



MEMORANDUM

DATE: January 7, 2022

TO: Planning and Sustainability Commission

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Joan Frederiksen, BPS, City Planner

CC: Andrea Durbin, BPS, Director
Cassie Ballew, BPS, City Planner - Urban Design
Design Commission

SUBJECT: Draft amendments to the Proposed Draft of the West Portland Town Center Plan

The Planning and Sustainability Commission (PSC) will hold a work session on the Proposed Draft of the West Portland Town Center (WPTC) Plan on January 11, 2022. This follows panel discussions on October 26, 2021, and work sessions on November 9 and November 30, 2021.

This memo includes 10 draft amendments requested or discussed by the PSC in previous work sessions or via email correspondence, a table of 22 technical amendments compiled by staff for consideration by the PSC, and a summary amendment options sheet.

The agenda for the January 11 work session includes further discussion of the [SW Corridor Equitable Housing Strategy](#) (BPS, 2018) and the amendments under consideration. A separate memo has also been prepared in support of the housing strategy discussion.

The PSC received oral testimony about the WPTC Plan at public hearings on September 14 and 28, 2021. The testimony period closed on Friday October 29, 2021. A summary of testimony received dated November 1, 2021 [is available on eFiles](#), while all testimony can be viewed through the [online testimony reader](#). The PSC will hold additional WPTC Plan work sessions on February 8 and March 8, 2022.



AMENDMENTS GUIDE




No.	Topic
#1	<p>Subdistrict D – Incentives to Retain Existing Lower Cost Apartments</p> <p><i>Proposal restricts FAR to aprox. What already exists, transfer of development rights with extra FAR if existing units are retained as affordable, limits bonuses to deeper affordability bonus.</i></p>
	Option A – Two tier FAR limits – no affordability requirements for redevelopment
	Option B – Remove FAR limits, remove affordability requirements to transfer FAR
	Option C – Remove all Subdistrict D provisions
	*Option D – No change
#2	<p>RM1/RM2 Design Standards</p> <p><i>Proposal includes standards for front façade windows, operable windows, walls adjacent to common areas, exterior finish materials, residential entrances.</i></p>
	*Option A – Pair down and modify this section (remove front façade window and exterior finish materials standard, but add reflective roof standard)
	Option B – Remove this code section entirely
	Option C – No change
#3	<p>Design Overlay Zone Map</p> <p><i>Proposal expands “d” overlay to encompass RM2 zones and RM1 along the primary streets</i></p>
	Option A – Remove “d” from RM zones, retain only on CM zoned sites
	*Option B – No change
#4	<p>Urban Green Features Options</p> <p><i>Proposal requires larger buildings to choose between ecoroof, space for large trees, or an area of native landscape.</i></p>
	*Option A – Add an option for solar panels and cool/reflective roof surfaces
	Option B – No change
#5	<p>Affordable Commercial Requirement</p> <p><i>Proposal requires that projects with over 10,000 square feet of new commercial area include an affordable commercial space of at least 1,000 square feet.</i></p>
	Option A – Remove this standard
	*Option B – No change

No.	Topic
#6	<p>Subdistrict C Setback Improvements</p> <p><i>Proposal has larger rear setbacks in Subdistrict C, and requires the area be improved w. landscaping, community garden, or play area.</i></p>
	*Option A – Remove requirement for improvements in the setback
	Option B – No change
#7	<p>Zoning Map Amendment Criteria</p> <p><i>The proposal has two limits on zoning map amendment requests in areas where zoning is not yet being changed to match the Comprehensive Plan designation. The first applies in the areas that currently have single dwelling zoning and requires that there be a stormwater disposal system plan in place for the area. The second threshold prohibits zoning requests in mixed use zones for up to 10 years from adoption of the Plan.</i></p>
	Option A – Remove the stormwater plan requirement
	Option B – Remove the 10-year limit for mixed use areas
	Option C – Remove both
	*Option B – No change
#8	<p>9703 and 9713- 15 SW Capitol Hwy – Map change</p> <p><i>As proposed, this would be a split-zoned ownership.</i></p>
	Option A – Extend the CM2 zoning to the entire site
	*Option B – No change
#9	<p>Reporting to Council</p> <p><i>There is a request to add an action in the Plan that establishes, for a 10-year period, a yearly or biennial report to City Council on progress.</i></p>
	Option A – Add this action item to the plan
	*Option B – No change
#10	<p>Luradel I-5 Overpass timeframe</p> <p><i>Testimony asked to keep the Luradel Pedestrian Bridge (previously “Markham School Overpass”) project as a near-term project in the Transportation System Plan (TSP).</i></p>
	*Option A - Change the timeframe back to 11 to 20 years and put the project in Phase 2 of the infrastructure projects list and map.
	Option B – No Change
#11 - #32	<p>Staff Technical Amendments List</p> <p><i>Staff has a list of minor technical amendments (potentially a consent list unless a commissioner wishes to discuss one or more of the items)</i></p>

*Staff Recommendation

Amendment Details

There are three amendment categories detailed on the following pages:

1.  Amendments that have been discussed to some degree by the full commission. There are 6 amendments in this category.
2.  Amendments that were requested since the last works session on November 30 that have not been discussed by the commission. There are 4 amendments in this category.
3.  Technical amendments, potentially a single consent list, which predominantly have not been discussed by the Commission. Staff has compiled this list either from public or agency comments, or through further review of the draft. There are 22 amendments in this third category.

Each amendment includes sections that cover a brief recap of PSC direction, code references if applicable, description of the amendment and the text of amendment with grey highlight to indicate language changes relative to the proposed draft, including for both the commentary and zoning code language as applicable.

Item #1 does not include detailed commentary edits yet. Staff will prepare that after further direction is provided.

All page numbers noted for zoning code and commentary refer to [Volume 2](#) of the WPTC Plan Proposed Draft, August 2021.

Commissioners should also refer to the Discussion Guide to keep track of options.

1 – Low-cost apartments preservation tools

Commissioners discussed possible amendments that would change or eliminate the regulatory tools intended to incentivize preservation of existing low-cost apartments in the town center area.

Code references: 33.595.210 – Floor Area Ratio – Subsections A, B and D - pages 16 - 24
33.595.220.C.2 – Floor Area Bonus Options – pages 26 – 27
33.595.230 – Bonus Height – pages 28 - 29

Amendment options:

#1 - A **DESCRIPTION: Keep Subdistrict D floor area ratio (FAR) limits but create a two-tiered approach allowing greater FAR if existing units are retained, and remove requirement that 50% of units be converted to affordable housing:**

- In Subdistrict D, create a two-tiered FAR provision. Tier one keeps the proposed FAR limits for redevelopment where units or existing structures will be removed. The second tier allows full use of existing base zone FAR for projects where no existing units or primary structures are to be removed, but new units will be added.
- Add provision for a covenant that includes ensuring preserved units or structures will not be removed after the fact and within a certain timeframe of their proposal, with a fee per unit if they are removed. The covenant is required to access base zone FAR.
- Remove the provision that the “deeper housing affordability” bonus option be the only bonus allowed. The deeper affordability bonus requires that at least 50% of all the dwelling units on the site are affordable to those earning no more than 60% of area median family income (AMI). This allows other bonuses, including inclusionary housing, to apply.
- Retain all FAR transfer provisions as proposed.

