

This list contains amendments proposed by City Commissioners and staff based on public testimony and discussions with other bureaus.

Proposed amendments are organized into three categories. The Land Use, Urban Design and Economy; and Transportation categories include amendments proposed and voted on at the July 8th City Council hearing. Two of these amendments have since been retracted but are shown because they have been previously discussed and City Council voted to consider them. A third category includes amendments proposed by City Council members since the July 8th hearing. In cases where a Commissioner has proposed an amendment to text where an amendment was already proposed, the first amendment is titled "Initial Amendment" and the secondary amendment is listed as "Additional Amendment" with the Commissioner's name.

Note to Commissioners

Under the "Discuss?" column, BPS staff have indicated with a check mark which issues they recommend for discussion. In this case, staff believe all amendments are consent items. Please let us know before or during council proceedings if there are items Commissioners wish to discuss. Other items will be considered consent. A notes column has been provided for your use during the meeting.

A. Land Use, Urban Design and Economy (Proposed Prior to July 8th Hearing)

#	Source	TOPIC Page #/Reference	Proposed Amendment	Background	Staff Recommendation	Discuss?	Note Area
1	BPS/Mike Bolliger and Peter Finley Fry	MORRISON BRIDGEHEAD Page III-7/Land Use Proposal Map; Page V-9/SE Quadrant Regional Center Actions	Amend land use map to show proposed EX on parcel between SE Belmont, SE Yamhill, SE MLK and SE Grand (State ID 1S 1E02BB 8200). Adopt additional action to implement the zone change: <u>New Action RC30: Rezone privately owned parcel between SE Belmont, SE Yamhill, SE MLK and SE Grand (State ID 1S 1E02BB 8200) from OS to EX.</u> Timeline: CC2035 (2016) Implementers (lead in bold): BPS	The property owner of a parcel (State ID 1S 1E02BB 8200) at the east end of the Morrison bridgehead owns a parcel that has been used as a parking lot for a few decades. In 1990 all publicly owned parcels at the bridgeheads in the Central Eastside were designated with the Open Space (OS) Comprehensive Plan and Zoning Map designations, whereas all privately held parcels were designated with the Central Employment (EX) designation. The designation of this privately held parcel to OS was made in error and staff recommends changing the Comprehensive Plan and Zoning Map designations to EX.	Adopt as consent item.	<input type="checkbox"/>	

#	Source	TOPIC Page #/Reference	Proposed Amendment	Background	Staff Recommendation	Discuss?	Note Area
2	BPS/Kelley Roy	MAKER ECONOMY Page V-9/SE Quadrant Regional Center Actions	<p>Adopt additional action item regarding strategies to support maker economy in the district:</p> <p><u>New Action RC31: Develop Maker Economy Strategy that considers how to use existing financial tools, as well as the development of new tools, to assist the maker economy grow within the Central Eastside</u></p> <p>Timeline: Ongoing Implementers (lead in bold): PDC, ADX, CEIC</p>	<p>ADX Portland is concerned that some makers who are attracted to the Central Eastside could be priced out of the district by increased lease rates and property values. As such BPS and PDC propose that the following action be adopted into the plan to begin a process to determine what existing programs exist and/or could be enhanced to provide assistance makers, what new strategies could be created.</p>	Adopt as consent item.	<input checked="" type="checkbox"/>	This amendment has been replaced by Amendments 10 and 11.
3	<p>Initial Amendment: BPS/Portland Freight Committee and CEIC</p> <p>Additional Amendment: Commissioner Fritz</p>	GREEN LOOP Page V-22/SE Quadrant Urban Design Actions	<p>Initial Amendment: Amend Action UD12 as follows:</p> <p>Action UD12: Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district, especially those that address impacts to freight mobility. <u>Conduct analysis to identify potential route alignments and impacts to existing freight operations.</u></p> <p>Additional Amendment (Fritz): Remove existing freight operations. The final action would then read:</p> <p>Action UD12: Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district, especially those that address impacts to freight mobility. <u>Conduct analysis to identify potential route alignments and impacts to existing freight operations.</u></p>	<p>Initial Amendment: The Portland Freight Committee and CEIC have proposed this amendment to ensure impacts to freight operations are assessed by further analysis of routes and infrastructure concepts intended to implement the Green Loop.</p> <p>Additional Amendment (Fritz): Removing the word “existing” includes the consideration of potential future as well as existing freight operations.</p>	Adopt both amendments as consent item.	<input type="checkbox"/>	

