

NORTH MACADAM DISTRICT STREET PLAN IMPLEMENTATION AMENDMENTS

**Adopted by City Council
August 20, 1997**

Effective September 19, 1997

Ordinance No. 171522



**City of Portland
Bureau of Planning
1120 SW 5th Avenue, Room 1002
Portland, Oregon 97204**

Portland City Council

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Bruce Fong
Chris Kopca
Nancy Merryman
Linda Wisner

ACKNOWLEDGMENTS

Portland Bureau of Planning

Charlie Hales, Commissioner-in-Charge
David Knowles, Planning Director

Project Staff

Debbie Bischoff, City Planner
Jeff Joslin, Senior Planner
Carolyn Olson, Clerical Specialist
Cary Pinard, Program Manager
Geoff Sauncy, Graphic Illustrator
Stephanie Beckman, Community Service Aide
Mark Walhood, Community Service Aide

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North Macadam District Street Plan Implementation Amendments

**Amendments to: the Zoning Code, Willamette
Greenway Plan, and the Design Guidelines for the
North Macadam District of the Central City Plan**

**Bureau of Planning
Portland, Oregon
August , 1997**

For more information, contact
Debbie Bischoff
Portland Bureau of Planning
1120 SW Fifth Avenue, Room 1002
Portland, OR 97204

Phone: (503) 823-6946
Fax: (503) 823-5630
TDD: (503) 823-6868

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1. **Ordinance No. 171522, passed by City Council on August 20, 1997**
2. **Excerpts from the North Macadam District Street Plan including the Next Steps**
3. **Analysis of Development Potential: Existing with Recommended Street Plan Implementation Amendments**
4. **Section 33.510.215 of the Zoning Code**
5. **Section 33.510.225 of the Zoning Code**

SUMMARY AND RECOMMENDATION

Summary

The Bureau of Planning completed a City Council directive to implement the accepted North Macadam District Street Plan. This effort clarifies related regulations and policies and further implements the Street Plan. Planning staff reviewed three documents: the Portland Zoning Code (Central City Plan District section), the Willamette Greenway Plan and the Special Design Guidelines for the North Macadam District of the Central City Plan. Map and text amendments were recommended for City Council consideration. The Design and Planning Commissions previously considered these amendments at public hearings held in June and July 1997, and they made recommendations to City Council which are contained in a August 6, 1997 Recommended Draft. The City Council adopted these recommendations at a public hearing on August 13, 1997. These amendments are considered interim and may be revisited based on the results of an adopted North Macadam District Framework Plan, which began in July 1997.

Map revisions to the Central City Plan District of the Portland Zoning Code and the Special Design Guidelines for the North Macadam District of the Central City Plan, at a minimum, depict the accepted street network including accessways, for the North Macadam District. A revised public access map for the Willamette Greenway Plan includes new accessways that lead to the greenway. Additional map changes to Central City Plan District maps implement the street classifications and functions of key north-south and east-west multi-modal transportation corridors in the district. A main goal is to achieve an active street-level environment with pedestrian enhancements and a mixture of uses, similar to that of the downtown core of the Central City.

Text amendments clarify and implement the street plan. See Section 3 of this report related to the Special Design Guidelines for the North Macadam District of the Central City Plan. There are additional text amendments to the Central City Plan District section of the Portland Zoning Code. One involves deletion of the ultimate Floor Area Ratios (FAR) and Building Heights associated with a master plan requirement; along with deletion of the master plan requirement for the North Macadam District. These have been determined to be unnecessary due to existing code standards, policies, design guidelines, street plan and design review requirement that regulate all projects in the district. A new subsection of the Central City Plan District chapter relates to an Interim Transportation Review. This language replaces the infrastructure review section of the master plan requirement which has been deleted. It is interim until the districtwide framework plan is completed which will address transportation needs and improvements in greater detail. Another text amendment clarifies the title and purpose of the standard currently known as Required Retail Opportunity Areas

and includes a new standard which does not allow parking in areas that are designated to meet this standard in the North Macadam District.

The final Zoning Code text amendment and accompanying map is for a new bonus development opportunity: the Willamette Greenway Bonus Option. This is a way for projects along the greenway to provide public use greenspace and, in return, receive additional development potential equal to the amount dedicated. This square footage would be developed in addition to the maximum square footage permitted for the project.

Process

An initial set of proposals was drafted into two documents, a March 5, 1997 Discussion Draft and a March 26, 1997 Addendum to the Discussion Draft. The Discussion Draft package was distributed to interested citizens including property owners, developers, area residents (including representatives of the Corbett Terwilliger Lair Hill Neighborhood Association), City agency staff and others. Staff received public and agency comments and suggestions which were addressed where possible, in an April 17, 1997 Proposed Draft. Interested citizens and agency staff provided comments and suggestions on the April 17, 1997 Proposed Draft. The Design Commission reviewed the proposals made in Section 3 of the April 17th Proposed Draft at a public hearing on June 5, 1997. Revisions to this draft were made by staff in a revised Proposed Draft for the Planning Commission July 8th and 22nd public hearings. Bureau of Planning staff have met with and have spoken by telephone with participants of the local neighborhood association, the North Macadam Development Council, and agency staff throughout the project process.

At the June 5, 1997 public hearing, the Design Commission recommended that City Council adopt the amendments outlined in Section 3 of this report, related to map and text amendments to the Special Design Guidelines for the North Macadam District of the Central City Plan.

At the July 22, 1997 public hearing, the Planning Commission recommended that City Council take the following action:

1. Adopt the ordinance which:
 - Amends Title 33, Planning and Zoning Code as indicated in Section 1 of this report;
 - Amends the Willamette Greenway Plan as indicated in Section 2 of this report;
 - Amends the Special Design Guidelines for the North Macadam District of the Central City Plan as indicated in Section 3 of this report and as recommended by the Design Commission;

2. Adopt the Planning Commission Recommended Draft;
3. Direct the Portland Development Commission to address view corridors, active parks, development standards and uses adjacent to the Willamette Greenway, and floor area ratio definition in the North Macadam district as part of the agency's North Macadam District Framework Plan work program; and
4. Direct the Bureau of Planning to reconsider the Floor Area Ratio definition in the Zoning Code as part of the Region 2040 Implementation Program or the Code Language Improvement Project (CLIP).

At the August 13, 1997 public hearing, City Council adopted the above Planning Commission recommendations. They also directed staff to develop recommendations which increase the Willamette River Greenway setback and address building height limitations next to this setback.

BACKGROUND

The North Macadam District is part of the Central City Plan District. It is located on the west side of the Willamette River, south of the Marquam Bridge. This district is transitioning from a marine and industrial-related area to an urban scale mixed use district with housing, retail, commercial and office developments.

In the fall of 1996, the Commissioner-in-Charge asked the Office of Transportation to assess development issues, transportation service requirements and current policies and guidelines that apply to the North Macadam District. It was an effort that led to development of the North Macadam District Street Plan. The street plan emphasizes a balanced transportation system to support future growth and development in the urban scale Central City district. Key aspects of the plan are: to improve local and district street connectivity, identify primary transit corridors through the district, and provide enhanced bicycle and pedestrian accessibility, especially to and from the Willamette River Greenway.

On November 6, 1996, City Council unanimously accepted a report which was prepared by the City Engineer entitled, the North Macadam District Street Plan. The street plan is designed to support expected urban development in the district through the addition of new streets and multi-modal facilities that are integrated with current and future anticipated land uses. The plan identifies the location, dimensions and right-of-way requirements of future public streets in the district as well as multi-modal accessways to the Willamette River Greenway.

The North Macadam District Street Plan includes a section entitled, "Next Steps". In this section, the City Council directed City agencies to initiate actions to implement and enhance the street plan. Council charged the Bureau of Planning with a number of "Next Step" actions. See Appendix 1 for excerpts from the North Macadam District Street Plan including the list of "Next Steps".

With this report, the Bureau of Planning is completing its implementation of the North Macadam District Street Plan "Next Steps". The City Council has adopted map and text amendments to the Zoning Code, Special Design Guidelines for the North Macadam District of the Central City Plan, and the Willamette Greenway Plan, which are discussed in the next sections of this report.

DISCUSSION OF AMENDMENTS

In November 1996, City Council asked the Bureau of Planning to consider possible amendments to the Central City Plan District of the Portland Zoning Code, the Special Design Guidelines for the North Macadam District of the Central City Plan, and the Willamette Greenway Plan to implement the North Macadam District Street Plan. City Council also asked that the Bureau of Planning to initiate an amendment process which has been completed with the adoption of this report.

City Council also requested that the Bureau of Planning complete the following tasks at a minimum:

1. Refine zoning map lines as they relate to SW River Parkway and adjacent parcels;
2. Develop a building setback requirement for retail land uses fronting SW River Parkway to allow increased street activity;
3. Develop a parking access setback requirement to limit the impacts of vehicular traffic in the vicinity of the Greenway Trail. The street plan report recommends a 100 foot minimum distance; and
4. Revise the locations of the access routes to the Greenway Trail and make recommendations concerning the proximity of SW River Parkway to the Greenway Trail in the north end of the district.

This set of amendments responds to the Council directives as follows.

1. Refine zoning maps

All of the Central City Plan District Zoning Maps that relate to the North Macadam District are updated to include the planned street network and accessways. Map 510-2 (Maximum Floor Area Ratios) and Map 510-3 (Maximum Building Heights) are revised with distinct boundaries to be determined by the centerlines of existing and planned streets; including SW River Parkway.

2. Develop building setbacks for retail uses along SW River Parkway to promote increased street level activity

One amendment applies special building setbacks along SW River Parkway. Map 510-6 (Required Building Lines) is updated to depict a Required Building

line standard to projects along SW River Parkway (among other key corridors in the district). This standard seeks to create an urban pedestrian-oriented setting by requiring that most of a building's frontage locate at the property line or at a minimum of 12 feet from the front property line. This minimum setback will be used for street level activities such as an outdoor cafe.

There is the need to ensure and promote a mixed-use pedestrian-active and enhanced environment for this Central City district as set out in the street classifications and functions of the street plan. The street plan identifies key north-south (SW Moody, SW Bond, and SW River Parkway) and east-west (SW Arthur, SW Gibbs, and SW Bancroft) multi-modal corridors where enhanced pedestrian environments with street level activities and transit will be present. The use of certain development standards and bonus options, found elsewhere in the Central City are tools to establish an active, diverse, mixed-use environment in the North Macadam District.

In addition to Required Building Lines mentioned above, amendments described in this report address: Required Retail Opportunity Areas (retitled as "Active Building Use Areas"), Parking Access Restricted Streets and expanded Retail and Residential Bonus Area opportunities. These tools are generally to be applied to identified transportation corridors, including those listed in the above paragraph. The expressed purpose of promoting and enhancing pedestrian active streets is so that employees, residents and visitors to the district can reach work, shopping, and recreational destinations by foot, bicycle or transit, instead of by automobile. In doing so, there is a greater mixing of people and activities at the street/ground floor level.

3. Develop a parking access setback requirement within a recommended 100 foot vicinity of the Greenway Trail

One map amendment requires that parking lot accesses not be allowed within 100 feet of the western edge of the Willamette River Greenway Trail. See Parking Access Restricted Streets, Central City Plan District Map 510-9. In Section 3 of this report, there is an amendment to special design guideline **C1-1 Integrate Parking**, that calls for minimizing traffic movements and pedestrian conflicts near the Willamette River Greenway and accessways.

4. Revise the location of access routes to the Greenway Trail and make recommendations on the proximity of SW River Parkway to the Greenway Trail in the north end

The exact location of accessways to the greenway will be determined when specific projects adjacent to the greenway request development approval from the City. In terms of SW River Parkway alignment in the north end, there are no proposed solutions through map and text amendments in this amendment package. Planning Bureau staff is working with Office of

Transportation staff and one of the main property owners in the north end through a pre-application for development approval to resolve the SW River Parkway alignment near the Greenway Trail.

5. Other actions

A. DELETE ZONING CODE TEXT ON ULTIMATE FAR AND BUILDING HEIGHT REQUIREMENTS AND MASTER PLAN

City Council deleted this section of the Zoning Code as it relates to the North Macadam District. The existing Zoning Code provisions, special design guidelines, street plan, and design review process are comprehensive and adequate to evaluate development projects.

Amendments are made that permit the ultimate FARs and building heights, that were only achievable through a master plan be allowed without a master plan. This is to make up for development potential lost through street right-of-way dedications for the planned street network. Staff compared the maximum development potential with the amendments to the existing maximum development potential and found no net increase overall. The maximum development potential is basically unchanged with the adopted amendments. In addition, the maximum FARs and building heights reinforce a step-down in scale approach, where the tallest buildings will be near Interstate-5 (and the potential future Light Rail Transit corridor), decreasing building height to the Willamette River Greenway. This is consistent with the Central City Plan District and other policies.

B. NORTH MACADAM INTERIM TRANSPORTATION REVIEW

The City wants to ensure that needed transportation improvements and mitigation measures are identified and provided as more urban scale development occurs in the North Macadam District. The master plan requirement for reaching ultimate FARs beyond a 2:1 FAR (not including bonus densities) included an infrastructure (transportation) review. With its deletion, PDOT staff requested that a new section of the Central City Plan District of the Zoning Code be created (Section 33.510.253) for the purpose of replacing the current transportation review section under the master plan requirement. The threshold for review is similar to the existing threshold found in 33.510.255 of the Zoning Code; that is development proposals above the permitted base zone of 2:1 FAR (not including bonus options). On-site and off-site improvements and Transportation Demand Management Programs are the types of actions that may be conditions of approval based on a Transportation Impact Analysis. This requirement is regarded as interim until the North Macadam District Framework Plan is adopted. The Plan will identify and

detail transportation system needs and improvements to serve future development of the district.

C. WILLAMETTE GREENWAY BONUS OPTION

This option will be available to all projects next to the Willamette River Greenway that dedicate a minimum amount of land adjacent to the greenway for public use as greenway open space. The property owner/developer will be eligible to receive an additional square foot of development for every square foot dedicated as a greenway easement. This is in addition to the total amount of development allowed for a project without the dedication, not to exceed the maximum allowable building height requirement.

This bonus option is a means to expand public open space opportunities along the greenway, which currently requires a minimum 25 foot setback area. The Greenway Trail will be well used as a local and regional transportation corridor for bicyclists and pedestrians. An enhanced greenway area will more adequately serve the anticipated population of residents, employees and visitors in the district who desire to enjoy this regional park and transportation corridor.

D. AMEND TITLE AND CLARIFY PURPOSE OF REQUIRED RETAIL OPPORTUNITY AREAS.

The title of Section 33.510.225 of the Zoning Code has been retitled from "Required Retail Opportunity Areas" to "Active Building Use Areas". In addition, new text is added to the Purpose Statement to clarify the intent of the standard. The public consistently misunderstands this standard (due to its title) in thinking that retail uses are required on the ground floor of buildings identified on the Central City Plan district map to meet the standard. In actuality, the standard, which has not been changed, requires certain construction dimensions for the ground floor of buildings to encourage the location of street-level pedestrian-oriented building uses. Retail may be one of those uses but it is not the only use that is allowed.

A new subsection (D) is added to restrict parking on the ground floor, where active building use standards are required in the North Macadam District.

