



2035 Comprehensive Plan Early Implementation Council Amendments

City Council
Special Meeting

November 22, 2016



Bureau of Planning and Sustainability
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Amendment Consideration Meeting

- Errata Memos
- Minor Technical Memos
- General Lists
- Major Public Trails
- Individual Code Amendments
- Individual Map Amendments
(break)
- Transportation Amendments
- Other Directives



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Errata Memos and Minor Technical Memos



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Errata and Minor Technical Amendments

- Errata memos from staff
 - September 30th, October 13th and November 17th
- Minor Technical memos
 - November 4th and November 14th





General Lists



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General Lists

- Zoning Map Amendments
 - Amendments: 5, 6, 7, 8, 10, 15, 16, 17, 20, 22 and 24
- Zoning Code Amendments
 - Amendments: 26, 27, 29, 31, 32, 33 and 35
- Major Public Trails
 - Amendments: 40, 43, 44, 45, 47 and 49





Major Public Trails



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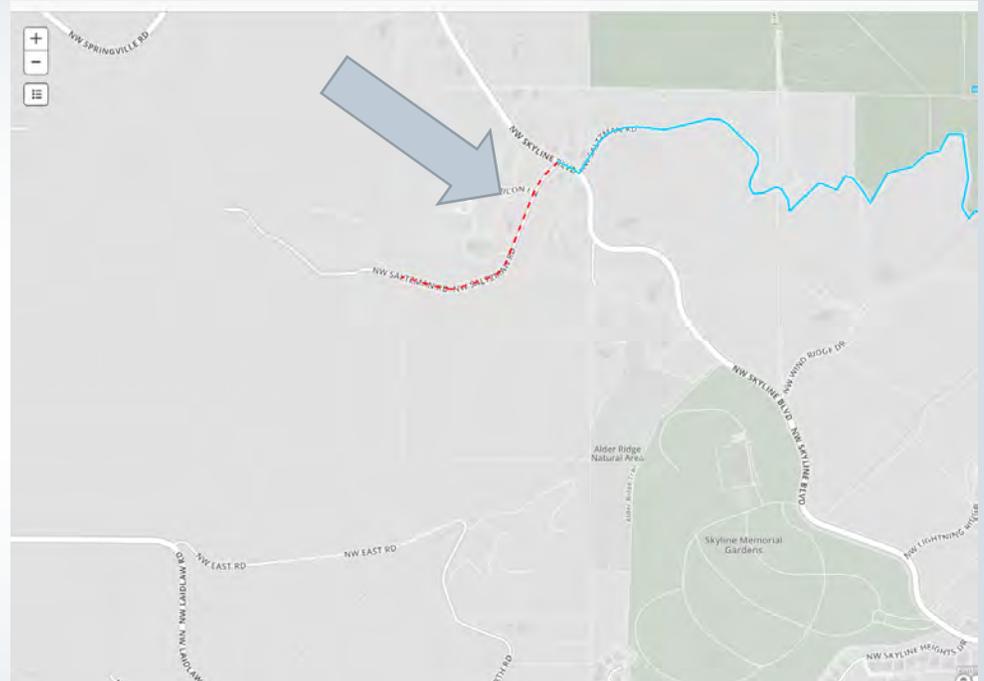
Amendment #46 OHSU Campus



Amendment #48

Saltzman Rd W. of Skyline

- Remove trail segment south of Skyline





Individual Code Amendments



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Amendment #36 to Title 3, as modified by Commissioner Fritz

- Title 3 establishes the Community Involvement Committee.
 - The Commissioner proposed changes provide more specificity about membership, meetings and appointments.



Amendment #37 Minimum Density in Commercial/Mixed Use Zones

33.130.207 Minimum Density

- A. Purpose.** The minimum density standards ensure that the service capacity is not wasted and that the City's housing goals are met.
- B. Minimum Density.** The minimum density requirements for the CM2 and CM3 zones are stated in Table 130-2. Minimum density applies to new development when at least one dwelling unit is proposed. Land within an Environmental zone may be subtracted from the calculation of minimum density.

Standards	CR	CM1	CM2	CM3	CE	CX
Maximum FAR (see 33.130.205 and 33.130.212)	1 to 1 [1]	1.5 to 1	2.5 to 1	3 to 1	2.5 to 1	4 to 1
Minimum Density	NA	NA	1 unit per 1,450 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	NA	NA

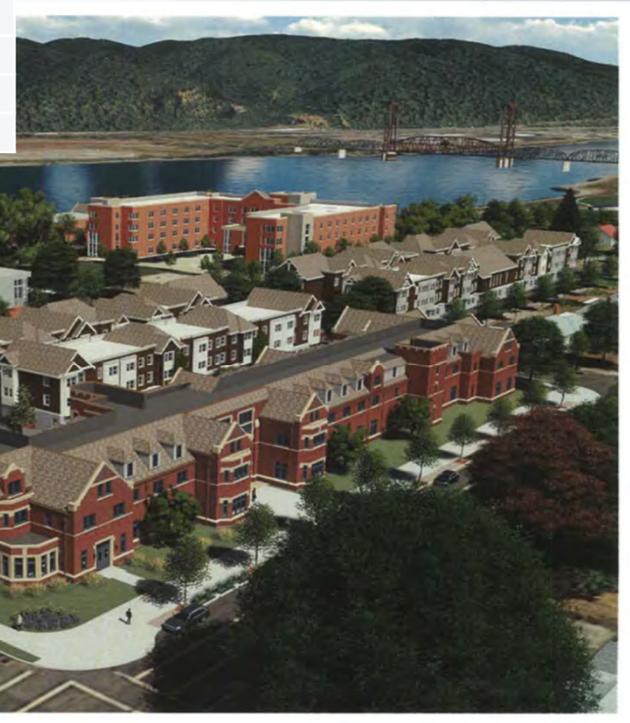


Amendment #30

Housing in CI2 Zones

Table 150-1
Campus Institutional Zone Primary Uses

Use Categories	CI1	CI2	IR
Residential Categories			
Household Living	N	Y	Y
Group Living	N	Y	Y [9]



Allows housing
on campuses
with CI2 zoning.



Amendments

#25a-c to the Alphabet District FAR

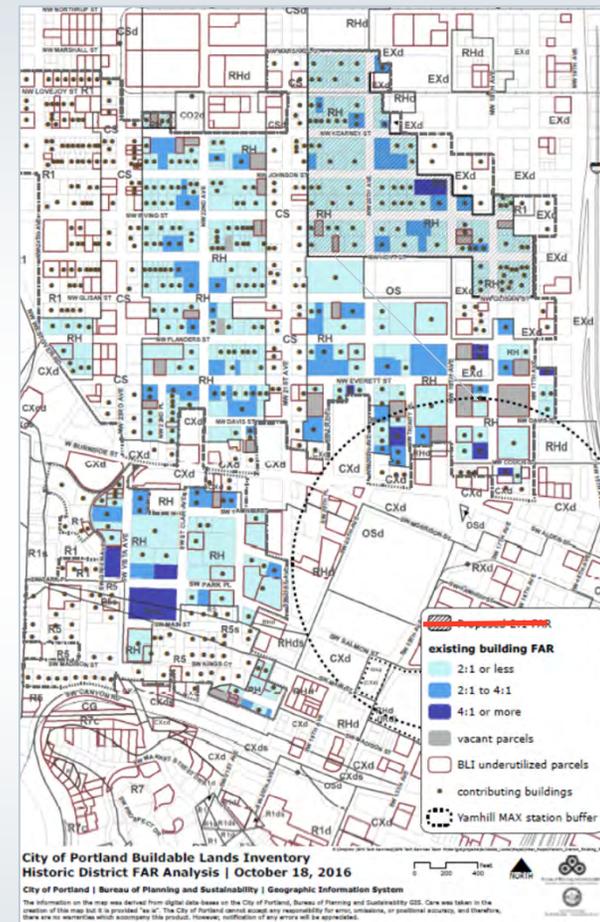
- #25a: Uphold the PSC changes to the FAR in the Alphabet District.
- #25b: Rejects the PSC-recommended 2:1 FAR in the northern Alphabet District
- #25c: Uphold the PSC-recommended changes. In addition, return four sites to the mapped 4:1 area.



Alphabet Historic District

Amendment #25b: Saltzman Amendment

Existing 4:1 FAR retained for RH zoned property within Alphabet District where currently designated. (keep existing zoning code)



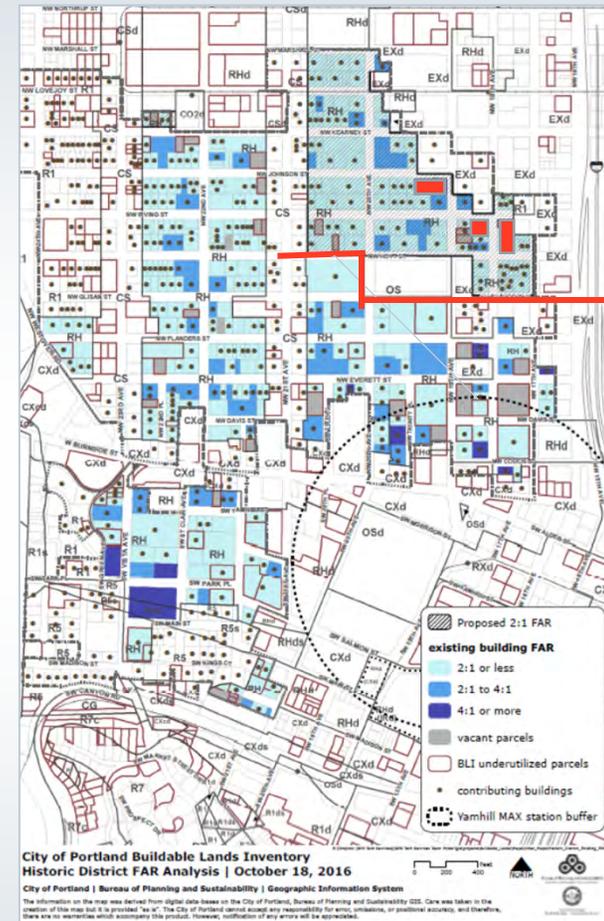
Alphabet Historic District

Amendment #25c: Hales Amendment

Existing 4:1 FAR north of Glisan reduced to 2:1 FAR (MLC exception)

additional exception areas:

- First Emmanuel Church
- Buck-Prager Site
- developed 4:1 FAR Site



Amendments #28a-c

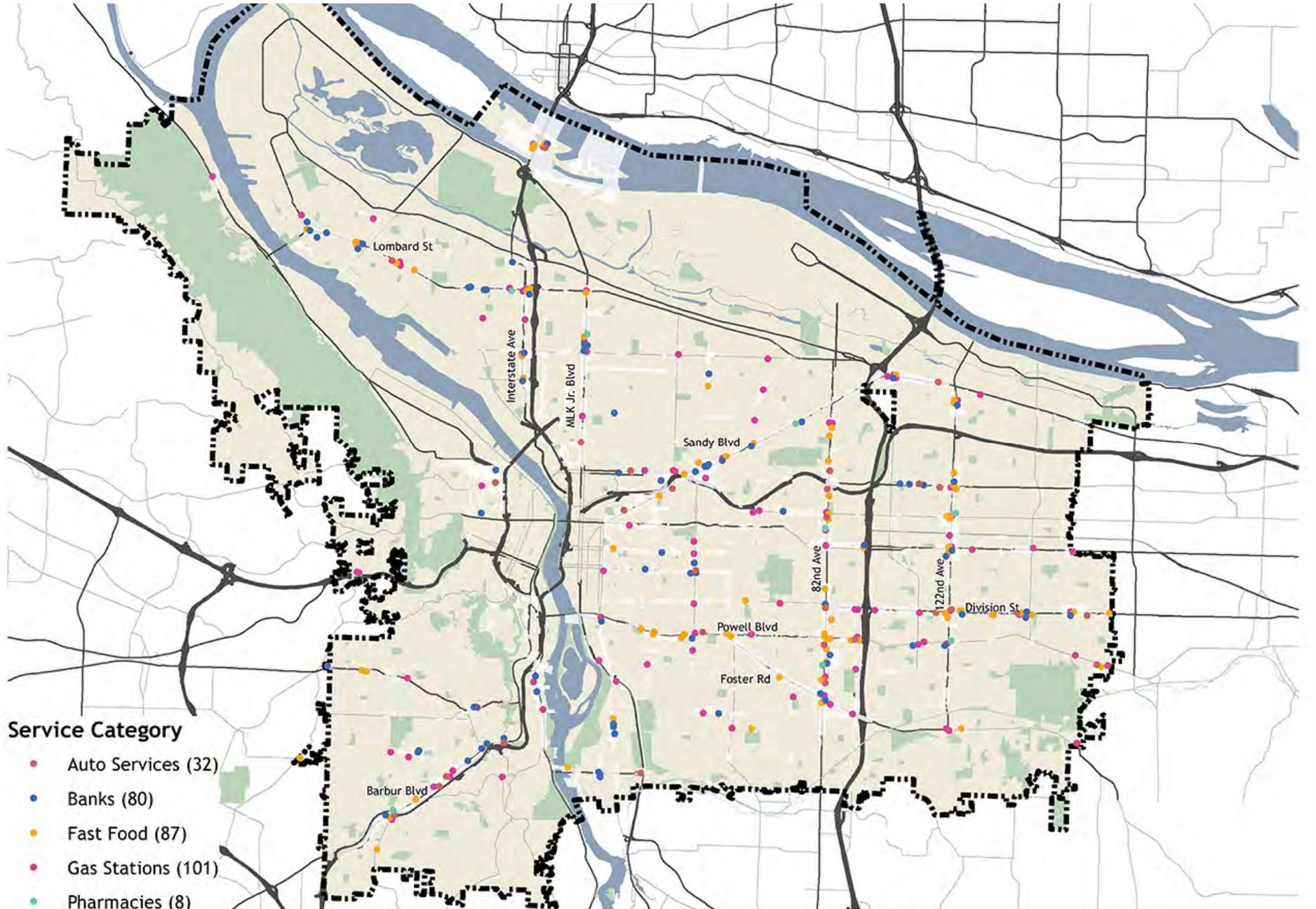
Drive-Through Facilities

Three options:

- PSC recommendation (28a)
- Commissioner Saltzman proposal (28b)
- Mayor Hales proposal (28c).



Drive Thrus; QVS - existing facilities



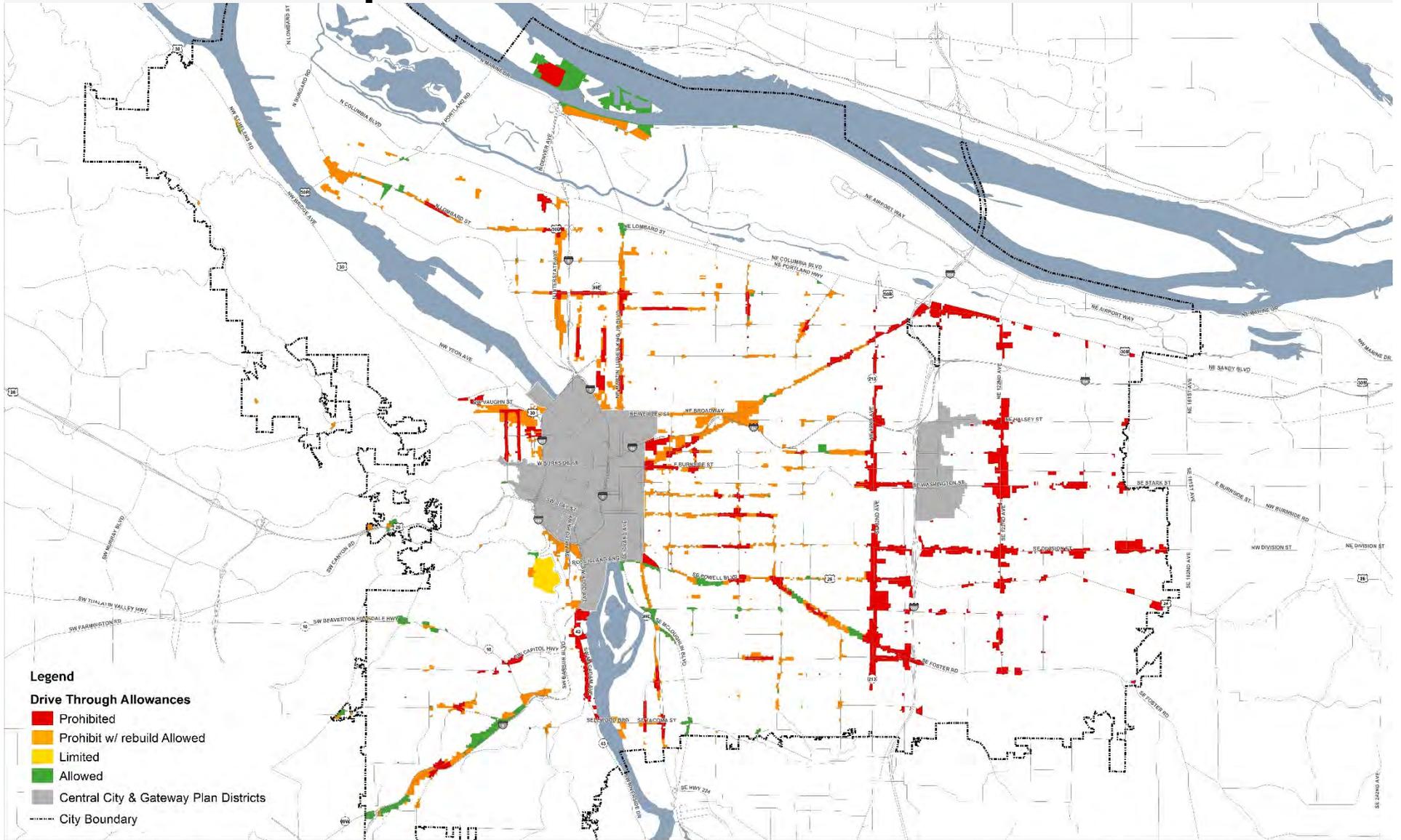
Amendment #28a

PSC Recommendation

- Allows drive throughs in CE zone.
- Prohibits new drive throughs in CR, CM1, CM2, CM3, CX zones, and in Centers Main Street overlay zone.
- Allows rebuilding of existing drive throughs in CM1, CM2, and CM3 zones except in Centers Main Street overlay zone and where prohibited in plan districts.
- Prohibits new or rebuilding of drive through facilities east of NE/SE 80th.