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4	<p>Initial Amendment: BPS/Stacy and Witbeck</p> <p>Additional Amendment: Commissioner Fritz</p>	CLINTON STATION AREA Page V 5/SE Quadrant Regional Center Actions	<p>Amend Action RC3 as follows:</p> <p>Action RC3: Rezone the Clinton station area from a mix of industrial, employment, and commercial zones to Central Employment (EXd) and set a base entitlement of 1:1 FAR and a maximum height of 65 feet. Require a master plan process for development on parcels larger than 40,000 sq. ft. or for development in excess of 60,000 sq. ft. as a means to address urban design and site programing, including publicly accessible open space, street connectivity and as a means to earn additional FAR and height when specific criteria are met. Master plan process can allow structures to a maximum height of 100 feet and 5:1 FAR. <u>If during the next phase of the Central City 2035 planning process a clear vision of the Clinton Station Area is identified so that appropriate development standards and design guidelines can be prepared and included for adoption, then the requirement for a master plan will be waived.</u></p>	<p>Initial Amendment: During the development of the SE Quadrant Plan a clear and unifying vision for the land use, urban form, and transportation system that will eventually shape this station area was not developed. As a result, staff recommended that a master planning provision be applied to the station area in absence of this direction to ensure that a more thoughtful public vetting of a final design for the station area was created prior to locking in final entitlements and the appropriate development standards and design guidelines. This amendment to the action item addressing the master plan requirement provides that if a clear vision for the station area can be developed prior to the adoption of final zoning requirements for the station as part of CC2035 then the master plan requirement will not be applied to this site.</p> <p>Additional Amendment (Fritz): Commissioner Fritz does not support eliminating the master plan provision for Clinton Station as this may reduce public process. She proposes to eliminate the initial amendment, leaving the original action text.</p>	Staff agree with Commissioner Fritz's amendment, but believe this topic should be discussed.	<input checked="" type="checkbox"/>	This amendment has been retracted. No change is proposed for Action RC3.

B. Transportation (Proposed Prior to July 8th Hearing)

#	Source	TOPIC Page #/Reference	Proposed Amendment	Background	Staff Recommendation	Discuss?	Note Area
5	PBOT/BPS/Portland Freight Committee and CEIC	MORRISON BRIDGE RAMPS West Quadrant Plan page 64/Downtown – Regional Center Actions	Working with the CEIC and PFC, PBOT and BPS staff propose the following amendments to the text of West Quadrant Action RC4: Working with Multnomah County, to study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison Bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing <u>Maintain southbound freeway access from the Morrison Bridge for freight trips originating from the Central Eastside.</u>	The Adopted West Quadrant Plan contained an amendment directing PBOT to study the feasibility of “removing or reconfiguring” the ramps on the west side of the Morrison Bridge that provide access to Naito Parkway. Since the adoption of the plan, PBOT analysis shows that “removal” is not an option. Working with the CEIC and PFC, PBOT and BPS staff propose the following amendments to the text of this action item:	Adopt as consent item.	<input type="checkbox"/>	
6	PBOT/Portland Freight Committee and CEIC	MULTIMODAL TRANSPORTATION Page III-3/Item #4 Balance the Needs of Multi-Modal Transportation	Amend Item #4 text as follows: 4. Balance the Needs of Multi-Modal Transportation. Support the growth of multimodal transportation options (pedestrians, cyclists, transit users, and carpoolers) through infrastructure that supports and encourages the use of these modes and reduces single-occupancy vehicle use. Provide <u>Promote</u> safe and easily identifiable routes that accommodate local freight service but <u>and</u> prioritize and promote active transportation options <u>that do not diminish freight operations.</u>	The PFC and CEIC support the need to balancing multimodal uses in the district to ensure that conflicts and safety issues with current freight operations are addressed. However, there is language in item #4 on page III-3 of the SE Quadrant Plan that appears to prioritize active transportation over freight which conflicts with the language in item #3: “...minimize conflicts with active transportation modes such as bicycles.” The PFC and CEIC recommends the amendments to item #4 language to make it consistent with item #3.	Adopt as consent item.	<input type="checkbox"/>	