E. TEXT AMENDMENTS TO THE SPECIAL DESIGN GUIDELINES FOR THE NORTH MACADAM DISTRICT OF THE CENTRAL CITY PLAN

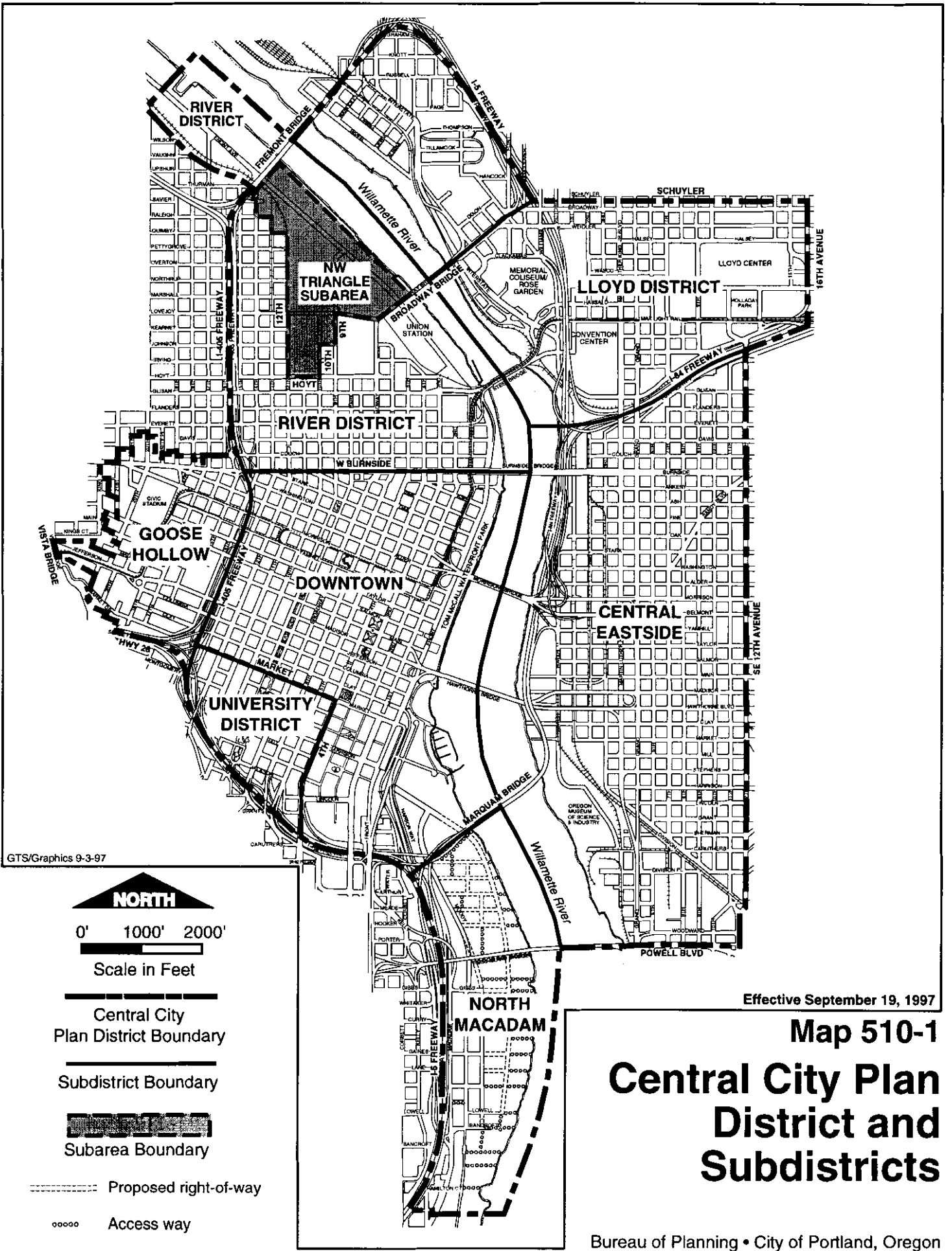
There are several minor map and text amendments to the Special Design Guidelines for the North Macadam District of the Central City Plan that describe the North Macadam District Street Plan, seek to implement the street plan, and clarify terminology such as walkways and accessways. A new special design guideline **A4-4 Coordinate with River Parkway Treatment** has been added, to set forth the notion of a unique character for this local north-south corridor near the Willamette River Greenway. This includes consistent design treatment along the parkway. This special design guideline, when combined with the Office of Transportation's concept design for SW River Parkway, will be the means to ensure that SW River Parkway develops as a distinctive and attractive, pedestrian-friendly amenity in the district.

**SECTION 1:
ADOPTED CENTRAL CITY PLAN DISTRICT
ZONING CODE MAP AND TEXT
AMENDMENTS**

Commentary

The North Macadam District Street Plan identifies north-south and east-west street rights-of-way and accessways to complete the district's multi-modal transportation network. All of the south segment Central City Plan District maps found in Chapter 33.510 of the Zoning Code, are updated to show the underlying street network including accessways from the accepted district street plan. Street rights-of-way and accessways are denoted differently on the base map than existing streets.

Maps 510-1 through 510-9 are updated to show the new street pattern of the district street plan. Further revisions of Maps 510-2 through 510-4, 510-6, 510-7 and 510-9 are revised and discussed later in this report.

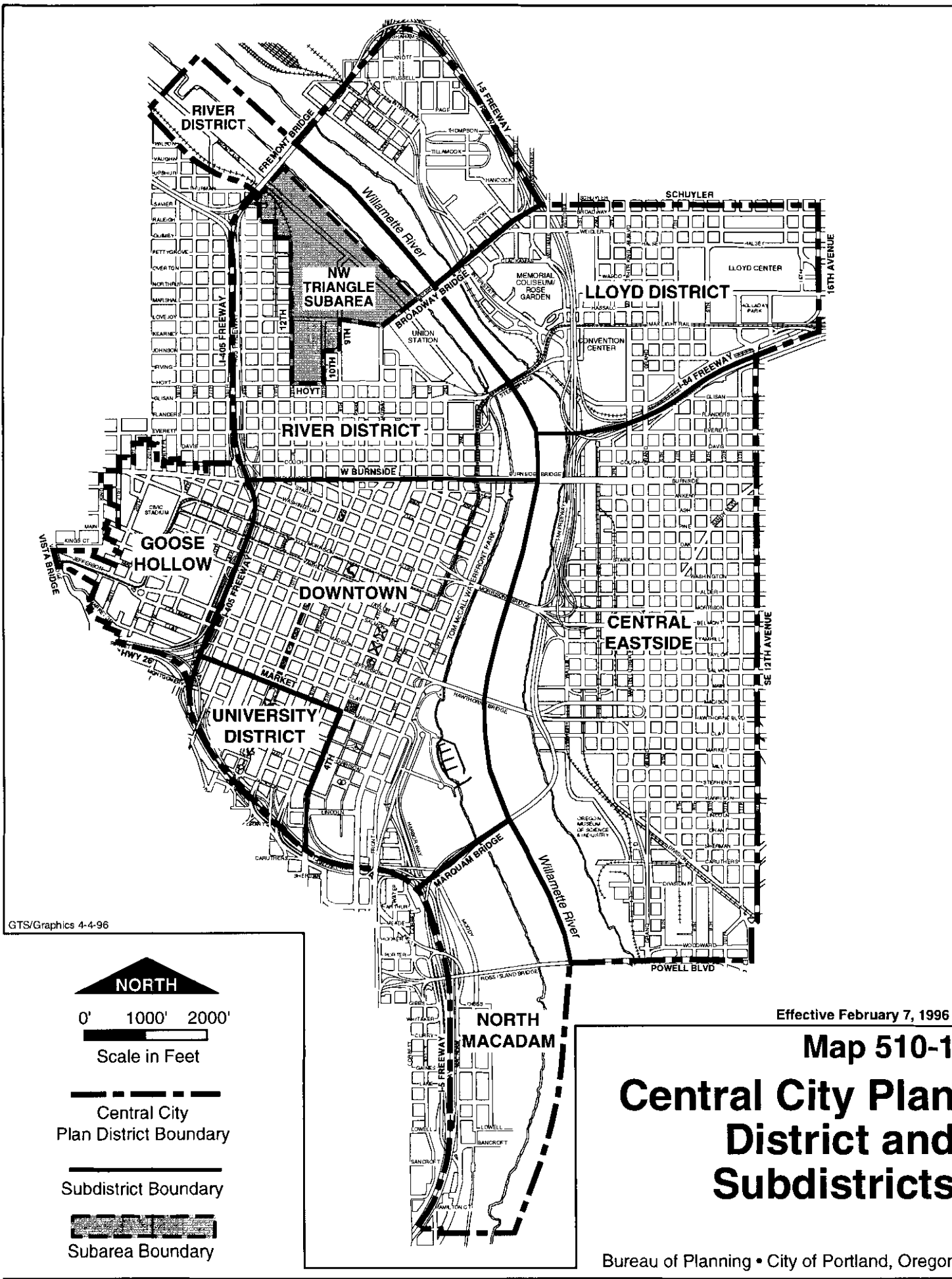


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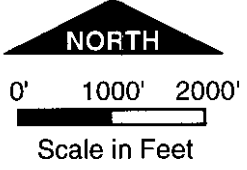
Effective September 19, 1997

Map 510-1 Central City Plan District and Subdistricts

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GTS/Graphics 4-4-96

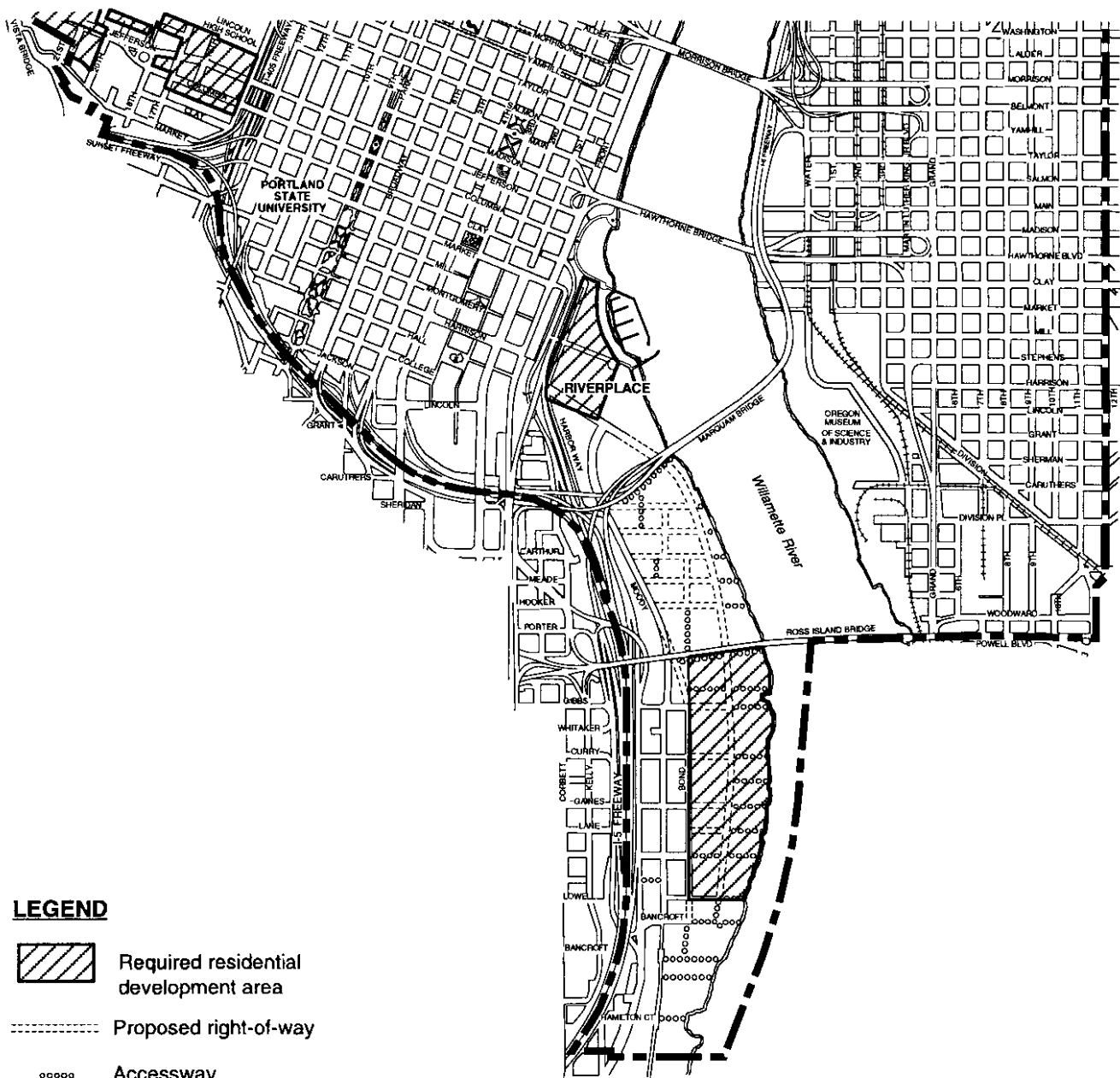


- Central City Plan District Boundary
- Subdistrict Boundary
- Subarea Boundary




Effective February 7, 1996

Map 510-1 Central City Plan District and Subdistricts

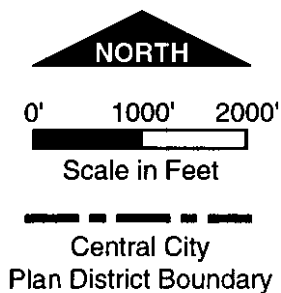
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LEGEND

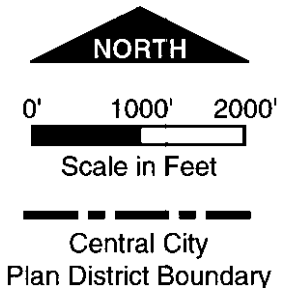
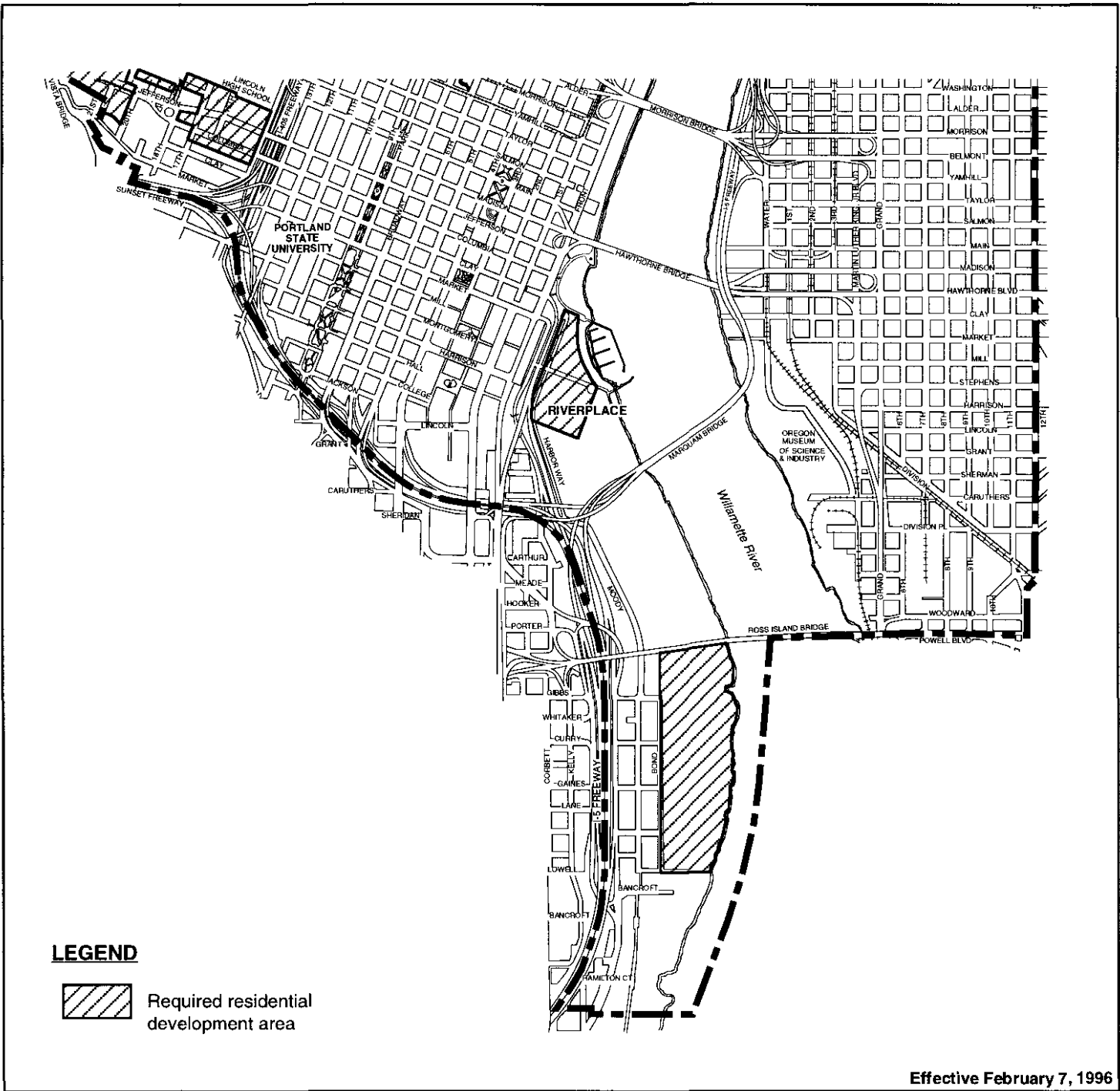
-  Required residential development area
-  Proposed right-of-way
-  Accessway

