CC2035 is an update to the 1972 and 1988 plans
CC2035 Concept Plan & Quadrant Plans
Big Ideas and Big Moves

• Foster creativity, productivity and growth
• Housing for all
• Enhance the Willamette for people and wildlife
• Increase the resiliency of the Central City
• Celebrate Portland’s civic and cultural life
• Design streets to be great places, like the Green Loop
# CC2035 Plan Components

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Ordinances and Resolutions

**Ordinance 1:** Volumes 1, 2A1, 2A2, 2B, 3A1, 3A2, 3A3, 3B, 4, 6  
CC 2035 Policies, Plan District Code, Willamette River code, TSP amendments, Scenic Resources, Public involvement

**Ordinance 2:** Volume 2A3  
CC2035 environmental and scenic code: outside of Central City

**Ordinance 3:** New Chinatown/Japantown Design Guidelines

**Ordinance 4:** CC2035 early implementation: US Post Office

**Resolution 1:** Volume 5A  
CC2035 Actions, Targets and Urban design diagrams

**Resolution 2:** Volume 5B  
CC2035 Green Loop concept
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## Today’s CC2035 Run of Show

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<td>2. FAR, Zoning, Bonuses/Transfers and Height</td>
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<td>6. Next Steps</td>
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FAR Changes
August 14, 2017

Legend
- Central City Plan Boundary
- Proposed FARs
- 3:1 For Industrial Office
- 6:1(9:1) to 8:1
- Apply a Maximum FAR

Amount of FAR increase
- 1
- 2
- 3
- 4

Bureau of Planning and Sustainability
Innovation, Collaboration, Practical Solutions.

City of Portland Oregon
Tom Wills, Mayor • Susan Aird, Director

\etree\FAR\increases\existing_to\proposed.mif\PRF\70014.mif
Proposed Base Zones

Central City Recommended Zoning

August, 2017

Legend
- Central City Plan District boundary
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1 Zone / EX Comprehensive Plan
- Area of Recommended change
- Area of Recommended change Comprehensive Plan only
Street and Development Character

Updates to existing standards:

▪ Building Setbacks

▪ Ground Floor Windows

▪ Ground Floor Active Uses

▪ Prohibit Drive Through Facilities
New FAR Bonus System

- Affordable housing: on site or pay into fund

- Riverfront Open Space bonus

- Industrial Ground Floor Space bonus

- Existing South Waterfront greenway/open space bonuses retained
New FAR Transfer System

- Historic Resource transfer: requires seismic upgrade
- Transfer within a Subdistrict
Central City Master Plans

Required Sites
• OMSI Station Area
• Clinton Station Area
• Blanchard Properties
• Main Post Office Site
• Lincoln High School

Voluntary Process
• Sites 160,000 sq. ft. or greater in area

Approval Criteria
• Building Massing
• Open Space Layout
• Circulation and Pedestrian Realm
Central City Height Considerations

1) Flexibility at difficult to develop and important locations (bridgeheads, riverfront)
2) Support major investments in infrastructure (transit mall)
3) Allow more height to use FAR where necessary
4) Only allow more height through use of bonuses
Continued...Central City Height Considerations

5) Preserving the character of historic districts
6) Adjusting heights for public views
7) Decreasing heights along the edges
Continued....Central City height considerations

8) Reducing shadows on parks, open spaces
9) Increasing access to light and air
Height Changes

Legend

- Central City Plan Boundary
- Maximum bonusable height boundary

Maximum Heights Comparison

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply a Maximum Height
- No Change in Maximum Height
Scenic Resources

The City protects public views from:

1. Viewpoints
2. View Streets
3. Scenic Corridors
4. Scenic Sites

The view must be from a right-of-way, park or other publicly-accessible location.
• Today, multiple views of Mt Hood from the waterfront

• Staff proposed to protect:
  • Salmon Springs
  • Tilikum Crossing

• PSC voted not to protect Salmon Springs because:
  • Height decreases from existing 100-200ft to 30-45ft
  • Significant impact on MLK/Grand corridor development
View of Mt Hood from Tilikum Crossing

- No height limits today due to industrial zoning
- Recommended height limits 60-90 ft in view corridor
- Large sites have opportunities to shift FAR and height out of view corridor
View of Vista Bridge from SW Jefferson Street

• Existing view with 30-45ft height limits

• SW Jefferson is a Commercial Corridor along Light Rail stop

• PSC voted to allow 75ft heights
View of Mt Hood from Japanese Garden

- Building heights in Central City won’t impact view (red box)

- Recommendation to allow tree removal (yellow box) with required tree replacement
Central City Historic Districts

Seven National Register Historic Districts are located in the Central City:

1. Skidmore/Old Town
2. Yamhill
3. Halprin Open Space
4. NW 13th Avenue
5. New Chinatown/Japantown
6. East Portland/Grand Ave
7. Irvington (partial)
Policy Approach

- Eliminate bonus height options in all Central City historic districts.

