

# **Addendum to the 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  
November 7, 2002**



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## **Amendment 11 – Shared Parking, Revised Staff Proposal:**

Bureau of Planning and Transportation staff recommend this as an alternative to the proposal that was included in the North Macadam Amendments Report that would have allowed shared parking by right in North Macadam. This option would allow residential parking to be operated as short-term commercial parking if it is approved through Central City Parking Review. This option would allow the developer to either:

- Build up to 1.7 spaces per unit and operate the parking as accessory to the residential use (this option would be allowed by right); or
- Build up to 1.3 spaces per unit and operate the parking as shared parking. Residential parking could be operated as shared parking if approved through Central City Parking Review, with a limit determined through the CCPR not to exceed 1.3 spaces per unit. In addition to meeting the general approval criteria of CCPR that deal with transportation and urban character impacts of the parking, the parking would also be required to meet approval criteria that require an analysis of parking demand.

### **Code language.**

Replace amendment to 33.510.267 shown on page 27 of the Amendments Report with the following:

#### **33.510.267 Parking in the North Macadam Subdistrict**

##### **E. Residential/Hotel Parking**

###### **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) The parking spaces may be used by residents of the units the parking was created in conjunction with or may be rented, on a monthly basis only, to residents of the plan district; or
  - (2) The parking spaces may used for short-term commercial parking if all of the following are met:
    - The parking will be limited to a maximum ratio of 1.3 spaces for each dwelling unit created; and
    - The parking is approved through CCPR.

#### **33.808.100 General Approval Criteria for Central City Parking Review**

**N.** If the site is in the North Macadam Subdistrict and the proposal is for surface parking:

1.-4. [No Change]

**O.** If the site is in the North Macadam Subdistrict and the proposal is for residential parking that will be operated as commercial parking, the proposal must meet the approval criteria for Visitor Parking in the North Macadam Subdistrict.

**Existing CCPR approval criteria that would apply to shared residential parking in North Macadam:**

- A.** The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans; by Comprehensive Plan designations and zoning, and by allowed densities.
- B.** The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.
- C.** The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management Plan.
- H.** If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met:
  - 1. At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot; and
  - 2. At least one of the following is met:
    - a. There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses; or
    - b. The parking will serve major new attractions or retail development, or
    - c. There has been a significant loss of on-street parking due to recent public works projects, or
    - d. There has been a significant loss of short-term parking spaces.
- J.** If the site is outside the Core Area:
  - 1. If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.

## **Amendment 1 – Allow Additional Height, Revised Staff Proposal:**

Bureau of Planning staff recommends this as an alternative to the proposal that was included in the North Macadam *Amendments Report* that would have allowed an open space height transfer in North Macadam. This option would allow buildings within the area shown on Map 510-17 to go as high as 325 feet if they meet certain standards, provide a contribution into an open space fund, and the height is approved as a modification through design review.

### **Anticipated Results of the Approach.**

This approach would allow buildings taller than 250 feet if they:

- support the vision of the district by providing a point tower, or by providing floor-to-floor heights that better supports bioscience development;
- provide adequate tower spacing;
- exhibit design excellence;
- maintain public views; and
- visually enhance the skyline of the district.

Requiring that the additional height be approved through design review will ensure that the impacts of the building are carefully evaluated against the Central City Fundamentals, North Macadam Design Guidelines, and the purpose statement of the regulations. The applicant would have to demonstrate that the taller building better meet the design guidelines than would a building less than the mapped heights. The approach would also generate additional dollars into an open space fund that could be used to acquire and improve parks in the district.

### **Code language.**

Replace amendment to 33.510.205 shown on page 22-24 of the *Amendments Report* with the following:

#### **33.510.205 Height**

- B. The height standard.** The maximum building height for all sites in the Central City plan district is shown on Map 510-3 at the end of this chapter. Heights greater than shown on Map 510-3 are prohibited unless allowed by Subsections C. through ~~F.~~ G., below or by 33.510.210.D. through G., below.