Option A – PSC Recommendation



Option A - PSC Recommendation

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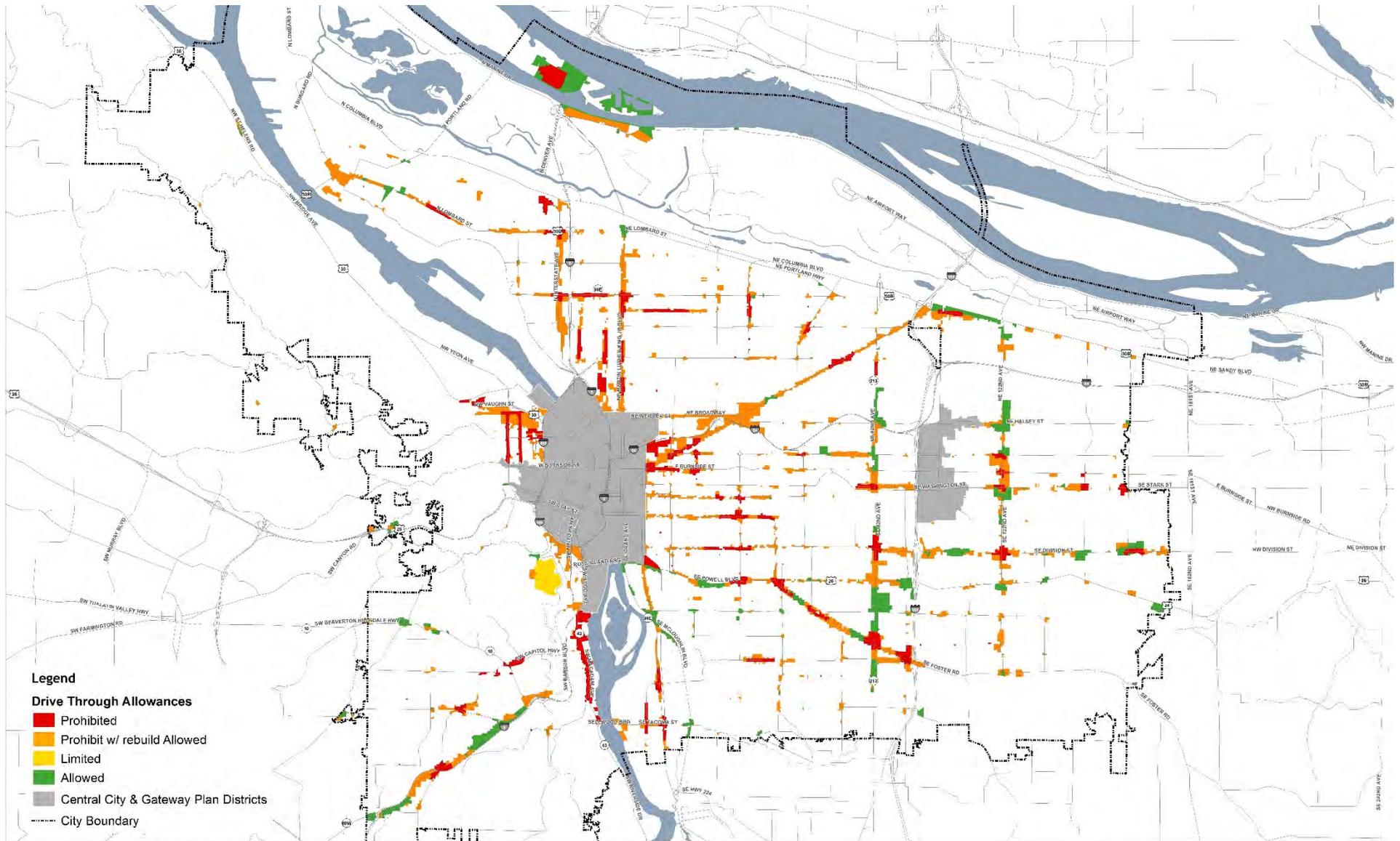
Amendment #28b

Saltzman amendment

- Allows drive throughs in the CE zone.
- Prohibits new drive throughs in CR, CM1, CM2, CM3, and CX and in Centers Main Street overlay zone.
- Allows rebuilding of existing drive throughs in CM1, CM2, and CM3 zones except in Centers Main Street overlay zone and where prohibited in plan districts.



Option B – Saltzman Amendment



Option B - Staff Proposal to PSC

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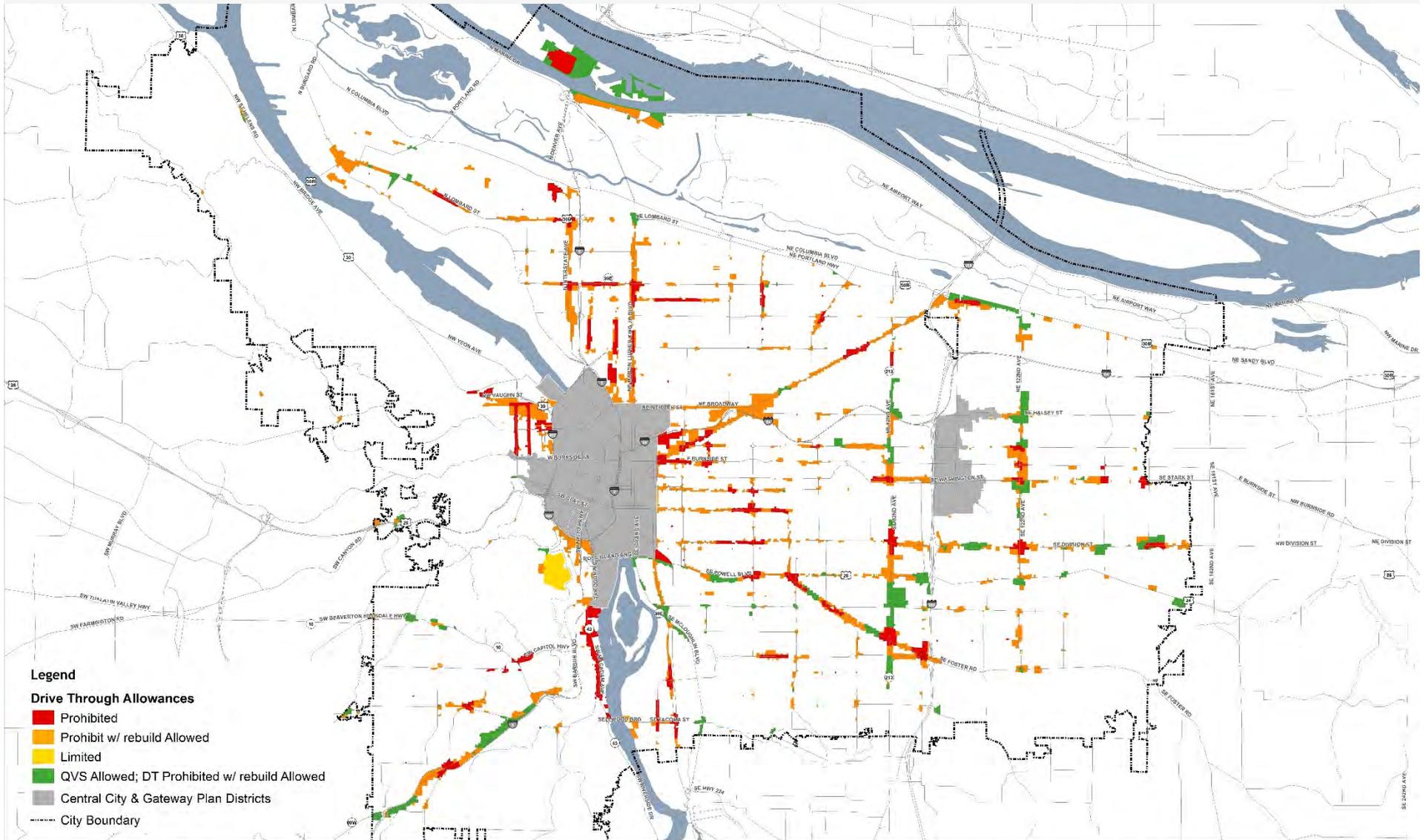
Amendment #28c

Hales amendment

- Prohibits new drive throughs in all Commercial/ Mixed Use zones: CR, CM1, CM2, CM3, CE, and CX.
- Allows rebuilding of existing drive throughs in CM1, CM2, CM3, and CE zones except in Centers Main Street overlay zone and where prohibited in plan districts.
- Allows new Quick Vehicle Servicing uses in CE zones (changes link between QVS and drive throughs) except in the Centers Main Street overlay zone.



