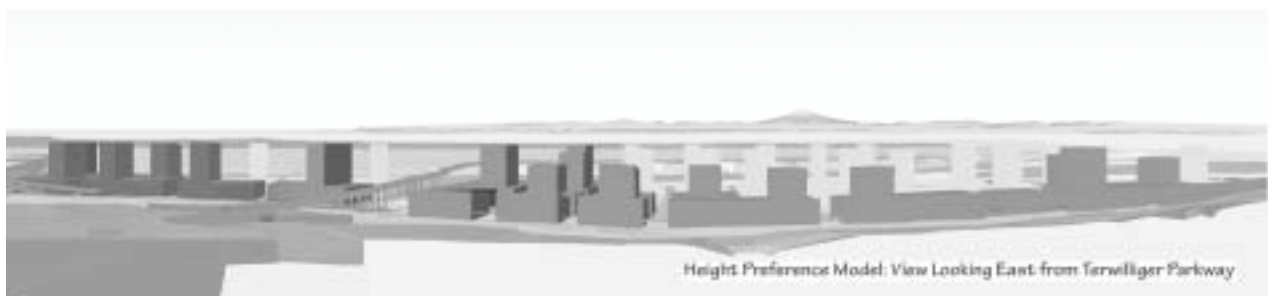
Example of Possible Residential Building Envelope, 250' in height



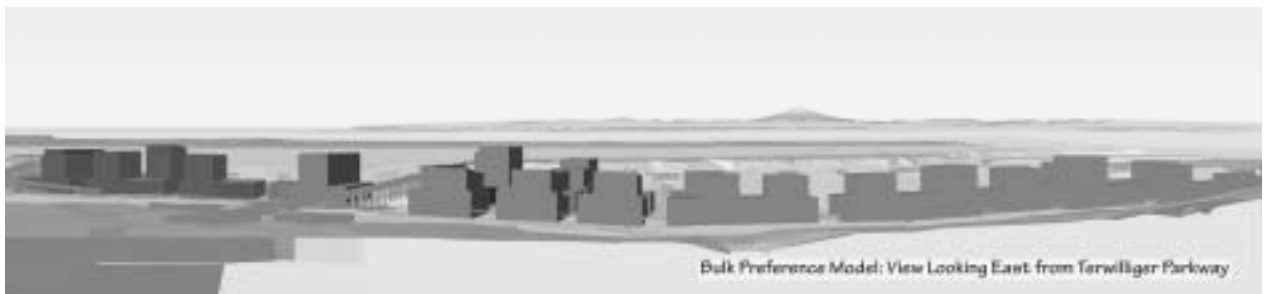
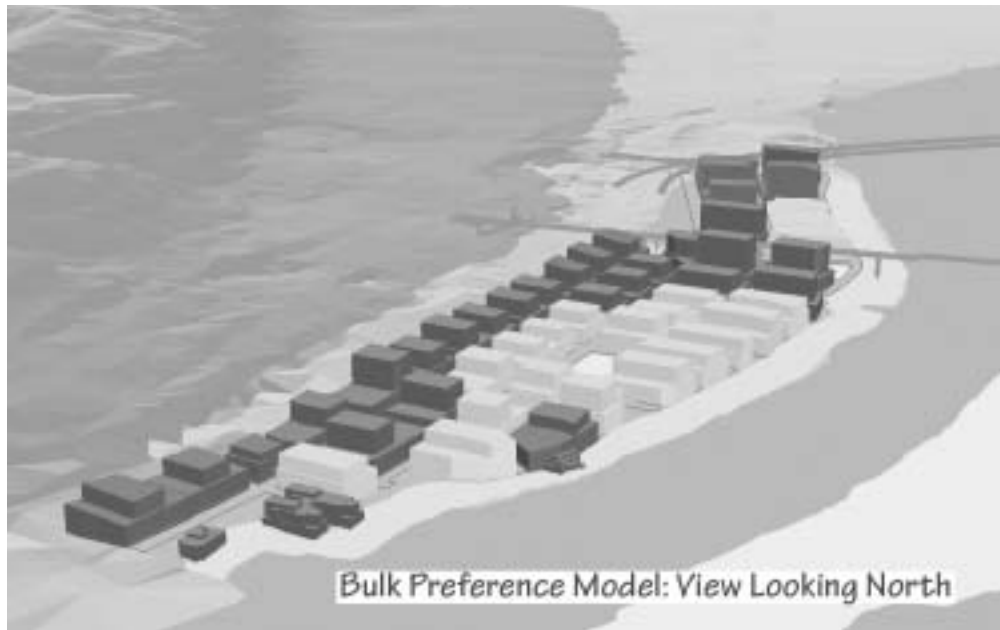
Portland Center Apartments

These buildings are similar in height and scale to the model shown above.

Building Models – Maximum Height (250')



Building Models – Maximum FAR



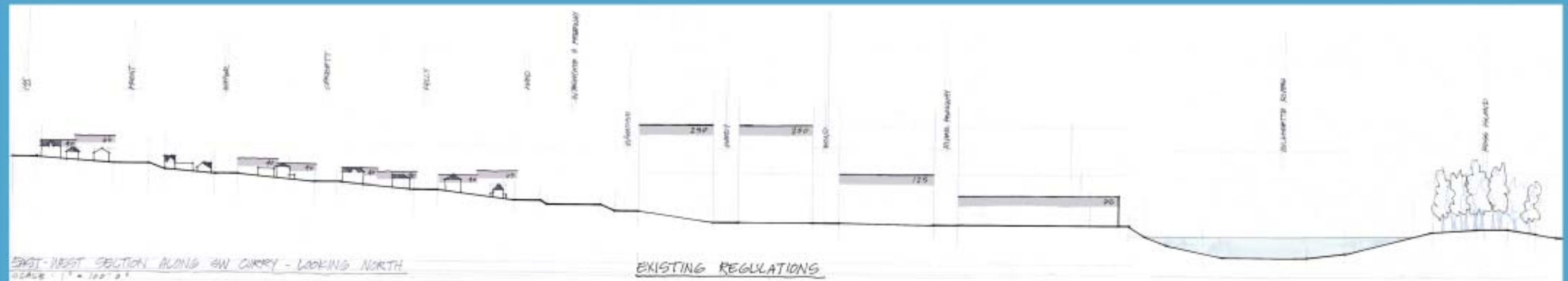


Possible building height lines in North Macadam,
looking east from Terwilliger Parkway towards Mount Hood.



10-24-02




North Macadam Existing and Proposed Height Regulations






Scale: 1" = 100'






Comparison of Building Heights and Development Standards Portland, Oregon

	Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
	Portland Center Apartments (3 towers) 200 SW Harrison	X	X	X	245' - 256'
	Bank of America Center 121 SW Morrison	X	X	X	245'
	Liberty Centre 1 Liberty Centre	X	X	X	245'




Comparison of Building Heights and Development Standards Portland, Oregon

	Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
	Paramount Hotel 808 SW Taylor	X	X	X	15 floors (~ 150')
	Weatherly Building 516 SE Morrison	X	X	X	12 floors
	Development Services Building 1900 SW Fourth Ave.	X	X	X	90'




Comparison of Building Heights and Development Standards Portland, Oregon

			Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
			1000 Broadway Building 1000 SW Broadway		X	X	288'
			ODS Tower 601 SW 2 nd Ave.		X	X	308'
			Fox Tower 805 SW Broadway & Taylor		X	X	372'



Comparison of Building Heights and Development Standards Portland, Oregon

	Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
	U.S. Bancorp Tower 111 SW 5 th Ave.		X	X	536'
	American Plaza Condominiums 2211 SW 1 st Ave,	X	X		~ 170'
	Portland Building 1120 SW 5 th Ave.	X		X	235'

**Comparison of Building Heights and Development Standards
Portland, Oregon**

	Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
	The Gregory 1122 NW Glisan	X		X	12 floors (~ 130')
	Ben Franklin Plaza 1 SW Columbia St.	X	X		236'
	PacWest Center 1211 SW 5 th Ave.		X		418'

Comparison of Building Heights and Development Standards Portland, Oregon

	Building Name and Address	Building Meets Height Standard	Building Fits Tower Orientation Dimension*	Building Meets Required Building Lines Standard	Building Height (approx.)
	Portland Plaza Condominiums 1500 SW 5 th Ave.				272'
	Wells Fargo Center 1300 SW 5 th Ave.				546'

* This does not imply that all of the dimensions for the example buildings would meet the tower orientation standard recommended for North Macadam (e.g., a building may meet the recommended standard across the east/west dimension rather than the north/south dimension).

Summary of Recommended Bonuses for North Macadam

Purpose: Throughout the Central City Plan District developers are allowed to trade amenities for additional floor area and/or height through the use of bonuses. Incenting amenities through bonuses rather than requiring amenities does several things:

- Allows flexibility so different projects can provide different amenities.
- Provides developers with an incentive to provide amenities that could have a considerable impact on the cost of the project.
- Sets a base maximum for development FARs and heights in the district, and allows special projects to go beyond these intensities, as long as they provide desired public benefits.

Rationale behind North Macadam proposal: The *Proposed Zoning Code for North Macadam* has included bonuses that meet the following rationale:

- Target the list of available bonuses to the special character of North Macadam;
- Limit regulatory complexity;
- Ensure that bonuses that are most important to the district will be used first;
- Provide bonuses with sufficient benefit to developers so they will be used;
- Structure the bonus system so that a typical project in North Macadam can achieve the maximum allowed floor area ratio.