Staff notes: The changes in this amendment will dilute the incentives for preserving existing low-cost units by allowing additional development on sites without assuring that any of the total units be preserved as affordable housing.

The proposed draft provisions are intended to promote a redevelopment scenario that includes preservation of existing low-cost housing. This is done through FAR limitations and transfer incentives. The proposed provisions will not impede the normal allowed

annual increases in rent on these units nor prevent any future building upgrades and associated rent increases. The proposed provisions provide incentives for redevelopment that commits to 50 percent deeper affordability by allowing redevelopment of sites with a larger bonus FAR (above base zone), 10 feet additional height and 10 percent greater building coverage build out of sites in exchange for deed restricting 50% of units as affordable.

This amendment also makes it more of an “all or nothing” scenario in terms of keeping existing units. Proposals would need to keep all the existing units to get beyond the base FAR. In contrast, the staff-proposed provision would allow projects to keep some units and remove some and access the full base zone FAR plus bonus FAR, height and building coverage when providing 50 percent of units as affordable housing at 60% AMI.

The covenant language included below is a basic structure for reference. More detail will need to be added to clarify how it will work, timeframes and potential for a fee that would apply to any units removed before the end of the specified period.

#1-A – CODE EDITS (changes highlighted in grey)

Amend 33.595.210 as follows:

- A. Purpose.** Floor area ratios (FARs) work with the height, setback, and building coverage standards to control the overall bulk of development. The FAR provisions in the West Portland Multicultural plan district also:
 - Encourage a transit-supportive level of development along SW Barbur Boulevard;
 - Limit the scale of development in areas with existing apartment buildings to encourage the retention of existing multi-family housing; and
 - Encourage the preservation of large trees and natural areas.
- B. Maximum floor area ratio.** Maximum floor area ratios are shown on Map 595-4. Within the multi-dwelling preservation FAR areas shown on Map 595-4, FAR is determined by the base zone when:
 1. All existing dwelling units on the site are preserved; and
 2. The property owner executes a covenant with the City that meets the requirements of Section 33.700.060 and is attached to, and recorded with, the deed of the site. The covenant must state that all existing dwelling units will be preserved on the site for at least 15 years or a fee in lieu of preservation must be paid per dwelling unit if an existing dwelling unit is removed within 15 years.

Amend 33.595.220.C as follows:

- C. Floor area bonus options in subdistrict C.** In subdistrict C, the base zone floor area bonus regulations apply, except on sites 15,000 square feet or more in total site area, the increment of additional floor area allowed for the inclusionary housing bonus and the overall maximum FAR allowed with other bonuses stated in Table 120-5 or Table 130-3 are increased by an amount equivalent to 25 percent of the maximum FAR stated in Table 120-3 or Table 130-2. Projects qualifying for this bonus are also allowed an additional 10 feet of building height beyond the base height stated in Table 120-3 or Table 130-2. Adjustments are prohibited.

The following subsection language in 33.595.220.C would be removed:

2. Subdistrict D bonus option limitation. In Subdistrict D, the only bonus option that may be used is the deeper housing affordability bonus option described in 33.120.211.C.2. All other bonuses are prohibited.

#1 - B

DESCRIPTION: Remove the mapped FAR limits for Subdistrict D, remove the deeper affordability requirement and allow unutilized FAR to be transferred to other sites within the plan district in exchange for preserving all existing units/buildings on the site:

- In Subdistrict D, remove the proposed floor area ratio (FAR) limitations and revert to base FAR allowance.
- Retain provisions for transferring of unutilized FAR within the plan district.
- Add allowance for transfer of FAR if retaining existing units.
- Remove requirement that all retained units be kept at deeper affordability level.
- Modify the transfer FAR covenant to reflect requirement for retaining existing units.
- Remove the provision for additional FAR transfer allowance of 1:1 for preserving existing units as affordable housing.
- Remove the provisions in Subdistricts A and B that allow for additional height for sites that receive FAR transfers from Subdistrict D sites.

Staff notes: The changes in this amendment will significantly dilute the incentive for preserving existing low-cost units. By removing the FAR limits, redevelopment will become more attractive while the FAR transfer incentive becomes less attractive. In addition, the amendment would allow transfer of unutilized FAR in exchange for retaining the existing buildings but would not assure that existing units stay affordable. The changes do not support community priorities around stability for current renters and having these units be part of the mix of affordable housing options going forward.

The purpose of the proposed regulation is to encourage retention of existing housing units that are low-cost. Staff does not support this amendment because it does not align with community desires and provides no assurance of, or mechanism for, future affordability. Also, without the assurance that affordability will be retained for the units the provision simply becomes a way to keep older, lower density apartment buildings which is not necessarily desirable on its own.

Notably, the change to allowing for transfer of FAR without any requirement for affordability would be more liberal than the base zone provisions today. Staff does not support this type of regulatory benefit without a commensurate commitment for a public good, such as affordable housing.

Included is also a related change for removing an additional height allowance for sites within Subdistricts A and B that made use of transfer FAR from Subdistrict D.

#1-B – CODE EDITS (changes highlighted in grey)

33.595.210 Floor Area Ratio

- A. Purpose.** Floor area ratios (FARs) work with the height, setback, and building coverage standards to control the overall bulk of development. The FAR provisions in the West Portland Multicultural plan district also:
- Encourage a transit-supportive level of development along SW Barbur Boulevard;
 - Limit the scale of development in areas with existing apartment buildings to encourage the retention of existing multi-family housing; and
 - Encourage the preservation of large trees and natural areas.
- B.** [delete this subsection and renumber]
- C. Minimum floor area ration in Subdistricts A and B.** [No Change]

D. Transfer of FAR. FAR may be transferred as follows. Until January 31, 2032, FAR may be transferred from one site to another within the plan district and from sites located inside the plan district to sites located outside the plan district, but may not be transferred from sites located outside the plan district to sites located inside the plan district. After January 31, 2032, FAR may only be transferred from one site to another within the plan district. Transferring floor area is only allowed in the situations stated below. Use of the base zone transfer provisions is prohibited.