Effective September 19, 1997



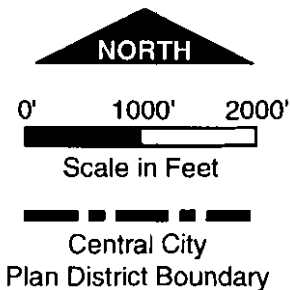
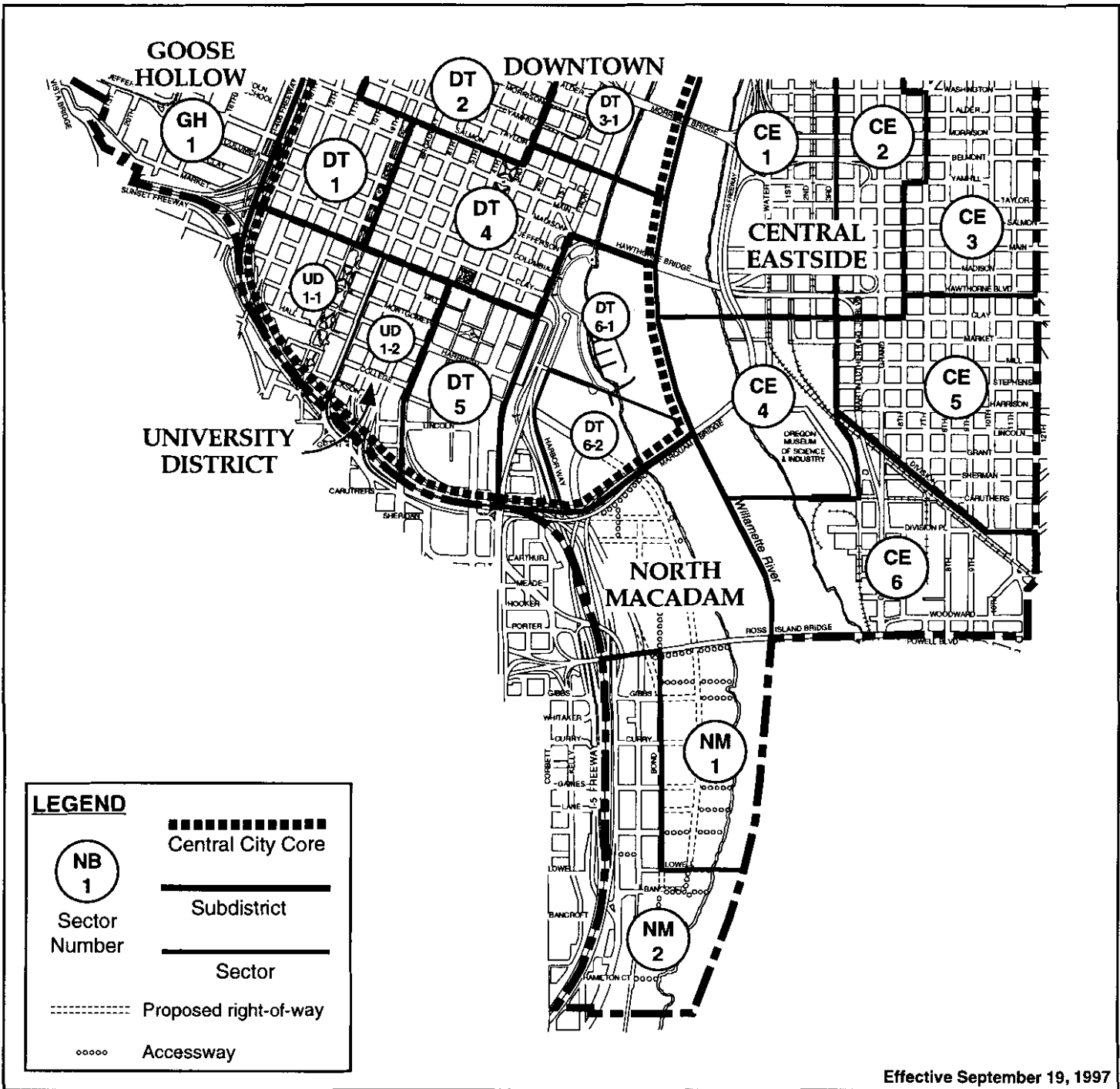
Map 510-5 Required Residential Development Areas

Map 2 of 2



Map 510-5 Required Residential Development Areas

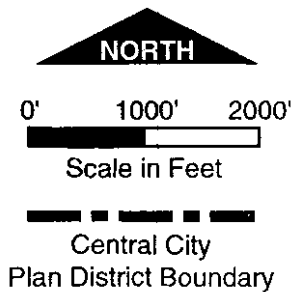
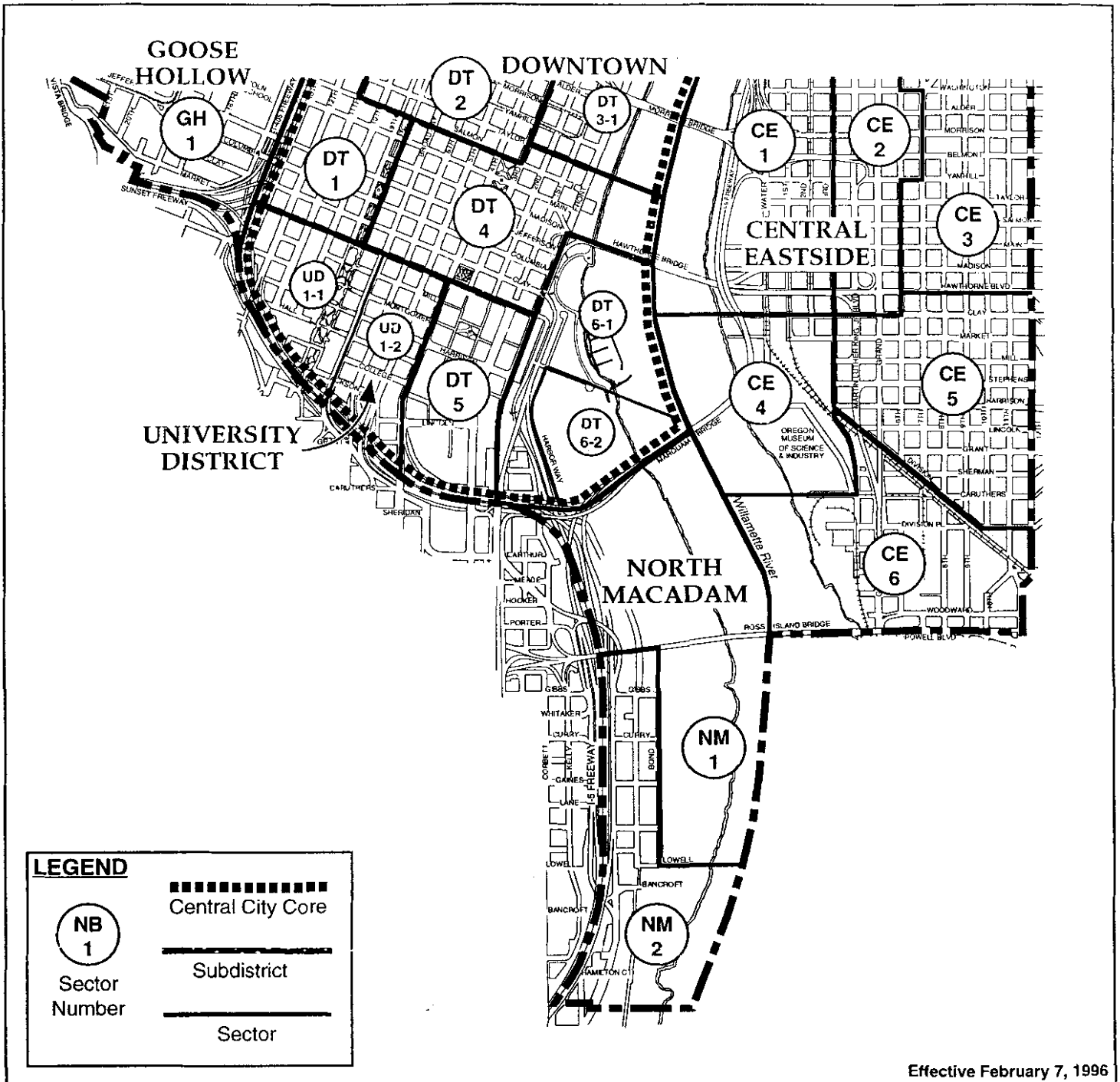
Map 2 of 2



Map 510-8

Core and Parking Sectors

Map 2 of 2



Commentary

Staff evaluated the existing Maximum Floor Area Ratio (FAR) boundaries (Zoning Code Map 510-2) with the new planned street network for the district, and two related issues were considered. One was the relationship between the current FAR boundary lines and the existing and future rights-of-way. The FAR boundary lines are adjusted to use the centerlines of the streets.

The second issue was whether there would be a significant loss of development potential for property owners in the district with smaller block pattern created by new street connections (additional right-of-way dedications). Staff evaluated this issue looking at height and bulk limitations.

The results of this review are that additional FAR can be provided to mitigate the impacts of street plan implementation in the North Macadam district. See Appendix 2 for Analysis of Development Potential. This will be accomplished by deleting the ultimate floor area ratio and maximum height master plan requirements and by furthering a step-down approach to intensity, delineated by the street plan rights-of-way centerlines. Section 33.510.255 of the Zoning Code details the Central City Master Plan requirements.

The master plan requirement of Section 33.510.255, as it relates to the ultimate FARs and building heights in the North Macadam District, is deleted. This is because there are adequate review standards, process and guidelines within the Central City Plan District regulations, the Special Design Guidelines for the North Macadam District, and the required design review process, which apply to all properties under development consideration. The only exception is that the Central City Master Plan section of the code relating to transportation reviews will no longer apply to developments above a 2:1 FAR or 5:1 FAR with bonus options used.

The ultimate FARs are now recognized as maximum FARs, which are subject to the previously mentioned regulations, guidelines and review process. The maximum FAR boundary areas are modified to correspond to the new street network. A property owner in the district could still seek approval through a master plan process but it would not be required to reach the maximum FAR and building height for that property.

Additionally, Sections 33.510.200.D. and 33.510.205.C. of the Zoning Code are deleted since they relate to ultimate floor area ratio and building height standards that are uniquely applied to the North Macadam subdistrict of the Central City Plan District.

As a result of the deletion of the Central City Master Plan requirement associated with ultimate FARs and transportation reviews, there is a new section of the Central City Plan District chapter to reapply transportation reviews for development proposals of a certain size in the North Macadam District. An infrastructure review would be required to identify and link each phase of project development with the services necessary to meet the service needs. The application of this review would be consistent with the existing requirement.

The North Macadam Interim Transportation Review sets forth the purpose, applicability, transportation impact analysis requirements, review procedure and approval criteria. It is not the intent of this amendment to alter the current development potential or currently required transportation analysis in the district. It is the intent for identified transportation needs to be addressed as part of development approval in this district. This Type II administrative review will be required until the North Macadam District Framework Plan is adopted by the City Council. The Plan will address transportation needs and improvements in greater detail and outline a phasing strategy to serve future anticipated development in the district.

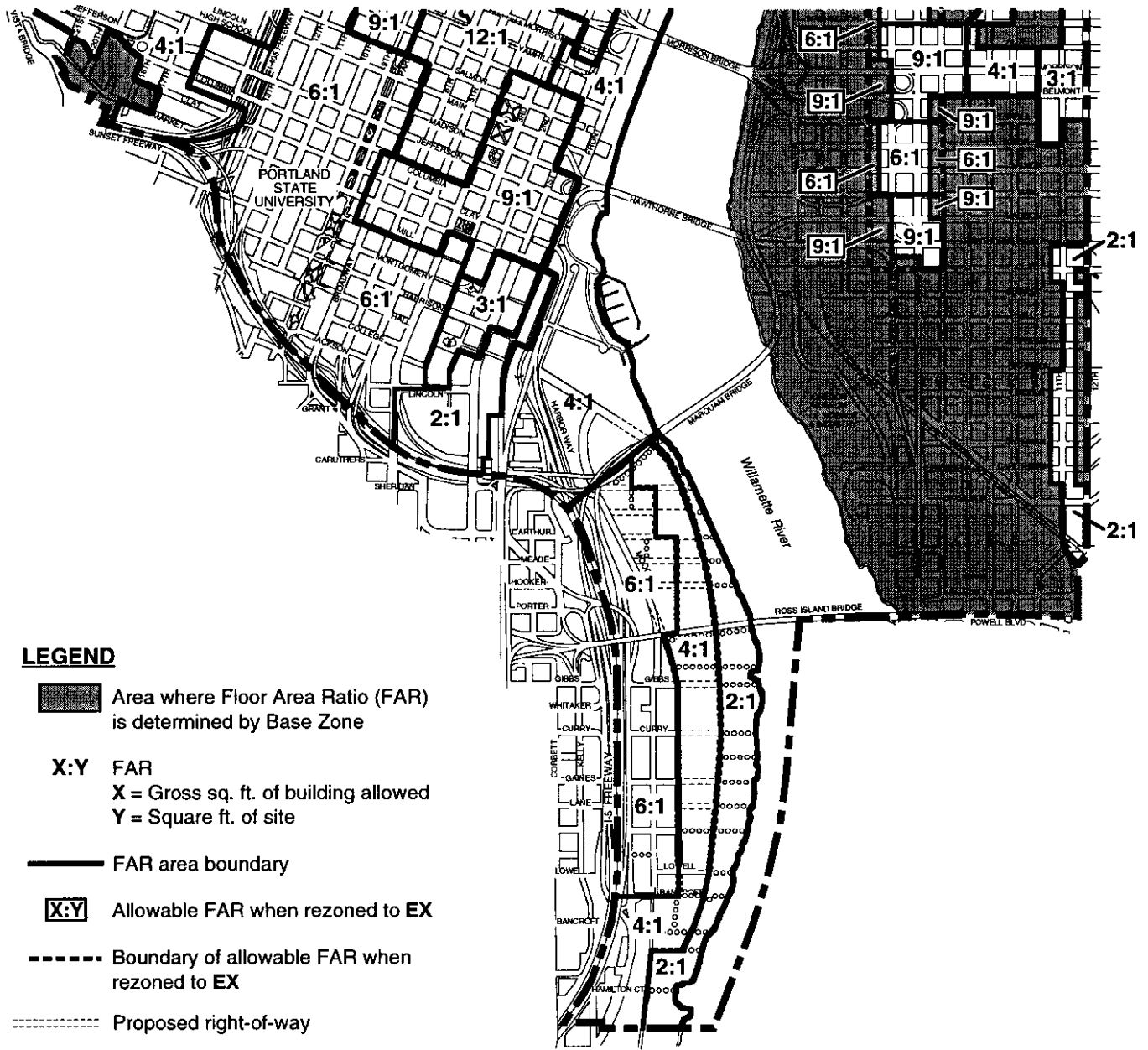
The revised Map 510-2 (and 510-3) demonstrates the approach to intensity of stepping-down in scale from Interstate-5, east to the Willamette River Greenway. This approach implements the goals, objectives and policies of the Special Design Guidelines of the North Macadam District and the Central City Plan. It is also supportive of the future South-North Light Rail Transit line which may locate along SW Moody Avenue in the district.

Additionally, there are approved development bonus options in the Central City Plan District (Retail and Residential), including a new bonus option in this amendment package (Greenway Bonus Option). Bonus options allow additional floor area development in exchange for the provision of a particular use or amenity. These options also add development potential to properties in the district. An important caveat to this discussion is that developed FARs cannot exceed maximum building heights. The adopted maximum building heights are consistent with the changes to the maximum FARs and reflect the step-down in scale approach from Interstate-5, east to the Willamette River Greenway. See commentary and map amendment for Maximum Building Heights (Map 510-3).

The City Council did ask staff to review the maximum building height (and building location) adjacent to the Willamette River Greenway setback, as a special follow-up assignment to these amendments.

No substantive changes were made to the boundary area of the current Required Residential Development Area. The boundary area was tied to Lowell Street on its southern boundary. The line adjusted with the 75 foot realignment of Lowell Street to the north. Residential development will occur in the district and should satisfactorily achieve the anticipated housing target. This will be accomplished through the existing Required Residential Development Area, the Residential Bonus Option, and the construction of residential development as a permitted use (along with non-residential uses) under the Central Commercial (CX) zone.