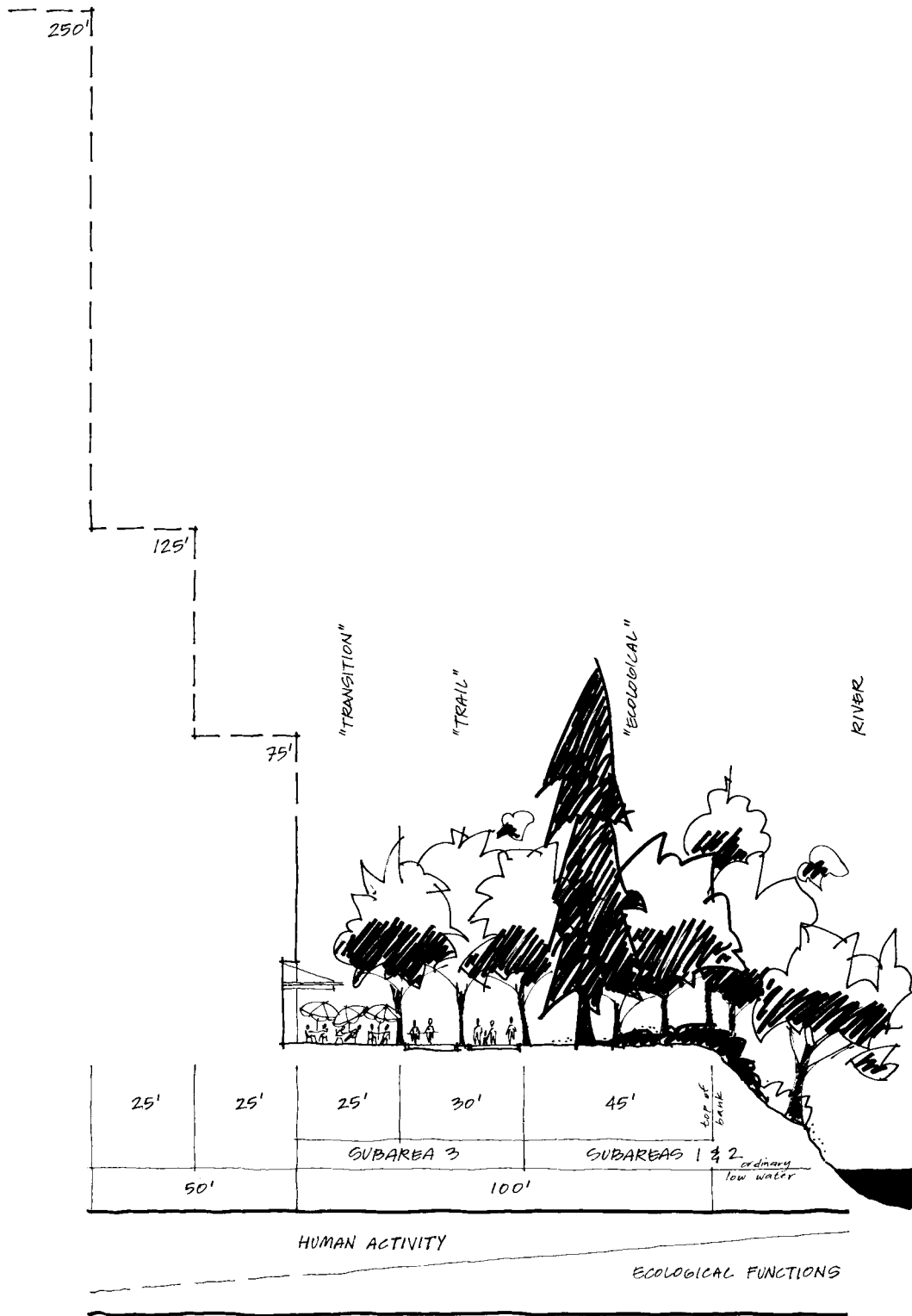
New bonuses and existing bonuses that would be continued in North Macadam

	Bonus	Where it would apply	What it does	Staff comments
New or Continued	Greenway Bonus	North Macadam	3 square feet of additional floor area earned for every 1 square foot of additional greenway provided.	<i>Modified version of existing bonus.</i> <ul style="list-style-type: none"> ▪ Riverfront development north of Lowell Street is required to use this before using other bonuses. ▪ Bonus greenway setback area must be at least 2500 square feet and the north-south dimension of the area must be at least twice as long as the east-west dimension. ▪ This bonus is intended to be a primary bonus for North Macadam because of the importance of the greenway. ▪ This provides an additional tool for meeting district greenway goals.
	Open Space	North Macadam	1 square foot of floor area earned for every square foot of open space.	<i>New bonus.</i> <ul style="list-style-type: none"> ▪ This bonus promotes the provision of open space in the district. ▪ Open space must be at least 2500 square feet and acceptable to the Parks Bureau.
	Open Space Fund	North Macadam	1 square foot of floor area earned for every \$10 (1990 dollars) contributed to N Mac open space fund.	<i>New bonus.</i> <ul style="list-style-type: none"> ▪ This bonus will help supplement Tax Increment and Systems Development Charge funding for park improvements. ▪ A percentage of the open space bonus funds will be used for bank restoration.
	Eco-roofs	Central City	1-3 square feet of floor area earned for every 1 square foot of eco-roof provided.	<i>Existing bonus.</i> This promotes innovative stormwater management, in keeping with the district goals of integrating urban development and the natural environment.

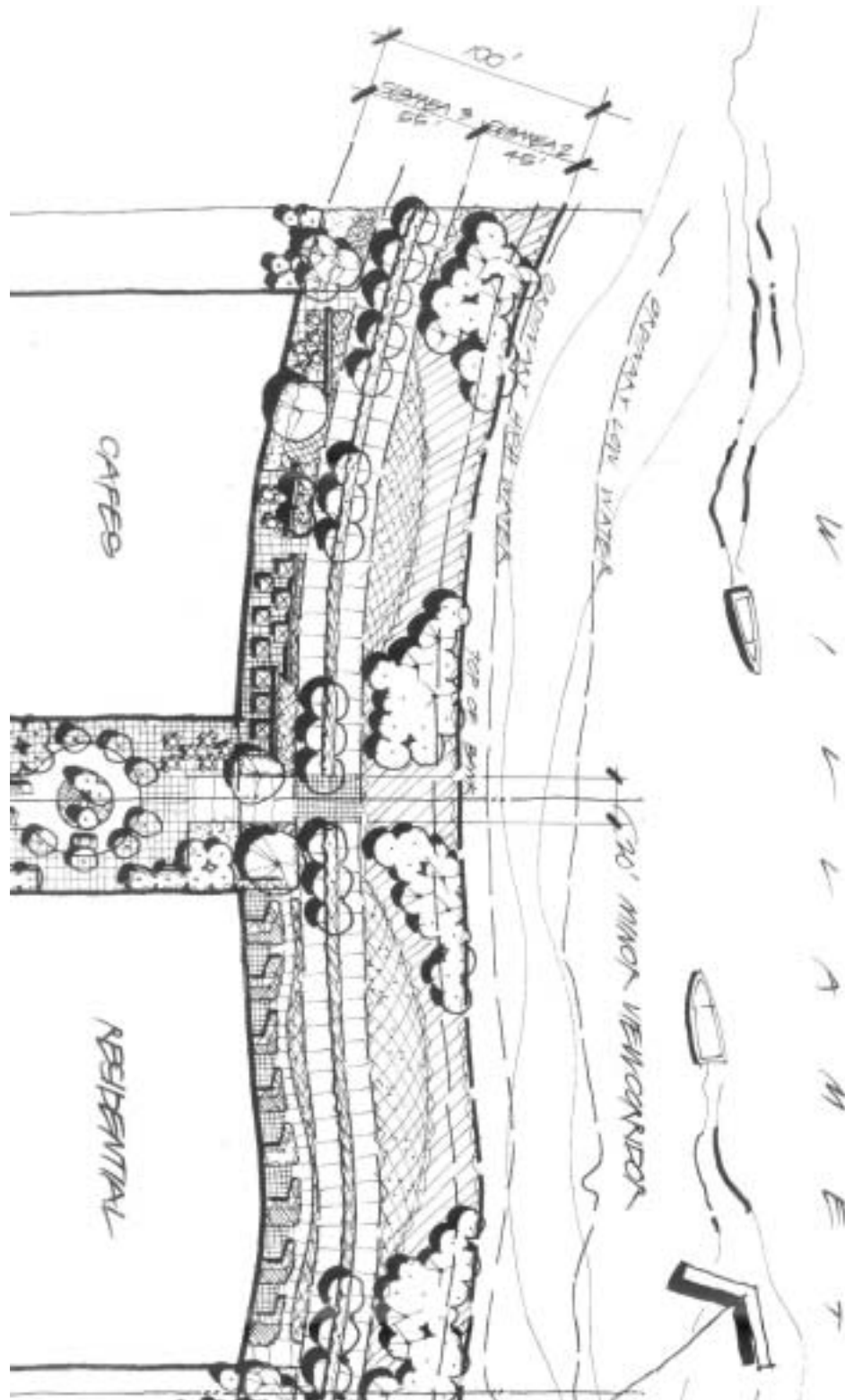
New or Continued, cont.	Bonus	Where it would apply	What it does	Staff comments
	Affordable housing replacement fund	Central City	1 square foot of floor area is earned for every \$10 (1990 dollars) contributed to the Affordable Housing Replacement Fund.	<i>Existing bonus.</i> This helps support the City's affordable housing strategies.
	Large household dwelling unit	North Macadam	1 square foot of floor area earned for every 1 square foot dedicated to more than 2 bedrooms.	<i>New bonus.</i> This bonus is intended to promote the development of housing for families.
	Middle-income housing	Central City	3 square feet of floor area earned for every 1 square foot of middle-income housing provided. "Middle income" defined as units affordable to those earning no more than 150% of MFI.	<i>Existing bonus.</i> This bonus was adopted into the code as part of the West End planning process. During that process housing below 150% of MFI was targeted because of concerns that there is a gap between affordable housing provided by subsidies and higher cost housing provided by the market. Planning Commission thought that the appropriate range of affordability to focus on is 120% of MFI and recommended changing the bonus accordingly.
	Water features or public fountains	Central City	Floor area equal to 0.1 FAR earned for every 0.1 percent of project cost spent on a water feature.	<i>Existing bonus.</i> <ul style="list-style-type: none"> This reinforces the importance of water (especially the Willamette River) as a unifying design element for the district. The bonus provides an additional incentive for using stormwater as a design element within development.