1. Sending site. FAR may be transferred from:
 - a. [No change]
 - b. A site in Subdistrict D where all existing dwelling units on the site are preserved. In order to qualify for this transfer, the property owner must execute a covenant with the City that meets the requirements of Section 33.700.060 and is attached to, and recorded with, the deed of the site. The covenant must state that all existing dwelling units will be preserved on the site for at least 15 years or a fee in lieu of preservation must be paid per dwelling unit if an existing dwelling unit is removed within 15 years.
2. Receiving site. Receiving site. FAR may be transferred to sites zoned multi-dwelling or commercial/mixed use. Until January 31, 2032, receiving sites located outside the plan district must be eligible to receive FAR as described in the sites base zone FAR transfer receiving site standards. See 33.120.210.D.2 or 33.130.205.C.2. Receiving sites located inside the West Portland Multicultural plan district must meet the following regulations:
 - a. Receiving sites located in subdistricts A or B must have no residential uses or must comply with the inclusionary housing standards of 33.245.040 and 33.245.050;
 - b. Transferring to a site located in Subdistrict D is prohibited;
 - c. Transferring to a site located in Subdistrict C is prohibited unless the sending site is located in Subdistrict D.
3. [No change]
4. Covenants. The property owner must execute a covenant with the City that meets the requirements of Section 33.700.060 and is attached to, and recorded with, the deeds of both the site transferring and the site receiving the density. The covenant must reflect the respective increase and decrease of potential FAR. If the transfer is based on retention of existing units the covenant must state that all existing dwelling units will be preserved on the site for at least 15 years or a fee in lieu of preservation must be paid per dwelling unit if an existing dwelling unit is removed within 15 years. In addition, the covenant for the site where trees will be preserved must: [no changes to remainder of this subsection]

33.595.230 Bonus Height

- A. Purpose.** [No change]
- B. Where the bonus height standard applies.** [No change]
- C. Bonus height.**

1. [No change]
2. [No Change]
3. [No Change]
4. [delete this subsection – renumber]
5. [No change]

The following subsections would be removed:

33.595.210 Floor Area Ratio

- B. Maximum floor area ratio.** Maximum floor area ratios are shown on Map 595-4.
- D. Transfer of FAR.**
 1. Sending site.
 - b A site in Subdistrict D where all existing dwelling units are affordable to those earning no more than 60 percent of the area median family income. The maximum amount of floor area that may be transferred is the unused FAR on the site up to the maximum FAR allowed on the site, plus an additional FAR of 1 to 1. In order to qualify for this transfer, the applicant must provide a letter from the Portland Housing Bureau certifying that this affordability standard and any administrative requirements have been met. The letter must be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.
 2. Receiving site.
 - c. unless the sending site is located in Subdistrict D and all existing dwelling units on the sending site are being preserved as affordable housing per the requirements of Subparagraph D.1.b.

33.595.230 Bonus Height

- C. Bonus height.**
 4. Sites receiving a transfer of FAR from a site where all existing dwelling units are being preserved as affordable per the requirements of 33.595.210.D.1.b;

#1 - C DESCRIPTION: Remove proposed Subdistrict D and all provisions related to preservation of existing low-cost housing in the area.

Staff notes: This amendment removes all the proposed incentives for preserving existing low-cost housing units in the town center. Staff does not support full elimination of these provisions because there would be no protections or incentives remaining in the proposal to support the community goals of retaining these low-cost units as part of the area’s affordable housing strategy.

#2 – Design standards for RM1 and RM2 zones

Commissioners discussed amendments that would reduce the number of additional design standards proposed for the RM1 and RM2 zones in the town center area.

Code references: 33.595.270 – Design Standards for RM1 and RM2 - See pages 38 - 41

Amendment:

#2 - A

DESCRIPTION: Remove the standards related to additional window area for street facing facades and exterior finish materials, and add a reflective roofing standard:

- Remove the standard for 30% window area on street fronting facades. Base zone standard requiring 15% window area would apply instead.
- Remove the standards for exterior finish materials. There are no base zone standards related to building materials.
- Add a reflective roofing standard based on the existing optional standard in 33.420.050 Design Standards
- Retain the standards related to ground floor residential entrances, operable upper-level windows, and windows or doors to outdoor common open space.

Staff notes: These design standards are intended to support welcoming, healthy and people centered development in the RM1 and RM2 zones. The standards applied also support a cohesive and positive character in turn supports social cohesion and a positive relationship to place and community, enhancing long term health outcomes.

Commissioners expressed two areas of interest regarding these standards. One related to concern about the cost impact of the standards as related to overall affordability and nearer term redevelopment viability. The other was related to retaining features that would support human health and climate resilience, and consideration of things such as air quality, access to residential cooling options and ecoroofs.

This amendment would remove the two standards that would likely add more significant expense to a project while adding a lower cost but high impact standard for reflective roofing and retaining three of the originally proposed standards. The resulting four standards would support both people centered and climate resilient development in the RM1 and RM2 zones in the town center. (Read more on [use of cool roofs for reducing heat island impacts.](#))

COMMENTARY EDITS (changes highlighted in grey)

33.595.275 Design Standards in RM1 and RM2 Standards -

Sites in the multi dwelling zones will be required to meet these development standards to support healthy, people centered and climate resilient development in the more residentially focused areas predominantly within Subdistricts C and D.

Over time these standards are intended to support a cohesive and positive character around people centered development which in turn supports social cohesion and positive relationship to place and community, enhancing long term health outcomes.

These standards apply to all development in RM1 and RM2 zones across the plan district because there will be some RM1 or RM2 sites remaining in Subdistrict A or B due to current infrastructure limitations.

Development of these standards considered the context of the plan district, areas where they would apply and that when applied across the town center, they provide opportunity for uniform amenities and qualities that will help shape the resilience and health of the center's population.

These standards are based largely on the Design standards in 33.420, adopted with the Design Overlay Zone Amendments (DOZA) project but go beyond these standards in some cases.

Residential Entrance The intent of this standard is to provide separation and a softer edge between residential entrances and the public street realm, while still encouraging residential entrances to activate these streets. It provides livability standards that include physical features, landscaping or outdoor space between the public and private realms. In addition, to meet the standard, bedroom windows on the ground floor cannot face the street, since bedrooms situated next to the ground-level street reduce resident livability and limits the activity between the public and private realm.

In the West Portland Multicultural Plan District, the residential entrance standard does apply to sites along Neighborhood Corridors. This is the same as Design standard PR10 in Table 420- 2 of 33.420.050.C, with the exception that it applies to neighborhood corridors and references Map 120-1 instead of 130-3.

Operable windows on upper-level units This standard requires that upper floor dwelling units provide at least one operable window for the unit to allow natural ventilation. The standard only applies on the upper floors of buildings. Operable windows support air circulation and options for cooling, both of which are supportive of climate This standard is the same as Design standard QR13 in Table 420-2, 33.420.050.C.

Building Walls Adjacent to Outdoor Common Area. This standard applies to new development with required outdoor common area. Improves accessibility and views of onsite resources. This standard is the same as Design standard QR6 in Table 420-2, 33.420.050.C.

Reflective Roof Structure. This standard requires treating the roof area with a reflective surface, which can reduce energy consumption and the heat-island effect. The standard requires that 90 percent of the roof area not utilized for accessory features such as rooftop equipment, solar panels, vents, skylights, stairwells, or elevator enclosures. This standard is the same as QR23 in Table 420-2, 33.420.050.C.