- Refine heights in two historic districts that have been listed in the National Register since the 1988 Central City Plan:
  1. East Portland/Grand Avenue
  2. New Chinatown/Japantown

- Retain existing FAR allowances for use on site or transfer using the historic resource transfer program.
East Portland/Grand Avenue

Existing

Recommended

Contributing
Non-contributing
Area eligible for general and housing height bonus
New Chinatown/Japantown

Existing

Recommended
New Chinatown/Japantown Historic District
Applying Design Guidelines for Alterations, Additions, and New Construction

The **TITLE** is in capital letters, bold, and uses an alpha-numeric prefix that relates to the framework described on the preceding pages. For example, Guideline B2: DESIGN OF ALTERATIONS is the second guideline of Section B, ALTERATION GUIDELINES.

The **BACKGROUND** statement outlines the reasons for the design guideline and the goals that the City wishes to achieve. The background statement also provides clarification among related or similar design guidelines or adds more detail to the guideline language. This information helps inform application of the guidelines, but does not serve as approval criteria.

The **DESIGN GUIDELINE LANGUAGE** serves as the actual approval criteria.

The **accomplished by** statements and photographs are provided to exemplify and illustrate how guidelines may be met. In many cases the descriptions are followed by pictures of examples. The accomplished by's and the examples must not be considered as the only possible design solutions. They are intended to stimulate new ideas and provide direction for designers and developers, but are not approval criteria.

**GENERAL GUIDELINES**

**B2: DESIGN OF ALTERATIONS**

**BACKGROUND:**
Proposed changes to the building should respect the original building style, especially retaining original bays and openings such as the historic storefront width and height.
Features or elements specific to a different historic architectural style, even one found in the district, should not be used.
Culturally authentic details such as parapet or other rooftop edge detailing, entryway surrounds, awnings, projecting balconies, signs, and other design elements which illustrate or suggest a building’s Japanese or Chinese affiliation may be appropriate depending on the changes’ impact on historic materials.

**GUIDELINE B2**

**DESIGN ALTERATIONS TO BE RESPECTFUL OF THE ORIGINAL STYLE, TYPE, AND DESIGN OF THE BUILDING.**

**Guideline B2 may be accomplished by:**
- Using contemporary building details which tie the building to its ethnic or cultural history, but don’t create a false sense of that history.
- Ensuring that architectural elements from other historic building styles are not unintentionally introduced.
- Integrating authentic design elements in ways that minimally impact the existing building’s historic materials and overall stylistic presentation.

The Overland Warehouse at 4th and Coit was rehabilitated to reach the historic pattern of window and storefront openings. Historic material were repaired and, where necessary, replaced with materials in keeping with the original. Images courtesy Emerald Architects.
Authentic Chinese and Japanese Design Elements
Preserving Historic Resources and Guiding Authentic and Compatible Change
Discussion
Willamette River

- Replace the 1988 Greenway Plan for the Willamette River Central Reach
- New Zoning Code Chapters in Volume 2A, Part 2
- Doesn’t apply to South Waterfront
River Setback

- Setback increased from 25ft to 50ft from top of bank
- Trail, viewing areas, gangways to docks, etc. allowed in setback
- Landscaping is required
New River Environmental Overlay Zone

• New River Environmental Overlay Zone

• Protects river, riverbanks and land within 50 feet

• Standards for trails, viewpoints, utilities, etc.

• River Review and mitigation required for significant impacts
Retail in Open Space

- Allow limited retail in Open Space
- Will help activate Governor Tom McCall Waterfront Park and Eastbank Esplanade
River-Related Uses

• **Refine the river-related definition** to include passenger waiting areas and security check points associated with marine passenger terminals.