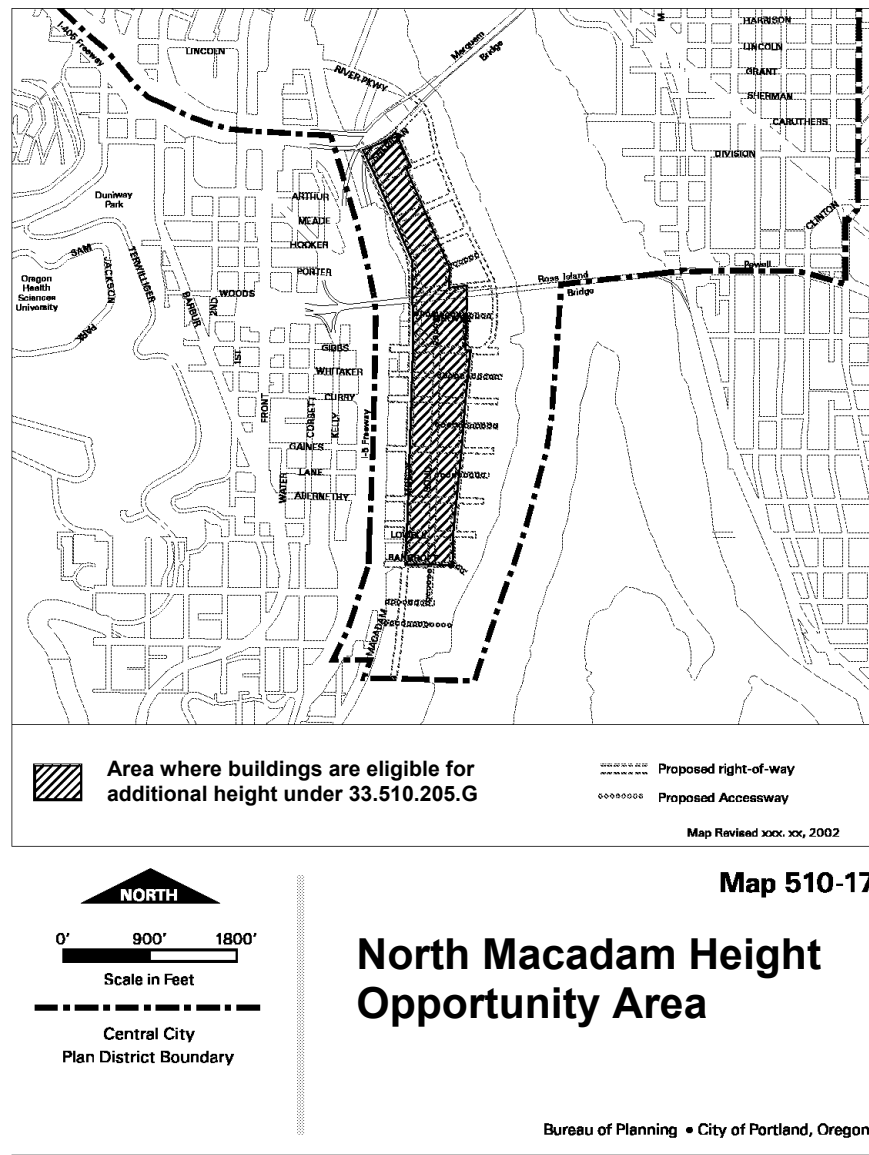
#### **G. North Macadam height opportunity area.**

1. Purpose. In the core of the North Macadam subdistrict, additional building heights may be appropriate to support the goals of the North Macadam Plan. The regulations of this subsection allow for development of buildings that support the economic goals of the North Macadam subdistrict, provide an exceptional and varied skyline that is appropriate to the district's setting against the Tualatin Hills, create additional opportunities for visual access through the subdistrict, and continue to maintain all protected public views.
2. Sites eligible for these standards. Sites eligible to earn additional height under these standards are shown on Map 510-17.
3. Standards. Buildings may earn additional height if they meet the requirements of this paragraph. Adjustments to these standards are prohibited.

- a. The maximum height of the building does not exceed 325 feet, including projections, roof top mechanical equipment, radio and television antennas, and any other structures that project above the roof of the building.
- b. The building meets one of the following:
  - (1) The average floor to floor height of the building is at least 16 feet; or
  - (2) No floor of the building above 75 feet is larger than 10,000 square feet in area;
- c. The portion of the building that is at least 250 feet in height will be located at least 200 feet from the portion of any other building that is at least 250 feet in height. This spacing requirement applies to both existing buildings and those with an unexpired design review approval;
- d. The applicant must contribute 5.00 dollars in 1990 dollars to the North Macadam Public Open Space Fund (NMPOSF) for every square foot of floor area over 250 feet. The applicant must submit with the land use review application a letter from Portland Parks and Recreation documenting the amount, in current year and 1990 dollars, that has been contributed to the NMPOSF. Contributions to the fund used to earn bonus floor area under 33.510.210.C.18, Open space fund bonus option, do not count towards meeting this requirement; and
- e. The additional building height has been approved as a modification through design review.



Replace Map 510-17 shown on page 29 of the Amendments Report with the following:



X:\Central\_City\N. Macadam\Documents\City Council 2002\Amendments\Option for allowing additional height in North Macadam.doc 11/18/02



## Required Residential Development Areas:

This code amendment reflects City Council direction to amend the required residential provisions to allow greater flexibility for the timing of development when the requirement is transferred off site.