Existing bonuses that would not apply in North Macadam

Discontinued	Bonus	Where it applies today	What it does	Staff comments
	Residential bonus	Mapped areas	One square foot of floor area earned for every square foot of housing provided.	This bonus is redundant with the residential requirements that will apply in North Macadam.
	Daycare bonus	Central City	Three square feet of floor area earned for every square foot of daycare provided.	This bonus has rarely been used and daycare is likely to be provided by the market without the bonus.
	Retail Use bonus	Mapped areas	One square foot of floor area earned for each square foot of retail.	This bonus is redundant with the active use area requirements that apply in North Macadam and could conflict with the proposed limit on retail uses in the district. (The size of retail uses is restricted in order to limit transportation impacts.)
	Rooftop gardens bonus	Central City	One square foot of floor area earned for each square foot of rooftop garden.	Using this bonus in North Macadam could reduce the likelihood that the eco-roof bonus would be used.
	Percent for art bonus	Central City	Floor area equal to 0.1 FAR earned for every 0.1 percent of project cost spent on art.	This bonus would be redundant with a requirement for publicly funded projects in the district to dedicate a percent of project costs for art.
	Locker rooms	Central City	Forty square feet of floor area earned for every square foot of area developed and committed to locker room facilities.	Under the recommended zoning code, locker rooms would be required in all commercial buildings over 100,000 square feet in size in order to support mode split goals for the district.



Cross-section of Recommended Greenway



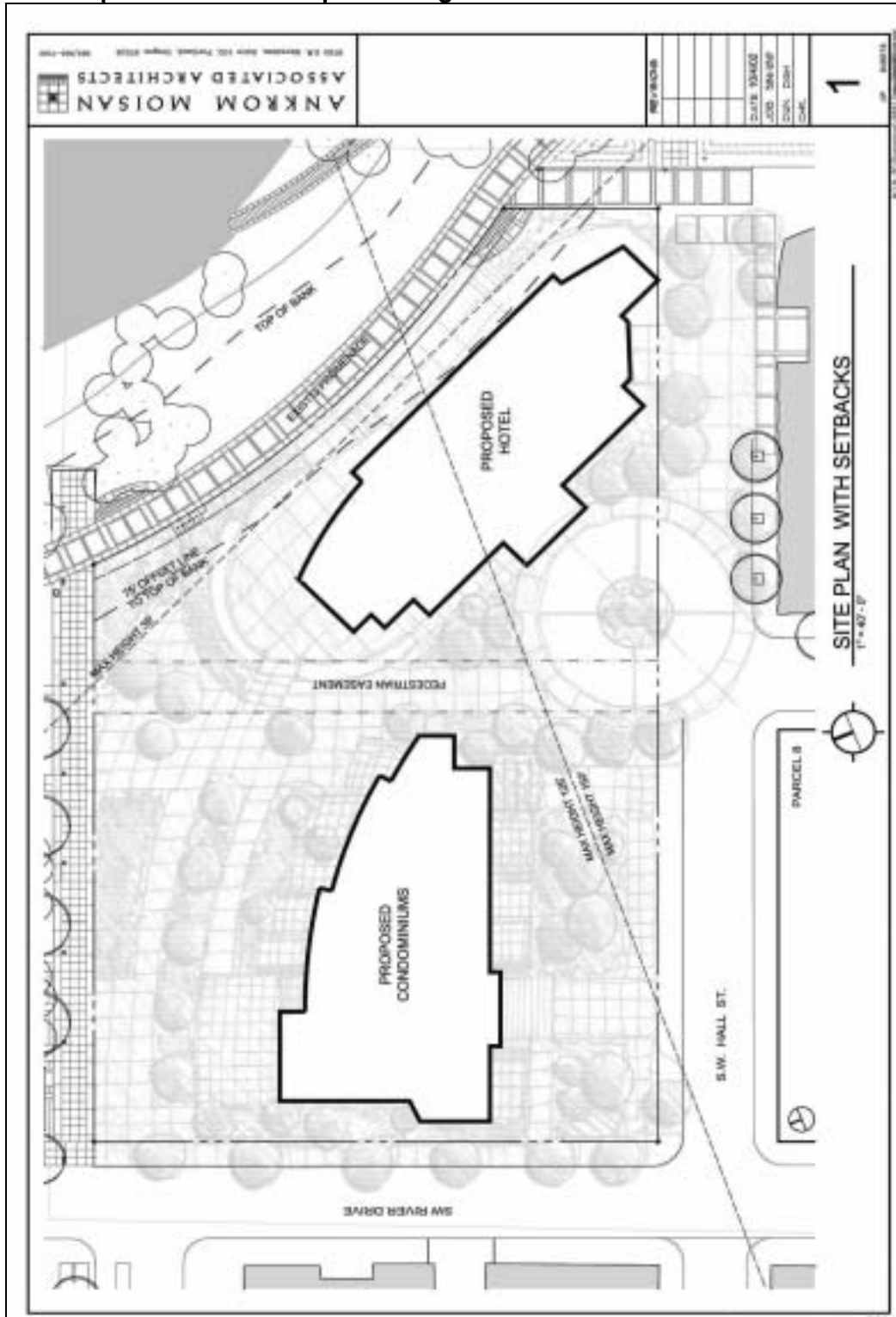
Plan view of Recommended North Macadam Greenway

River Parkway Amendment Concept Drawing

This conceptual drawing of the recommended River Parkway amendment is intended to illustrate some of the possibilities for the street alignment, parcel configurations and greenway development. The amendment is intended to revise the Transportation Concept of the *North Macadam Plan*. The specific elements of the street design will be determined as part of an update to the *North Macadam Street Plan* and conceptual designs for the greenway setback area will be done as part of the *Greenway Design Coordination Plan*. For a more detailed description of the amendment request and its rationale, please see amendment request #10 of the Amendments Report.



Site Map for North of Marquam Bridge Amendment



This map shows the site plan layout for a proposed hotel and condominium development for the area north of the Marquam Bridge with a request for height changes as part of the *North Macadam Plan*. The map indicates the maximum heights allowed under the existing Zoning Code. The requested height changes are described in the "Discussion" section of the *Amendments Report*.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LAND USE AND URBAN FORM – HEIGHT, FAR AND BUILDING MASSING			
LU-1	<p>We strongly urge Council to consider modifying the height limitations in North Macadam to accommodate buildings up to 350 feet in height.</p> <p>We estimate that a 250 height restriction may result in a 20% or more cost premium per net square foot of space. Buildings designed to house biomedical research and biotechnology have significantly higher floor loading, environmental control, and vibration sensitivity demands, thus the need for 16-foot floor-to-floor heights.</p>	Roz Estime Stuart Emmons	See Staff Amendment #1
LU-2	<p>Amend the code to permit modifications to height in limited and targeted circumstances.</p> <p>The code could encourage diverse investment in the district by increasing base height standards and creating options for bonus height above 250 feet.</p> <p>Alternatively, the code could provide a subsequent discretionary review process (design review modification) to amend height in the limited circumstances where it is warranted, with evaluative factors such as protection of designated viewpoints, visual impacts on the neighborhood, size of tower floor plates, shadows, number of other towers over 250 feet in the area, and need.</p>	Kristin Udvari/Ball Janik	See Staff Amendment #1

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-3	<p>Lower the building heights on properties adjacent to the greenway and parks.</p> <p>Solar access on these green areas is important.</p> <p>With transferred FAR and bonuses, a 250' building could be constructed just 150' from top of bank.</p> <p>Remove references to the 75' building height for structures within the 100' greenway setback.</p> <p>Corbett-Terwilliger-Lair Hill Neighborhood Association (CTLH) supports building heights of no more than 75' along the greenway, with buildings of no more than 125' towards the western boundary of the district.</p> <p>League of Women Voters (LWV) supports lowering building heights along the greenway to a maximum height of 35 feet. This would reinforce Design Guideline A1-1 (Develop River Edge Variety).</p>	<p>Margot Barnett Tim Davis Jeanne Galick Janet Kelly/CTLH Mike Houck/Ron Carley Corrine Paulson/LWV Art Lewellan David Redlich</p>	See Staff Amendment #1
LU-4	<p>Reduce heights in North Macadam Plan area.</p> <p>The currently proposed building heights are too tall. They block views and represent a level of density that presents transportation difficulties.</p>	<p>Lynn Connor Art Lewellan William Danneman Jim Gardner David Redlich Larry Beck</p>	See Staff Amendment #1
LU-5	<p>Replace current proposal of 250' heights in North Macadam with 150' to ensure consistency with the RiverPlace development further north.</p> <p>Reducing proposed height standards reduces density, which reduces traffic. Proposed 250 foot heights up to the proposed 100 foot wide greenway will negatively affect solar, spatial and riverbank/environmental factors. The proposal will negatively affect views.</p>	<p>Janet Kelly/CTLH Jerry Ward/CTLH</p>	See Staff Amendment #1