#	Source	TOPIC Page #/Reference	Proposed Amendment	Background	Staff Recommendation	Discuss?	Note Area
7	PBOT/Portland Freight Committee and CEIC	MAJOR TRUCK STREETS Page V-17/SE Quadrant Transportation Actions	Amend Action T21 as follows: Action T21: Update Transportation System Plan functional classifications by reclassifying SE Martin Luther King, Jr. Blvd., SE Grand Ave., SE Stark St., SE Morrison St., SE Belmont St., SE Division Pl., and SE Water Ave. to Priority Truck Streets. Reclassify <u>NE Davis</u> , SE Sandy and SE 7th Ave to Major Truck Streets. All other streets in the CEID would remain Freight District Streets. And make change to associated Map III-8 on page III-12.	This recommendation ensures that NE Davis is maintained and enhanced as a key east-west street providing freight mobility in the north end of the district. SE Sandy and SE 7th Avenue are already proposed to receive this designation through the Southeast Quadrant Plan.	Adopt as consent item.	<input type="checkbox"/>	
8	PBOT/ODOT	ODOT APPROVAL Page VI-18/Map VI-8: Non-Auto Circulation Improvements	On Map VI-8, add an asterisk in the legend and a note that says "Modifications to traffic control on Powell are subject to ODOT approval."	ODOT has authority over Highway 26/Powell Blvd and would need to approve changes to traffic flow on and onto these routes.	Adopt as consent item.	<input type="checkbox"/>	
9	PBOT/ODOT	ODOT APPROVAL Page V-16/SE Quadrant Transportation Actions	Amend action as follows: Action T8: Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie <u>subject to ODOT approval</u> . Amend Implementers (lead in bold): PBOT , PDC, TriMet, <u>ODOT</u>	ODOT has authority over Highway 26/Powell Blvd and would need to approve changes to traffic flow on and onto these routes.	Adopt as consent item.	<input type="checkbox"/>	

C. New Amendments Following the July 8th City Council Hearing

#	Source	TOPIC Page #/Reference	Proposed Amendment	Background	Staff Recommendation	Discuss?	Note Area
10	Mayor Hales	INDUSTRIAL SPACE AFFORDABILITY Page V-9/SE Quadrant Regional Center Actions	<u>New Action RC31: Conduct best practices study to understand how other cities are addressing the needs of manufacturers, with a focus on but not limited to the ability to obtain affordable space, the economic growth of this sector in their local economy, synergies with other industrial sectors, and the role of government assistance.</u> Timeline: Ongoing Implementers (lead in bold): PDC, BPS	During the SE Quadrant Plan process, manufacturing and industrial based businesses discussed the need for affordable space to facilitate continued growth of the industry. The plan had a number of actions that sought to address the high demand for space that was in part driving up costs for these spaces. Responding to testimony at the July 8th City Council hearing, Mayor Hales said that he believes more can be done. This amendment and amendment 11 below seek to better understand manufacturers and industrial based companies and their role in the economy and then establish new tools that support the creation and growth of these businesses where possible. Amendments 10 and 11 replace amendment 2 (on page 1 of this document).	Adopt.	<input checked="" type="checkbox"/>	
11	Mayor Hales	INDUSTRIAL SPACE AFFORDABILITY Page V-9/SE Quadrant Regional Center Actions	<u>New Action RC32: Use best practices research to develop new strategies to create affordable space for craft manufacturers and new industrial businesses in Portland.</u> Timeline: Ongoing Implementers (lead in bold): PDC, BPS, CEIC, Portland Made, City-wide manufacturers and industrial companies	This action directs PDC to develop, with partners, tools in response to research conducted through new Action RC31 in Amendment 10 above. Note: This strategy will seek to create strategies to create affordable manufacturing space throughout the City of Portland including the Central Eastside Industrial District.	Adopt.	<input checked="" type="checkbox"/>	

12	Commissioner Fish	Publicly Accessible Open Space Page V-22/SE Quadrant Urban Design Action UD6	<p>Existing Text: Work with property owners to establish publicly accessible parks, open space, and recreation opportunities throughout the district.</p> <p>New Text: <u>Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.</u></p> <p>Existing Timeline: 2-5 years Revised Timeline: Ongoing</p> <p>Existing Implementers (lead in bold): BES, Parks, PDC, BPS</p> <p>Revised Implementers (lead in bold): City and Private</p>	This original text of this action is proposed to be replaced to ensure that the number of potential implementors and timeline for implementation is expanded to increase the number of opportunities to explore and create publicly accessible open space throughout the district.	Adopt. <input checked="" type="checkbox"/>
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