### Code language.

Amend language shown on page 51 of the Recommended Zoning Code for North Macadam as follows.

#### **33.510.230 Required Residential Development Areas**

##### **E. Timing and location of the housing.**

1. Generally. Required housing must be located on the site and if developed as part of a mixed-use project must receive an occupancy permit in advance of or at the same time as an occupancy permit for nonresidential portions of the project. Exceptions to this may be approved as part of a Central City master plan. See 33.510.255, Central City Master Plans.
2. North Macadam subdistrict. In the North Macadam subdistrict, housing units required by Subsection C., above, may be transferred to another site if the following requirements are met:
  - a. The receiving site must be located within the North Macadam subdistrict;
  - ~~b. The required housing must receive an occupancy permit in advance of or at the same time as an occupancy permit is issued for any non-residential development on the sending site; and~~
  - ~~e-b.~~ The property owners must execute a covenant with the city which is attached to and recorded with the deed of both the sending and receiving sites reflecting the respective increase and decrease of required housing units. The covenant must meet the requirements of 33.700.060. The required housing is not required to receive an occupancy permit in advance of or at the same time as an occupancy permit is issued for non-residential development on the sending site.



## **MEMORANDUM**

Date: November 6, 2002

To: City Council

From: Marie Johnson, North Macadam Plan Project Leader

Re: **Proposed Height Changes for Properties North of Marquam Bridge**

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On October 31, 2002, City Council held a public hearing regarding a Bureau of Planning proposed amendment to the *North Macadam Plan* to allow height changes for several properties located within the RiverPlace development area north of the Marquam Bridge. The purpose of this memorandum is to summarize this revised recommended amendment and the rationale for the recommendation. In addition, this memo summarizes the history of the public process to consider height changes for this area.

### **Revised Amendment**

The attached map shows a revised staff amendment for height changes for an area North of the Marquam Bridge near River Parkway. The following changes have been made since a previous proposed staff amendment was presented to City Council on October 31, 2002:

- Two parcels at the northwest of the area are no longer within the area for the proposed height change.
- A reduction in height to 75' is proposed for a portion of the site bordering the park, for a distance of 75' from the park.

In addition, we have verified that application of the 35' height limit along the riverfront will be a minimum of 75' from top of bank, consistent with the minimum greenway setback requirements for properties within the North Macadam subdistrict of the Central City Plan District.

### **Rationale for Staff Amendment**

The proposal was developed to accomplish the following goals:

- Provide a clearer step down of building heights to the river and associated open space.
- Focus proposed height increases on properties with the most significant development potential, rather than applying height changes to properties with existing development.

- Maintain existing floor area ratios of 4:1 to limit building mass, allowing a leaner building form over what could be built under the existing zoning code.
- Provide for the potential to create a cluster of development near the Marquam Bridge with similar heights to recommended heights within the North Macadam Plan area.

### **Origins of the Proposal for North of the Marquam Bridge**

This proposal was originally presented to the Bureau of Planning (BOP) via a memorandum from the Portland Development Commission (PDC) during the initial hearings on the *Proposed North Macadam Plan* in May 2002. PDC originally proposed increasing the maximum allowable heights from the existing 125' and 150' to 225' on PDC-owned properties (Parcels 1, 3, and 8).

BOP staff supported including consideration of the proposed height changes as part of the North Macadam Plan because:

- Though not within the *North Macadam Plan* area boundary, the proposed height change area is directly adjacent to the plan's boundary and within the North Macadam Urban Renewal District.
- The scale of development proposed was consistent to that proposed in the North Macadam Plan, to the south of the Marquam Bridge.
- Increased development within the urban renewal area will likely have positive benefits for infrastructure funding within the plan area.

### **Public Process**

During Planning Commission's deliberations on the *Proposed North Macadam Plan*, the Commission recommended that a separate public hearing be held regarding the height changes proposed by PDC near the existing RiverPlace site, to allow time to notify and involve the public. Since that time the following public involvement efforts have been undertaken:

- 8/2/02 – BOP sent public notice to 534 people, including owners of property from the Willamette River to SW 4<sup>th</sup> Avenue, from the I-405 Freeway to Harrison Street. This notice provided information including a basic description of the proposal, notice of the Planning Commission hearing, availability of the staff report on the proposal, and an invitation to a public open house sponsored by PDC.
- 8/15/02 – BOP published a report regarding the BOP staff recommendation regarding the proposed height change North of Marquam Bridge and made it available to the public at the Planning Bureau and on the BOP website.
- 8/22/02 – BOP participated in a PDC-sponsored open house regarding the proposal at the RiverPlace Community Meeting Room (approximately 40 people attended).
- Planning Commission held a public hearing on 8/27/02 to hear testimony on the proposal. Over 30 people testified (with about 50 people in

attendance). Planning Commission rejected the proposal and BOP did not forward a proposal to Council.