Option C – Hales Amendment



Option C - Alternate Proposal

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Individual Map Amendments

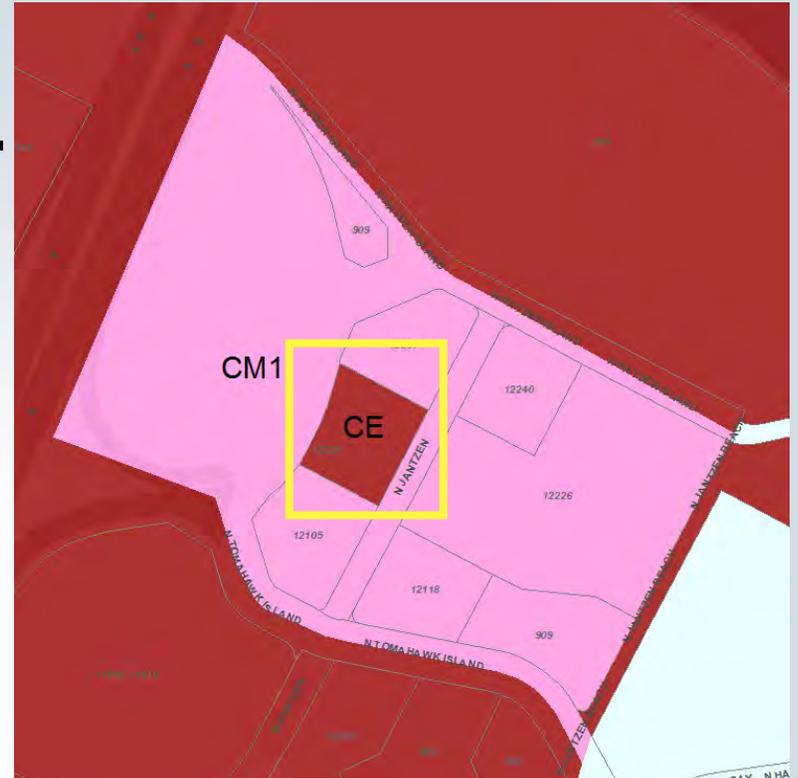


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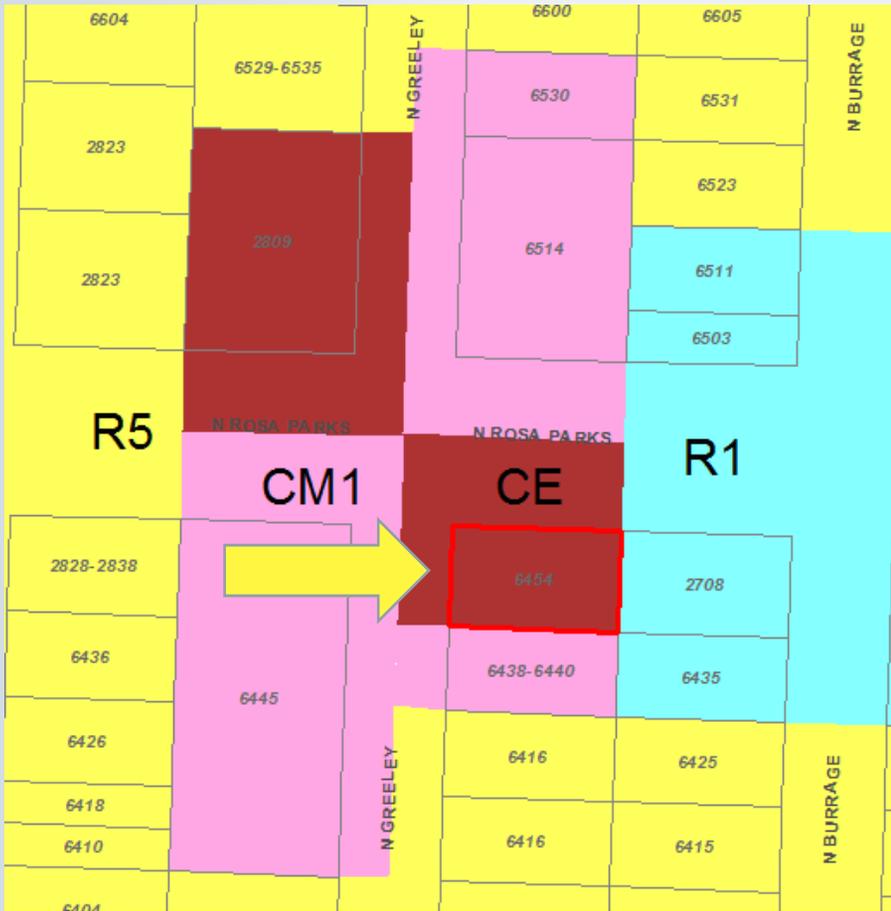
Amendment #3

12225 N Jantzen Drive - change from CM to CE



Amendment #4

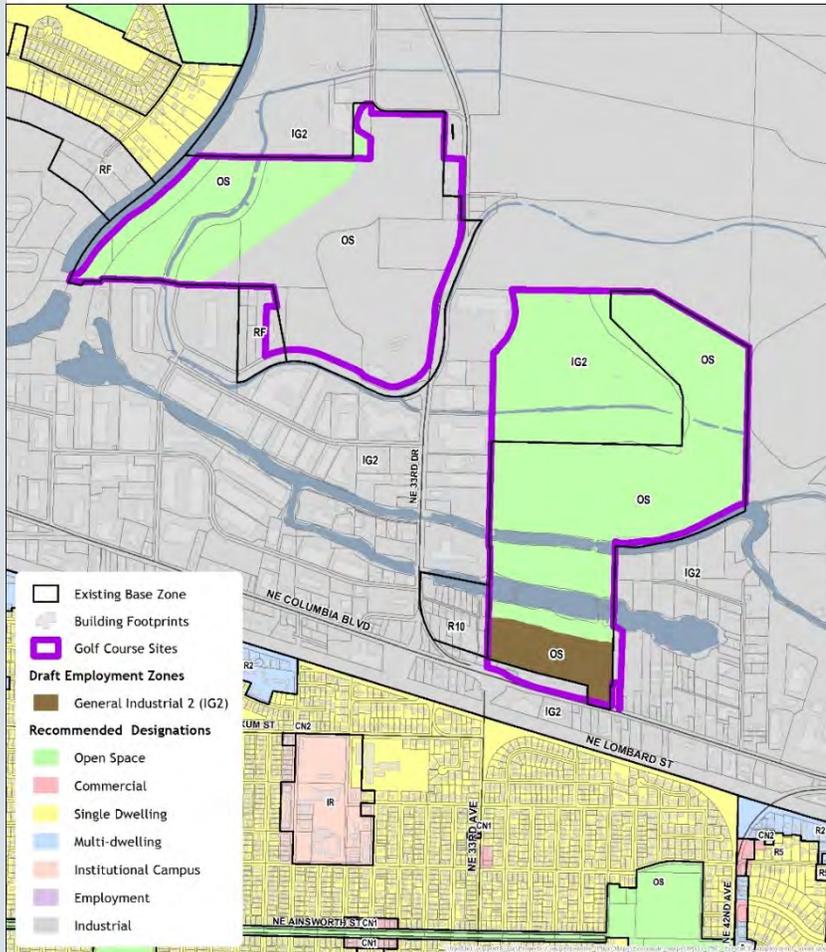
6454 N Greeley Ave - change from CM1 to CE



Amendment #8

Riverside Golf and Country Club

Broadmoor and Riverside Golf Courses



Issue: I-Overlay makes golf courses non-conforming.

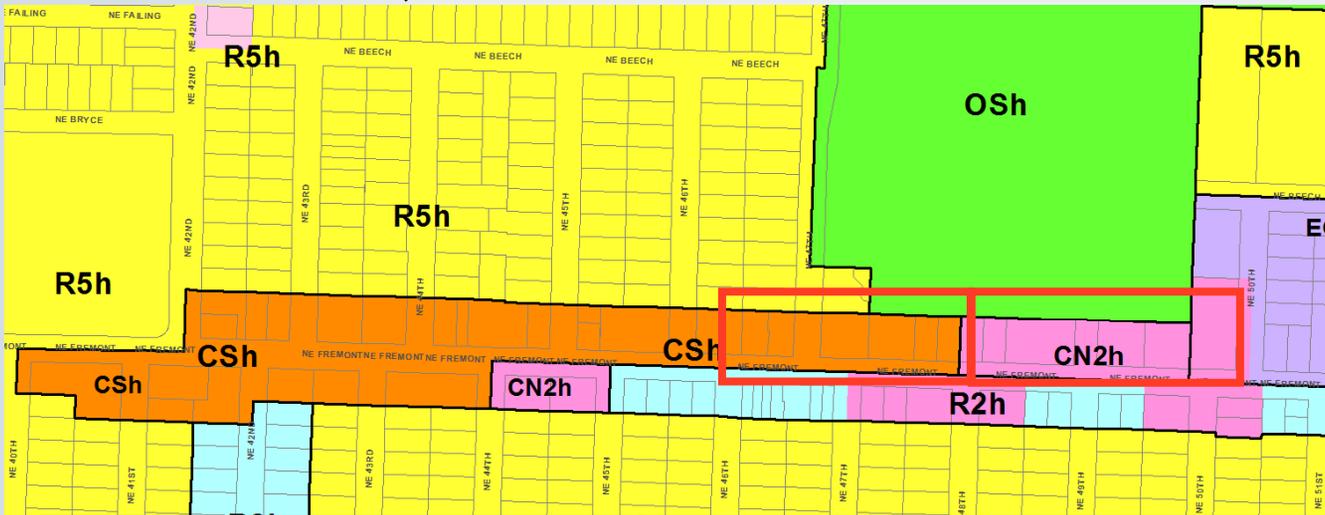
Draft changes

- Remove I-overlay at OS zones (Riverside).