Overall, the boundaries for the Maximum FARs in the North Macadam District reflect the step-down approach with the highest potential FARs closest to Interstate-5, and transitioning to lower intensities, near the Willamette River Greenway. There is no net increase in maximum development potential in the North Macadam District with the new street network and amendments adopted in this package.



LEGEND



Area where Floor Area Ratio (FAR) is determined by Base Zone

X:Y FAR

X = Gross sq. ft. of building allowed
Y = Square ft. of site

— FAR area boundary



Allowable FAR when rezoned to EX

- - - - - Boundary of allowable FAR when rezoned to EX

..... Proposed right-of-way

ooooo Access way

Effective September 19, 1997



0' 1000' 2000'



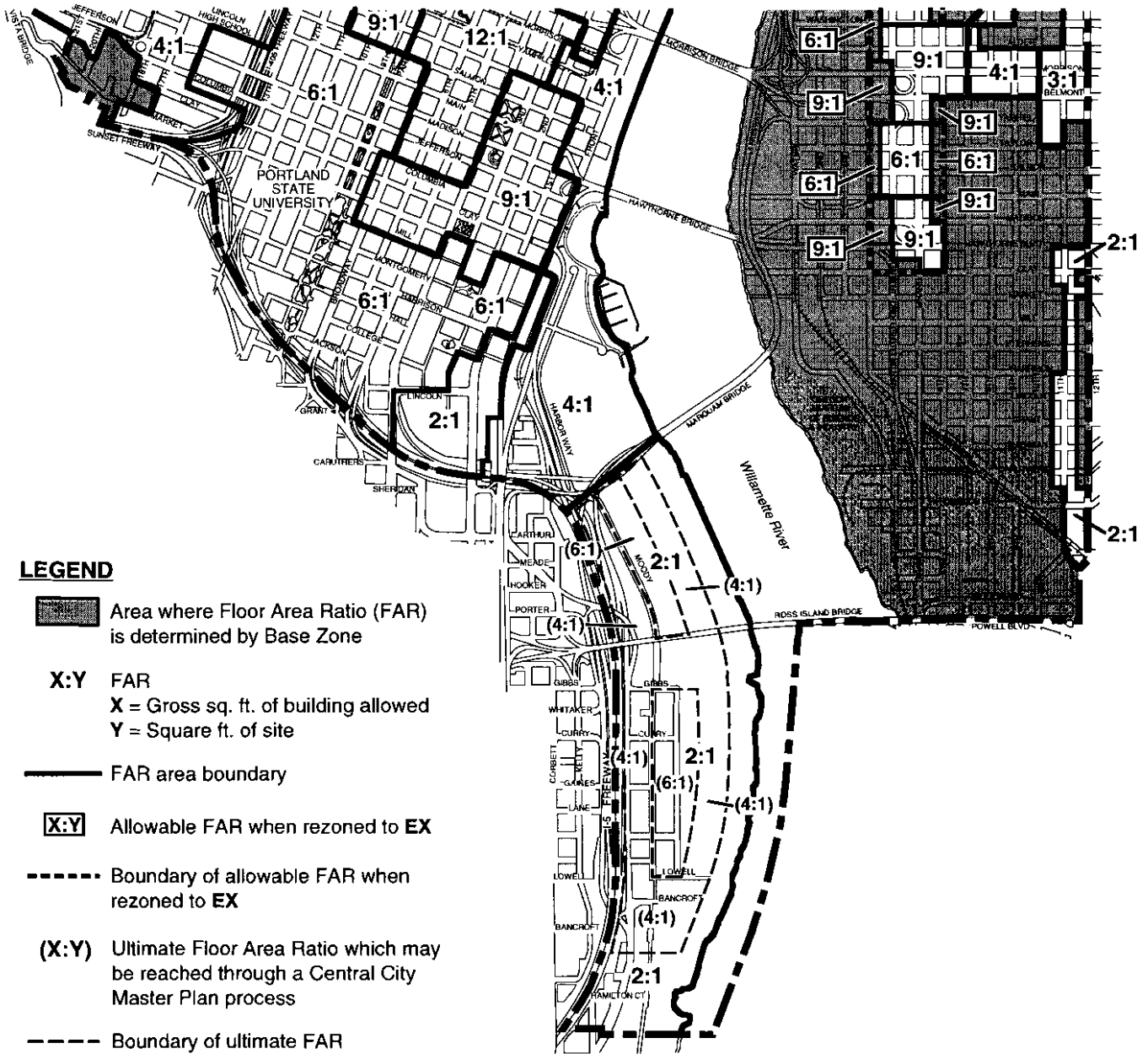
Scale in Feet



Central City
Plan District Boundary

Map 510-2 Maximum Floor Area

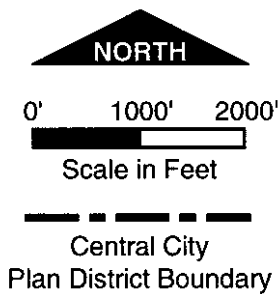
Map 2 of 2



Effective January 8, 1997

Map 510-2 Maximum Floor Area

Map 2 of 2



Text Changes to Section 33.510.200 of the Zoning Code

33.510.200 Floor Area Ratios

- A. Purpose.** The maximum floor area ratio (FAR) standards are intended to accomplish several purposes of the Central City Plan. These include coordinating private development with public investments in transportation systems and other infrastructure, limiting and stepping down building bulk to the Willamette River, residential neighborhoods, and historic districts. While consistent with these purposes, the floor area ratios are intended to be the largest in the Portland region.
- B. Floor area ratio standard.** The maximum floor area ratios for all sites in the Central City plan district are shown on Map 510-2 at the end of this chapter. Floor area ratios greater than shown on Map 510-2 are prohibited unless allowed by Subsections D., E., or F. below, or by 33.510.210.

The minimum floor area ratio for all sites in the Goose Hollow subdistricts is 1 to 1.

- C. Limit on increased floor area.** In situations where FAR increases are allowed, increases more than 3 to 1 above those shown on Map 510-2 are prohibited.
- ~~**D. Ultimate floor area ratio.** The ultimate FAR is a higher FAR than normally allowed. Only areas identified on Map 510-2 as having an ultimate floor area ratio may be eligible for this increase, as part of a Central City master plan. See 33.510.255, Central City Master Plans. Areas eligible for the ultimate floor area ratio are also eligible for the FAR bonus options of 33.510.210.~~
- E. Transfer of floor area within a project.** In the CX and EX zones, floor area, including bonus floor area, may be transferred between abutting lots within a site or sites being developed jointly. This also applies to lots within a site which would be abutting but for a right-of-way. Floor area transfers are subject to the following restrictions:
1. If the site is within the Downtown subdistrict as shown on Map 510-1, floor area may be transferred between abutting lots within a site or sites being developed jointly provided the lots are within the same block. Floor area transfers across rights-of-way are prohibited in the Downtown subdistrict.
 2. Buildings on each site may not exceed the height limit established for that site by the regulations of this chapter;
 3. If bonus floor area is included in the transfer, those facilities to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit for the other lot; and
 4. The property owner(s) must execute a covenant with the City which is attached to and recorded with the deed of both the lot transferring and the lot receiving the floor area reflecting the respective increase and decrease of potential floor area. The covenant must meet the requirements of 33.700.060.
- F. SRO housing transfer of floor area.**

1. Purpose. Transfer of floor area ratio potential from sites occupied by single room occupancy housing (SROs) is allowed in order to encourage the development of new SROs and reduce market pressure for removal of existing SROs.
2. Allowable floor area transfers.
 - a. The owners of qualifying sites may sell the rights to their unused floor area potential. The rights to the floor area may be used anywhere in the Central City plan district.
 - b. Floor area increases transferred to a site are limited to that allowed by Subsection C. above.
 - c. The SRO property owner must execute a covenant with the City which reflects the decrease of potential floor area. The covenant must require future continuation and maintenance of the SRO housing in conformance with the standards of this subsection. The covenant must meet the requirements of 33.700.060.
3. Qualifying SRO projects and restrictions.
 - a. Vacant, existing, and new SRO housing developments located in a CX or EX zone qualify for the floor area transfer. Vacant, existing, and new SRO housing developments located in the RX zone qualify for the floor area transfer if the sending and receiving sites are located in the RX zone, or if the sending site is within the RX zone and the receiving site is in the CX or EX zone. At least 60 percent of the floor area of the SRO structure must be used for housing.
 - b. For existing SRO housing, the building must be in full compliance with the building code at the time of transfer of the development rights. If not, the structure must be brought into compliance before an occupancy permit is issued for a development using the transferred floor area.
 - c. For proposed new SRO housing, the excess floor area rights may be transferred prior to construction if done as part of a development proposal to which the floor area is being transferred. The SRO units must receive an occupancy permit in advance of issuing an occupancy permit for any other part of the development.
 - d. The SRO structure may not be demolished or converted to other uses unless the number of SRO units lost will be replaced either on the site or at another location in the Central City plan district. SRO units being provided at another site must receive an occupancy permit in advance of issuing an occupancy permit for a new use on the former SRO site or issuing a demolition permit for the site. In addition, the decreased floor area potential on the SRO site continues.

Text Changes to Section 33.510.205 of the Zoning Code

33.510.205 Height

- A. Purpose.** The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City.
- B. The height standard.** The maximum building height for all sites in the Central City plan district is shown on Map 510-3 at the end of this chapter. Heights greater than shown on Map 510-3 are prohibited unless allowed by Subsections C. through F. below or by 33.510.210.D. or E.
- ~~**C. Ultimate height.** Ultimate height is a higher building height than normally allowed. Only areas identified on Map 510-3 as having an ultimate height may be eligible for this increase, as part of a Central City master plan. Ultimate height limits do not apply to the bonus height standards. See 33.510.265, Central City Master Plans.~~
- D. Performance standard for sites adjacent to designated open spaces.**
1. Eligible sites. Building heights to the south and/or west of certain areas designated Open Space on the Comprehensive Plan map may be increased above the limits specified on Map 510-3. Sites eligible for this standard are shown on Map 510-3.
 2. The performance standard. Building heights may be increased if the amount of shadow cast by the proposed building on the adjacent open space will be less than or equal to the shadow that would result from an allowed building constructed to the maximum height shown on Map 510-3. The shadow from an allowed building is based on the shadow that would be cast by a structure covering the entire site at the height limit of Map 510-3. Shadows must be analyzed for noon and 3:00 p.m. on April 21 to determine compliance with this provision.
 3. Limit on the height increase. Increases in height are prohibited in either of the following situations:
 - a. The development projects into an established view corridor, or
 - b. The development does not project into an established view corridor, but results in buildings over 460 feet in height.
- E. Performance standard for sites adjacent to historic districts.** Building heights on blocks adjacent to the Yamhill and Skidmore Fountain/Old Town Historic Districts may be increased above the limits stated on Map 510-3. Requests for the increases are reviewed as part of the design review process.
1. The development proposal must comply with all of the following standards.
 - a. The site encompasses a single block which is subject to two different height limits, and the block is adjacent to but not part of a historic district.

- b. The project does not include removal of any historical landmarks and no historical landmarks were cleared from the site during the 60 months prior to the date of application for the exception.
 - c. Historical landmarks on the site are preserved and restored as part of the proposed project.
 - d. A building wall, called the "street wall," must be constructed abutting the street lot line facing the historic district. Street walls must extend along the entire frontage facing the historic district. When the project's frontage on its block is larger than the historic district's frontage on the facing block, the street wall must extend 25 feet beyond the end of the historic district .
 - e. The street wall must be at least 30 feet in height or equal to the distance of the horizontal encroachment into the area regulated by the lower height limit, whichever is more. However, portions of the building that front the historic district may not exceed 75 feet in height within 25 feet of the street lot line.
 - f. The existing building wall of an historical landmark incorporated into the project is exempt from the requirements of Subparagraphs d. and e. above.
 - g. Portions of the structure located behind the street wall must comply with the required retail opportunity provisions of 33.510.225;
 - h. The project may not result in a building that exceeds a maximum height of 250 feet or the higher of the two height limits on the block, whichever is lower.
2. Approval of a height increase based on this subsection in no way limits the ability of the review body conducting design review to require reconfiguration of the building's design, including lowering the height of the building or reducing the amount of the increase. The review body will base its review on application of both the general design guidelines applicable to the area, and the subdistrict guidelines applicable to the adjacent historic district.
 3. Adjustments to requirements and standards of this subsection are prohibited.

F. Open space height transfers.

1. Purpose. These regulations provide an incentive for the creation and development of needed open space in the Central City plan district.
2. Requirements for open space areas eligible for the height transfer.
 - a. The proposed open space area must be in the Central City plan district. If the open space is at a Proposed Open Space location, as shown on the Central City plan map, the site is eligible by right. If the site is not a Proposed Open Space location, the site is subject to the review requirements stated in Paragraph 4. below. Open space sites resulting from the Northwest Triangle open area requirement are not eligible for the height transfer.

- b. The area designated for the open space must be dedicated to the City as a public park. The minimum size of the open space must be a full block at least 35,000 square feet in size. However, the open space may be 20,000 square feet in size if located along the alignment of the North Park Blocks.
 - c. All park improvements must be made by the applicant prior to dedication to the City. The improvements to the park are subject to a major design review using the specific area's design guidelines. The Park Bureau will provide advice to the Design Commission.
3. Amount of height potential that can be transferred. The allowed height at the proposed open space site shown on Map 510-3 may be transferred within the Central City plan district consistent with the limits stated below.
- a. The maximum amount of height that may be transferred is 100 feet. The transfer may only be to a site eligible for a height bonus as shown on Map 510-3. Increases in height that result in buildings greater than 460 feet or which are higher than an established view corridor are prohibited. The transferred height may not be used in addition to any allowed bonus heights of 33.510.210
 - b. The open space improvements must be approved and the site dedicated to the City before the issuance of building permits for the building receiving the increased height.
4. Reviews for sites not designated Proposed Open Space on the Central City plan map.
- a. Procedure. The review is processed with a Type III procedure.
 - b. Approval criteria. The proposed open space site will be approved for the height transfer if the review body finds that the applicant has shown that all of the following approval criteria are met:
 - (1) The proposed site will help to alleviate an area's identified projected future open space deficiency. This determination is based on such things as proximity to parks, proximity to people living or working in the Central City plan district, and how the site relates to the Central City plan's park and open space system (covered in Policy 8 of the plan);
 - (2) The proposed improvements on the open space site are consistent with the design guidelines for the area; and
 - (3) The Park Bureau approves of the site.

Text Changes to Section 33.510.255 of the Zoning Code

33.510.255 Central City Master Plans

- A. Purpose.** The Central City master plan adds development potential and flexibility for projects in specified areas. The additional development potential and flexibility is possible because the plan is used to demonstrate that the policy objectives of the Central City Plan and the public service needs of the area are addressed. The Central City master plan is an option; it is not a requirement. A Central City master plan may also be created through a legislative process initiated by the City.
- B. Flexibility achieved.** An approved Central City master plan allows additional flexibility in any of the following situations:
- ~~1. Allows development to reach up to the ultimate heights and floor area ratios shown on Maps 510-2 and 510-3 at the end of this chapter;~~
 21. Allocates allowed floor area to individual development sites which will not remain in the same ownership;
 32. Defers the building of any required housing; or
 43. Allows the development of required housing at a location outside of the required residential development area.
- C. Central City master plan contents.** In addition to the general application requirements for land use reviews, Central City master plans must contain the information listed below, as relevant to the area and proposal.
1. Floor area ratio. The plan must show the amount of allowable floor area which is to be assigned to each lot. Floor areas greater or less than shown on Map 510-2 may be assigned on a site-specific basis. The total combined floor area for all sites in the plan area must be within the maximum allowed for the plan area before any allocations. Floor area transfers outside of a master plan area is prohibited.
 2. Infrastructure capability. The adequacy of infrastructure must be addressed in two situations. ~~First, if there is a proposal to increase the floor area above the base FAR of Map 510-2 in areas eligible for ultimate FAR. Second,~~ if there is a proposal to shift allowable floor area between separate development sites. The plan must identify and link the development of each phase of the project to the provision of services necessary to meet the infrastructure service needs of the development associated with that phase.