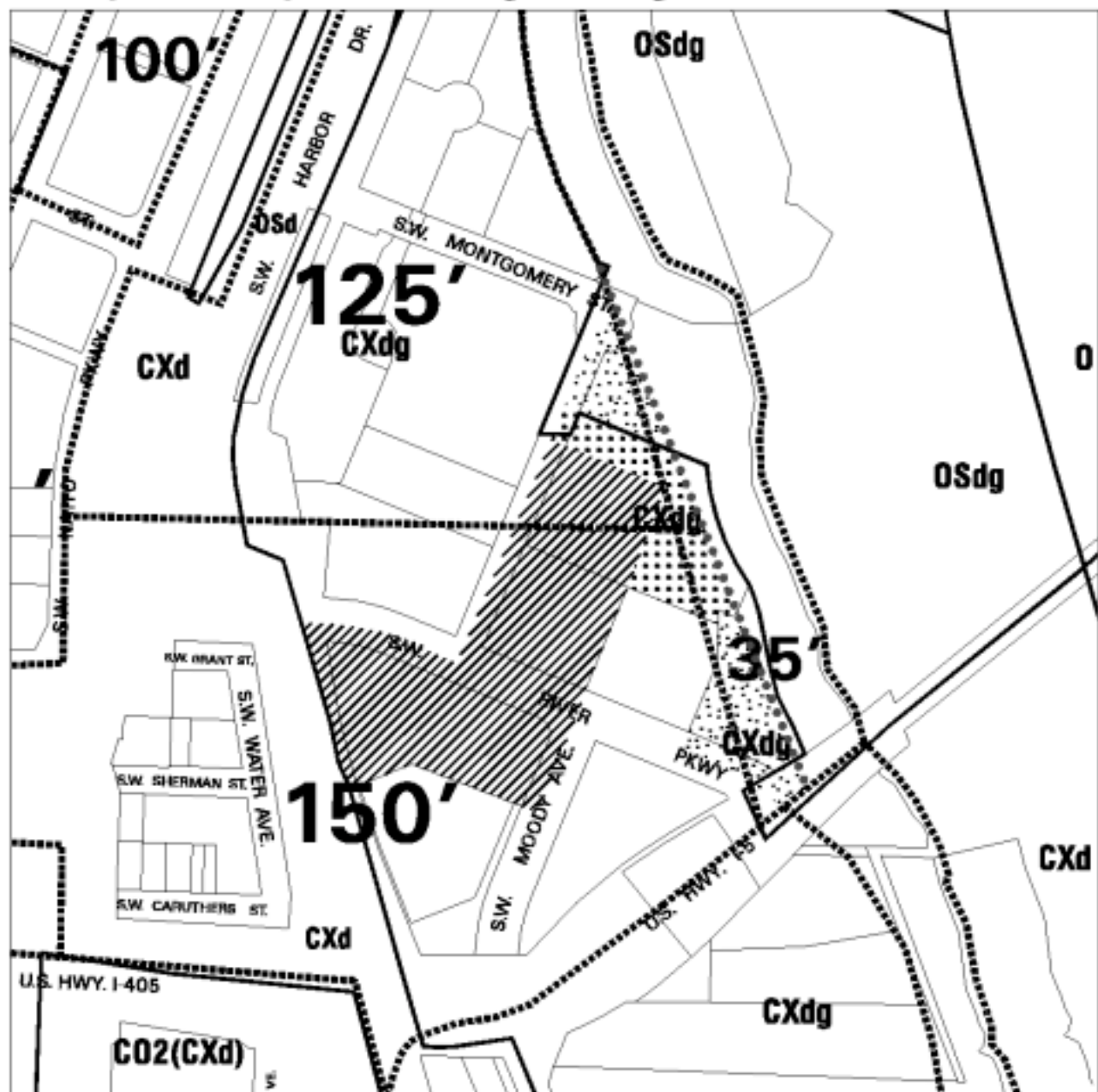
- Those who testified to Planning Commission on the proposal (or who asked to be placed on North Macadam mailing list) were included in the BOP notice of City Council hearing on North Macadam (sent to 1232 people on 9/12/02).
- PDC held informal discussions with some of the testifiers at the Planning Commission.
- Council held hearings on the *North Macadam Plan* (10/9, 10/10, 10/30, 10/31).
- PDC staff resubmitted an amendment request regarding the proposal during the City Council hearings.
- 10/25/02 – BOP staff published the *North Macadam Project: Amendments Report* describing support for a revised height change proposal for this area.
- 10/31/02 – Public testimony was taken regarding the staff revised amendment.
- 11/6/02 – BOP staff resubmits a proposal, with further revisions (described above).