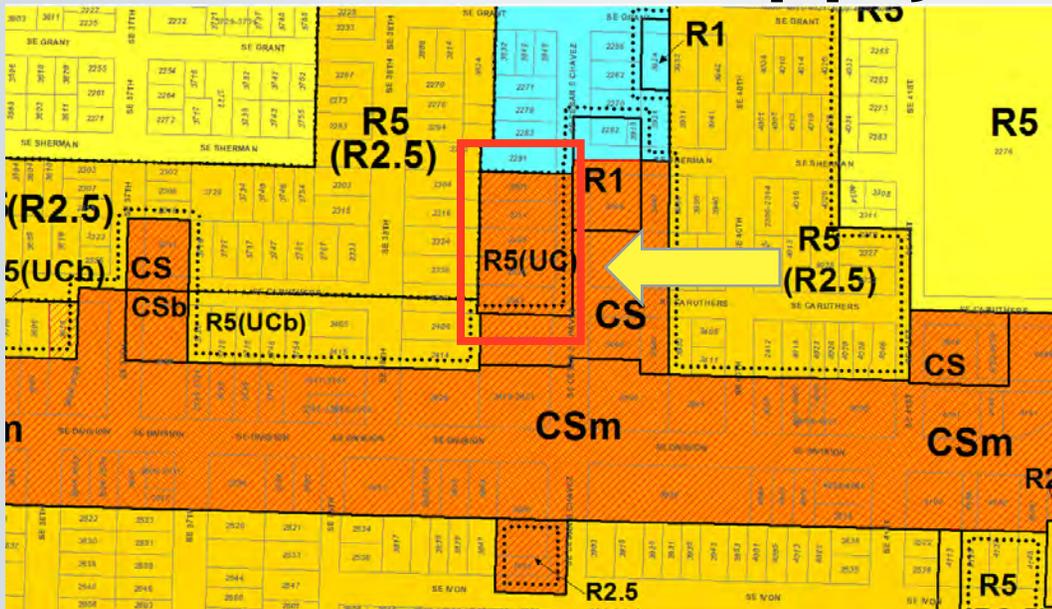
Amendment #9

North side of NE Fremont St, NE 46th to NE 48th; motion to extend east to 50th



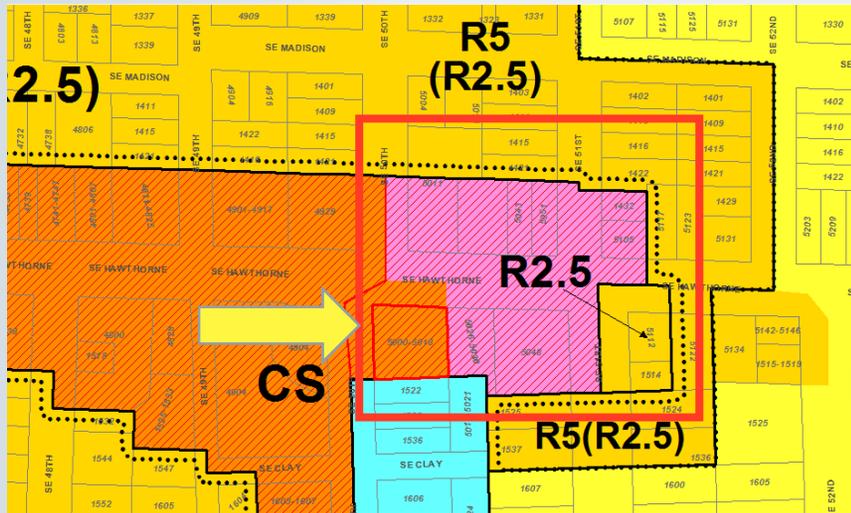
Amendment #11

Chavez and Division (5 properties) - apply CM2



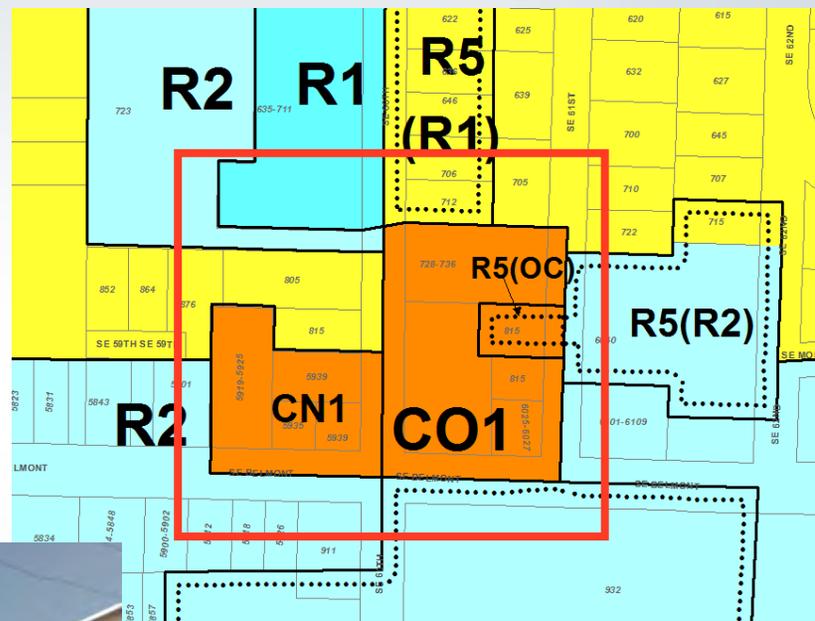
Amendment #12 5000-5018 SE Hawthorne apply CM2

Amendment #13 east of 50th on Hawthorne apply Design “d” Overlay



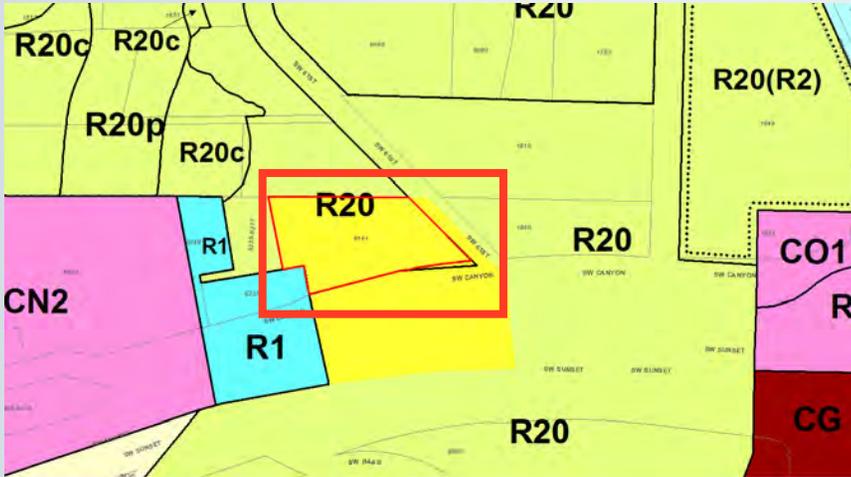
Amendment #14

60th and Belmont - expand CM2



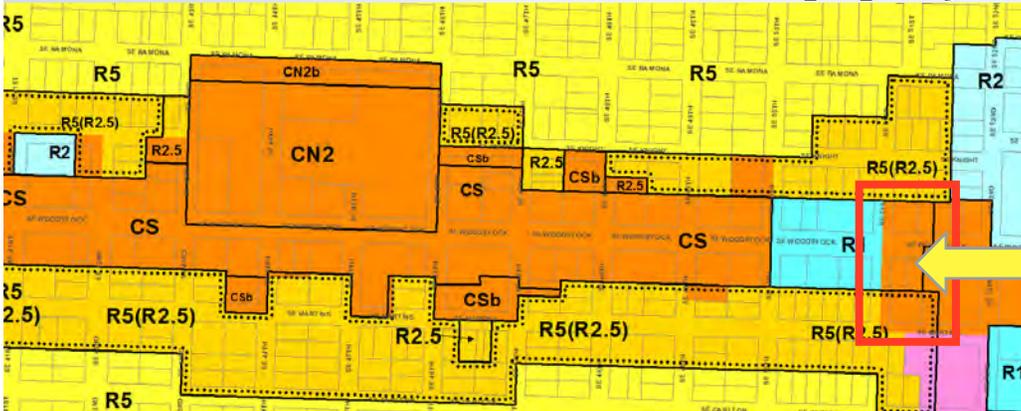
Amendment #23

SW Canyon Ct - change R20 to R5



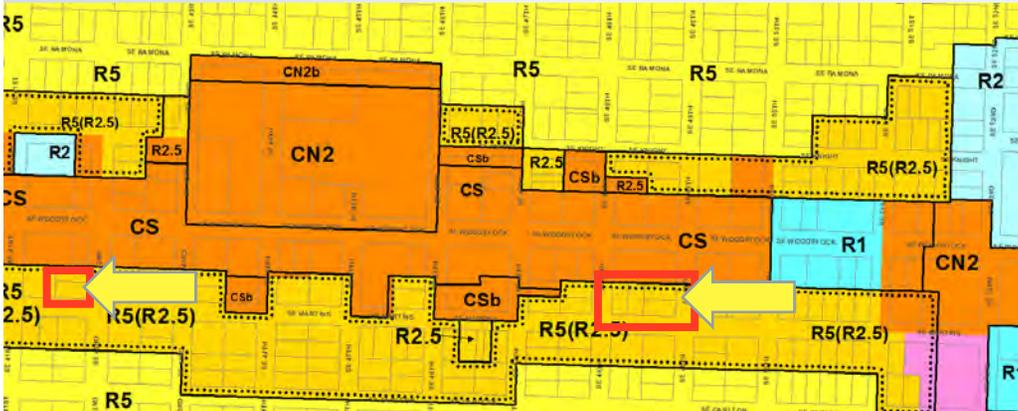
Amendment #19

Woodstock at 50th (6 properties) - apply CM2

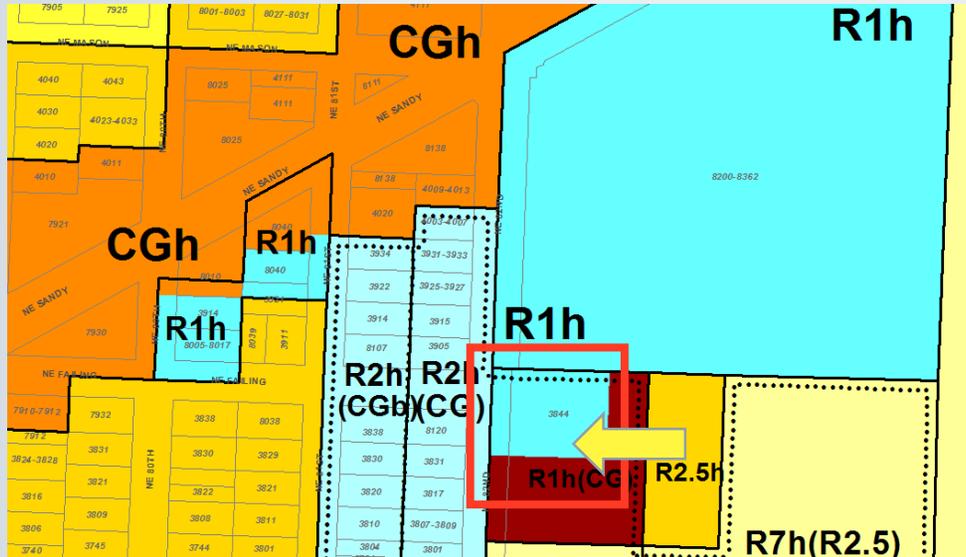


Amendment #19

Woodstock: potential motions (Otto's and The Joinery)