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-6	<p>Increase the base FAR east of River Parkway and south of Gibbs to 6:1 and increasing the base from 6:1 to 7:1 for properties west of River Parkway.</p> <p>These base increases will still require a property owner to maximize the use of FAR bonus options of 2:1 in the district in order to reach the 9:1 cap.</p>	Kristin Udvari/Ball Janik Stuart Emmons	See Staff Amendment #2
LU-7	<p>Higher FARs and heights (8:1 FAR and 250' height limits) need to be provided to the southern area of North Macadam without incentives in order to be economically feasible.</p>	Jon Moss/Beverly Bookin	See Staff Amendment #2
LU-8	<p>Stipulate that FAR ratios comply with the existing Map 510-2 – 6:1, 4:1, and 2:1.</p>	Janet Kelly/CTLH Jerry Ward/CTLH David Redlich	See Staff Amendment #2
LU-9	<p>Decrease allowed podium height in special building height corridors from 75' to 50' (33.510.252.A.3.a).</p> <p>Reduce the impact of these larger buildings by maximizing permeability through lower podium heights.</p>	Corrine Paulson/LWV	See Staff Amendment #4
LU-10	<p>Amend the code to remove the 125-foot tower width restriction and instead regulate tower width through design review. Replace the tower width restriction with design guidelines.</p> <p>This width restriction could result in a repeating series of identical 125-foot tower widths ranging from 125 feet to 250 feet in height. This will result in a homogeneous building environment that is neither attractive to the urban dweller nor reflective of excellent design diversity.</p>	Kristin Udvari/Ball Janik Stuart Emmons	During Planning Commission deliberations, staff recommended (and Planning Commission supported) allowing <u>modification through design review</u> , but not total removal of code or allowing adjustments. Requests for modifications should be reviewed in the context of the overall design of the proposed development. Design review is better suited to doing this while ensuring the opportunity for flexibility.
LU-11	<p>The transitional role of the southern portion of the district cannot be accomplished by duplicating the intensity of development as proposed in the central district.</p>	Rick Saito/NMDC	The code allows the flexibility to transfer development potential to other parts of the district.
LU-12	<p>Step down building heights at the south end of the North Macadam development in order to blend appropriately with existing development.</p>	Janet Kelly/CTLH	Significant existing mid-rise development currently exists in the southern portion of the district, which provides a transition to the John's Landing commercial area.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-13	Structured parking incorporated into the building that it serves should not be taken into account when calculating FAR for a particular development.	Jon Moss/Beverly Bookin	This is not done elsewhere in the Central City. Exempting structured parking from FAR calculations would allow buildings to be significantly more bulky than intended, and would provide an incentive to create above-ground structured parking.
LAND USE AND URBAN FORM - FAR BONUSES			
LU-14	<p>Reject the change from 150% to 120% MFI in the Middle Income Housing Bonus.</p> <p>This bonus was originally adopted in February 2002 after four years of public process as part of the West End Plan. The incentive has three primary benefits:</p> <ol style="list-style-type: none"> 1) No city funds are diverted from the No Net Loss objectives or social services; 2) Gentrification concerns are balanced with preservation efforts; and 3) Private developers are encouraged to provide housing for potential downtown residents making between 80-150% MFI. <p>An increase in market-level housing will help fuel and support additional renovation projects in the urban core. Housing that serves the needs of middle income families also serves our community by attracting and supporting providers of services and goods that may rely on the downtown consumer.</p> <p>Ask that the technical development analysis be required when the City wants to restrict its incentives or add regulations.</p>	Greg Goodman/PBA Art DeMuro Robert Mawson Kevin Montgomery-Smith Greg Peden	See Staff Amendment #5.
LU-15	Restrict North Macadam District bonuses to greenway, parks and affordable housing only (33.510.210 C-9, C-15, C-17, and C-19).	Jeanne Galick	The recommendation is intended to target bonuses that support the goals of the plan while also providing a range of bonuses that allow some flexibility for development.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-16	Amend Greenway Bonus Option (33.510.210.C.9) to one square foot of open space for one square foot of additional floor area.	Jeanne Galick Margot Barnett Mike Houck/Ron Carley	Planning Commission identified this as the highest priority bonus that should be constructed to provide the greatest likelihood that it would be used. This change would make the bonus less appealing and less likely to yield the desired result.
LU-17	Increase the mandatory greenway bonus to 15,000 square feet (33.510.210.B.6). 15,000 square feet represents a small percentage of increased mass a building might get through bonuses.	Jeanne Galick Margot Barnett Mike Houck/Ron Carley	Increasing the amount of area required for the greenway bonus could create a disincentive for using this and other bonuses.
LU-18	Revise the Greenway bonus – Permit <u>all</u> property owners in the district, including those north of Lowell, to access other FAR bonuses before utilizing the Greenway bonus. The property owners within the Greenway Bonus Target Area are already subject to the minimum 100' setback. To also require these same owners to provide more open space before they can utilize other bonuses seems punitive. The bonus greenway of 3;1 should by itself provide sufficient incentive to dedicate additional open space particularly in light of the limited bonus options available in the district. Forcing the riverside property owners to use the greenway bonus first is unreasonable and unfair. Amend the code to allow all of the current FAR bonuses in North Macadam in addition to those FAR bonuses proposed.	Kristin Udvari/Ball Janik Jon Moss/Beverly Bookin Steve Shain/ZRZ Realty Stuart Emmons	During Planning Commission deliberations, staff recommended (and Planning Commission supported) revising the boundaries of the Greenway Bonus Target Area to remove the requirement from sites south of Lowell due to site constraints and existing development pattern in this area. The same constraints are not applicable to the rest of the district.
LU-20	We ask that no additional building height in North Macadam be allowed due to bonuses.	Janet Kelly/CTLH	See Staff Amendment #1

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-21	<p>Remove bonuses for Retail Use and Water Features.</p> <p>We have no opposition to water features but believe that they are too loosely defined, too poorly enforced.</p>	Janet Kelly/CTLH	<p>Recommended Code already removes the Retail Use bonus option. Development of retail in North Macadam is supported by requirements for ground floor building spaces that will enable active uses along certain streets.</p> <p>Retaining water features or public fountains as a bonus option is consistent with the district vision of providing connections between the built environment and natural elements of the greenway and the river.</p>
LU-22	<p>Add a new LEED bonus and consider a new stormwater bonus.</p> <p>A LEED (Leadership and Energy and Environmental Design) certified development should be eligible for bonus floor area. For achieving LEED certification, the development should earn 58,000 square feet of bonus floor area. For each point earned above the base certification, 4,000 square feet of bonus floor area should be earned.</p> <p>Stormwater bonuses could also be used to obtain the same objectives and should be further developed in collaboration with Bureau of Parks and BES.</p>	Kristin Udvari/Ball Janik	<p>LEED compliance is already required for projects that are receiving direct assistance from PDC.</p> <p>If a LEED bonus was considered, staff recommends exploring application of such a bonus on a Central City-wide basis as part of a future planning process.</p> <p>Staff supports the goal of innovative stormwater management, however BES is currently updating the Stormwater Management Manual, which is the primary tool for promoting or requiring more environmentally-sensitive stormwater design.</p>
LU-23	<p>Remove bonus provisions from the Recommended Code: 33.510.210.B.2, B.3, B.4, B.6, C.3, C.7, C.10, C.11, C.12.</p> <p>Sound construction principles such as ecoroofs and other green building principles should be rewarded through other funds and programs. If any housing bonus is allowed, it should be for affordable housing only.</p>	Janet Kelly/CTLH	See Staff Comments for LU-15.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-24	<p>Restore the following bonuses to North Macadam;</p> <p>Residential bonus, Daycare bonus, Retail use bonus, Rooftop garden bonus, Percent for art bonus, Locker room bonus, and Below-grade parking bonus.</p> <p>With the intended addition of 10,000 employees and 3,000 housing units, there will likely be substantial demand for daycare options in North Macadam.</p> <p>The Percent for Art bonus option should apply in this area and create incentives for developers to create public art as attractors along a pedestrian corridor. Under this proposed amendment, projects that commit 0.25% of their threshold value to public art earn additional floor area equal to the size of the site. Projects committing more than 0.25% to public art earn additional floor area equal to .1 of the site area for each additional .1% of the project's threshold value, up to a maximum total floor increase of two times the site area.</p> <p>Maintaining the locker room facilities as a FAR bonus encourages the creation of the facility while permitting flexibility in location and maximum utility of FAR for office uses. Accordingly, for each square foot of locker room, 20 square feet of FAR bonus should be earned.</p>	Kristin Udvari/Ball Janik Rob DeGraff/PBA	<p>The recommended plan and code seek to focus FAR bonuses on a few priority goals for the district.</p> <ol style="list-style-type: none"> 1. While staff supports providing daycare in the district, this bonus can be difficult to implement and monitor and is likely to be provided by the market. 2. Retaining the rooftop garden bonus could reduce the likelihood that ecoroofs would be developed in the district. 3. Public buildings will be required to provide art as part of their development. 4. The recommended plan and code require bicycle locker rooms to support the mode-split goals for the district. 5. Currently, FAR is gained by doing below-grade parking (i.e., below-grade parking is not figured into building FAR).
LU-25	<p>A more flexible system of bonusing is needed (similar to the rest of the Central City).</p> <p>The reduction in bonus options is a disincentive to creating the vision and does not address the needs of properties that may not be on the greenway or cannot use the additional height or FAR.</p>	Rick Saito/NMDC	See Staff Comments for LU-24.
LU-26	<p>Provide FAR bonuses for pre-kindergarten, elementary, and secondary educational facilities.</p> <p>Let's not forget the importance of including a provision for children's education in this emerging area. Educational facilities in North Macadam would serve both families with children as well as district employees.</p>	Madeleine Schuback (Portland French School)	The recommendation is intended to target bonuses that support the goals of the plan while also providing a range of bonuses that allow some flexibility for development.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-27	<p>Add a new Library Bonus.</p> <p>A development providing a minimum of 2,000 square feet of indoor public educational or recreational space should be eligible for a floor area bonus. For each square foot of floor area devoted to public space, 3 feet of bonus floor area should be earned.</p>	Kristin Udvari/Ball Janik	The recommendation is intended to target bonuses that support the goals of the plan while also providing a range of bonuses that allow some flexibility for development.
LU-28	<p>Add a new Floor-to-Floor bonus.</p> <p>Development of research space typically requires a 16-foot floor-to-floor height. In order to encourage research development, the code should provide an incentive through a FAR bonus to develop research space. To that end, the FAR bonus could permit additional square feet of floor area for every one foot in floor-to-floor height increase over 12 feet. The bonus could also permit buildings with floor-to-floor heights over 12 feet to exceed the current 250 foot height cap.</p>	Kristin Udvari/Ball Janik	<p>See Staff Amendment #1</p> <p>The recommendation is intended to target bonuses that support the goals of the plan while also providing a range of bonuses that allow some flexibility for development.</p>
LU-29	<p>Revise the Large Household Dwelling Unit Bonus to permit a 1:1 FAR bonus for every square foot over 750 with two bedrooms and maintain a 2:1 bonus for every square for over 750 with three bedrooms.</p> <p>This revision will encourage the three-bedroom market but will also serve a real family market in the two-bedroom unit.</p>	Kristin Udvari/Ball Janik	During Planning Commission deliberations, staff recommended (and Planning Commission supported) creating a new bonus for North Macadam targeted to units of three or more bedrooms. The new bonus more closely reflects the intent of providing larger residential units to serve families.
LAND USE AND URBAN FORM - HOUSING			
LU-30	<p>Increase the district's housing goal from 3,000 units to 5,000 units.</p> <p>PDOT studies show reduced car trips with the larger number of housing units.</p>	Corrine Paulson/LWV	The recommended objective of 3,000 housing units reflects several years of stakeholder deliberations, including the Framework Plan process. Also, the recommended plan includes an action item that calls for analyzing the implications of providing an additional 2,000 housing units by 2019 (NM LU 2).