#2-A - CODE EDITS (changes highlighted in grey)

33.595.275 Design Standards for RM1 and RM2

- A. Purpose.** These standards promote healthy, climate resilient and people-centered development through features that support opportunity for relationship with the outdoors, the street, and fresh air, as well as countermeasures to heat impacts throughout the more residentially focused areas of the town center.
- B. Where the design standards apply.** The design standards listed below apply to new development in the RM1 and RM2 zones.
- C. Residential entrances.** This standard applies to buildings with ground floor dwelling unit main entrances adjacent to a street that is not identified as a civic corridor on Map 120-1.
 - 1. At least 50 percent, or four, whichever is more, of the dwelling units on the street-facing ground floor of the building must have a pedestrian connection between the street and the main entrance of the dwelling unit.
 - 2. The entrance must be set back at least 6 feet from the street lot line and have at least two of the following within the setback:
 - a. A wall or fence that is 18 to 36 inches high;
 - b. Landscaping that meets the L2 standard;

- c. A tree within the small tree category identified in 33.248.030;
 - d. Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it. The floor of the open space is between 18 and 36 inches above the grade of the right of way; or
 - e. A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way.
3. No windows into bedrooms located on the ground floor may face the street.
- D. Operable windows on upper-level units.** For each dwelling unit or commercial tenant space located above the ground floor, provide at least one operable window in an exterior wall of the dwelling unit or tenant space. Each window meeting this standard must provide an operable opening of at least 6 square feet.
- E. Building Walls Adjacent to Outdoor Common Area.** This standard applies to new development with required outdoor common area with facades facing and within 10 feet of an outdoor common area. To comply with this standard, the following must be met:
- 1. At least 15 percent of the façade that faces the outdoor common area must be windows; or doors leading to lobbies, tenant spaces or dwelling units; and
 - 2. Pedestrian access must be provided between the outdoor common area and at least one entrance for a lobby, tenant space or dwelling unit.
- F. Reflective Roof Structure.** At least 90 percent of the roof area not covered by the following must meet the Energy Star requirements for solar reflectance:
- 1 Solar energy system;
 - 2 Mechanical equipment, housing for mechanical equipment, and required access to, or clearance from, mechanical equipment;
 - 3 Stairwell and elevator enclosures;
 - 4 Vents; or
 - 5 Skylights.

The following 33.595.275 subsections would be removed:

- D. Street facing façade windows.** At least 30 percent of the area of any street facing facade must be windows or doors opening up to balconies. Glass block and windows on garage doors do not meet this standard. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more, are exempt from these standards.

- G. Exterior Finish Materials.** These standards apply to new development with a net building area of at least 5,000 square feet. The following must be met:
1. The exterior finish materials on 80 percent of the building must be materials listed on the approved materials list in Table 420-3 excluding windows and doors.
 2. The exterior finish materials on 90 percent of the street facing façade of the ground floor must be materials listed on the approved materials list in Table 420-3 excluding windows and doors.
 3. No more than 3 exterior finish material types listed on Table 420-3 may be used per building.
 4. There may be no more than one unlisted material used per façade.

#2 - B DESCRIPTION: Remove this entire section and all the standards therein.

Staff notes: This amendment removes the entirety of Section 33.595.275 Design Standards in the RM1 and RM2 zones. The base zone standards would continue to apply in all cases and if there is a Design overlay the Design Standards of 33.420 may apply.

#3 – Design overlay zone mapping

Interest was expressed in an amendment that would eliminate the new Design overlay areas proposed with the expansion of the town center boundaries and new zoning designations.

Amendment:

#3 DESCRIPTION: Remove the Design overlay from all areas not zoned Mixed Use Commercial.

Staff notes: Across the city the Design (‘d’) overlay is applied in centers and corridors to guide and support creation of people-centered places and development that aligns with the City’s goals and policies. The proposal includes ‘d’ overlay on all areas of mixed-use zoning and RM2 zoning, as well as to a limited number of RM1 areas that front on the center’s key arterials that radiate from and feed into the core of the town center. The existing town center has a ‘d’ overlay mapped on all the mixed-use zone areas.

Most sites in the town center with the proposed ‘d’ overlay will not be required to undergo Design Review. The threshold height over which a Design Review is required is 75 feet. Only sites in the CM2 (using numerous bonuses) or CM3 zones would have the potential for that height. In all other cases the non-discretionary Design Standards would be applied. The process, standards and thresholds related to the Design overlay were recently updated through the Design Overlay Zone Amendments (DOZA) project, which went into effect in August 2021. This included updates to the Design Standards which now include a menu of standards and a points system, making the use of standards more flexible.

#4 – Urban Green Features

Commissioners discussed an amendment that would augment the proposed urban green features options to provide more flexibility to incorporate other climate resiliency or sustainability tools such as solar panels or cool roofs.

Code references: 33.595.280 – Urban Green Features - See pages 42 - 43

Amendment:

#4 DESCRIPTION: Add a fourth option to the list that provides for a percentage of the roof area to be covered in solar panels, with the balance in reflective surfacing, and modify the ecoroof option to exempt areas that are covered in solar panels.

Staff notes: The purpose of these standards is to assure that future redevelopment includes some form of multifaceted environmental benefit to help address the various fronts related to climate change. Green features are also an important aspect of existing neighborhood character. This standard is applicable only in Subdistricts A and B where larger developments are allowed and expected. While cool roofs are an important heat island countermeasure their environmental benefit is not as comprehensive as the other options proposed. A requirement for solar panels coupled with cool roof (reflective surface) area, provides a more comprehensive and comparable standard - in effort and effect.

#4 COMMENTARY EDITS (changes highlighted in grey)

33.595.280 Urban Green Features This section applies in commercial areas (subdistricts A and B) and requires the inclusion of green climate resilient elements in the urban environment and encourages new development to include features that respond to and enhance the natural features of the area. To accommodate having a larger amount of site area set aside as outdoor space, options 1 and 2 are accompanied by a possible height bonus that allows for 10 feet of additional building height if two other bonus provisions per 33.595.230 Bonus Height are used.

Development that adds more than 10,000 square feet of building floor area must choose from one of several options:

1. Native landscaping area. ...
2. Space for large trees....

Note: changes to the Proposed Draft highlighted in grey

- 3. **Ecoroof.** This option requires ecoroofs that cover the majority of building roof area to help manage stormwater, limit urban heat islands, and incorporate green elements. Areas covered by solar panels on a roof are exempt from the calculation of ecoroof coverage.
- 4. **Solar panels and reflective surfaces.** This option requires a minimum coverage for solar panels on the roof area. Areas that are not covered in solar panels or used for rooftop equipment, stairwells, skylights, elevator enclosures, or vents must be covered in reflective surfaces, meeting the Energy Star requirements for solar reflectance.