Amendment #new 3844 SE 82nd Ave - apply CE





Individual Transportation Amendments

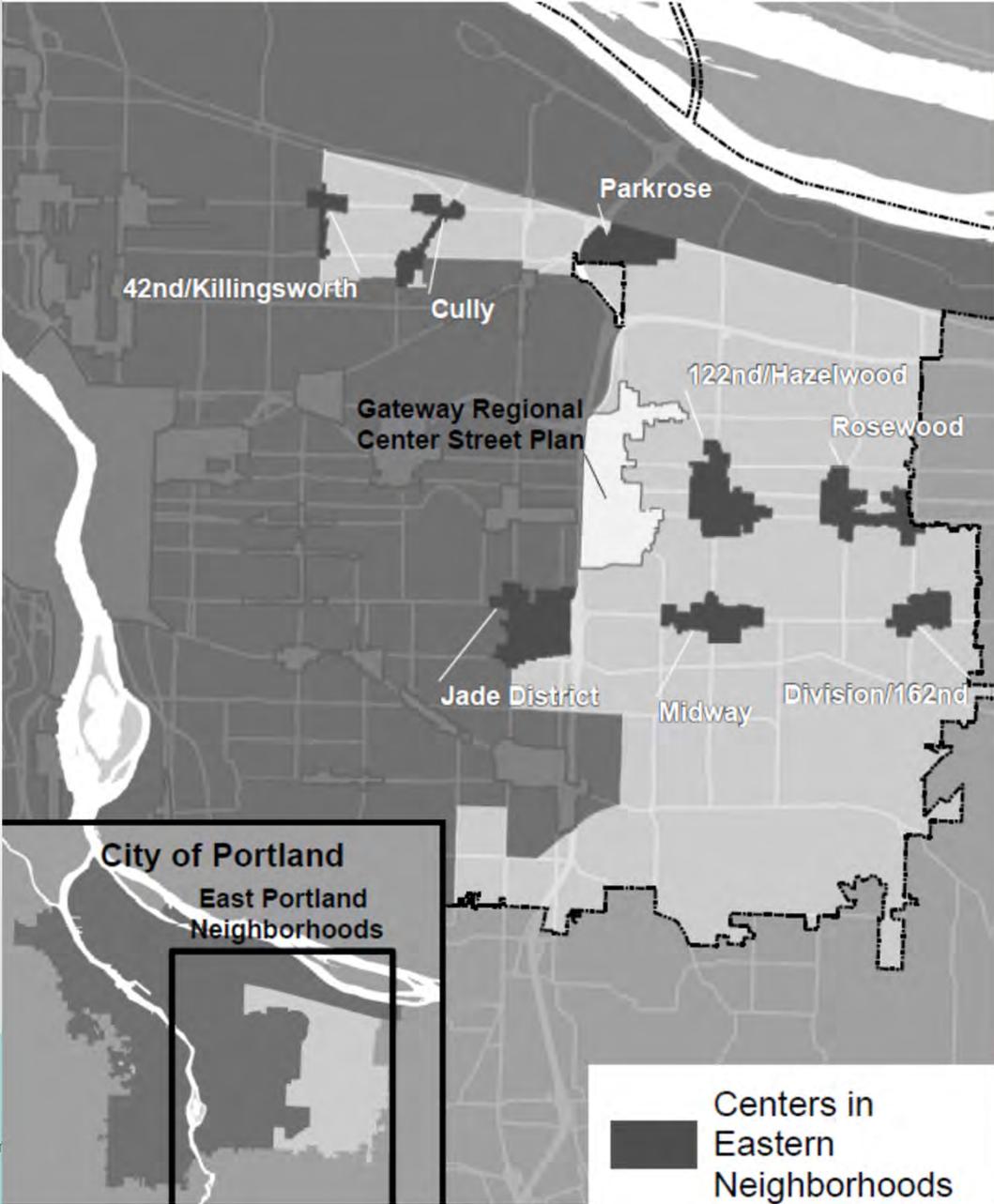


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Exhibit B - 2035 Comprehensive Plan Centers within Eastern Neighborhoods

Amendment #50 on Street Connectivity in Centers



Amendment #34

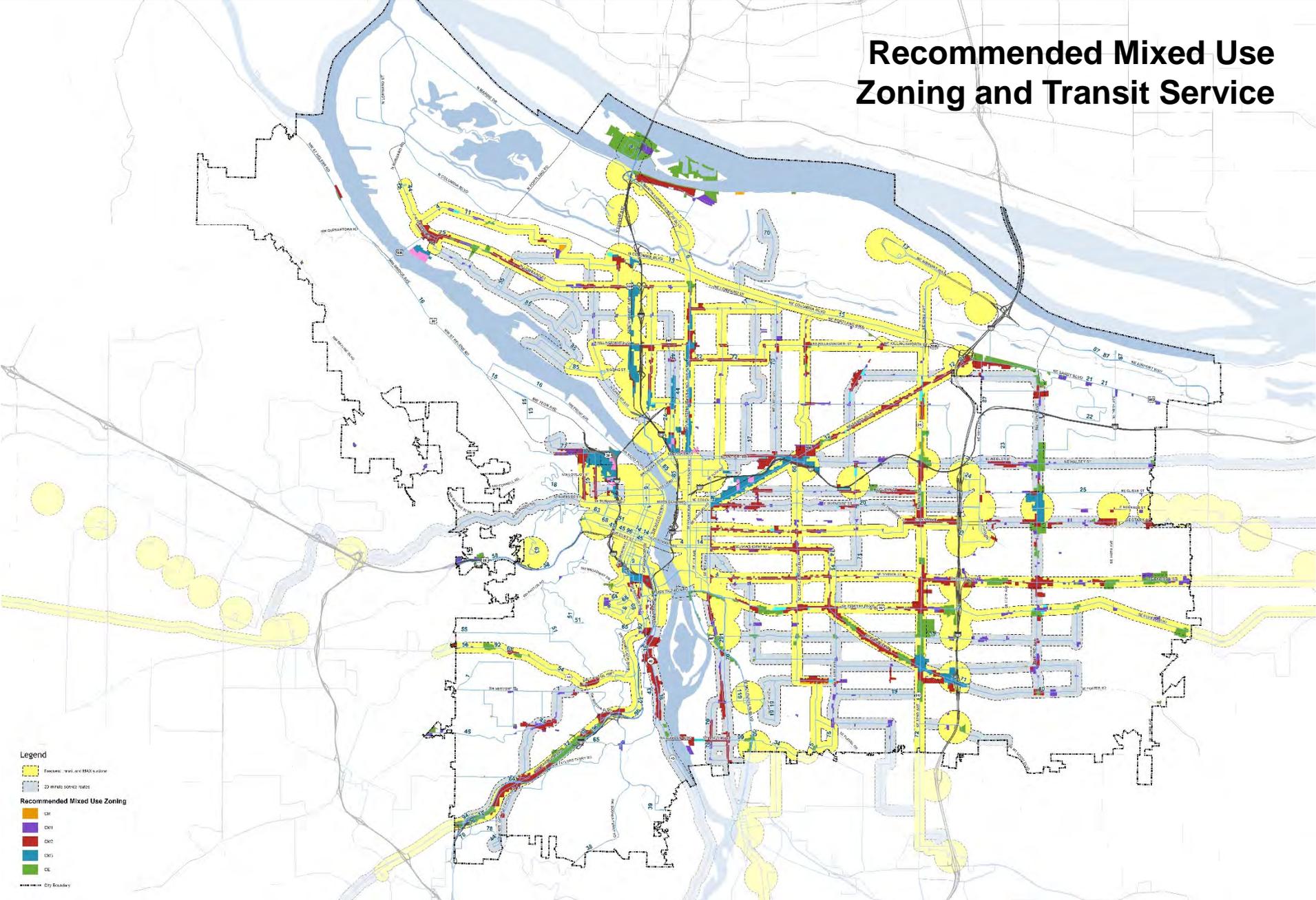
Minimum Off-Street Parking Requirements

Three options:

- *A - No further amendment to parking requirements now (drop amendment #34), but adopt TDM directive #51.*
- *B - Remove min. off-street parking requirements now (amendment #34), and adopt TDM directive #51.*
- *C - Waive parking req. for projects that include affordable housing only, and adopt TDM directive #51.*



Recommended Mixed Use Zoning and Transit Service



Amendment #34

Current PSC Recommendation:

- Close to transit - limited parking required
 - No parking required for most uses - except residential
 - Parking for residential required as follows:
 - 0 to 30 units on site: none required
 - 31 to 40 units on site: 0.20 per unit
 - 41 to 50 units on site: 0.25 per unit
 - 51 or more units on site: 0.33 per unit
- Far from transit - parking required
 - Parking requirements based on use
 - Small lots (<7500 sf) - no parking required



Parking in Mixed Use Zones (other PSC recommended provisions)

- Reorganize for clarity and to account for new palate of zones
- Wider allowance for commercial (paid) parking outside Central City
- Expanded allowance for shared parking
- Maximum ratio (1.35) for residential uses
- TDM program applied to residential development (10+ units)



Amendment #34

Option A

Keep parking req. for residential near transit as follows:

- 0 to 30 units on site: none required
- 31 to 40 units on site: 0.20 per unit
- 41 to 50 units on site: 0.25 per unit
- 51 or more units on site: 0.33 per unit

TDM Directive

- Adopt phase 1 TDM and clarify administrative process in the Campus and Mixed Use Zones by 2018.
- Develop an expanded (Phase 2) TDM policy for private development and bring to Council for further consideration.
- Consider further changes to off-street parking codes in tandem.



Amendment #34

Option B

Remove parking requirements from residential development close to frequent transit.

TDM Directive

- Adopt phase 1 TDM and clarify administrative process in the Campus and Mixed Use Zones by 2018.
- Develop an expanded (Phase 2) TDM policy for private development and bring to Council for further consideration.
- Consider further changes to off-street parking codes in tandem.