I hope that this memorandum clarifies some of the questions that have been raised regarding the proposal, its origins and evolution, the rationale behind it and the public involvement process related to this proposal.





# Properties Proposed for Height Change in S. Waterfront Area



## Legend

- Existing Zone Boundary
- CX** Existing Zone
- .... Maximum Heights Boundary
- 150'** Maximum Height
- \*\*\* Corrected Maximum Height Line (Verified no closer than 75' from Top of Bank)

## Proposed Maximum Heights

- //// 200'
- .... 35'
- .... 75'

Scale  
0' 150' 300' 450'



City of Portland  
Bureau of Planning  
Geographic Information System



November 06, 2002



## **Required Building Lines/Stormwater Setback:**

The *North Macadam Plan* identifies several streets for application of the required building line standards of the Zoning Code. These provisions apply to specified streets throughout the Central City and require that at least 75 percent of a building face along these streets must be within 12 feet of the right of way. Within the Central City, this setback must be hardscape. According to the purpose statement of this code provision “Required building lines are intended to enhance the urban quality of the Central City plan district.”

The *North Macadam Plan* recommends modifying this provision for its plan area to allow landscaping within the setback, so that stormwater management can be accomplished in this area and visual connections to the riverfront can be reinforced.

- Throughout the Central City plan district, landscaping is allowed between buildings and rights-of-way on streets not designated for the required building line provisions. On streets where the provision applies, landscaping can be provided for up to 25 percent of a building face without modification to the standard.
- The required building lines standard (emphasizing hardscape) is modifiable through design review; proposed landscaping can be considered by modifications through that process.
- The setback allowance is one of several character-defining components unique to North Macadam, intended to reflect its proximity to the river and greenway – other areas of Central City may want to emphasize different qualities.
- A broad set of constituencies, including the design community, have an interest in this issue and should be involved in discussions about potentially modifying this provision of the Central City plan district.
- Changes to the setback allowance would need to consider a broader look at the urban design of the Central City to determine most appropriate streets for application – given varying functions and/or desired characters (Broadway vs. Salmon/Main). Through this process, the City may want to require this on some, not allow on some, and allow on the rest of the designated streets in the central city.
- Design aspects of the setback could be addressed with new design guidelines, which would require amendment(s) to the *Central City Fundamental Design Guidelines*, and would necessitate a larger public review.





# CITY OF PORTLAND, OREGON BUREAU OF PLANNING

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## Memorandum

**Date:** November 7, 2002  
**To:** City Council  
**From:** Marie Johnson, Project Leader, *North Macadam Plan*  
**Re:** ***Amendments to North Macadam Plan Ordinance***

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This memorandum highlights the proposed changes to the ordinance adopting the *North Macadam Plan* and its implementing components. A draft of the ordinance, with findings, was distributed as part of a filing packet prior to Council's first North Macadam hearing on October 9, 2002. The findings have been updated based on Council deliberations and decisions made to this point.

The changes to the *North Macadam Plan* adopting ordinance include the following:

- The addition of directives "h", "i" and "j" that call for Council adoption of the *North Macadam Project: Amendments Report, Background Information on Amendment Request 17: Height Change for North of the Marquam Bridge and Addendum to the North Macadam Project: Amendments Report*, as further legislative findings in support of the adopting ordinance.
- Adding a specific effective date of January 20, 2003 to Section 2.

Please feel free to contact me (503-823-5771) if you have any questions about this or other elements of the North Macadam project.



## Ordinance No.

NOW, THEREFORE, the Council directs:

- a. Adopt the Planning Commission's report and recommendations on the North Macadam Project as shown in the document titled *Recommended North Macadam Plan* dated September 10, 2002 and as amended by the *North Macadam Project: Amendments Report* (Exhibit F), as the basis for the items listed in directives "b" through "j" below. The Planning Commission's report and recommendation is attached to and incorporated in this ordinance as Exhibit A;
- b. Amend Portland's *Comprehensive Plan*, to incorporate the *North Macadam Plan* policies and objectives associated with each policy as shown in Exhibit A and as amended by *North Macadam Project: Amendments Report* (Exhibit F). The policies relate to land use and urban form, greenway and parks, transportation, district-wide environmental design and district development;
- c. Amend Title 33, Planning and Zoning, of the Municipal Code of the City of Portland, to incorporate all code amendments approved by the Council in the *Zoning Code for North Macadam*, Exhibit B, and as amended by *North Macadam Project: Amendments Report* (Exhibit F). Adopt the commentary in Exhibit B as an expression of legislative intent and as further findings to support the Council's action;
- d. Amend the *Central City Plan*, to incorporate *North Macadam Plan Vision* as part of the *Central City Plan*'s vision; to incorporate changes to the Policy 21: North Macadam, and as shown in the *North Macadam Project: Amendments Report* (Exhibit F);
- e. Replace the *Special Design Guidelines for the North Macadam District of the Central City Plan* with the *North Macadam Design Guidelines and Greenway Design Guidelines for North Macadam*, as shown in Exhibit C and as amended by the *North Macadam Project: Amendments Report* (Exhibit F);
- f. Adopt the *Supporting Information Document*, attached to this ordinance as Exhibit D, as further legislative findings in support of this ordinance;
- g. Amend the *Willamette Greenway Plan*, as shown in Exhibit E;
- h. Adopt the *North Macadam Project: Amendments Report*, attached to this ordinance as Exhibit F, as further legislative findings in support of this ordinance;
- i. Adopt the *Background Information on Amendment Request 17: Height Change for North of the Marquam Bridge*, attached to this ordinance as Exhibit G, as further legislative findings in support of this ordinance;
- j. Adopt the *Addendum to the North Macadam Project: Amendments Report*, attached to this ordinance as Exhibit H, as further legislative findings in support of this ordinance; and

Section 2: The effective date for directives a through j will be January 20,2003. The time between adoption and the effective date will allow time for staff to complete an update of the *North Macadam District Street Plan*, to be consistent with relevant *North Macadam Plan* elements, including transportation policies, objectives, action charts and concept.

Passed by the Council,

Mayor Vera Katz  
Marie Johnson  
October 9, 2002

**GARY BLACKMER**  
Auditor of the City of Portland  
By  
Deputy





# CITY OF PORTLAND, OREGON BUREAU OF PLANNING

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## Memorandum

**Date:** November 6, 2002  
**To:** City Council  
**From:** Marie Johnson, *North Macadam Project Leader*  
**Re:** ***Amendments to North Macadam Plan Resolution***

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This memorandum highlights the proposed changes to the resolution that implements the *North Macadam Plan* and its components. A draft resolution, along with a draft ordinance and findings, was distributed as part of a filing packet prior to Council's first North Macadam hearing on October 9, 2002.

The changes to the *North Macadam Plan* implementing resolution include the following:

- Clarification of directive "c.3." that the survey of top of bank will be consistent with the diagrams of the *North Macadam Plan*.
- The addition of directive "c.6." that directs the Bureau of Parks and Recreation, in cooperation with other City bureaus, to coordinate development of a local improvement district (LID) or a comparable instrument to collect contributions for greenway improvements.
- The addition of specific language to directive "c.7." that directs the Bureau of Planning to report back to City Council within three years with an evaluation of the *North Macadam Plan*'s implementation items.
- The addition of directive "c.10." renaming the plan area from "North Macadam" to "South Waterfront" and making any subsequent changes to plan and code documents.
- The addition of directive "c.11." that directs the Bureau of Planning to update City Council on land and development costs in the North Macadam District during the development agreement negotiation process.
- Adding a specific effective date of January 20, 2003 to Section 2.

Please feel free to contact me (503-823-5771) if you have any questions about this or other elements of the North Macadam project.



## Resolution No.

Adopt the Action Charts and additional implementing measures of the *North Macadam Plan* (Resolution)

The City of Portland resolves:

WHEREAS, neighborhood and area plans are intended to promote patterns of land use, urban design, infrastructure facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of neighborhoods and the City as a whole; and

WHEREAS, the *North Macadam Plan* was developed by the City of Portland Bureau of Planning in cooperation with other City bureaus and agencies and with participation from property owners, business persons and other interested citizens; and

WHEREAS, the *North Macadam Plan* directs and manages change over time, and as such the adopted vision statement, policies, objectives, *Zoning Code*, and design guidelines of the *North Macadam Plan* are adopted by Ordinance and will guide decision-making, public deliberation, and investments; and

WHEREAS, it is in the public interest that the recommendations contained in the *North Macadam Plan* and outlined below in directives c.1 through c.8, be adopted to direct and manage change in the North Macadam Plan area;

WHEREAS, the policy and objective elements of the *North Macadam Plan* are adopted by Ordinance as part of the *Comprehensive Plan*, the action charts included in attached Exhibit A are not adopted as part of the *Comprehensive Plan*;

WHEREAS, the action charts describe the recommended implementation projects and programs of the *North Macadam Plan*, and identify appropriate time frames for implementation and identify public, nonprofit and private agencies and partnerships to lead or oversee implementation of each action; and

WHEREAS, the Portland Planning Commission recommends that the City Council adopt the action charts of the *North Macadam Plan*;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopt the action charts of the *North Macadam Plan*, as shown in Exhibit A, and that:

- a. The implementation actions associated with the *North Macadam Plan* action charts are approved by City Council as a starting place for projects and programs that will help implement the policies of the plan;
- b. All actions are adopted with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances may change over time and may affect the implementation leader's ability to take action; and
- c. The City Council authorizes the City agencies identified on the action charts as implementors, to engage in activities aimed at implementing the projects and programs called for in the action charts of the *North Macadam Plan*, specifically:

1. The City Council directs the Portland Development Commission to work with Parks and Recreation, Portland Office of Transportation, Environmental Services, Office of Sustainable Development, Planning, Tri-Met and other relevant agencies to identify funding sources and strategies to implement projects, programs and activities listed in the action charts of the *North Macadam Plan* over the next five, ten and twenty years;
2. The City Council directs the Portland Office of Transportation to work with Environmental Services, Planning, Portland Development Commission and other relevant agencies to update the Street Plan for North Macadam, including updates to the Transportation Element of the *Comprehensive Plan*, the street plan maps, street standards and street plan principles, to be consistent with the policies and Transportation Concept of the *North Macadam Plan*, and return to City Council for review and acceptance no later than January 20, 2003;
3. The City Council directs the Portland Office of Transportation to survey the top of bank of the Willamette River in the North Macadam District, consistent with the diagrams of the *North Macadam Plan*;
4. After the action called out under directive c.3, above, is complete, the City Council directs the Bureau of Planning to amend the *Zoning Code* to use a mapped top of bank in the North Macadam Subdistrict based on the survey.
5. The City Council directs the Bureau of Parks and Recreation and the Bureau of Planning to coordinate development of the Design Coordination Plan for the Greenway in cooperation with Portland Development Commission, Environmental Services, Portland Office of Transportation, ESA Program and other affected bureaus, with involvement by North Macadam property owners, in a process operating under the River Renaissance umbrella.
6. The City Council directs the Bureau of Parks and Recreation, in cooperation with Portland Development Commission, Bureau of Planning and Portland Office of Transportation, to coordinate development of a local improvement district or comparable instrument that provides a mechanism to collect district contributions for greenway improvements.
7. The City Council directs the Bureau of Planning, in cooperation with other city bureaus and agencies, to monitor and evaluate implementation of the *Zoning Code* and other implementation actions of the *North Macadam Plan*. In addition, the Bureau of Planning is directed to report back to Council within three years on these implementation items to ensure that the city is achieving the goals described in the *North Macadam Plan*.
8. The City Council directs the Bureau of Planning to work with the Bureau of Development Services to complete an inventory of existing surface parking in the North Macadam District, including number of spaces, square footage and location. This information will be used as a baseline when the City administers and tracks the surface parking limitations in the subdistrict.
9. The City Council directs the Bureau of Planning to update the *Central City Plan* to include the North Macadam Urban Design Map as shown in the *North Macadam Plan*.]
10. The City Council directs the Bureau of Planning to rename the plan area “South Waterfront” and, upon adoption, make the subsequent changes to the name of the project

documents including the plan, zoning code and design guidelines as well as references to this subdistrict of the Central City plan district.

11. The City Council directs the Bureau of Planning, the Portland Development Commission, the Office of Management and Finance and other city bureaus, to update Council on land and development costs in the North Macadam District during the development agreement negotiation process.

Section 2: The effective date for this resolution will be January 20, 2003. The time between adoption and the effective date will allow time for staff to complete an update of the *North Macadam District Street Plan*, to be consistent with relevant *North Macadam Plan* elements, including transportation policies, objectives, action charts and concept.

Adopted by the Council,  
Mayor Vera Katz  
Marie Johnson  
October 9, 2002

**GARY BLACKMER**  
Auditor of the City of Portland  
By \_\_\_\_\_ Deputy



**SUMMARY OF COUNCIL DECISIONS – NOVEMBER 7, 2002**

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

**Decision**

**Amendment request withdrawn by requestor (Portland Development Commission)**

**Consider adding additional floor area bonus for below-grade parking.**

**Decision**

**Amendment request withdrawn by Commissioner Francesconi**

**Clarify directive in resolution pertaining to future update(s) to City Council regarding land and development costs in the North Macadam District.**

Staff recommended resolution directive:

11. *The City Council directs the Bureau of Planning, the Portland Development Commission, the Office of Management and Finance and other city bureaus, to update Council on land and development costs in the North Macadam District during the development agreement negotiation process.*

**Decision**

✓ **Support staff recommended resolution directive**

## **SUMMARY OF COUNCIL DECISIONS – NOVEMBER 6, 2002**

**Amendment 11.** Shared Parking – Allow residential parking to be operated as commercial parking, if the residential parking ratio is lowered and if approved through a CCPR.