• **Limit the total square footage** allowed in the setback.
Temporary Floating Structures

- Up to 8 small floating structures in Central Reach

- Only in Open Space

- Only in river during summer months

- Located beyond shallow water habitat
Discussion
Green Buildings

Supported by

• The Comprehensive Plan
• The Climate Action Plan
• The City’s Green Building Policy
Green Buildings

1. **Low Carbon buildings**: Buildings with over 50,000 sq ft are required to register with a third-party program.

2. **Bird-Safe glazing**: All new development required to use bird-safe glazing on the first 60 feet of a building with greater than 30% glazing.
3. **Ecoroofs**: New buildings with over 20,000 sq ft must have an ecoroof that covers 60% of the roof.

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**Figure 6.** Relationship between climate change mitigation and preparation. Source: Portland Bureau of Planning and Sustainability.
Discussion
Transportation

1) New Transportation System Plan (TSP) policies, maps and projects.

2) Simplify parking code, and allow for shared parking and more flexible operation of structured parking (Volume 2A)

3) Designate the Central City as a Multimodal Mixed-Use Area (MMA)

4) Project of regional significance: I-5 Broadway / Weidler Project
TSP Policies and Projects

Amendments to Comp Plan to add Central City specific:
• Policies and targets that support non auto use and good urban form
• 80% non auto commute mode split target by 2035

Street classifications changes:
• New Candidate TSP Projects that support growth and meet transportation goals
• Transit improvements at Rose Quarter and bridgeheads
• New bicycle and pedestrian projects
• Freight-focused improvements in the Central Eastside
Updates to Parking Code

- No minimum parking requirements and lowers parking maximums in each district
- Flexible regulations to share parking, resulting in less parking being built
- Prohibits new surface parking in most areas
- Fewer parking sectors and leaner regulations

Result: better urban form and less parking, while accommodating growth
Multimodal Mixed Use Area (MMA) Designation

*Central City 2035* includes ODOT’s concurrence on MMA designation:

• New State designation that **facilitates increases in density** and the buildout of the Central City

• Lifts the Transportation Planning Rule (TPR) automobile **congestion/mobility standards** that apply to the review of land use changes

• Safety standards on ODOT facilities only consideration
Broadway/Weidler
Project Needs

• Improve safety and operations on interchange
  • Highest freeway crash rates in the State
  • Short weaving sections

• Improve interface with local streets
  • Improve bike safety and mobility (Broadway in in High Crash Network)
  • Increase pedestrian connectivity

*The Rose Quarter area is ranked #36 on Federal Highway Administration list of top 50 freight bottlenecks in the U.S.*
Lloyd District 2035
8,000 New Housing Units and 9,000 New Jobs
Project Benefits: I-5 Freeway

• Roughly 50% reduction in crashes based on simulations

• Less congestion/delay as a result of fewer crashes

• Improved travel times at peaks, more reliability mid-day (important to freight)

• Shoulders allow disabled vehicles to be moved out of mainline traffic (and also allow access for emergency responders)
Project Benefits: Improved Local Streets

- Improved bike and pedestrian facilities in new overpasses
- Seismic upgrades to affected bridges
- Provides additional bike and pedestrian route choices for different types of riders
- More connectivity – better for development
- Creates better local street connections
- Lids create urban design opportunities
Discussion
Next Steps

September 7  
Public Hearings on **Ordinances 1, 4 and Resolutions 1, 2**

September 14  
Public Hearings on **Ordinances 2, 3**

Fall 2017  
Council Amendments

January 2018  
Vote (anticipated)

March 1, 2018  
Effective date (anticipated)
Cost Analysis information

- New policies add upfront costs w/o offsets
  - ~ 1% of Total Costs.
  - Low carbon adds ~$2,500
  - Eco-roof adds up to .7% to Total Costs
  - Bird safe adds up to .3% to Total Costs

- Feasibility much more affected by construction costs, lease rates, land values and financial costs.

- PSC already supported low carbon building certification policy.

- Additional cost of bird safe glazing acceptable for Central City projects.

- Questions remain about ecoroof cost impacts especially for frame construction buildings and/or industrial space.
Floor Area Ratio (FAR)

- 40,000 sq ft lot
- 6:1 FAR

- Historic building
- Remove historic building
- Allow more flexibility
THE GREEN LOOP IS ABOUT Organizing Growth