#4 – CODE EDITS (changes highlighted in grey)

33.595.280 Urban Green Features

- A. **Purpose.** This standard requires features in commercial and mixed-use areas that integrate climate resilient and green elements into the urban environment and responds to the natural features in and around the West Portland Multicultural plan district.
- C. **Urban green features standard.** Development must include at least one of the following features:
 - 1. [No change]
 - 2. [No change]
 - 3. Ecoroof. An ecoroof must be provided that is equivalent in total area to at least 60 percent of the total building footprint of new buildings on the site. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual’s Ecoroof Facility Design Criteria. Area covered by solar panels is exempt from the calculation.
 - 4. Solar panels and reflective surfaces.
 - a. At least 40 percent, or 2,000 square feet whichever is greater, of the building roof area must be covered by a solar energy system ; and
 - b. Areas that are not covered by the following must be covered by a reflective surface meeting the Energy Star requirements for solar reflectance:
 - (1) Solar energy system;
 - (2) Mechanical equipment, housing for mechanical equipment, and required access to, or clearance from, mechanical equipment;
 - (3) Stairwell and elevator enclosures;

(4) Vents; or

(5) Skylights.

#5 – Affordable Commercial

Commissioners discussed an amendment that would eliminate the requirement for inclusion of affordable commercial space for larger new developments in Subdistricts A and B.

Code reference: 33.595.240 - Required Affordable Commercial Space

Amendment:

#5 DESCRIPTION: Remove the requirement for providing an affordable commercial space with large new commercial projects.

Staff notes: The purpose is to promote an inclusive business district in West Portland’s commercial/mixed use zones that provides a diversity of business opportunities at a range of affordability levels. This standard requires that projects with over 10,000 square feet of new commercial area include an affordable commercial space of at least 1,000 square feet. In some cases, providing the affordable commercial space will earn bonus floor area and height.

The following code section 33.595.240 related to Required Affordable Commercial Space would be removed:

33.595.240 Required Affordable Commercial Space

- A. Purpose.** This standard promotes an inclusive business district in West Portland’s commercial/mixed use zones that provides a diversity of business opportunities at a range of affordability levels. Diverse affordability levels in turn support pathways to opportunity, innovation, and long term social and economic resilience locally and regionally.
- B. Where this standard applies.** The required affordable commercial space standard applies in subdistricts A and B, excluding the Employment Focus Area shown on 595-2
- C. Required affordable commercial space.** When new development or alterations to existing development will add more than 10,000 square feet of net building area to the site, and at least 10,000 square feet of the new or additional net building area will be in at least one commercial use, a minimum of 1,000 square feet of affordable commercial space must be provided on the site. To comply with this standard, the following must be met:
 - 1. The applicant must provide a letter from the Portland Development Commission certifying that any program administrative requirements have been met; and

2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as affordable commercial space will meet the administrative requirements of the Portland Development Commission or qualified administrator.

#6 – Improvements in required Subdistrict C setback areas

Commissioners discussed an amendment that would eliminate the requirements for specific improvements within required Subdistrict C setbacks.

Code reference: 33.595.270.B.2.b – Minimum Rear Building Setbacks

Amendment:

#6	DESCRIPTION: Remove the requirement for specific improvements within the required Subdistrict C setbacks.
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#6 COMMENTARY EDITS (None)

#6 – CODE EDITS (changes highlighted in grey)

33.595.270 Setbacks

B. Minimum rear building setback.

1. Where the standard applies. The minimum rear building setback standards apply to sites zoned RM1, RM2 or RM3 in Subdistrict C.
2. Minimum rear building setback. The required minimum rear building setback is an amount equal to 25 percent of the total depth of the site. Outdoor and common areas are allowed within this setback. No more than 50 percent of the rear setback can be vehicle area.

The following subsection language in 33.595.270.B.2.b related to improvements in required Subdistrict C setbacks would be removed:

33.595.270.B.2.b

B. Minimum rear building setback

- b. A minimum of 50 percent of the required minimum rear building setback must be
 - 1. Landscaped to at least the L1 standard of Chapter 33.248, Landscaping and Screening with at least 32 linear feet of seating;
 - 2. A community garden with the area divided into individual raised garden beds. The beds are raised at least 12 inches above grade and can each be between 12 and 50 square feet in area. Individual beds are separated by pathways at least 3 feet in width; or
 - 3. A children’s play area that includes a play structure at least 100 square feet in area and manufactured to the American Society for Testing and Materials (ASTM) standards for public playground equipment. At least 4 linear feet of seating per 100 square feet of area must be located adjacent to the play structure.

#7 – Zone Map Amendments Thresholds

Interest was expressed in an amendment that would eliminate the proposed thresholds before which a property owner could request a quasi-judicial Zoning Map Amendment review.

Code reference: 33.595.040 – Initiating a Quasi-judicial Zoning Map Amendment

Amendment:

#7 DESCRIPTION: Remove threshold requirements for applying for a Zoning Map Amendment.

Staff notes: There are two thresholds currently proposed. The first requires that there be a stormwater disposal system plan, integrated with the transportation system plan in place for the area the site is located in. It applies to areas retaining their current single or multi dwelling zoning but that will have a new higher capacity Comprehensive Plan designation allowing for future up-zoning (for example areas that are currently R7 but will have an RM1 Comprehensive Plan Map designation). The intent of this provision is to align future rezoning, and subsequent higher density redevelopment, with adequate and supportive infrastructure plans or improvements. It allows time for infrastructure agencies to continue to plan for growth in the area and formulate more complete system plans or strategies for supporting increased demand and population. The City can require developers to build infrastructure needed to support their development as part of a standard zone change application – but that ability is limited by constitutional principles of proportionality. They must contribute their fair share to a solution, but in this case that individual contribution is not going to be nearly enough to build the needed stormwater infrastructure. As a result, without this added threshold regulation, development would likely be allowed to move forward with incomplete public drainage systems in place for the area. A more wholistic plan is needed here, with some public investment. This additional provision was designed to ensure that the needed system planning had occurred before denser development is allowed.

The second threshold prohibits zoning requests in mixed use zones for up to 10 years from adoption of the Plan. This was intended to encourage use of the CM2 bonuses and delay further zone changes until more transportation infrastructure was in place. In a Town Center it is normally possible to request CM3 zoning through a zoning map amendment. If sites apply for CM3 they can access more capacity in terms of both FAR and height. However, the intent of the plan district provisions is that that higher capacity be reached by accessing bonuses which then also provide public benefits in support of the community vision. Removing this second

provision would allow development to proceed before the first wave of transportation investments are complete and would allow development a way to bypass the proposed CM2 bonus provisions related to community benefits.

#7 – CODE EDITS (changes highlighted in grey)

The following code section 33.595.040 related to Zoning Map Amendments would be removed:

33.595.040 Initiating a Quasi-judicial Zoning Map Amendment

Initiating a quasi-judicial zoning map amendment is prohibited within the West Portland Multicultural plan district as follows:

- A.** Initiating a quasi-judicial zoning map amendment to rezone a site from a single-dwelling or multi-dwelling base zone to any multi-dwelling or commercial mixed use base zone is prohibited until the Bureau of Environmental Services and Bureau of Transportation confirm that there is a stormwater disposal system plan, integrated with the transportation system plan, for the site area that either shows the site can be served with existing services or by system improvements called for in the plan; and
- B.** Initiating a quasi-judicial zoning map amendment to rezone a site from CM2 or CE to CM3 is prohibited until [INSERT DATE 10 YEARS FROM THE EFFECTIVE DATE OF THE ORDINANCE ADOPTING THIS PLAN DISTRICT].