**Decision**

✓ **Support staff amendment**

**Amendment 1.** Allow additional height – allow some buildings to go over 250' through a design review process, with limitations.

**Decision**

✓ **Support staff amendment**

**Required Residential Area.** Allow the residential requirements to be met through a covenant when transferred to another site.

**Decision**

✓ **Support staff amendment**

**Stormwater Setback** - Retain setback standards for the Central City. Consider revising standards to allow landscaping within the setback, through the River Plan or other legislative process that could determine appropriate locations for allowed landscaping within the setback.

**Decision**

**Amendment request withdrawn by Commissioner Saltzman**

### **Changes to Resolution**

**Decision**

**Approve resolution changes, as submitted**

### **Changes to Ordinance**

**Decision**

**Approve ordinance changes, as submitted**



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**Amendment to correct typo in consent item**

Amend an item that was approved by the Council as a consent item on October 31, 2002 to correct a typo:

- Delete ~~second~~ first bullet point under 33.510.200.C.3.c(2), to allow more flexible use of FAR transferred from dedicated greenway (requested by NMI/RCI; this will simplify administration of these provisions without significantly changing the outcome)

**Decision – November 6**

- ✓ **Support staff amendment**

## **SUMMARY OF COUNCIL DECISIONS – OCTOBER 31, 2002**

### **Consent Items from Amendments Report and Testimony, October 30, 2002**

3. Required building lines
4. Reduce special building heights along east-west corridor streets from 75 feet to 50 feet.
6. Delete trail fund regulations and direct City bureaus to initiate the creation of a Local Improvement District or other funding mechanism to collect district contributions toward trail improvements.
7. Fences and walls
8. North Macadam Greenway Review – landscaping flexibility
12. Timing
13. Trail standards
14. Site vs. Ownership
16. Housing
18. Amend the Vision Statement
19. Amend the Parks Concept
20. Amend Design Guideline A 4-2

#### **Additional consent items:**

- Add language to plan/action items that identifies that the affordable housing aspiration should additional funding become available (requested by Commissioner Sten).
- Delete ~~second~~ first bullet point under 33.510.200.C.3.c(2), to allow more flexible use of FAR transferred from dedicated greenway (requested by NMI/RCI; this will simplify administration of these provisions without significantly changing the outcome)
- Add "private" as implementor for action item NM-9, dealing with the trail fund (requested by Steve Shain).
- Add different photograph of Willamette Park to Greenway Design Guideline 4 (requested by Mike Houck).
- Change legend of transportation concept to identify parks locations as "proposed" rather than designated (requested by Steve Shain).
- Define top-of-bank (requested by Jeanne Gallick). The North Macadam resolution already includes a directive to Office of Transportation to survey top-of-bank and Bureau of Planning to initiate a future code amendment to incorporate that map into the *Zoning Code*.
- Change the location of the neighborhood park indicated on the Greenway and Parks Concept of the North Macadam Plan (Parks Bureau request).

#### **Decision – October 31**

- ✓ **Support staff amendments**

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**Amendment 9.** North Macadam Greenway Review – in-water work to clarify the threshold at which water work should be required.

**Decision**

✓ **Support staff amendment**

**Amendment 21.** Amend Greenway Design Guideline 4 to incorporate new images.

**Decision**

✓ **Support staff amendment**

**Amendment 22.** Amend Parks Concept description to call for an aspiration of 150' average greenway setback.

**Decision**

✓ **Support staff amendment**

**Amendment 10.** Adopt amended River Parkway alignment as part of the Transportation Concept and move boundary between FAR areas to reflect new River Parkway alignment.

**Decision**

✓ **Support staff amendment**

**Amendment 15.** Parks SDC to not allow credit for parks earning FAR Bonus

**Decision**

✓ **Support staff amendment**

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

**Decision**

✓ **Support staff amendments**

**FAR Bonus package**

**Decision – Affirm Planning Commission recommendations regarding recommended FAR bonuses**

## **ADDITIONAL TESTIMONY**

**Decision – Affirm Planning Commission recommendations regarding plan elements related to the additional testimony provided.**

- **FAR, Height and Building Form:** LU-10 through LU-13
- **Bonuses:** LU-15 through LU-29
- **Housing:** LU-30, LU-32 through LU-35
- **Greenway and parks:** GP-4 through GP-14, GP-17 through GP-38, GP-40 through GP-45.
- **Transportation:** T-3 through T-17
- **Minor clarifying amendments:** M-1
- **Stormwater:** ED-1
- **District Development:** DD-1 through DD-8
- **Design Guidelines:** DG-2, DG-3