Amendment #34

Option C

Remove parking requirements from residential development close to frequent transit, if building includes affordable housing.

TDM Directive

- Adopt phase 1 TDM and clarify administrative process in the Campus and Mixed Use Zones by 2018.
- Develop an expanded (Phase 2) TDM policy for private development and bring to Council for further consideration.
- Consider further changes to off-street parking codes in tandem.



Amendment #34

- Removing minimum parking req. increases the likelihood that projects will reach 20 units or more and provide needed affordable housing.
- Added FAR is the primary affordable housing incentive contemplated outside the Central City (either through voluntary mixed use bonuses, or a possible mandatory program).
- Added parking associated with the added FAR undermines the value of the incentive.



Amendment #34

- Removing minimum parking req. increases the likelihood that projects will reach 20 units or more and provide needed affordable housing.
- Added FAR is the primary affordable housing incentive contemplated outside the Central City (either through voluntary mixed use bonuses, or a possible mandatory program).
- Added parking associated with the added FAR undermines the value of the incentive.



Pre-approved TDM Plan – STEP 1

Required for developments with more than 10 residential units (Title 33)

- One-time multimodal incentives
- Information: Welcome SmartTrips or equivalent
- Participate in PBOT performance survey



Pre-approved TDM Plan – Step 2

In 2017: develop more comprehensive TDM Strategy

Key scope items

- Create on-going TDM program
- Closer tie to parking management
- Explore ways to include existing development
- Identify appropriate Central City requirement
- Consider credit for on-site improvements
- Impacts on affordable housing, other goals



Pre-approved TDM Plan – STEP 1

Develop administrative procedures

- Consider and develop service delivery options, such as
 - PBOT facilitates transactions
 - Third party service provider (e.g., Transportation Management Association)
 - Establish developer/property assurance mechanism
- Define requirements and options for information/SmartTrips content
- Develop PBOT survey needs and implementation

TDM in CI Zone

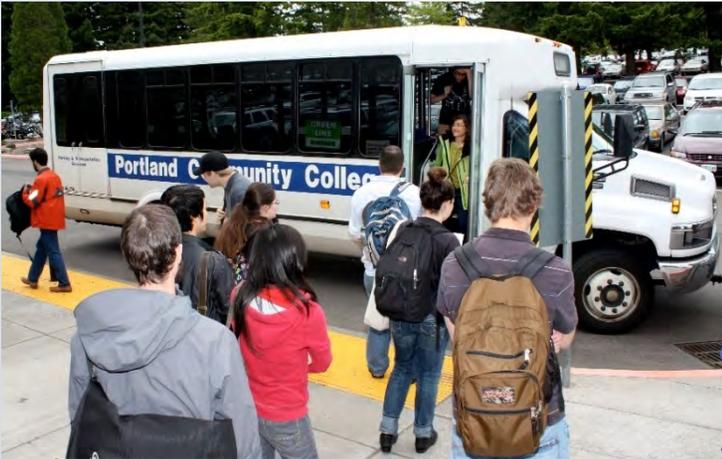
Modifies existing requirement for TDM

- Moves from Type III to Type II development review
- Expands mitigations to include multimodal TDM strategies
- Clarifies requirements for TDM evaluation
- Ties to performance targets in the TSP



Source: up.edu

TDM in CI Zone



Source:
news.pcc.edu

Next Steps

- Clarify development review guidelines
- Expand the “current practices” summary for adaptive plan guidance
- Clarify tie to multimodal mitigations

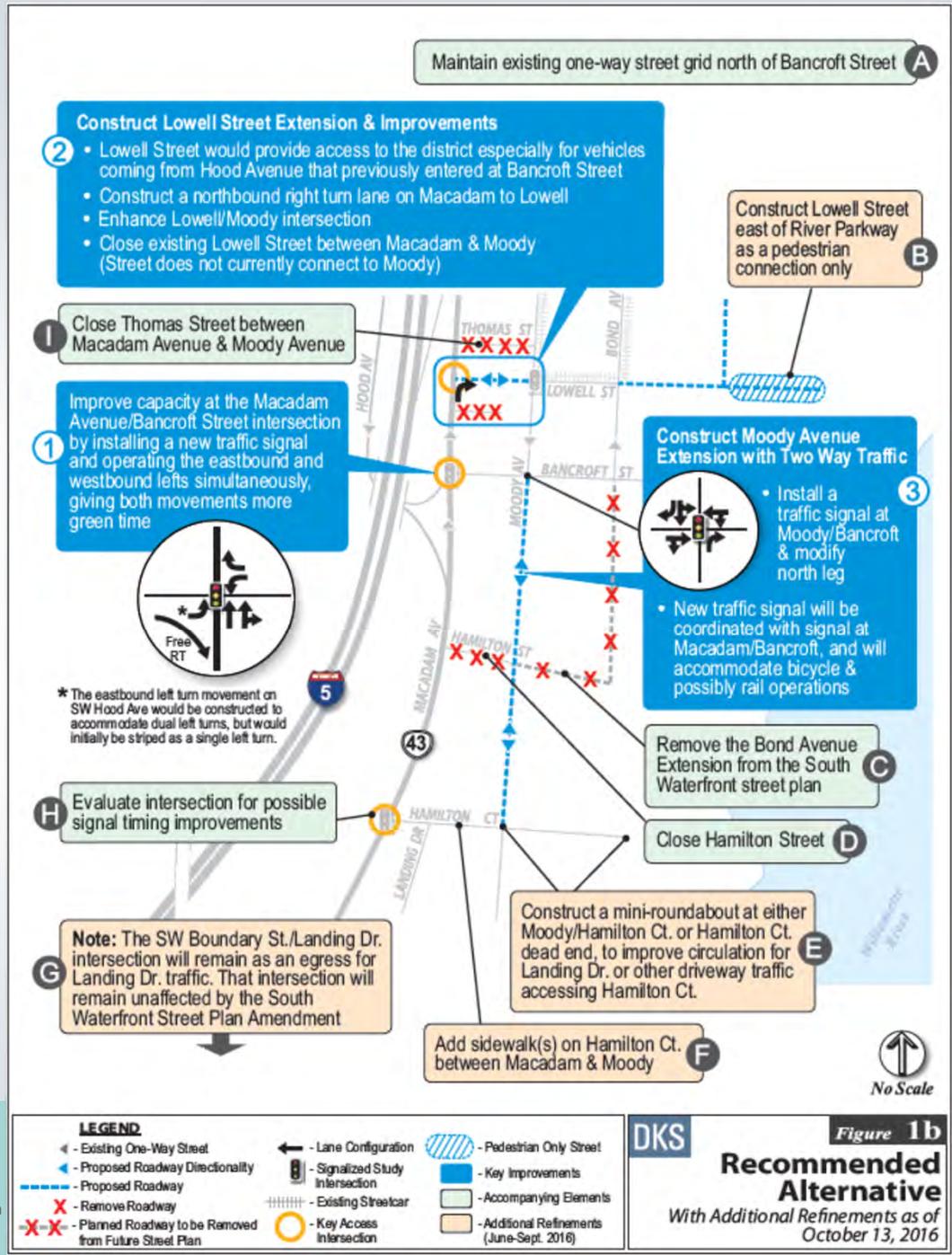
Amendment #54

Street Vacation Code

- Proposed amendments to code to reflect all new ROW policies in Chapter 8 of Comp Plan
 - Trees in the ROW
 - Commercial Uses
 - Pedestrian Amenities
- As modified by the Commissioner Fritz on November 22, 2016



Amendment #41 on South Waterfront Street Plan



Amendment #42

Mobility Policy Relocation to TSP

To comply with state and regional plans, Portland's TSP must have performance evaluation standards, including mobility.

Amendment shifts the Interim Regional Mobility Policy from a comprehensive plan policy to a TSP objective, where it is more appropriately located.

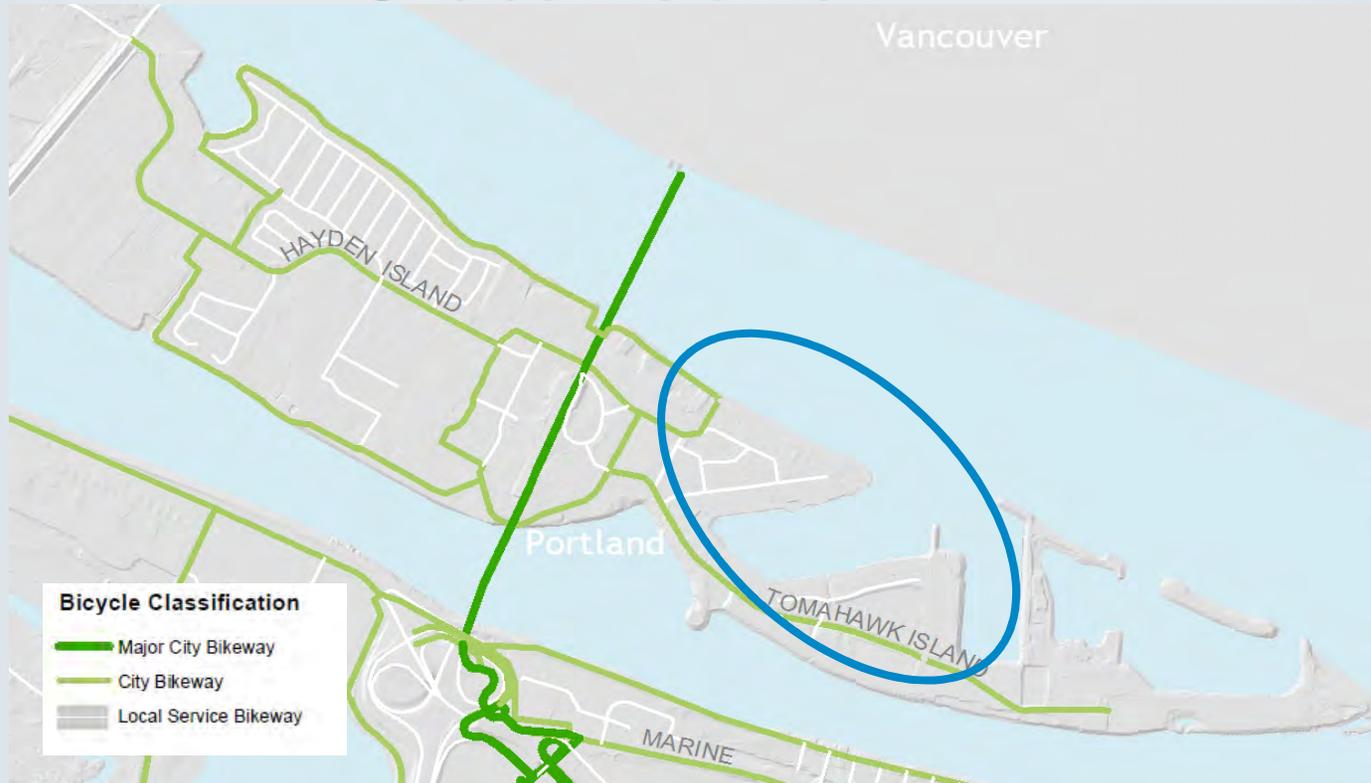
In June 2016 Council directed PBOT and BPS to evaluate potential future multimodal replacements for the vehicle only Interim Regional Mobility Policy, so this relocation is an interim step to ensure plan compliance.