New Section 33.510.253 of the Zoning Code

33.510.253 North Macadam Interim Transportation Review

- A. Purpose.** The purpose of the North Macadam Interim Transportation Review is to ensure that needed transportation improvements and mitigation measures are implemented when a use intensifies beyond a certain size. This section will be in effect until adoption of the North Macadam District Framework Plan. The review is intended to look at transportation system impacts adjacent to the site, and on nearby streets and state highways. The review ensures that physical improvements and other mitigation measures are required as part of development approval in order to reduce the impacts of site-generated traffic on the surrounding area and to take advantage of public and private investments in the central city subdistrict.
- B. Applicability.** The North Macadam Interim Transportation Review applies to development in the North Macadam Subdistrict of the Central City Plan District as shown on Map 510-1.
- C. When the North Macadam Interim Transportation Review is Required.** Except as provided in subsection D. below, proposals for new development or alterations to existing development that are over an FAR of 2:1 must go through the North Macadam Interim Transportation Review. Floor area that is allowable through bonus provisions in Section 33.510.200, Floor Area and Height Bonus Options, are not included in the 2:1 FAR threshold. For example, a proposal for new development at a 5:1 FAR, using 3:1 FAR from the bonus options, is not subject to the North Macadam Interim Transportation Review.
- D. Exempt from North Macadam Interim Transportation Review.** Proposed developments 30,000 square feet or less in size are exempt from the North Macadam Interim Transportation Review.
- E. Transportation Impact Analysis Required.** In addition to the application requirements of Section 33.730.060, a Transportation Impact Analysis is required as part of an application for North Macadam Interim Transportation Review. The methodology and scope of the Transportation Impact Analysis must be approved by the Portland Office of Transportation prior to the application being submitted. The Transportation Impact Analysis must at a minimum address the following:
1. Description of proposed development;
 2. Description of existing area uses and conditions and definition of the study area;
 3. Traffic forecasts and distribution;
 4. Primary traffic access routes to and from the site including the nearest State highways;
 5. Evaluation of impacts on street function, capacity, and level of service;
 6. Evaluation of impacts on on-street parking;
 7. Evaluation of access requirements;

8. Evaluation of impacts on transit operations and movements;
9. Evaluation of impacts on pedestrian and bicycle routes and safety;
10. Evaluation of impacts on the immediate and adjacent neighborhoods; and
11. Proposed mitigation measures including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways.

F. Review Procedure. North Macadam Interim Transportation Review is processed through a Type II procedure.

G. Approval Criteria. The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

1. The development is consistent with the North Macadam District Street Plan;
2. The transportation system is capable of supporting the proposed development in addition to the existing uses in the area as shown by the Transportation Impact Analysis;
3. A transportation demand management plan is proposed which includes measures to reduce the number of trips made by single-occupant vehicles during the peak commuting hours;
4. Adequate measures to mitigate on- and off-site transportation impacts are proposed. These measures may include, but are not limited to the following: transportation improvements to on-site circulation, street dedications and improvements, intersection improvements, transit stop improvements, and reduction in the number of parking spaces to support the transportation demand management plan; and
5. 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 at each phase of the development, if development is phased.

Commentary

Staff evaluated existing maximum building heights in the North Macadam District with the accepted district street plan. This was done to identify any changes to boundary lines given the new street network configuration.

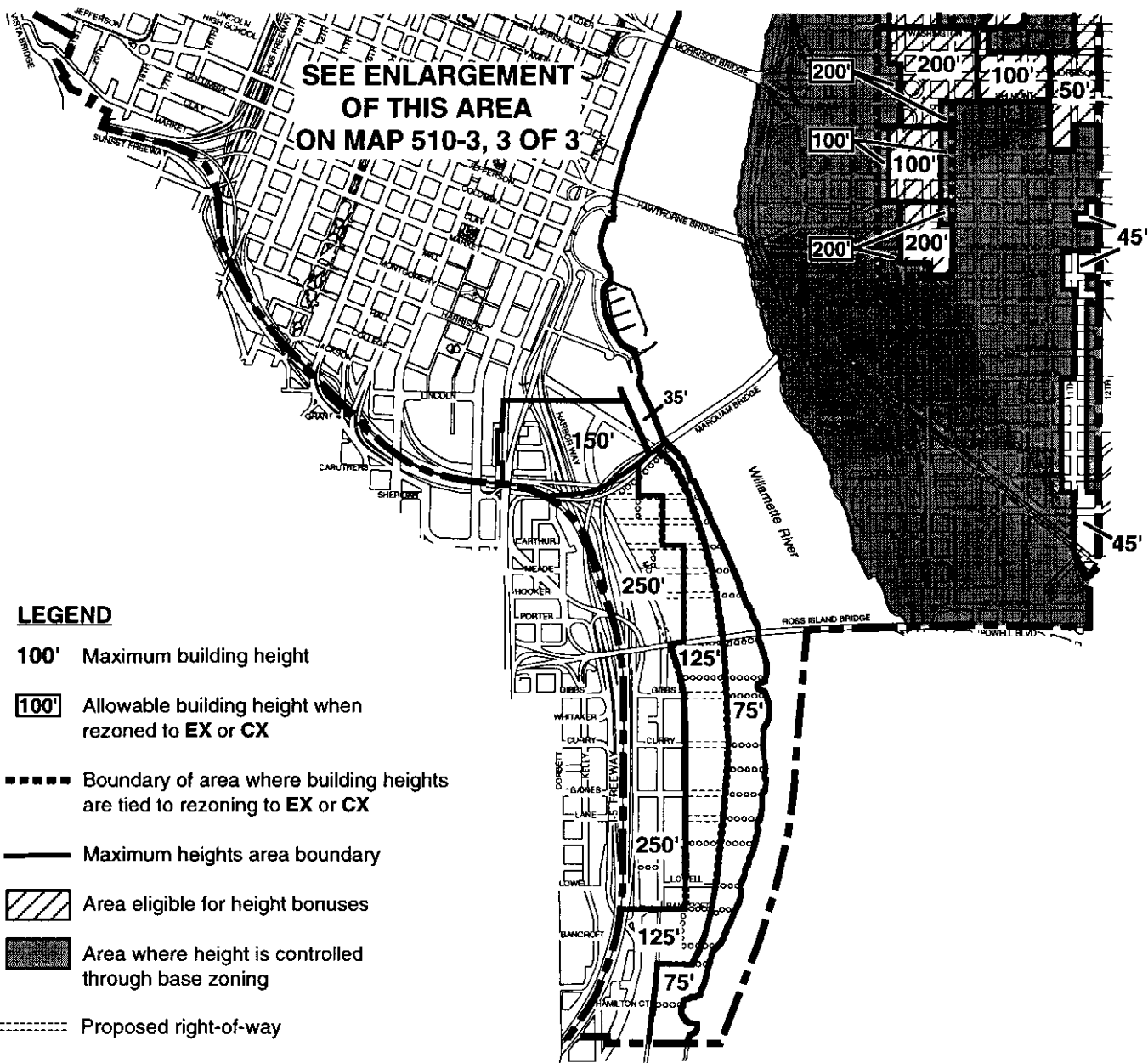
Maximum building height boundaries correlate with the Maximum FAR boundaries. FAR and building heights are two key standards that collectively guide the bulk and massing of buildings.

The Central City Master Plan provision for ultimate FARs and building heights associated with them is deleted. See previous item, Maximum FARs, for discussion of amendments.

Staff reviewed maximum building heights as part of a step-down approach to intensity as identified in the Central City Plan and the Special Design Guidelines for the North Macadam District. The adopted maximum building heights will allow the tallest buildings next to Interstate-5 and the proposed South-North Light Rail line (a maximum of 250 feet), transitioning to medium-rise buildings in the center of the district (a maximum of 125 feet) and then to low-rise building heights (a maximum of 75 feet) closest to the Willamette River Greenway. This is consistent with the goals, objectives and policies of the Special Design Guidelines for the North Macadam District. It is also supportive of future Light Rail Transit which may locate along the SW Moody Avenue corridor.

The updated Maximum Building Height Map for the North Macadam District south of the Marquam Bridge, reflects the same street centerline boundaries for the Maximum FARs (see amended Map 510-2). For the maximum FAR of 6:1, the maximum building height is 250 feet. For the maximum FAR of 4:1, the maximum building height is 125 feet. For the maximum FAR of 2:1, the maximum building height is 75 feet.

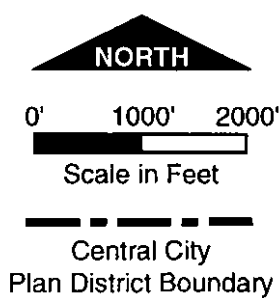
Additionally, there are development bonus options in the Central City Plan District (Retail and Residential) and a new bonus option addressed in this amendment package (Greenway Bonus Option). These options add development potential to properties in the North Macadam district.

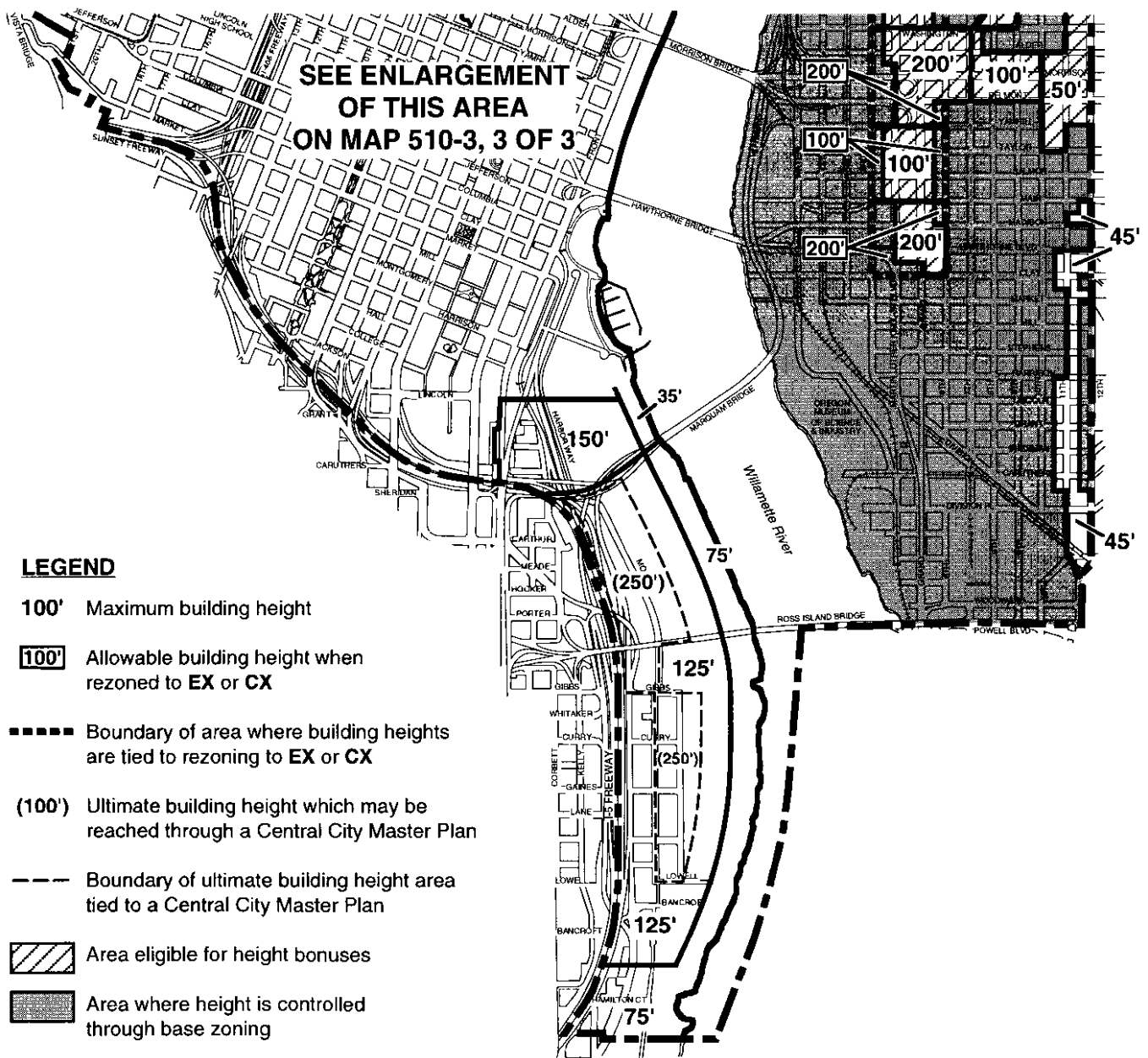


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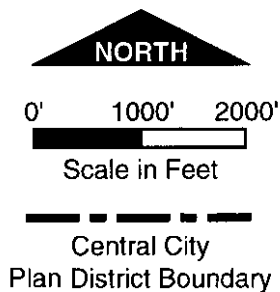
Map 510-3 Maximum Heights

Map 2 of 3





Effective February 7, 1996



Map 510-3 Maximum Heights

Map 2 of 3

Commentary

Retail Use Bonus Area

This City Council adopted amendment applies a Retail Bonus Option Area to properties that are adjacent to the west side of the River Parkway right-of-way and along some east-west streets: Arthur, Hooker, Gibbs, Curry and Gaines. This is to encourage local pedestrian activity through the provision of retail services and to reduce unnecessary automobile trips to other destinations for similar goods and services.

The North Macadam District Street Plan was based on a land use vision that considers the future River Parkway as a unique local service street; one that is oriented to pedestrians, and provides adjacent residential development with neighborhood-serving retail uses. This includes space for a variety of street level activities and seating. These residential uses may include ground floor or street level activities for residents and other users of the area with cafes, small grocery stores, and cleaners among other similar uses.

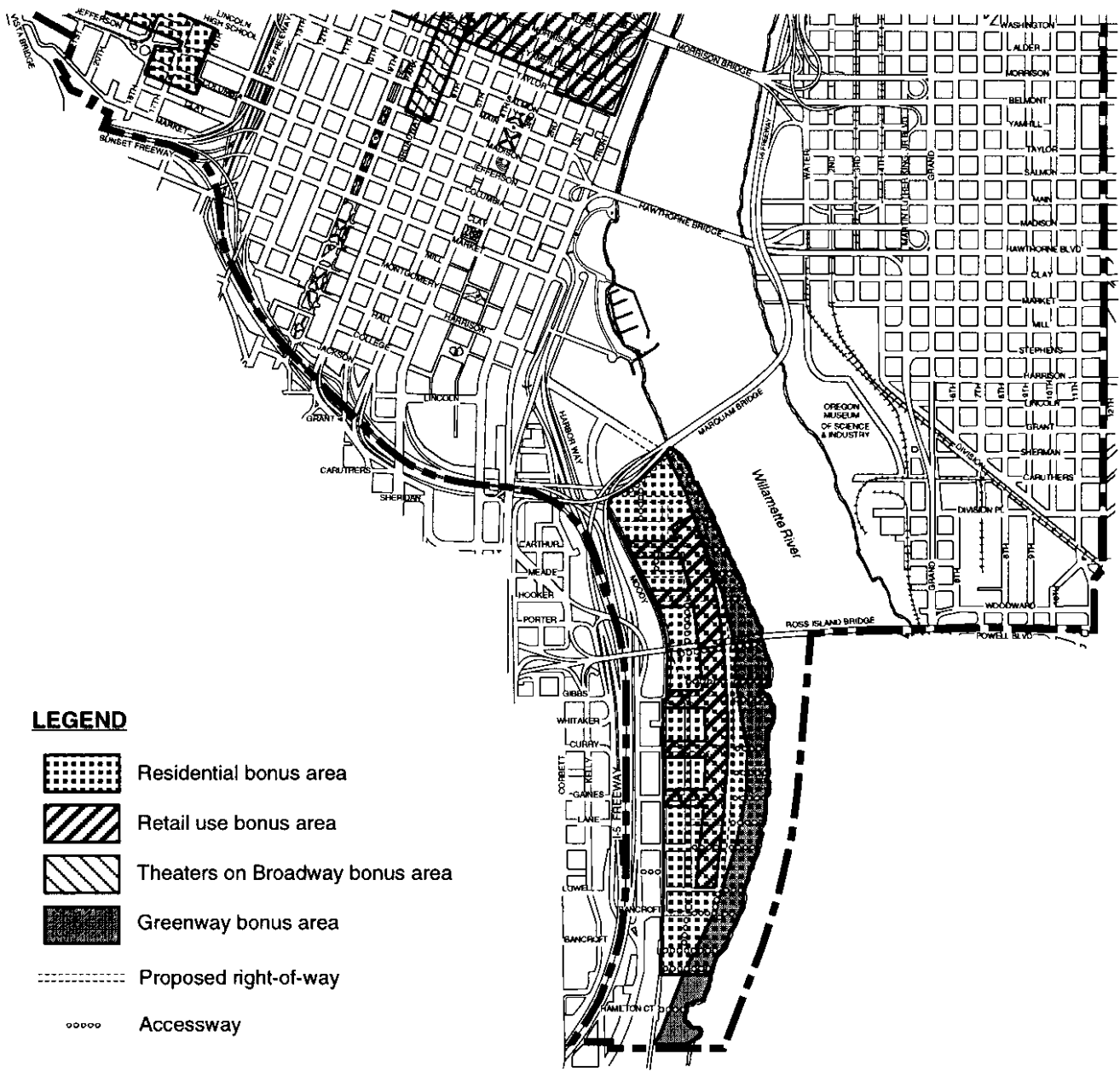
There is a bonus option for retail uses in the North Macadam District will provide an incentive for developers to include retail uses in their projects. These uses are not mandated and do not affect the full development potential of the other proposed uses on a particular site. The bonus can be selected in locations which market demand analysis indicates can support such uses.