#8 – Zoning Map - Site Specific map change

Interest was expressed in an amendment that would avoid the split-zoning of 9703 and 9713- 15 SW Capitol Hwy, a single property ownership.

Amendment:

#8 DESCRIPTION: Change the proposed zoning for 9703 and 9713- 9715 SW Capitol Hwy to CM2 zoning.

Staff notes: This amendment changes the zoning to CM2 for the entirety of this site (2 lots). The proposed draft has the eastern half of the site zoned CM2 (fronting on Capitol Hwy) and the western half of the site zoned R7. While the site is well situated to be zoned CM2 in the town center, the western half of the site was proposed to retain the R7 zoning due to unresolved issues around how stormwater from the western half of the site would be managed and disposed. Rather than retain the R7 for the entire site due to stormwater limitations staff opted to up-zone the eastern areas of these sites and open the opportunity for redevelopment in those areas. Staff have also been in discussion with BES and the property owner’s representative around availability of stormwater management and disposal options for the western half of these sites. If the property can be shown to have a viable stormwater management and disposal system, to the satisfaction of BES, staff would support a change to designate the entire site with CM2 zoning.

#9 – Annual reporting to City Council

Interest was expressed in adding an action that would provide for a yearly update to City Council on the progress of the WPTC Plan.

Amendment:

#9 DESCRIPTION: Add an action in the Plan that establishes, for a 10-year period, a yearly or biennial BPS coordinated update or report to City Council on the progress and activities related to the Plan.

Staff notes: Staff appreciates the focus on accountability and suggestions to create avenues for community to track and provide ongoing input. However, neither BPS nor the PSC have a mechanism to secure such a regular commitment because Council agendas are controlled by Council. This may be more appropriate as a request in the PSCs letter of recommendation to Council for the Plan, rather than as an action in the Plan.

#10 – Luradel Pedestrian Bridge

Interest was expressed in testimony related to retaining the existing timeframe for the Luradel Pedestrian Bridge (previously “Markham School Overpass”) project in the Transportation System Plan (TSP). Although no commissioner identified this as an amendment, staff recommends the PSC consider this.

Amendment:

#10 **DESCRIPTION: Change the proposed timeframe for the Luradel pedestrian bridge TSP project back to the existing development timeframe of 11 to 20 years, and accordingly putting the project in Phase 2 of the infrastructure projects list (and map).**

Staff notes: This amendment relates to a project listed on page 110 in the TSP projects listed in Volume 1 (pages 106-111).

This request was part of public testimony. As noted on pages 92 – 94, TSP transportation projects for the WPTC Plan area were put into two phases, based on evaluation by City staff of the community priorities shared through outreach and surveys, viability of funding, equity goals, connectivity, redevelopment potential, and BES-PBOT coordination needs and opportunities. The Luradel Pedestrian Bridge project is in the current TSP project list with at “11 to 20 years” timeframe (starting from the 2016 adoption). The proposed plan moved this project out to a later timeframe. The proposed delay was made in consideration of the factors noted above and the need to streamline the list of projects in the face of limited funding.

Staff does not disagree with testimony that this project is an important branch of the Green Ring and should be further considered for nearer term development.

15	Timeline + description/ scope (90048)	<p>Current: 11-20 yrs Proposed: 10-20 yrs</p> <p>[Also change color of this box to orange to match phase 2]</p>	<p>Markham School Overpass - Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School</p> <p><u>Modify description:</u></p> <p>1) Rename Luradel I-5 Ped bridge. Existing bridge span described as 48th/Alfred to rear of Markham school.</p> <p>2) Change bridge span terminus south of I-5 connecting at Luradel Street per WPTC circulation concepts</p>
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Technical Amendments (Staff Requested Consent List)

# 11 – #32 x WPTC Plan report or Zoning Code/Commentary Edits			
#	Volume page #	Report or Code Section	Amended Language or Zoning Code
11	Vol 1 – pg. 44	Shared Growth Concept - South	Fix typo: Amenities include the Jackson Middle School.
12	Vol 1 – pg. 32-45	Urban Design Framework	Based on feedback from the PSC and Design Commission during the joint hearing, edits are being prepared to clarify the Land Use Growth Concept section (Urban Design Framework). This includes reorganizing and fine-tuning the language and graphics, as well as adding clarifying distinctions for the Green Ring and Greenscapes concepts. <i>(Revised pages to be included in February work session materials.)</i>
13	Vol 1 – pg. 52	Goal 1B – Circulation Concept Map	Add SW Trails locations to the Circulation Growth Concept diagram. <i>(Updated diagram to be included in February work session materials.)</i>
14	Vol 1 – pg. 36	Shared Growth Concept	Refresh and update the “20-Year development scenario” rendering to include correct location for NW section of Green Ring (error) and removal of community garden from Jackson MS site (new information). Regarding the Jackson MS site, Portland Public Schools requested removal of community garden at this location as other plans are in the works for the site. <i>(Rendering to be included in February work session materials.)</i>
15	Vol 1 – pg. 56	Goal 1B – Action 16	Include BPS as one of the lead agencies for this action. “Agencies: BES, PBOT, BPS , PPR”
16	Vol 1 – pg. 67	Policies supporting vision for strong people and communities	Fix typo in policy number: “use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing (CP 5.53)”
17	Vol 1 – pg. 82	Goal 2E – Action 3	Change/update timeline to medium term.
18	Vol 1 – pg. 87	Community Development Implementation	Add “Potential” to the table title on page 87 so it reads: “ Potential New Funding or Resources”

Note: changes to the Proposed Draft highlighted in grey

19	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “investments” to further clarify and fix typo: “This Plan’s growth strategy uses phased and strategic rezoning and sequenced public infrastructure investments, along with cross-bureau coordination to guide growth over the next 2 to 3 decades...”
20	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “in Portland” to further clarify: “Support growth goals similar to other town centers in Portland.”
21	Vol 1 – pg. 90	Coordinated Growth Strategy	Add “proposed” to further clarify: “The graphics on pages 95-97 show the proposed sequencing of zoning and public infrastructure projects.”
22	Vol 1 – pg. 90	Coordinated Growth Strategy	Fix typos: “Phase I zoning changes, to be set in place with adoption of the Plan, include but are not limited to the following:
23	Vol 1 – pg. 91	Coordinated Growth Strategy	Fix typos: “Pair zoning changes with infrastructure. Challenging local streets and stormwater receive new Comprehensive Plan designations for multi-dwelling. These properties would be eligible for rezoning when a strategy is developed to address the stormwater system and right of way improvement needs of new development.”
24	Vol 1 – pg. 91	Sequence public infrastructure projects	Add clarifying note at end of this page: “The Green Ring is expected to be developed incrementally. Additionally, this list represents TSP projects which typically do not include improvements on local streets, such as neighborhood greenways, which is generally the level of improvement anticipated for the Green Ring.”
25	Vol 1 – pg. 94	Sequence public infrastructure projects	Revise the 10 to 20 year phase map to reflect correct/final light rail alignment heading into and through the Barbur Transit Center site.
26	Vol 1 – pg. 106-111	TSP Project List	Update TSP projects table to reflect language adjustments requested by PBOT and other corrections to titles or project descriptions. With the exception of the Luradel Pedestrian Bridge project, which is noted as a potential substantive amendment earlier in this memo, none of the technical edits alter the proposed scope or intended sequencing of TSP projects associated with the Plan. <i>(See full table with edits later in this memo.)</i>
27	Vol 1 – pg. 110	TSP Project List – line 15	Correct project timeline for Markham School Overpass project: “Current: 11-20 yrs”