Amendment #38 Hayden Bay Trail Bike Classification



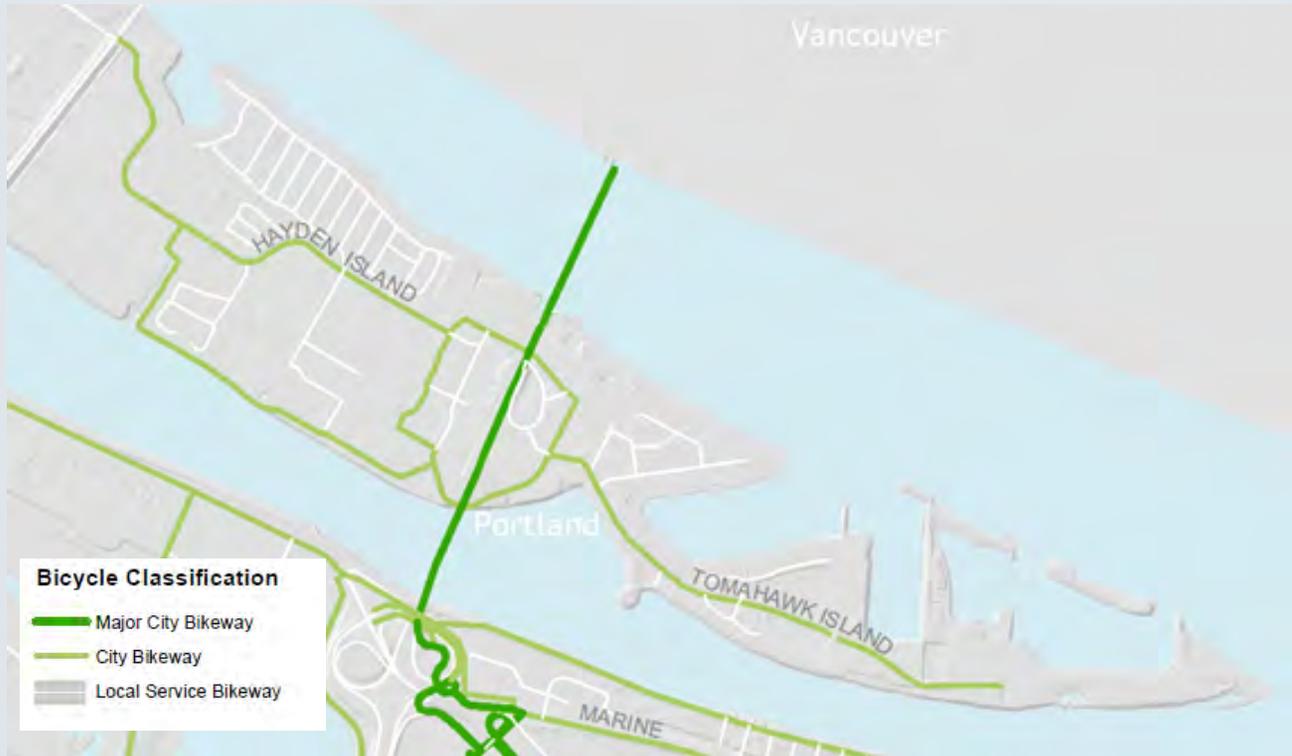
PSC Recommendation adding City Bikeway classification

Amendment #38 Hayden Bay Trail Bike Classification



As amended, consistent with adopted Hayden Island Plan and current TSP

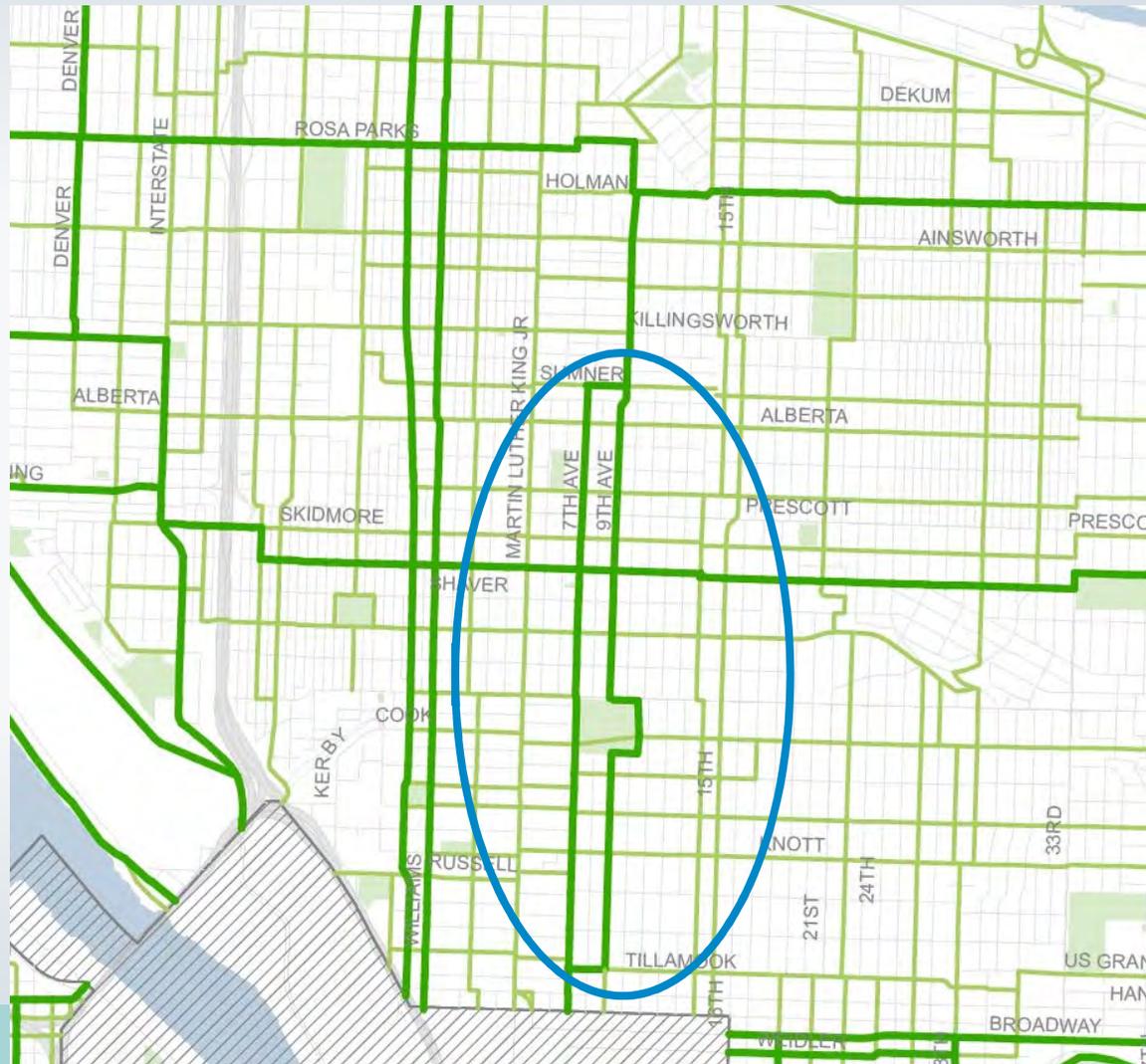
Amendment #38 Hayden Bay Trail Bike Classification



Saltzman motion to remove City Bikeway classification along the Columbia River (Hayden Bay and Hayden Island Manufactured Home Community)

Amendment #39

NE 7th and 9th Bikeway Classification





Other Directives



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Amendment #52

Future of the “f” Overlay

- Direct BPS to study the “f” overlay area along Skyline Blvd to determine if the overlay is still necessary.



53. Comprehensive Plan Map Refinement

- 7008 SW Capitol Rd
- 9808 N Edison St
- 4931 - 4947 N Williams Ave
- Marquam Hill node
- 4836 SE Powell Blvd
- 310 NW 23rd Ave
- 4337 NE Prescott St
- 4543 SE Harney Dr
- 5727 SE 136th Ave
- 505 NE Thompson, etc.
- 25 N Fargo St
- 3138 WI/N Vancouver Ave
- 2525 NW Lovejoy St, etc.





Next Steps



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Next Steps and Follow-Up

- Revised Ordinance and Findings
- Decision-making - 12/14 and 12/21