The west side of River Parkway is identified for the retail bonus option instead of both sides of the parkway because of the parkway's proximity to the Willamette River Greenway to the east and the likelihood for single-use residential developments locating on the east side of River Parkway. The east-west streets depicted with the retail use bonus option are planned to be primary east-west pedestrian-active streets in the district.





Willamette River Greenway Bonus Area

The Willamette River Greenway is an important natural and open space resource in Oregon, Portland, and in the North Macadam District. The current regulations require a minimum of 25 feet of dedicated setback area from the top of the river bank to be used for a public greenway trail and associated landscape improvements. In the course of staff review of this project, consistent with input received from local citizens and a property owner, staff concluded that the current setback requirement is inadequate for a Central City urban district. The district-wide Central Commercial (CX) zoning does not require any provision of open space and the district is currently parks deficient. The City Council adopted a new bonus option for properties that are adjacent to the Willamette River Greenway to help provide additional greenway areas next to the setback for public use. They also directed staff to come back to Council with options that increase the greenway setback and address concerns with building heights adjacent to the greenway in the North Macadam District.

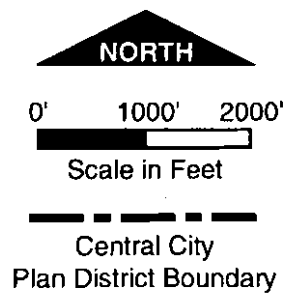
The Greenway Bonus Option provides an incentive for adjacent property owners to deed public easements of a minimum size to the City. The easements will be for public open spaces as an extension of Willamette River Greenway Trail. In return, property owners will receive an additional square foot of floor area for every square foot of land deeded to the City for this purpose. The amount of additional square footage allowed as a bonus with this option is above the square footage permitted by the maximum FAR standard. This bonus density/intensity may be transferred to another property within the North Macadam district under certain conditions.



LEGEND

-  Residential bonus area
-  Retail use bonus area
-  Theaters on Broadway bonus area
-  Greenway bonus area
-  Proposed right-of-way
-  Accessway

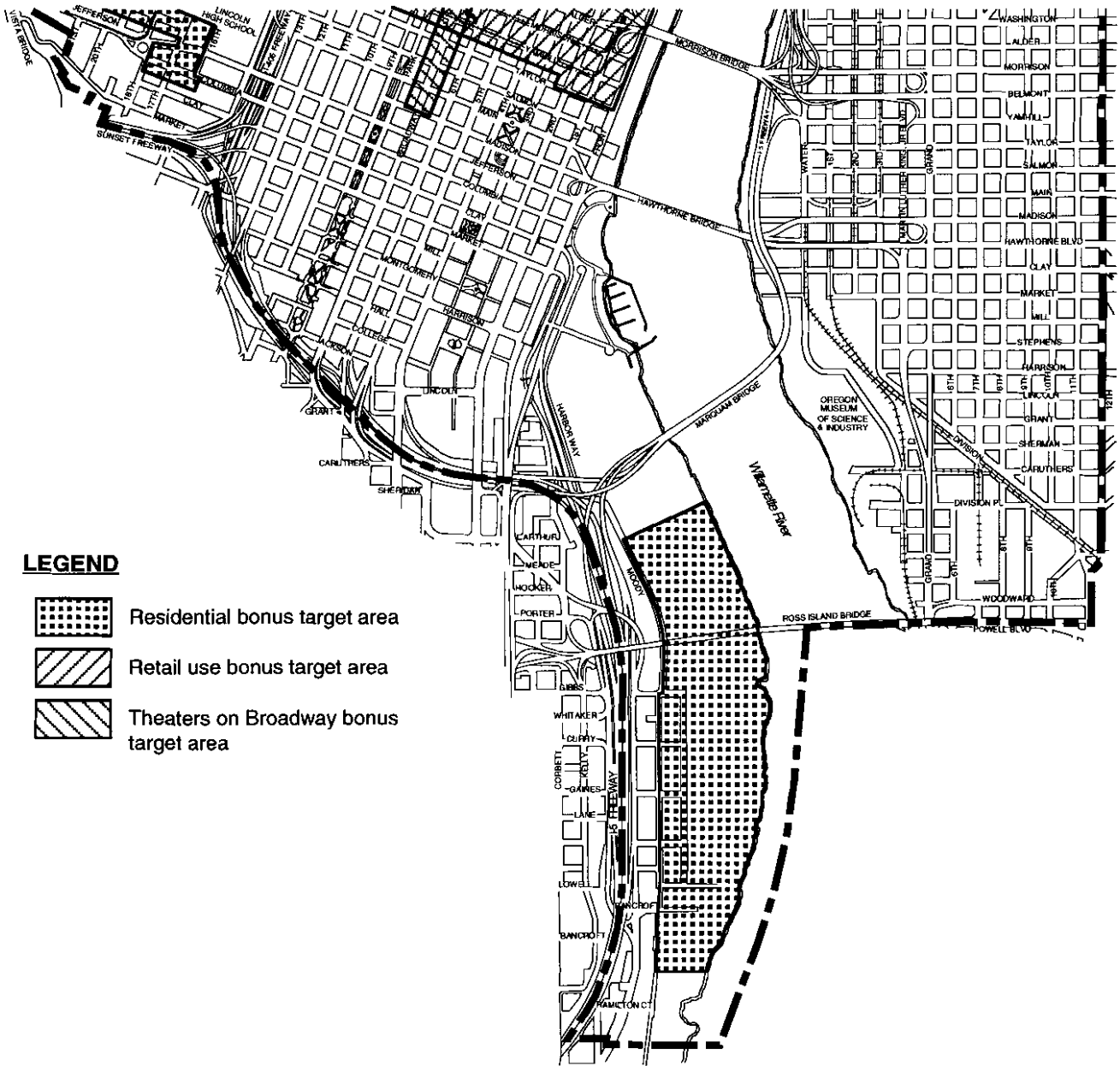
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Map 510-4

Bonus Options Areas

Map 2 of 2



LEGEND

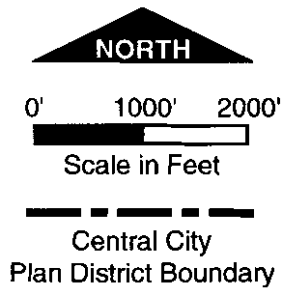
-  Residential bonus target area
-  Retail use bonus target area
-  Theaters on Broadway bonus target area

Effective February 7, 1996

Map 510-4

Bonus Options Target Areas

Map 2 of 2



Text Changes to 33.510.210 Floor Area and Height Bonus Options of the Zoning Code

9. Willamette River Greenway bonus option. To complement and enhance the existing public corridor projects along the Willamette River Greenway in the North Macadam District, as identified in Map 510-4, that provide open space for public activity will receive bonus floor area. For each square foot of open space dedicated, a bonus of one square foot of additional floor area is earned. The bonus floor area may be used on site or transferred to another site within the North Macadam District subject to the following:
- a. Approval Process. Approval of this bonus is processed as part of the design review for the development project. It will be approved if it complies with subparagraphs b. through g. below and if it is consistent with the design guidelines that apply to the site:
 - b. The building on the receiving site must meet the development standards of the base zone, and plan district except floor area ratio. However, adjustments to accommodate the transferred floor area may be requested;
 - c. A minimum of 2,500 square feet of open space adjacent to the required greenway setback must be deeded as a public easement for public access to the City as part of the Willamette River Greenway for public use;
 - d. The property owner will implement the North Macadam District Street Plan including required accessways to the Willamette River Greenway;
 - e. The property owner must execute a covenant with the City that:
 - (1) Ensures the installation, preservation, maintenance, and replacement, if necessary, of the open space features;
 - (2) Is attached and recorded with the deed of both the lot transferring and the lot receiving the floor area and reflects the respective increase and decrease of potential floor area; and
 - (3) Meets the requirements of 33.700.060, Covenants with the City;
 - f. The additional open space must be provided and the requirements of subparagraphs c, d, and e. above, must be met before a building permit using the bonus FAR is issued for the receiving site.

g. Within the deeded open space easement, the following amenities must be provided prior to the issuance of a Certificate of Occupancy for development using the bonus FAR:

(1) The dedicated open space must be adjacent and directly connected to the Greenway Trail;

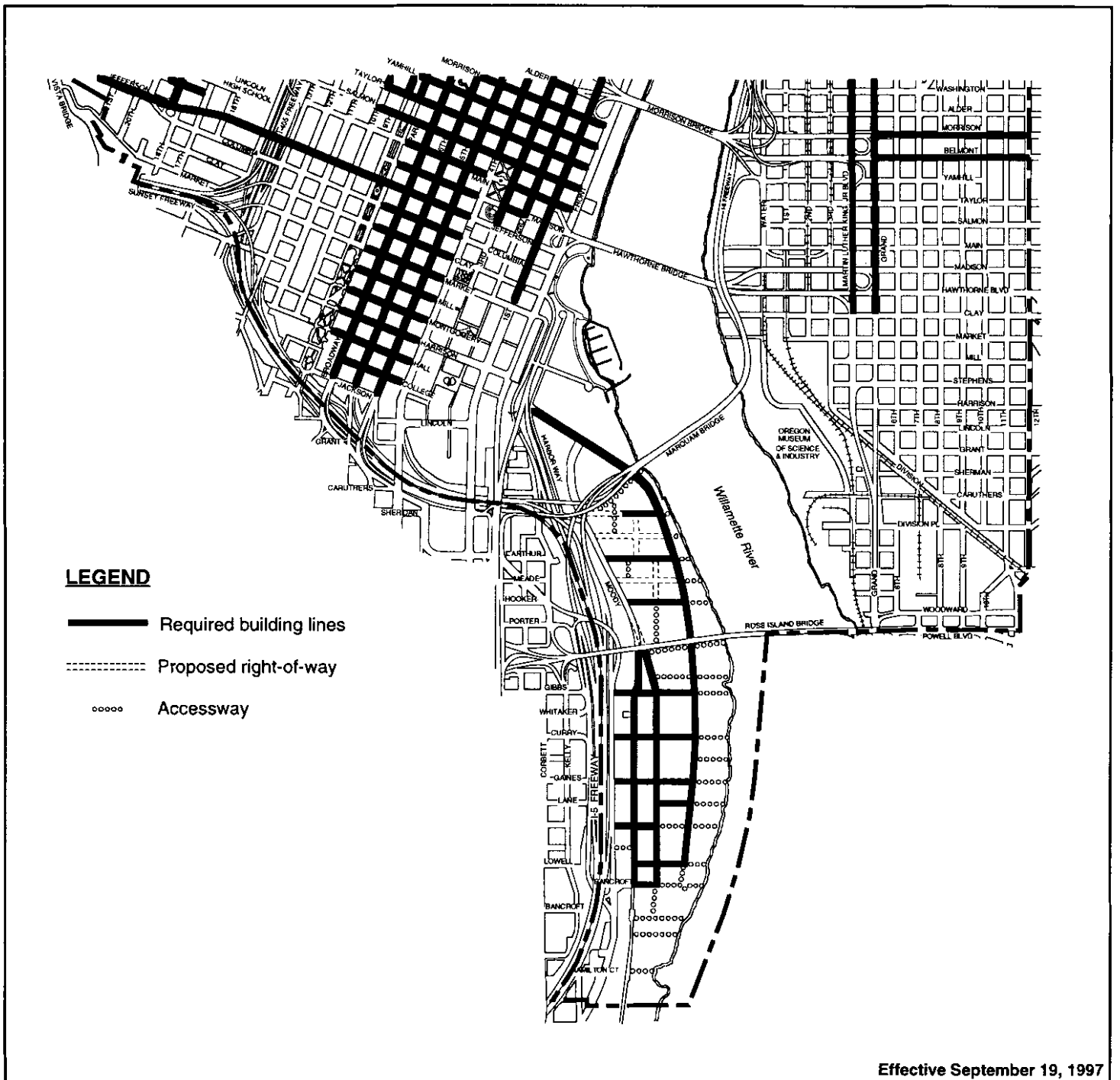
(2) At least 50% of the dedicated open space must be planted with native species as identified by the Portland Plant list; and

(3) Public seating such as benches, gazebos, or piers with viewpoints, must be provided at a ratio of at least 5 seats per 1,000 square feet of dedicated open space;

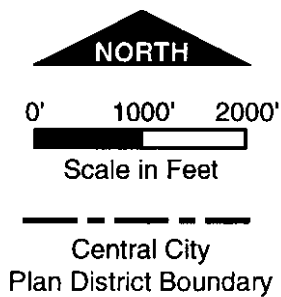
Commentary

The City Council approved the application of the Required Building Lines standard to new developments which front a number of north-south and east-west streets in the North Macadam District. Required building lines are intended to make buildings locate at or near the front property line, creating pedestrian-accessible active use areas between the building and the street in an urban setting. This is reflected in a revised Map 510-6. The text for Section 33.510.215.D, Building Line Standards, can be found in the Appendix of this report.

The streets identified with Required Building Lines in the North Macadam District are those which are key north-south and east-west corridors in the district for commercial, office, retail and other uses which encourage street level pedestrian activity. According to the street plan, many of these transportation corridors are planned for an enhanced pedestrian environment and will have multi-modal access including transit, and limitations on parking lot access. The building line standard is applied to numerous streets in the Central City Core area which has similar street classifications to the streets with this requirement in the North Macadam District.