28	Vol 1 – pg. 113- 114	Street Classifications Table	Update the street classification changes table to reflect updated PBOT input on initially proposed changes, eliminating a number of previously proposed class changes in the Design category. Specifically, further consideration was given to keeping some alignment between the Design and traffic classification so as not to signal increases in traffic volume or lane area on these streets and that by virtue of being in a center, the sidewalk standards would be incrementally increased. Related to these changes the updates also remove two streets from the table, SW 35 th (Barbur to Dolph Ct.) and SW 40 th (Wilbard to Huber), which would now not have any proposed changes and thus do not need to be called out. <i>(See full table with edits later in this memo.)</i>
29	Vol 2 – zoning code - pg. 13	Commercial parking as a conditional use in the Employment Focus Areas - 33.595.120.B.2	Add new approval criteria in Chapter 33.815 Conditional Uses for review of commercial parking facilities in the Subdistrict A Employment Focus Area. Modeled on existing criteria used for other plan districts with commercial parking. <i>(See full text of this amendment at the end of this memo.)</i>
30	Vol 2 – zoning code - pg. 19	Minimum FAR in Subdistricts A and B	Revise language to clarify that it does not apply to portions of a site that are not MU as might be case with a split zoned site. “C. Minimum floor area ratio in Subdistricts A and B. Generally, there is no minimum required floor area ratio in the West Portland Multicultural plan district except in Subdistricts A and B, shown on map 595-1, where the minimum required floor area ratio is 1.5 to 1. The minimum required floor area ratio does not apply within single-dwelling residential or RM1 zones.”
31	Vol 2 – zoning code - pg. 21	Commentary for 33.595.130	Fix typo: “Some of the standards that apply in the 'm' overlay, such as the active ground floor uses, are the same but use Map 595-3, Commercial Corridors and Residential Corridors, to indicate where the regulations apply.”
32	Vol 2 – zoning code - pg. 21	Transfer of FAR	Fix typo: “Receiving site. FAR may be transferred to sites zoned multi-dwelling or commercial/mixed use. Until January 31, 2032, receiving sites...”

AMENDMENT # 26 – TSP Projects Table – Volume 1, pages 106 - 111 (changes highlighted in grey)			
CHANGE PROPOSED (CURRENT TSP #)		BUILD-OUT TIMEFRAME + PHASE (SHOWN IN COLOR)	PROJECT NAME AND DESCRIPTION
1	No change (90026)	In progress	Capitol Hwy – North
2	Description/ scope (90064.1)	Current: 1-10 yrs Proposed: 0-10 yrs	<p>Taylor's Ferry – Capitol Hwy to 48th Ave - Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit</p> <p><u>Modify description:</u> <i>Barbur to 48th Ave - Provide protected bicycle facilities and construct a sidewalk on south side for pedestrian travel and access to transit. Resolve volume-to-capacity constraints with an emphasis on safety.</i></p> <p>Related BES work: Capitol Improvement project E11240 which will improve the culvert that carries Woods Creek under Taylor's Ferry. The expanded right-of-way will require a new storm system to manage the right-of-way as well as the higher planned densities on adjacent tax lots.</p>

3	Timeline + description/ scope (90118)	Current: None Proposed: 0-10 yrs	<p>Huber Street - Capitol Hwy to 35th - Design and construct a bikeway from SW Capitol Hwy to SW 35th. Requires road widening.</p> <p><u>Modify description:</u> 1) indicate inclusion of "I-5 on-ramp crossing" 2) expand to include sidewalk on north side of street. 3) include bike lanes for block between Cap Hwy & Barbur, and possibly Barbur crossing improvements</p> <p>Related BES work: The expanded right-of-way will require a new storm system to manage the right-of-way as well as the higher planned densities on adjacent tax lots.</p>
4	New project in TSP	Proposed: 0-10 yrs	<p>Phase One West Portland Crossroads Intersection Improvements – Construction of interim safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur. This project will be coordinated with ODOT because it is within the interchange influence area.</p> <p><i>***This interim project is pending feasibility analysis by PBOT.</i></p> <p><u>Note:</u> This new project creates a first phase for project 90069, which is proposed as a second and more permanent phase of this intersection work. This first phase also does not include ramp modification elements.</p>

5	New project in TSP	Proposed: 0-10 yrs	<p>Plum Street – Capitol Hwy to Barbur</p> <p><u>Proposed description:</u> <i>improve street including sidewalks to improve east-west connectivity for pedestrians and bicyclists</i></p> <p>Related BES work: The storm system will need to be extended into Plum from Taylors Ferry. Capacity improvements may be needed downstream in the existing ODOT Barbur Blvd system, or a new City owned system crossing under Barbur.</p>
6	New project in TSP	Proposed: 0-10 years	<p>I-5/Transit Center pedestrian bridge</p> <p><u>Proposed description:</u> <i>bridge renovation or replacement</i></p>
7	Timeline (90105)	Current: 1-10 yrs Proposed: 10-20 yrs	<p>SW Corridor HCT - Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.</p>
8	Timeline + description (90069)	Current: None Proposed: 10-20 yrs for full/permanent improvements	<p>Phase Two West Portland Crossroads Intersection Improvements - Construct safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.</p> <p><u>Modify description and title:</u> <i>Indicate two phases of improvements. Change title to Phase Two West Portland Crossroads Intersection Improvements</i></p> <p><u>Note:</u> Recognizing the significant cost of the project, TSP Update project should consider incorporating project into the 11-20 year list as part of a strategy to include it in future major funding initiatives.</p>

9	New project in TSP	Proposed: 10-20 yrs	<p>Collins Street & 40th Ave (Barbur to Capitol Hwy)</p> <p><u>Proposed description:</u> <i>Improve streets, reconfigure right of ways and update design for intersection with Barbur</i></p> <p>Related BES work: A storm system extension is needed that connects to either the ODOT owned system in Taylors Ferry, or the BES owned system just to the east. Capacity improvement in the downstream system may be necessary.</p>
10	New project in TSP	Proposed: 10-20 yrs	<p>Taylors Ferry frontage road "Street to Promenade" (Baird to 40th)</p> <p><u>Proposed description:</u> <i>Improve street, redesign cross section and incorporate shared public space; engage community in developing design and potential programming</i></p> <p>Related BES work: Will need to connect to the adjacent ODOT and/or BES owned storm system. May need downstream capacity improvements.</p>
11	No change (90068)	Current: 11-20 yrs Proposed: 10-20 yrs	<p>West Portland Town Center Pedestrian Improvements - Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets, and in connections to Barbur Transit Center.</p>