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-31	<p>Increase the affordable housing targets in North Macadam to reflect the city policy calling for housing affordable across a full spectrum of household incomes.</p> <p>The unit goal for the district should be 1,422 units affordable to those earning less than 80% MFI. 406 of these units should be affordable below 30% MFI.</p> <p>The current 3000 housing unit goal would require the development of 922 affordable units below 50% MFI and an additional 500 units affordable below 80% MFI.</p>	Corrine Paulson/LWV Ian Slingerland/CAT Will White/HDC	<p>See Staff Amendment #16.</p> <p>The affordable housing targets included in the recommended plan reflect housing targets that are consistent with the Framework Plan's housing production targets.</p>
LU-32	<p>Change the North Macadam housing ratios.</p> <p>This may help to solve the transportation problems the district is expected to impose upon itself and the surrounding neighborhoods.</p>	Marty Slapikas/CTLH	See Staff Comments for LU-30.
LU-33	<p>Eliminate tax breaks for market rate housing so that TIF can be generated from these projects.</p>	Corrine Paulson/LWV	This request is beyond the scope of the North Macadam Plan.
LU-34	<p>Eliminate the required housing overlay (Required Residential Development Area).</p> <p>This overlay, as recommended, only applies to two property owners (NMI/RCI and Prometheus). The required housing density is not favorable to the possible development of office uses and it places an unfair burden on these property owners to meet the district's housing targets.</p>	Jon Moss/Beverly Bookin	The recommended zoning code provides the flexibility to transfer the required residential units to other parcels within the district.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
LU-35	<p>Remove the RRDA from properties to be developed with institutional and research uses.</p> <p>If the City retains the RRDA designation of these properties, the code provisions related to the timing of the development of the residential units must be amended.</p> <p>The area east of Bond between Curry and Gibbs is intended to house OHSU facilities, including research, office and administrative facilities. This area may also include some educational components, but not housing. Therefore, the RRDA should be amended to exclude these two blocks.</p> <p>If the blocks are retained in the RRDA, the City should require that the transfer covenant document the respective increase and decrease in density on the parcels and require that the increased residential density be constructed with the residential owner is ready to develop.</p>	Kristin Udvari/Ball Janik	The recommended zoning code provides the flexibility to transfer the required residential units to other parcels within the district.
GREENWAY AND PARKS			
GP-1	<p>Provisions of the North Macadam Greenway Trail Fund need to be reviewed, revised and may need to be amended or eliminated from the recommended code.</p> <p>Amend the code to remove the trail fund provisions and allow any required private funding to be determined through greenway coordination plans. Alternatively, amend the code to exempt property owners who are (1) already contributing greenway land and/or improvements, and/or (2) voluntarily participating in the greenway design coordination plan. In addition, if the trail fund remains part of the code, the methodology must be amended.</p>	Steve Shain/ZRZ Realty Kristin Udvari/Ball Janik	See Staff Amendment #6
GP-2	Since the greenway will be a regional recreational and environmental resource, a significant portion of it should be financed with public revenues.	Jon Moss/Beverly Bookin	See Staff Amendment #6
GP-3	Institute the North Macadam Greenway Trail Fund.	Corrine Paulson/LWV	See Staff Amendment #6

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-4	<p>Remove section 33.510.253.E.4 from the Recommended Code, which regulates fences and walls in the greenway</p> <p>Does Council truly believe that fences and walls are an appropriate addition to greenway space? We would like this item removed from the recommended code.</p>	Janet Kelly/CTLH	See Staff Amendment #7
GP-5	<p>Limit impervious surfaces in the greenway setback (100') to the trail and designated viewpoints. (33.510.253.E.2)</p> <p>The primary functions of the 100' setback should be habitat, water quality, recreation and transportation.</p>	Corrine Paulson/LWV	During Planning Commission deliberations, staff supported limiting nonlandscaped area (excluding trail) in subarea 3 to 40%; Planning Commission recommended that up to 20% of subarea 3 (excluding trail) may be covered by nonlandscaped area.
GP-6	<p>Apply greenway regulations to the entire greenway setback, not just the first 100 feet.</p>	Jeanne Galick	The Greenway Design Guidelines will be applied throughout the 'g' Greenway Overlay Zone. Most greenway standards, including landscaping requirements have been written to apply throughout the setback in cases where a project is providing a greater setback through North Macadam Greenway Review or the North Macadam Willamette River Greenway Bonus.
GP-7	<p>Include standards for the greenway and its accessways that provide separation and screening of greenway users from parking, loading, mechanical equipment, and dumpsters.</p>	Jeanne Galick	<p>Recommended code prohibits surface parking on the portion of a site within 300' of top of bank and includes a landscaping standard for structured parking that face and are within 50' of accessways or the North Macadam Greenway Area.</p> <p>Required landscaping would provide some screening of other development; however, fully screening adjacent buildings would be inconsistent with other plan goals such as creating a lively, urban experience at some places along the greenway.</p>

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-8	<p>Increase the number of trees in the greenway landscaping requirements.</p> <p>Encourage tree planting in subarea 1.</p> <p>Subarea 2 planting should be increased to 5 trees per 500 square feet.</p> <p>Subarea 3 should increase to 1 tree to 500 square feet.</p> <p>Require tall trees along the greenway to provide more shade to the river.</p>	<p>Jeanne Galick Margot Barnett Mike Houck/Ron Carley Corrine Paulson/LWV Beth Woodward</p>	<p>During Planning Commission deliberations, BOP and Parks staff reviewed the landscaping requirements to examine the visual and functional implications of the requirements. Based on that examination, staff recommended (and Planning Commission supported) increasing the required amount of trees in subarea 2 from 1 per 500 square feet to 1 per 400 square feet . This provides habitat values and clustering of trees to allow views of the river.</p> <p>Trees are allowed but not required in subarea 1 because this is an area with extreme fluctuations in water level so selecting the appropriate species requires careful consideration.</p>
GP-9	<p>Monitor landscaping over the life of the district</p>	<p>Jeanne Galick</p>	<p>The recommended code requires the property owner to provide a 5-year monitoring report on the required landscaping. Beyond the 5-year benchmark, enforcement would be complaint-based similar to enforcement of other zoning code requirements.</p>
GP-10	<p>Adjust greenway landscaping requirements by adding subarea 1 to required North Macadam greenway improvements (33.510.253.D).</p>	<p>Corrine Paulson/LWV</p>	<p>Landscaping requirements in subarea 1 are triggered when bank work is proposed. This threshold avoids triggering federal review because of planting requirements.</p>
GP-11	<p>33.851.300.F.2.d – Remove this – landscaping.</p> <p>Views to the river are highly valued – many property owners have denuded the greenway in the name of safety only to allow for larger views.</p>	<p>Jeanne Galick</p>	<p>The approval criteria regarding visual access and safety will be balanced against other approval criteria relating to ecological function in order to prevent the type of situation described.</p>