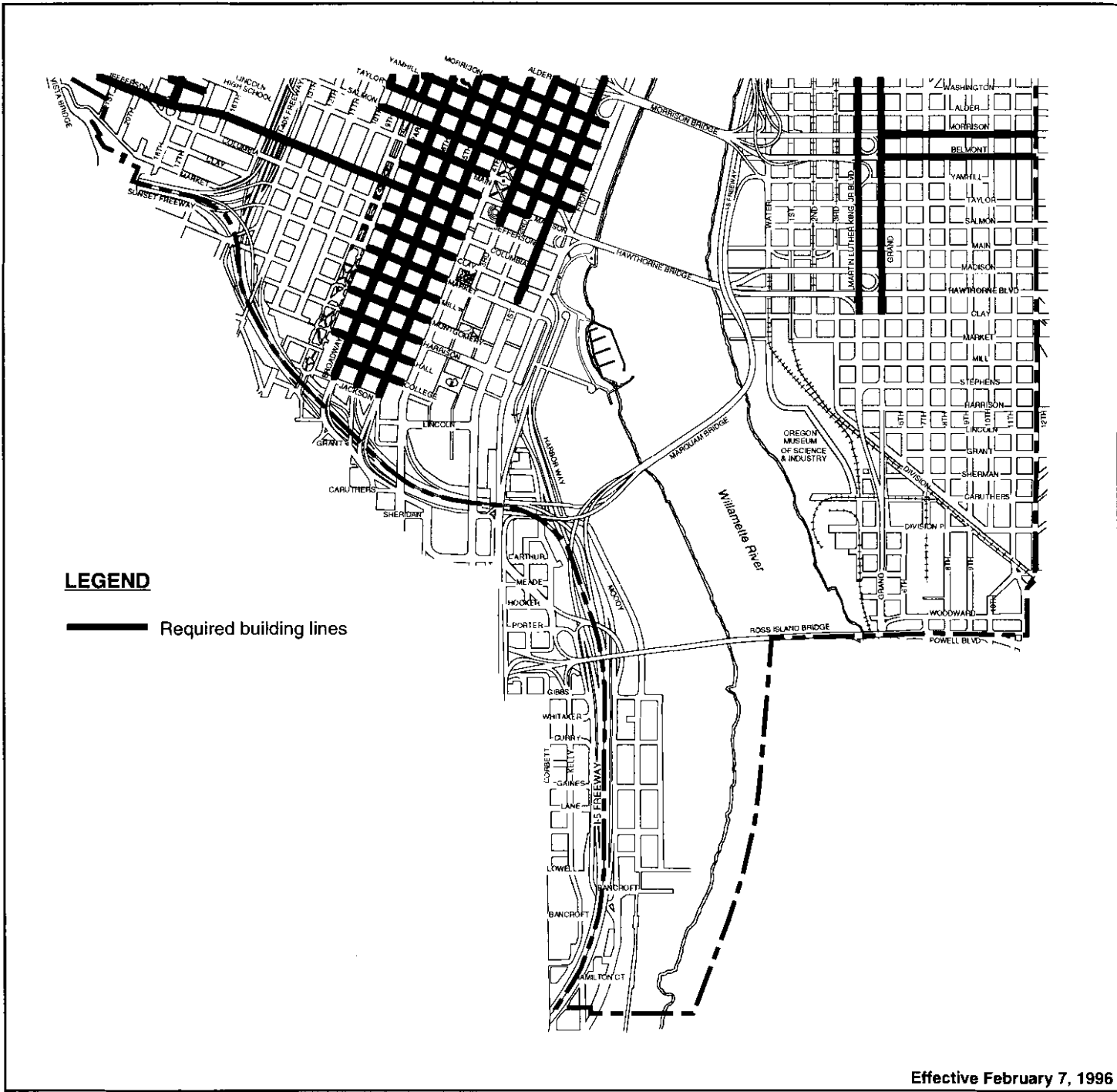
Effective September 19, 1997



Map 510-6

Required Building Lines

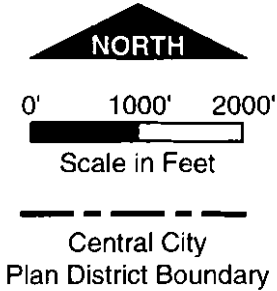
Map 2 of 2



Effective February 7, 1996

Map 510-6 Required Building Lines

Map 2 of 2



Commentary

The land use vision referred to in the North Macadam District Street Plan is one that will create a vibrant pedestrian environment that encourages ground floor/street level activities in a mixed use district and opportunities to enjoy the Willamette River. The amendments establish ground floor pedestrian-active areas within the district through the application and renaming of the existing Required Retail Opportunity Areas standard.

The formerly titled Required Retail Opportunity Areas standard does not mandate that retail uses locate in the first floor of a new development upon construction. Instead the requirement contains first floor construction standards that prevent future ground floor retail activities and other pedestrian-serving uses from being precluded. See Appendix 4 for Section 33.510.225 of the Zoning Code.

The City Council adopted three amendments, which: 1) Change the name and clarify the purpose of the existing Section 33.510.225 of the Zoning Code, replacing "Required Retail Opportunity Areas" with "Active Building Use Areas". 2) Apply the revised Section 33.510.225 to key north-south and east-west streets in the North Macadam District. These are the streets that are envisioned to accommodate enhanced pedestrian use and activity. See revised Map 510-7 (2 of 2) which follows. Please note that the above two revisions are a Central City district-wide amendment and Map 510-7 (1 of 2) is updated for title revision only. 3) Restrict parking in the area constructed to meet the active building use standard.

Generally, the identified corridors for Active Building Use Areas share similar characteristics as described in the North Macadam District Street Plan. They are multi-modal streets that will provide some form of transit: Light Rail, bus or street car. They are expected to have office, commercial, or retail uses along them, in addition to residential development on the eastern half of the district. They will be designed to reach an enhanced pedestrian environment that will be achieved through this standard, parking access restrictions, and right-of-way design features such as wide sidewalks.

Text Changes to Section 33.510.225 of the Zoning Code

33.510.225 ~~Required Retail Opportunity~~ Active Building Use Areas

- A. **Purpose.** ~~The required retail opportunity active building use area standards are intended to reinforce the continuity of retail display windows and retail stores pedestrian-active ground-level building uses and~~ The standards are also to help maintain a healthy retail-urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. ~~Active building uses include but are not limited to: lobbies, retail, residential, commercial and office.~~
- B. **Sites and development subject to the ~~required retail opportunity active building use areas standard.~~** ~~Required retail opportunity Active building use areas are shown on Map 510-7 at the end of this chapter. On identified sites, all new development and all major remodeling projects must meet the standard below.~~
- C. **~~Required opportunity Active building use area standard.~~** ~~Buildings must be designed and constructed to accommodate Retail Sales And Service uses such as those listed in subsection A. above, along at least 50 percent of the walls which front onto a sidewalk, plaza, or other public open space. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service active building uses. This standard must be met along at least 50% of the ground floor of walls which front onto a sidewalk, plaza, or other public open space.~~

Areas designed to accommodate ~~Retail Sales And Service~~ active building uses must meet the following standards:

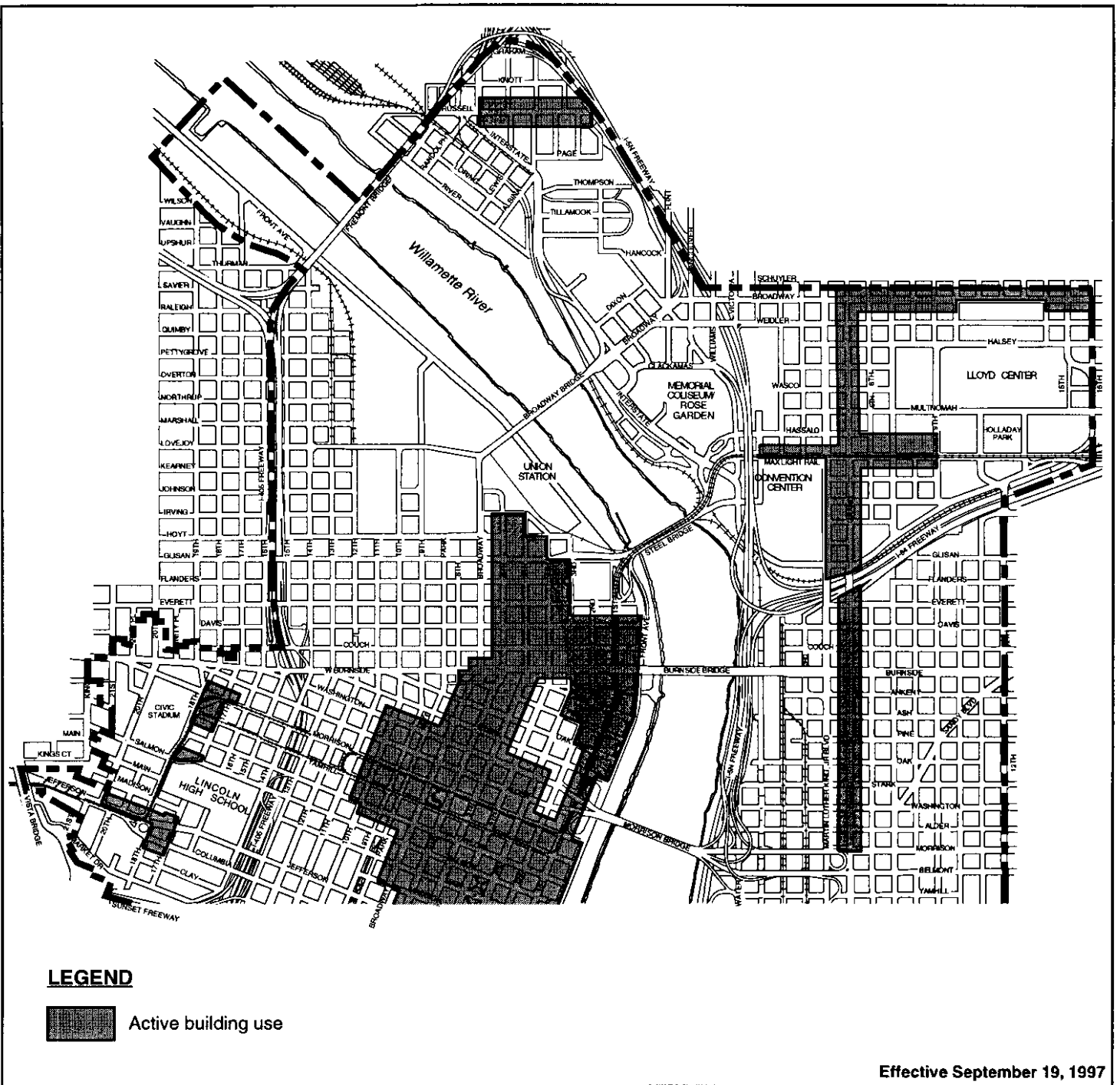
1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
2. The area must be at least 25 feet deep, measured from the street frontage wall;
3. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by the Bureau of Buildings; and
4. The street frontage wall must include windows and doors, or be structurally designed so doors and windows can be added when the space is converted to ~~Retail Sales And Service~~ active building uses.

D. Parking Restriction in the North Macadam Subdistrict.

1. Purpose. ~~The North Macadam Subdistrict is intended to be a multi-modal, mixed-use, pedestrian-oriented neighborhood. Developments are anticipated to include larger site areas than in other parts of the Central City where active building use areas are applied. These larger sites afford greater flexibility in the planning and design of ground-level uses. Also, due to the larger block size, the potential impact of less-active uses, such as structured parking, along expanses of street frontage is greater. Disallowing parking in active building use areas lessens this impact. It also encourages either the provision of active building uses at the~~

time of initial construction or a quicker transition from less-active to more active uses. This provision will encourage and maintain a pedestrian-oriented street environment of exceptional quality that is safe, active with uses, and comfortable for residents, visitors, and others moving through the subdistrict.

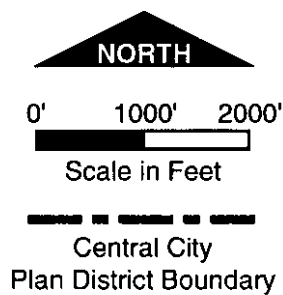
2. Regulation. The following regulation applies to the North Macadam Subdistrict. Parking is not allowed in areas that are required to meet the active building use standard of subsection C. above.

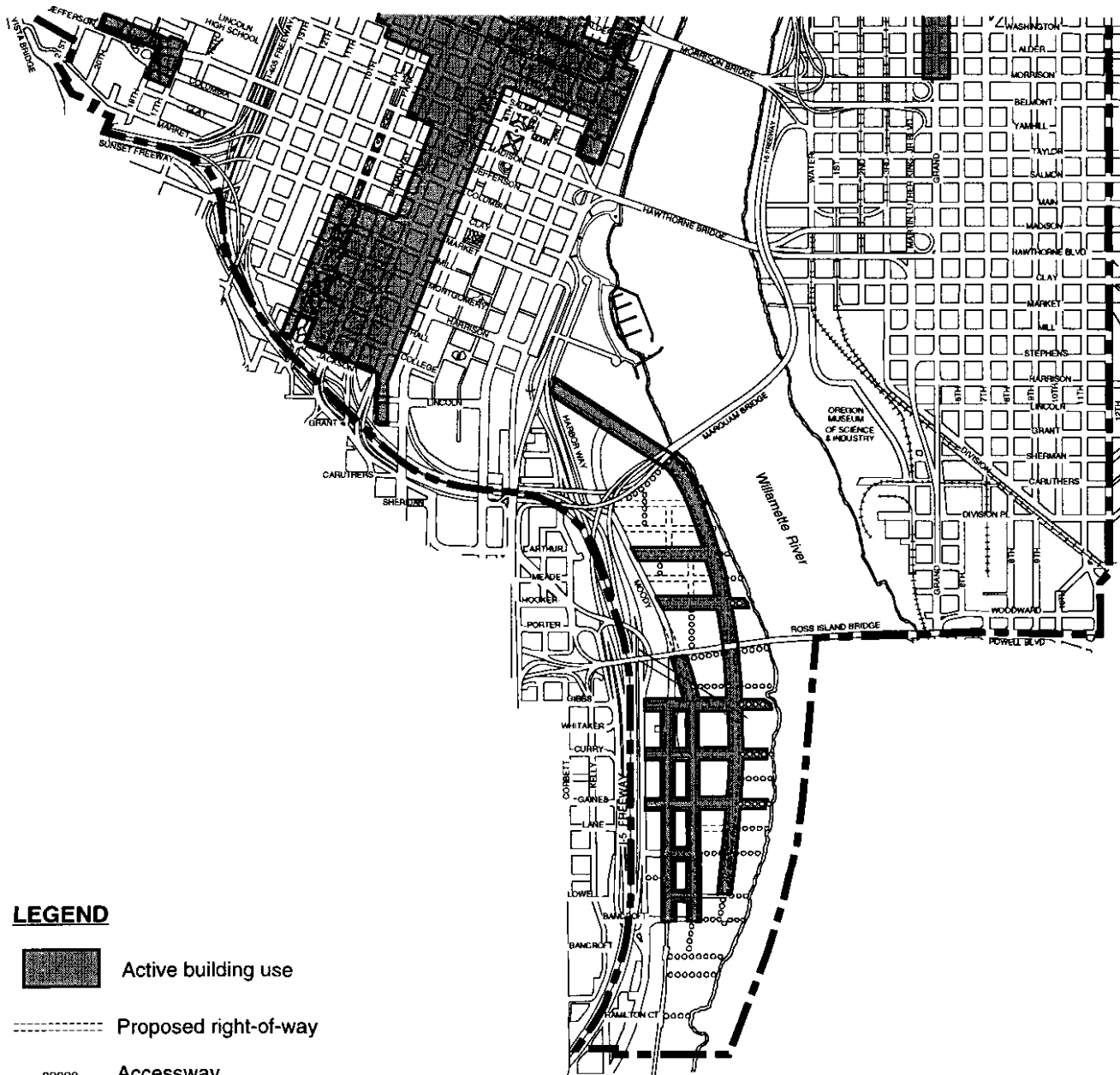


Map 510-7




Active Building Use Areas

Map 1 of 2





LEGEND

-  Active building use
-  Proposed right-of-way
-  Accessway

Effective September 19, 1997



0' 1000' 2000'