12	Timeline (90017)	Current: 11-20 yrs Proposed: 10-20 yrs	<p>Outer Barbur Corridor Improvements – Terwilliger to City limits - Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits)</p> <p>Related BES work: Numerous elements, including coordination with ODOT facilities.</p>
13	Timeline (90018)	Current: 1-10 yrs Proposed: 10-20 yrs	<p>Barbur/OR-99W Safety and Access to Transit– Barbur Blvd - Hooker to 53rd - Construct improvements for safety, access to transit, and transit operations in the Barbur corridor.</p> <p><u>Proposed description:</u> Construct two phases of improvements for safety, access to transit, and transit operations in the Barbur corridor. Phase 1 to focus on improvements that ODOT and PBOT identify as priorities for funding in the near term (1-5 years), with an understanding that the road will continue to be an ODOT facility during that time period. Phase 2 to align with resources potentially available in the 11-20 year horizon, supporting future jurisdictional transfer.</p> <p>Related BES work: Numerous elements, including coordination with ODOT facilities.</p>

14	New project in TSP	Current: None Proposed: 10-20 yrs	<p>Baird Street (Capitol Hwy to Barbur)</p> <p><u>Proposed description:</u> <i>Improve street including sidewalks</i></p> <p>Related BES work: Extend the partial storm system north of Taylors Ferry. Capacity improvements will be needed in the downstream ODOT Barbur Blvd system, or a new BES owned connection across Barbur will be required.</p>
15	Timeline + description/ scope (90048)	<p>Current: 11-20 yrs Proposed: 20-30 yrs**</p> <p>**Proposed timeline and phase category may change. Pending PSC amendment direction**</p>	<p>Luradel I-5 Overpass (formerly Markham School Overpass) - Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School</p> <p><u>Modify title and description:</u></p> <ol style="list-style-type: none"> 1) Rename: Luradel I-5 Overpass. 2) Change bridge span terminus to south of I-5 connecting at Luradel Street per WPTC circulation concepts 3) Change description: Construct pedestrian/bicycle path and bridge over I-5 to connect SW Alfred and SW 48th to SW Luradel St at SW Barbur. Include enhanced crossing of SW Barbur.
16	New project in TSP	Current: None Proposed: 20-30 yrs	<p>WPTC Green Ring</p> <p><u>Proposed description:</u></p> <ol style="list-style-type: none"> 1) various streets 2) traffic calming and ped/bike supportive /neighborhood greenway improvements 3) work with other bureaus and community groups to identify opportunities for them to implement complementary projects (e.g. park enhancements, wayfinding, public art.)

17	Description (90073)	Current: None Proposed: 20-30 yrs	Dolph Court – 26 th Ave to Capitol Hwy - Construct a walkway for pedestrian travel and install a neighborhood greenway. <u>Modify description:</u> <i>Note it is part of the Green Ring, TSP project #(tbd)</i>
18	DELETE ROW – Duplicate – see row 21		DELETE - duplicate row – see row 21
19	No change (90027)	Current: 11-20 yrs Proposed: None – Lane reconfiguration completed in 2019 - Huber to Kerr Pkwy	Outer Capitol Hwy Corridor Improvements – WPTC to 49 th Ave - Construct curb extensions, medians, improved crossings, and other pedestrian improvements. Make safety improvements including left turn pockets and improved signal timing.
20	No change (90055)	Current: None Proposed: None	SW Pomona St Bike/Ped Improvements – 35 th Ave to Barbur – Design and implement pedestrian and bicycle facilities
21	No change (90007)	Current: 11-20 yrs Proposed: Few elements underway in 2021, remainder outside green ring segment no timeframe	Outer SW 35th Ave Ped/Bike Improvements – SW 35 th Ave, (Taylors Ferry to Stephenson); Taylors Ferry, SW (35th – 26 th) - Add bicycle facilities, sidewalks, crossing improvements, and median islands. 35th Ave, SW (Taylors Ferry - Stephenson); Taylors Ferry, SW (35th - 26th) <u>Modify name:</u> <i>Adding Taylors’ Ferry Rd., rename to: Outer SW 35th Ave/Taylors Ferry Rd Ped Bike Improvements</i>
22	No change (90117)	Current: None Proposed: None	Brugger Street – 48 th to 65th Ave, with crossing at 48th) Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Includes paving of unpaved street segments.

AMENDMENT # 28 – Street classifications table – Volume 1 pages 112 - 114 – (changes highlighted in grey)				
STREET NAME	CURRENT AND PROPOSED CLASSIFICATIONS			
	Walkway	Bikeway	Design	Traffic
Collins Street (Barbur to Capitol)	From: Local To: City	From: Local To: City	Local No change	Local No change
Brugger/Plum St. (Capitol Hwy to Barbur)	From: Local To: City	From: Local To: City	Local No change	Local No change
SW 41 st Ave (Taylors Ferry to Capitol Hwy)	From: Local To: City	City No change	Local No change	Local No change
SW 30 th Ave (Barbur to Dolph)	From: Local To: City	City No change	Local No change	Local No change
Barbur Transit Center I-5 pedestrian bridge	From: Neighborhood To: City	City No change	Local No change	N/A
Luradel I-5 pedestrian bridge (Alfred to Barbur)	Neighborhood No change	From: None To: City	Local No change	N/A
Luradel Street (Capitol Hwy to Barbur)	From: Neighborhood To: City	From: Local To: City	Local No change	Local No change

Note: changes to the Proposed Draft highlighted in grey

Galeburn Street (Capitol Hwy to 40 th Ave)	Neighborhood No change	From: Local To: City	Local No change	Local No change
Huber Street (Barbur to Capitol Hwy)	Local No change	From: Local To: City	From: Local To: Neighborhood Corridor	From: Local To: Neighborhood Collector
Pomona - West (Capitol Hwy to 53 rd Ave)	From: Neighborhood To: City	City No change	From: Community To: Neighborhood	Neighborhood Collector No Change

AMENDMENT # 29 – Commercial Parking in Employment Focus Area, Conditional Use Criteria – (Volume 2 – page 13)

33.815.12X Commercial Parking Facilities in the Employment Focus Area of West Portland Multicultural Plan District

These approval criteria serve to control Commercial Parking Facilities in the Employment Focus Area of Subdistrict A in the West Portland Multicultural Plan District to prioritize and support transit-oriented employment uses. The approval criteria are:

- A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly detract from the overall intent or desired character of the area. Intent and desired character are determined by the plan district, the West Portland Town Center Plan, and the West Portland and Barbur Boulevard Character Statement.
- B. The design of the site, and in particular the locations of vehicular ingress and egress, minimizes the impact of traffic circulation on local service streets; and
- C. The design of the site provides for safe operation of motor vehicle access and does not significantly degrade the safety of pedestrians, or other modes, using the streets near the site.
- D. Transportation system:
 - 1. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;
 - 2. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements, adjacent to the development and in the vicinity, needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed