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-12	Within the greenway dedicate a number of smaller areas of natural habitat and the larger portion dedicated to lawn and plaza, urban landscaping and shade trees.	Art Lewellan	The recommended plan includes aspirations for the greenway that incorporate a range of active and passive riverfront experiences such as public access, viewpoints and a water taxi landing in addition to restoring a system of natural ecological functions. The Greenway Design Coordination Plan will identify ways to allow greater flexibility in the placement of natural and active areas compared with what is required in the code.
GP-13	Require riverbank restoration for entire district, not just rebuilt areas. Those riverbank sections that are not rebuilt need to restore a minimum of habitat. We would argue that riverbank restoration should be a requirement, not a voluntary action that is triggered by development on the upland portions of the District.	Jeanne Galick Margot Barnett Mike Houck/Ron Carley Corrine Paulson/LWV Travis Williams	During Planning Commission deliberation, staff recommended (and Planning Commission supported) adding a Greenway and Parks objective to improve riverbank conditions (#12). Action Item NM GP 3 supports this Greenway and Parks objective. Recommended code includes provisions that support various bank improvements such as laying back the riverbank and providing in-water habitat. In addition, the Open Space Fund bonus will include funding for riverbank improvements. Requiring riverbank improvements below top of bank could trigger federal review.
GP-14	Remove 33.851.300.D.2. Near shore and bank improvements should be an integral part of greenway development rather than a reason to further erode the greenway width. Remove code section 33.851.300.D.2, related to buildings in the North Macadam greenway area.	Jeanne Galick Janet Kelly/CTLH	This provision is one of four approval criteria that an applicant may choose to meet if they cannot meet the clear and objective standards of the code. The applicant will need to meet <u>at least one</u> of these four approval criteria. Any proposal to modify the 100' regulated greenway setback will need to demonstrate that it is better meeting the purpose of that regulation by increasing ecological function.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-15	<p>Amend the code to trigger greenway improvements based on the definition of “site”, as is true in other parts of the city, rather than “ownership” as recommended in the North Macadam Plan.</p> <p>Prior to the North Macadam amendments, the trigger for improvements was based on the definition of “site” where the applicant had the option to limit the “site” to that portion of the ownership actually being developed or could chose to define the site as the entire ownership, both vacant and developed portions. The recommended code removes that choice.</p>	Steve Shain/ZRZ Realty Kristin Udvari/Ball Janik	See Staff Amendment #14
GP-16	<p>Determine whether projects taking advantage of greenway and open space bonuses also qualify for Parks SDC credits. Eliminate this loophole if it exists.</p>	Corrine Paulson/LWV	See Staff Amendment #15
GP-17	<p>A building setback of a minimum of 50 feet should be available after laying back the riverbank. (33.851.300.D.1).</p> <p>This will allow for both the 30’ path as well as a landscaped buffer between users and buildings.</p>	Jeanne Galick	The code provisions, as written, provide room for trail paths and a landscaped buffer within the minimum setback after laying back the bank.
GP-18	<p>Revise Figure 510-3 to note Ordinary Low Water, Ordinary High Water and top of bank so that they are clearly distinguished from one another. Code definition for top of bank should match what Figure 510-2 shows.</p> <p>Revise code definition of where top of bank is located so it matches the drawings in the code (Figure 510-2).</p> <p>Top of bank should be defined as being above Ordinary High Water and where the land’s surface is continuously flat for more than a few feet.</p>	Jeanne Galick Margot Barnett Mike Houck/Ron Carley	An amendment to this figure is not necessary. The figure is intended to show standards for the trail. The figure does not define the top of bank. The City Council resolution adopting implementation actions for the North Macadam Plan includes a directive to staff to map the top of bank in the North Macadam district. Until that work is completed, top of bank will be determined on a site-by-site basis using the definition that currently applies citywide.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-19	<p>Minimum 100' greenway setback with no exceptions for buildings or other uses (e.g., no commercial activity).</p> <p>The level of public investment and the very positive economic values for adjacent properties call for a minimum 100' <u>unbuilt</u> setback.</p> <p>In 33.510.253, remove E.2.b, E.3 a through d and E.4.</p> <p>No commercial activity or buildings with any part of the greenway setback.</p> <p>Use incentives to go to 150' average wherever possible. The wider greenway is essential to support the recreational, transportation and habitat functions of the greenway now and in the future.</p> <p>The greenway should be developed and maintained as a public park, open space, wildlife corridor and bike path.</p>	<p>Jeanne Galick Margot Barnett Ellis Cohen Tim Davis Lenny Dee SWNI Phil Hamilton Mike Houck/Ron Carley Janet Kelly/CTLH Corrine Paulson/LWV Alan Locklear Cheryl McDowell John Perry Bryan Ripka Gail & Bert VanGorder Beth Woodward Ken Love Lee Buhlerf Travis Williams Jim Labbe</p>	<p>The recommended code sets a <u>minimum</u> setback of 100' through clear and objective standards.</p> <p>The code includes a discretionary review process that allows for exceptions to this minimum. Under the discretionary review process, buildings could be set no closer than 75' from top of bank, or 100' from ordinary high water, if the bank is being laid back.</p> <p>These provisions provide additional flexibility in order to encourage improvements such as regrading the bank and providing in-water habitat enhancements. They also allow greenway improvements to be made in a way that responds to the particular constraints of individual sites.</p> <p>Only river-dependent/river-related buildings or small buildings, such as coffee kiosks, that support the active outdoor function of the greenway are allowed inside the greenway setback line without a North Macadam greenway review.</p> <p>The greenway trail will include a public easement, however the greenway setback, as described under the zoning code is not intended to function as a public park.</p>
GP-20	<p>Retain the 50' greenway setback as developed through the Framework Plan process.</p> <p>A greenway setback of 100' will render the majority of development in North Macadam economically infeasible, if the full cost or even a portion of the greenway improvement is imposed on the riverside property owners.</p>	<p>Jon Moss/Beverly Bookin Rob DeGraff/PBA</p>	<p>See Staff Comments for GP-19.</p>

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-21	<p>Need to add some flexibility in the width of the greenway.</p> <p>There should be some areas where the buildings can come up to the water – maybe use averaging.</p> <p>Urban development needs to meet the water.</p>	Dustin Posner Steve Karolyi/AIA	See Staff Comments for GP-19.
GP-22	<p>Southern property owners need to be able to seek lesser minimum greenway setback than what is proposed and to be able to demonstrate better overall greenway benefit for all.</p> <p>The proposed code does not give the latitude to adequately address the existing conditions and building locations for these properties.</p>	Rick Saito	See Staff Comments for GP-19.
GP-23	<p>Amend the Code to permit a minimum greenway width of 50', with a required minimum average of 75' over an ownership, in those areas north of the Ross Island Bridge.</p>	Steve Shain/ZRZ Realty	See Staff Comments for GP-19.
GP-24	<p>Supports a 300' greenway width.</p>	David Redlich	See Staff Comments for GP-19.
GP-25	<p>Remove the word “structures” from first sentence of Recommended Code 33.510.253.E</p> <p>We fervently oppose structures in the greenway.</p>	Janet Kelly/CTLH	See Staff Comments for GP-19.
GP-26	<p>Remove section 33.510.253.E.8 from the Recommended Code, which relates to “Other Development” in the greenway setback.</p> <p>We emphasize that Other Development is totally inappropriate and mocks the entire concept of greenway setback.</p>	Janet Kelly/CTLH	See Staff Comments for GP-19.
GP-27	<p>Rework code section 33.851.300.D.1 to require buildings to be setback at least 100 feet from the modified top of bank.</p> <p>The standard “ordinary high water” is meaningless and does not belong in city code.</p>	Janet Kelly/CTLH	See Staff Comments for GP-19.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-28	<p>Remove section 33.510.253.E.3 from the recommended code.</p> <p>Other than river dependent construction (water taxi landing) which could be accommodated under a Type III review, buildings do not belong within the greenway setback. We implore Council to order this item removed from the recommended code.</p>	Janet Kelly/CTLH	See Staff Comments for GP-19.
GP-29	<p>Rework code section 33.851.300.D.3 to say that proposals meeting this approval criteria must show that all buildings will be set back at least 100 feet from top of bank.</p>	Janet Kelly/CTLH	See Staff Comments for GP-19.
GP-30	<p>Greenway review needs to be a Type III procedure (33.851.100).</p> <p>It would be best if a Greenway Commission including environmental experts could review such projects. Barring that, the Planning Commission would be a better forum for review than Design Commission which concentrates on the built environment.</p>	<p>Jeanne Galick Mike Houck/Ron Carley Janet Kelly/CTLH Corrine Paulson/LWV Barbee Williams</p>	<p>Under existing code, Greenway Review is a Type II review. Staff and Planning Commission has recommended the North Macadam Greenway Review as a Type II review to be consistent with existing practice and to minimize impacts on Bureau of Development Services (BDS) workload. Type II reviews can be appealed to the Hearings Officer.</p> <p>In addition, most projects triggering North Macadam Greenway Review would also trigger a Type III design review. In these cases, review would typically be handled concurrently with both the Greenway Review and Design Review going through a Type III process with a required hearing before the appropriate decision-making body.</p>
GP-31	<p>Amend greenway trail location to say "all portions of the trail must be at least 30 feet and no more than 100 feet from top of bank." (33.510.201.5.b.1)</p>	Jeanne Galick	The recommended code is more limiting than this request by requiring that the greenway trail be located between 10' and 75' from top of bank and by limiting the amount of trail that can be within 45' of top of bank.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
GP-32	<p>No deferrals for greenway development if property owner does not want to be a part of greenway master planning.</p> <p>Plan the greenway as one piece to make it a cohesive whole – not piecemeal as some have proposed.</p> <p>We strongly urge that the city use a mandatory Design Coordination Plan and that it not be discretionary.</p>	Jeanne Galick Phil Hamilton Mike Houck/Ron Carley	<p>The provisions relating to phasing of required improvements are consistent with other parts of the Zoning Code; the code needs to provide specific direction to developers on the circumstances under which phasing of improvements can occur.</p> <p>Under the recommended amendment (#6) to raise money for trail improvements through a Local Improvement District (LID), the greenway trail would be constructed as a whole.</p>
GP-33	<p>Build a minimum 3-acre neighborhood park in the district and several urban plazas and pocket parks scattered throughout the District.</p> <p>Parks attract more families in the district, contribute to high quality livability and provide quiet relief from the surrounding urban development.</p> <p>There is simply not enough public parkland slated for the population projected to live and work in the North Macadam neighborhood.</p>	Jeanne Galick Mike Houck/Ron Carley Corrine Paulson/LWV	<p>This is supported by the recommendation. Based on testimony and deliberation during Planning Commission, staff revised and Planning Commission supported consolidating an earlier proposal for several smaller parks into one 3-acre neighborhood park located in the southern portion of the district.</p> <p>The recommendation for a one-half acre urban plaza remains unchanged from the Framework Plan.</p> <p>The recommended plan, including bonus provisions, provides incentives for creating additional parkland.</p>
GP-34	<p>CTLH Board has formally resolved that existing Park Bureau standards should be followed and that 18 acres of land within the North Macadam area that is to be developed be identified for parks.</p> <p>LWV support increasing park acreage beyond the minimal amount called for in the plan.</p>	Janet Kelly/CTLH Corrine Paulson/LWV Barbee Williams	<p>The recommended greenway and open space concept is consistent with Parks Bureau standards for open space provision.</p> <p>Numerous incentives exist within the recommended plan and zoning code to provide additional parkland over what is identified in the plan.</p>
GP-35	<p>Exclude South Waterfront Park from calculations for parks needs in the North Macadam District.</p>	Corrine Paulson/LWV Barbee Williams	<p>The waterfront trail facility and South Waterfront Park are included in parks calculations because both are within a 10-minute walk of the district.</p>

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GP-36	We ask that the Recommended Plan be revised to give a precise location and timeline for development of the 3 acre neighborhood park.	Janet Kelly/CTLH Barbee Williams	An exact site for this park is contingent on future development in this portion of the district. As this area develops, the park location will be determined.
GP-37	Although the Greenway and Parks Concept Map shows a park on our property, we request that the plan and zoning code do not in any way designate or imply any park requirement on Prometheus property.	Jon Moss/Beverly Bookin	See Staff Comments for GP-36.
GP-38	It is better to have 3 smaller neighborhood parks rather than one bigger neighborhood park. Three smaller parks can be accessed more readily than one large one.	Art Lewellan	See Staff Comments for GP-33.
GP-39	Plan page D-10: Under “Parks” change “a place of respite from” to “as a complement to” the built environment.	Mike Houck/Ron Carley	See Staff Amendment #19
GP-40	Put more of the Ross Island Bridge Park on the south side of the bridge, not under the bridge, to take advantage of the solar access.	Dustin Posner	The height and the width of the bridge provide ample light under the bridge. The Greenway and Parks Concept shows most of the park south of the bridge. The exact location of the Ross Island Bridge Park will be determined as that area develops.
GP-41	Plan page D-9: Tools to Achieve the Greenway – we prefer to see an “average of 150 feet” not “up to 150”.	Mike Houck/Ron Carley	See Staff Amendment #22
GP-42	33.272.050: Hours of Use: Provide 24-hour public access to the greenway.	Corrine Paulson/LWV	The access provisions are consistent with a citywide standard for trails on private property.
GP-43	The amount/configuration of land, likely nature of development, and roles (such as transitional) should be reflected in the greenway requirements. The greenway requirements are not consistent with the scale of all properties and the scale of development that are realistic upon them.	Rick Saito/NMDC	See Staff Comments for GP-19.

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GP-44	<p>Should the region require a greater overall greenway, a strategy and commitment for the region to provide such a greenway should be established.</p> <p>This is currently absent from the present document.</p>	Rick Saito/NMDC	<p>The greenway is envisioned as being provided through a public-private partnership. Regulatory tools and future negotiations are intended to strike a balance between public and private responsibility for the providing greenway improvements.</p>
GP-45	<p>Need to provide more:</p> <ol style="list-style-type: none"> 1. Local greenspaces in the south portion of the district. 2. More green streets 3. Gibbs area as a plaza 4. North/south street as tree-lined and pedestrian-oriented. 	Scott Montgomery/ Portland Parks Board	<p>The recommendation includes a 3-acre park and greenway in the southern portion of the district.</p> <p>Given the geographic constraints of the district, adding green streets is problematic. In addition to the three recommended green streets (Arthur, Grover, and Gaines), greenway extensions are anticipated on all or part of east/west rights-of-way east of River Parkway and south of the Ross Island Bridge.</p> <p>Development of the Gibbs area may include a plaza-like setting. The exact design will be determined as part of the development of the streetcar and tram in the district.</p> <p>All streets in the district will have to meet street standards, including tree-planting requirements, which will be developed as part of the update to the North Macadam Street Plan.</p>

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
TRANSPORTATION AND PARKING			
T-1	<p>Amend the alignment of SW River Parkway north of SW Gibbs.</p> <p>This revised alignment will:</p> <ol style="list-style-type: none"> 1) Enhance the Ross Island Bridge Park, 2) Take advantage of natural entryways and design elements provided by the arches of Ross Island Bridge, 3) Preserve economically developable riverfront parcels, 4) Remove the roadway from the waterfront consistent with the southern portion of the district, and 5) Provide for superior design opportunities. 	Steve Shain/ZRZ Realty Rob DeGraff/PBA	See Staff Amendment # 10
T-2	<p>Amend the code to permit parking access on Bond and River Parkway and allow parking to be shared by other uses.</p> <p>We request an amendment that permits two curb cuts per block with additional curb cuts requested through an adjustment procedure, in consideration of the street pattern (only three main north/south connections) and the dedication of the east/west streets to primary pedestrian activities.</p> <p>Current recommendation calls for residential parking must be accessory at all times. Allowing shared parking increases the efficiency of use and can lead to a decrease in parking over time.</p>	Kristin Udvari/Ball Janik John Ringert/Kittleson	<p>See Staff Amendment #11 (shared parking)</p> <p>The parking access restrictions are adjustable to allow consideration of desired street character, site constraints and building configuration.</p>
T-3	<p>The zoning regulations should be more flexible to allow parking in the “active use areas” and along block faces east of River Parkway.</p> <p>The City can require certain appropriate architectural treatments of these facilities to create an acceptable aesthetic at these important locations.</p>	Jon Moss/Beverly Bookin	Parking is prohibited in active use areas of the building in response to significant public discussion of this issue as part of a past planning effort. Policies that led to that regulation in the district remain in place. The requested change would detract from the vitality of the district.

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T-4	<p>CTLH NA supports development only if it includes a concurrent transportation, transit and traffic plan and funding to accommodate the expected traffic generated by such a development.</p> <p>Enforce ORS 197.768, Public Facilities Strategy, when transportation and funding solutions are not implemented concurrently with North Macadam land use development.</p> <p>The vehicular traffic improvements at all portals to North Macadam be completed prior to or concurrent with infrastructure proposals within North Macadam.</p>	Janet Kelly/CTLH Marty Slapikas/CTLH	<p>The Transportation Action Chart of the recommended plan identifies a number of transportation improvements that are planned as part of implementation of the North Macadam Plan.</p> <p>Action item TM 9 specifically addresses the issue of improvements to district entry points.</p>
T-5	<p>Evaluate the transportation impacts on adjacent neighborhoods when considering development in the North Macadam District and include neighborhood traffic mitigation measures in North Macadam District development plans.</p> <p>Without a balanced, multimodal North Macadam District/Regional transportation plan, additional automobile traffic will divert into the CTLH neighborhood. So far, there is no plan to alleviate the expected traffic coming from the south/southeast that matches the pace of development requested by North Macadam stakeholders.</p>	Marty Slapikas/CTLH	This is already addressed by the following Transportation Action Items: NM T 23, NM T 25, NM T 30
T-6	<p>Respect Portland's 200-foot block structure by requiring deviations from the 200-foot block only through exceptions.</p>	Corrine Paulson/LWV	The North Macadam Plan seeks to create a unique character for this area; variation to the block pattern can support that goal. In addition, larger blocks allow new building forms, such as bioscience buildings and urban towers set on lower podiums.
T-7	<p>Need to add development and landscape standards for accessways.</p>	Jeanne Galick	<p>Development standards for streets and accessways will be determined through the update to the North Macadam Street Plan.</p> <p>Recommended landscape standards would apply to the area between the building and the accessway (33.510.252.B.4).</p>

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T-8	Add designated accessways in the northern end of the district (Map 510-16).	Jeanne Galick	Interior east/west streets in this portion of the district are needed to provide internal vehicle circulation. The accessways in the south are intended to directly link development to the greenway. Placement of River Parkway in the north makes accessways linked to the greenway unnecessary.
T-9	Conduct public hearings on the transportation findings by the South Portland Transportation Alliance (SPTA).	Marty Slapikas/CTLH	This request is beyond the scope of the North Macadam project and planning efforts. During the Planning Commission deliberations, the Commission voiced interest in hosting their own hearings on this study, at a later date.
T-10	Implement a Traffic Demand Management (TDM) program.	Marty Slapikas/CTLH	This is already included in the recommended plan as an action item – NM T 18.
T-11	Do not reroute existing bus transportation serving the CTLH neighborhood and SW Portland to serve North Macadam. Add additional bus lines to serve North Macadam.	Marty Slapikas/CTLH Rudy Henley	This is already included in the recommended plan – Transportation Objective 9 and action item NM T 12.
T-12	Eliminate the increasing passing and through traffic on Corbett and Virginia Streets with a traffic-calming project.	Marty Slapikas/CTLH	This is already included in the recommended plan as an action item – NM T 24.
T-13	Increase bus transportation between Clackamas County, Lake Oswego and West Linn and the North Macadam District. Require the use newly introduced hybrid buses.	Marty Slapikas/CTLH	This is already included in the recommended plan through transportation action items – NM T 21 and NM T 23.
T-14	Encourage Portland to become a nationally recognized “motor scooter” city. Publicize motor scooters as an alternative mode of transportation. Include them in cover photos of PDOT and other city agency reports.	Marty Slapikas/CTLH	This request is beyond the scope of the North Macadam project and planning efforts.
T-15	Consider a monorail from PSU transit center over Macadam/Hwy 43 to Lake Oswego/West Linn.	Marty Slapikas/CTLH	The recommended plan calls for a streetcar alignment that would provide service to PSU and potentially to Lake Oswego.

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
T-16	<p>Do not use future park land as temporary parking lots (33.266).</p> <p>Once these parks are paved, they will never become parks. Please ask that this recommended regulation be stricken from the Recommended Plan.</p>	Jeanne Galick Janet Kelly/CTLH Barbee Williams	Recommended code allows for the development of temporary surface parking, operated by the City, on a site to be developed in the future as a park. This provision also requires that the property owners must execute a covenant with the City that will accompany the deed of the site, reflecting the future development and use of the site as a park.
T-17	<p>Amend the code to permit on-street loading and not require on-site loading areas.</p> <p>Current code requires two loading spaces for buildings exceeding 50,000 square feet of floor area, must be at least 35 feet long, and must be designed so that vehicles enter and exit in a forward motion.</p> <p>Loading docks interfere with this pedestrian environment and introduce an unsafe and often unsightly streetscape.</p>	Kristin Udvari/Ball Janik John Ringert/Kittleson	This issue is proposed for review and revision on a Central City-wide basis in the upcoming Code Maintenance 2003 project.
STORMWATER			
ED-1	<p>Integrate trail, landscape and stormwater planning to achieve maximum infiltration of precipitation.</p> <p>This will help keep pollution out of the Willamette River.</p>	Beth Woodward	This request is already addressed by the District-wide Environmental Design Objective 2.
DISTRICT DEVELOPMENT			
DD-1	<p>Create a new master plan code section specific to North Macadam that would expand the range of development standards that could be reviewed, combined with concurrent adjustments, as necessary, and design review.</p> <p>Proposed North Macadam Master Plan regulations build on the concept of using development agreements as a flexibility tool. North Macadam Master Plans would be processed through a Type III quasi-judicial procedure and when accompanied by a development agreement would be considered by City Council, with public notice & hearings. The City may consider the development agreement and a North Macadam Master Plan concurrently.</p>	Phil Grillo (NMDC) Jon Moss/Beverly Bookin Rick Saito (NMDC)	<p>The recommended code provides flexibility for many developments standards.</p> <p>Staff thinks the idea of creating a broader master plan provision merits consideration as part of a Central City-wide process. This would allow the tool to be crafted for broader applicability and would allow time to develop such a tool with input from a variety of community and City stakeholders.</p> <p>See section of Background Information related to regulatory flexibility.</p>

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
DD-2	Require a parcel development strategy that creates a diversity of parcel sizes including smaller parcels available to a wider range of developers. Create a North Macadam Parcel Map that addresses the character of building frequency and partial block development.	David Horsley	The recommended plan allows for this flexibility. Property owners in the district can subdivide in this fashion if they so choose.
DD-3	In our view, a better urban renewal investment approach would be to publicly fund amenities that private development typically would not undertake, but also will make the district even more attractive to private developers. These amenities would include a greenway master plan and purchase of additional greenway width, more parks, riverbank restoration and affordable housing.	Corrine Paulson/LWV	The recommended plan calls for providing these amenities through code incentives, development agreements and tax increment funding. Transportation improvements are also critical because they support early development that will generate the tax increment funding needed to provide these types of improvements.
DD-4	Require developers to cover customary infrastructure costs such as roads and utilities that serve their properties.	Corrine Paulson/LWV	See Staff Comments for DD-3.
DD-5	Include participation in the design coordination plan in development agreements (Plan page G-6).	Corrine Paulson/LWV	The Portland Development Commission will promote participation in the design coordination plan through the development agreement process.
DD-6	Require all development to be environmentally sound, with an emphasis on protection of environmentally sensitive areas and establishment of fish-friendly bank treatments.	Cheryl McDowell	The goals of this request are addressed by the recommended District-wide Environmental Design and Greenway and Parks policies and objectives.
DD-7	It would seem appropriate for the City to update some of the financial feasibility studies for different development product types (e.g., office, condos, apartments), which haven't been undertaken since the recommended plan and zoning regulations have been prepared. Do a feasibility study on the "point tower" type of development.	Jon Moss/Beverly Bookin Steve Karolyi/AIA	The Portland Development Commission has conducted two market studies in recent years; office vacancies and regional market conditions have not changed significantly since those studies were completed. Because anticipated institutional development in the district and the realization of a new development model in North Macadam is likely to affect the outcome of a financial analysis of the district, it may be useful to conduct new market research after these activities are under way.

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DD-8	Commit to addressing the issues of feasibility with a sound financial strategy now, as part of the plan consideration, not after committing the plan as recommended.	Rick Saito	The Portland Development Commission is currently developing a funding strategy for implementing the North Macadam Plan. A draft of this strategy is anticipated by mid-November.
DESIGN GUIDELINES			
DG-1	Add the word “innovative” to Design Guideline A4-2. The revised Guideline would read: “Integrate <u>innovative</u> stormwater management systems with the overall site and development designs.”	Mike Houck/Ron Carley	See Staff Amendment #20
DG-2	Add the following to Design Guideline A5-1: “Consider emphasizing and integrating aspects of North Macadam’s diverse history in new development proposals in such a manner as to include a water bus to assist in facilitating transit connections for the population coming from Lake Oswego, West Linn and SE Clackamas County areas.” This would offer an immediate transportation need to match the desired “fast-tracking” desired by many of the North Macadam district stakeholders, add additional character to the city and help mitigate expected traffic through the CTLH and North Macadam district neighborhood.	Marty Slapikas/CTLH	This request is already addressed by Transportation action items NM T 21 and NM T 23.

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DG-3	<p>We would prefer that Greenway Design Guideline 2 read: “Develop a Cohesive <u>Greenway and Trail</u> System.”</p> <p>We are concerned that there are no Design Guidelines that explicitly address how the greenway will look, after a master plan is developed.</p>	Mike Houck/Ron Carley	<p>The design coordination plan is expected to address the cohesiveness of the entire greenway. This specific design guideline, similar to the other three greenway design guidelines, is intended to address a single issue (the trail) related to the greenway.</p> <p>These guidelines are intended to work with the code (in the absence of a DCP) to address each pertinent issues in the greenway individually. When all four greenway design guidelines are considered together (with Parks overseeing each greenway proposal), it is anticipated that a "cohesive" greenway throughout the district will be achieved.</p> <p>The one-issue-per-guideline strategy is used throughout the city, and helps to focus BDS on the relevant topics.</p>
DG-4	<p>Greenway Design Guideline 4: Design Diverse Plant Communities -- Add an image of a high quality emergent wetland and riparian zone from nearby Willamette Park.</p> <p>This image would show the type of shallow water/emergent wetland and riparian habitat we would like to see along and onto the bank at North Macadam.</p>	Mike Houck/Ron Carley	See Staff Amendment #21
NORTH OF MARQUAM BRIDGE			
NM-1	Change the allowed building heights for the area North of the Marquam Bridge.	Larry Brown/PDC	See Staff Amendment #17

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ITEM #	PUBLIC TESTIMONY	TESTIFIER(S)	STAFF COMMENTS
NM-2	<p>Reject proposed height increase from 150 feet to 200 feet in South Waterfront/RiverPlace area.</p> <p>Proposed height increase ignores CCFDGs ("Graduate building heights from the western boundary down to the waterfront.").</p> <p>The only proper course of action for this request of additional height is to have Council initiate a separate legislative project in the Central City Plan District as a whole. To ask for zoning changes outside the planning area makes a mockery of the citizen's involvement process and sets a terrible precedent.</p>	<p>Lynn Connor D.F. Forister Robert Lawrence Roy Simmons Rhoda Weiss Donna Drummond Val DeCamps</p>	See Staff Amendment #17
NM-3	<p>Do not include South Waterfront area (i.e., RiverPlace) in the North Macadam Plan area planning process.</p> <p>No planning, equivalent to North Macadam, has occurred in the South Waterfront area.</p> <p>Inadequate information and opportunities for citizen review and input.</p> <p>CCFDGs identify South Waterfront as "special area" with "unique opportunities for connections to the river."</p>	<p>Lynn Connor Bill Rollins Janet Kelly/CTLH</p>	See Staff Amendment #17
MISCELLANEOUS - MINOR CLARIFYING AMENDMENTS			
M-1	<p>Require the Bureau of Planning to include a regional map in future North Macadam District presentations.</p> <p>The map should show the relationship of North Macadam to the City of Portland and the CTLH neighborhood along with the district's attraction to the surrounding region, particularly SE Clackamas, Lake Oswego and West Linn.</p>	Marty Slapikas/CTLH	Staff will endeavor to include in future presentations a clearer description of the relationship of North Macadam to other parts of the region.
M-2	<p>Add "and wildlife" to the last sentence of the third paragraph on Page B-6 of the Plan ("..that enable native fish <u>and wildlife</u> to thrive.")</p>	Mike Houck/Ron Carley	See Staff Amendment #18