Scale in Feet

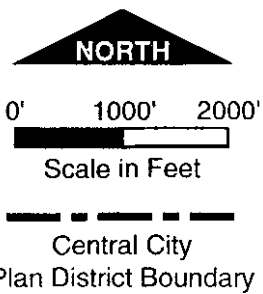
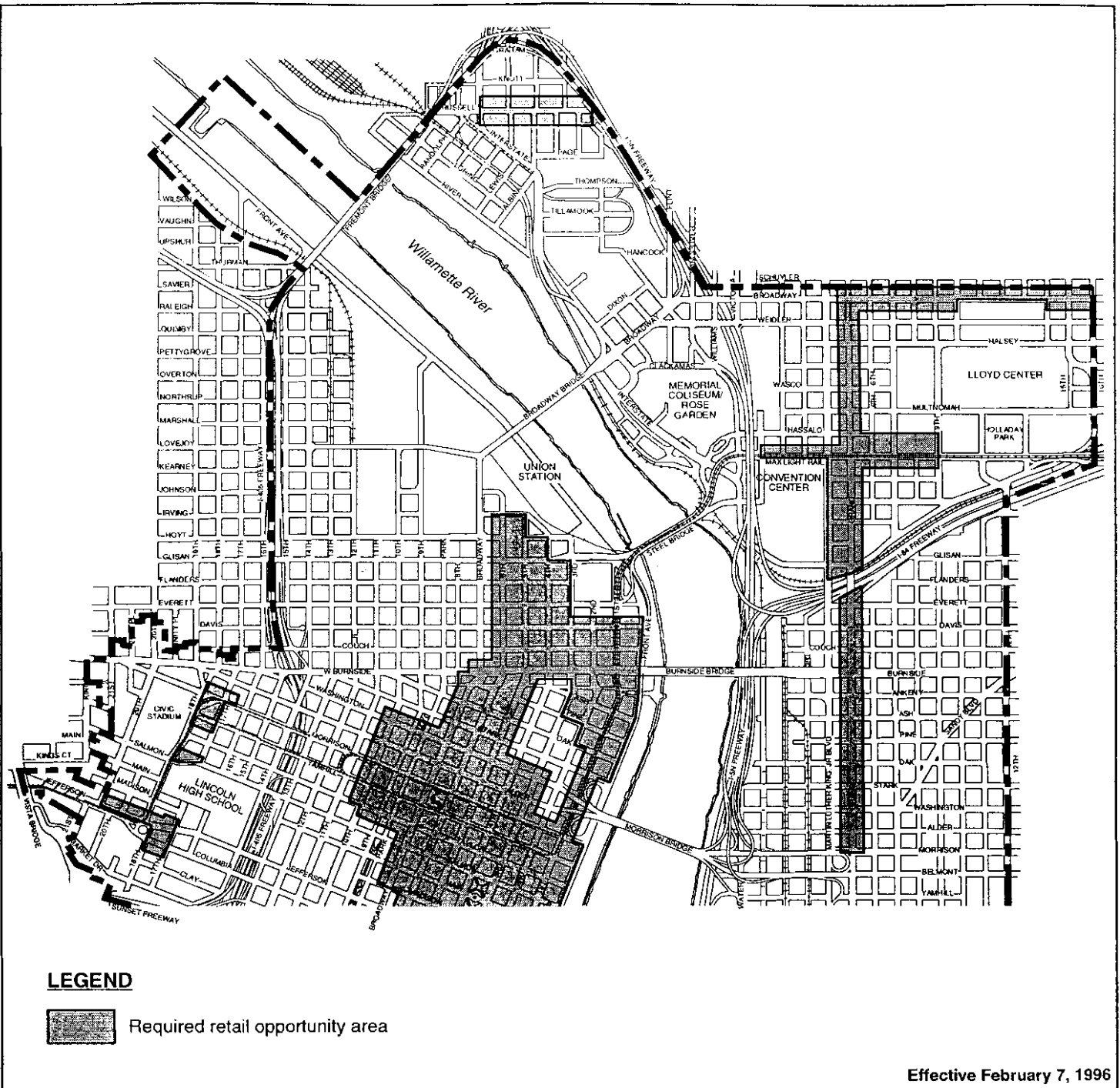


Central City
Plan District Boundary

Map 510-7

Active Building Use Areas

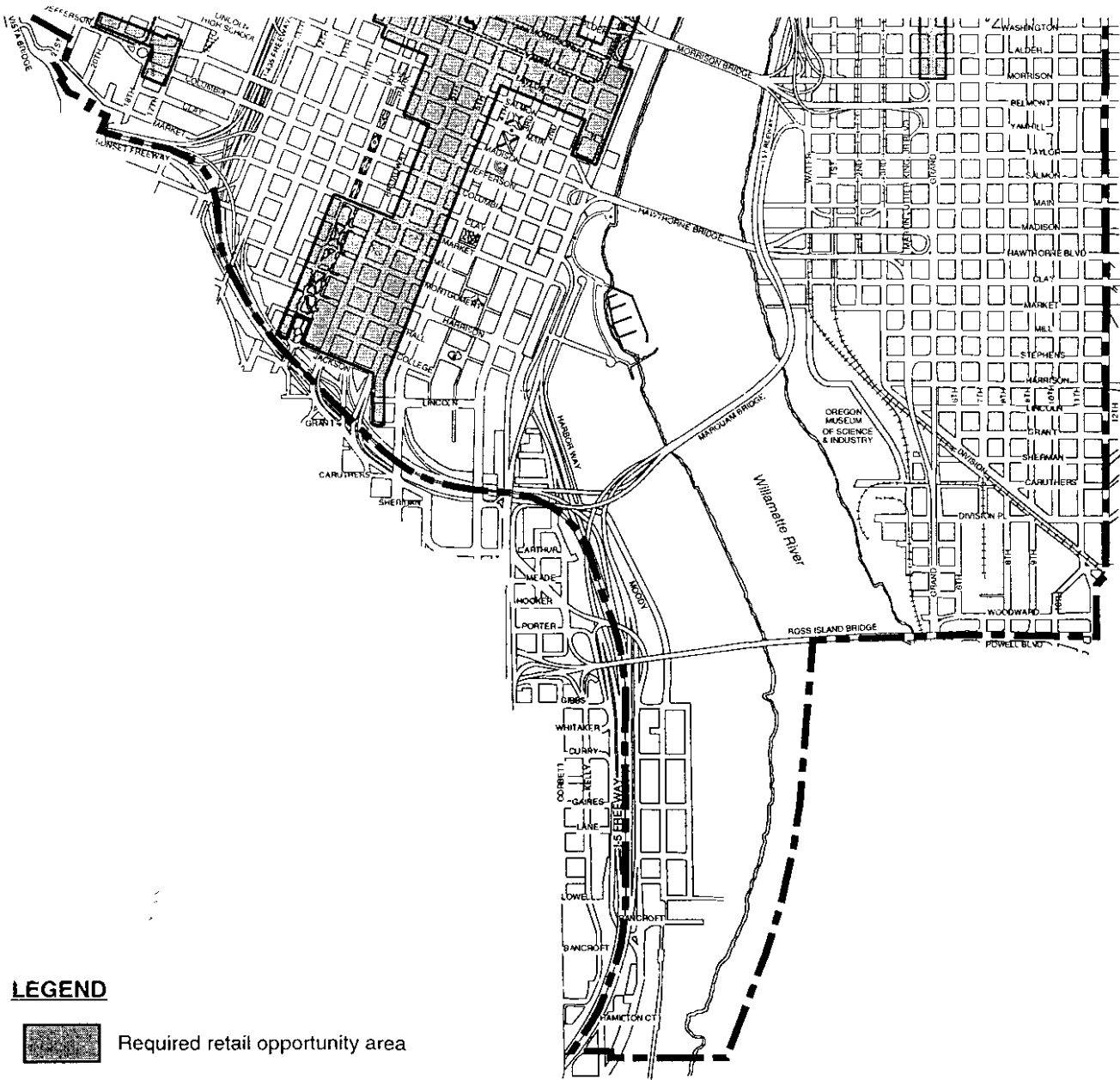
Map 2 of 2



Map 510-7

Required Retail Opportunity Areas

Map 1 of 2



LEGEND



Required retail opportunity area

Effective February 7, 1996



0' 1000' 2000'



Scale in Feet



Central City
Plan District Boundary

Map 510-7 Required Retail Opportunity Areas

Map 2 of 2

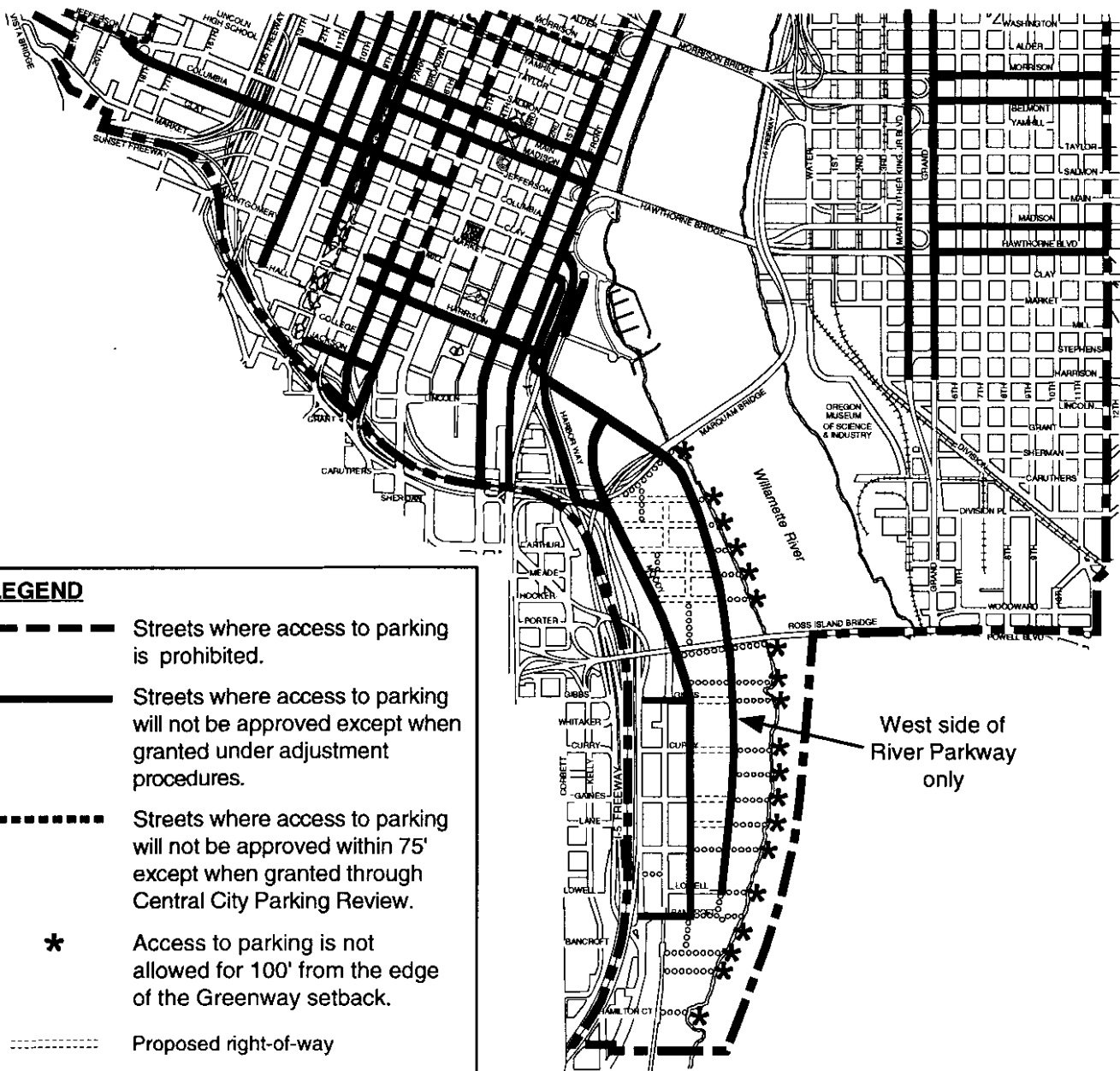
Commentary

The North Macadam District Street Plan recommends additional pedestrian-bicycle accessways to the Willamette Greenway. In order to reduce potential safety conflicts with motorists and to create a more pleasant pedestrian experience, the street plan calls for consideration of parking lot access restrictions within 100 feet of the Willamette Greenway. This would be measured from the western edge of the 25 foot setback.

The City Council approved a parking lot access restriction through an amendment to the current Zoning Code Map 510-9. The revised map for the Parking Access Restricted Street indicates the accessways where the 100 foot restricted area would be applied to properties near the greenway. The specific restriction would be reviewed for compliance as part of the Design Review process for development approval.

As referred to in the previous section, there are certain streets identified in the North Macadam District Street Plan that will be enhanced for pedestrian-oriented street level activity. Since pedestrians and transit are important in the Central City, pedestrian safety and the reduction of multi-modal conflicts have been addressed in the street classification policy section by limiting parking lot accesses along key transportation corridors. The updated Map 510-9 indicates the north-south and east-west corridors where parking lot accesses would not be allowed. These streets are: SW Moody Avenue, SW River Parkway, SW Gibbs Street from SW Macadam to SW Bond, and SW Bancroft from SW Macadam to SW Bond.

It should be noted that an exception to this restriction may be permitted as a modification during the Design Review process for a project. Individual property owners must prove to the City, that due to the size of a parcel or other special circumstance, they are unable to provide parking lot access at a location that is not along a parking access restricted street.

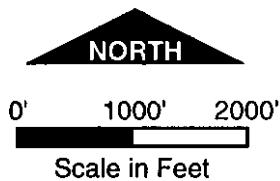


LEGEND

- Streets where access to parking is prohibited.
- Streets where access to parking will not be approved except when granted under adjustment procedures.
- Streets where access to parking will not be approved within 75' except when granted through Central City Parking Review.
- * Access to parking is not allowed for 100' from the edge of the Greenway setback.
- Proposed right-of-way
- oooo Accessway

West side of River Parkway only

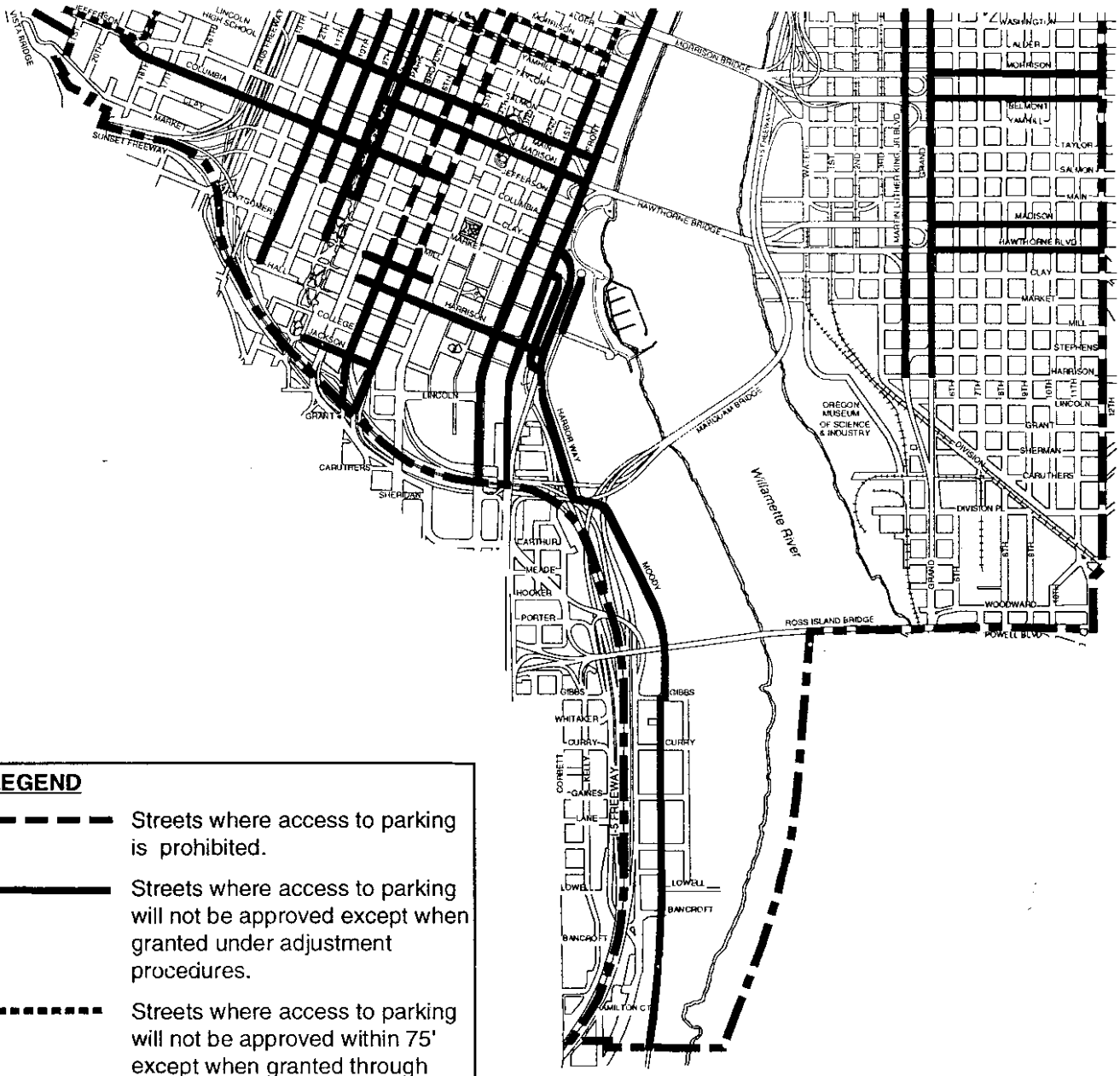
Effective September 19, 1997






Central City
Plan District Boundary

**Map 510-9
Parking Access
Restricted Streets**

Map 2 of 2




LEGEND

-  Streets where access to parking is prohibited.
-  Streets where access to parking will not be approved except when granted under adjustment procedures.
-  Streets where access to parking will not be approved within 75' except when granted through Central City Parking Review.


Effective February 7, 1996

NORTH

0' 1000' 2000'



Scale in Feet



Central City
Plan District Boundary

Map 510-9 Parking Access Restricted Streets

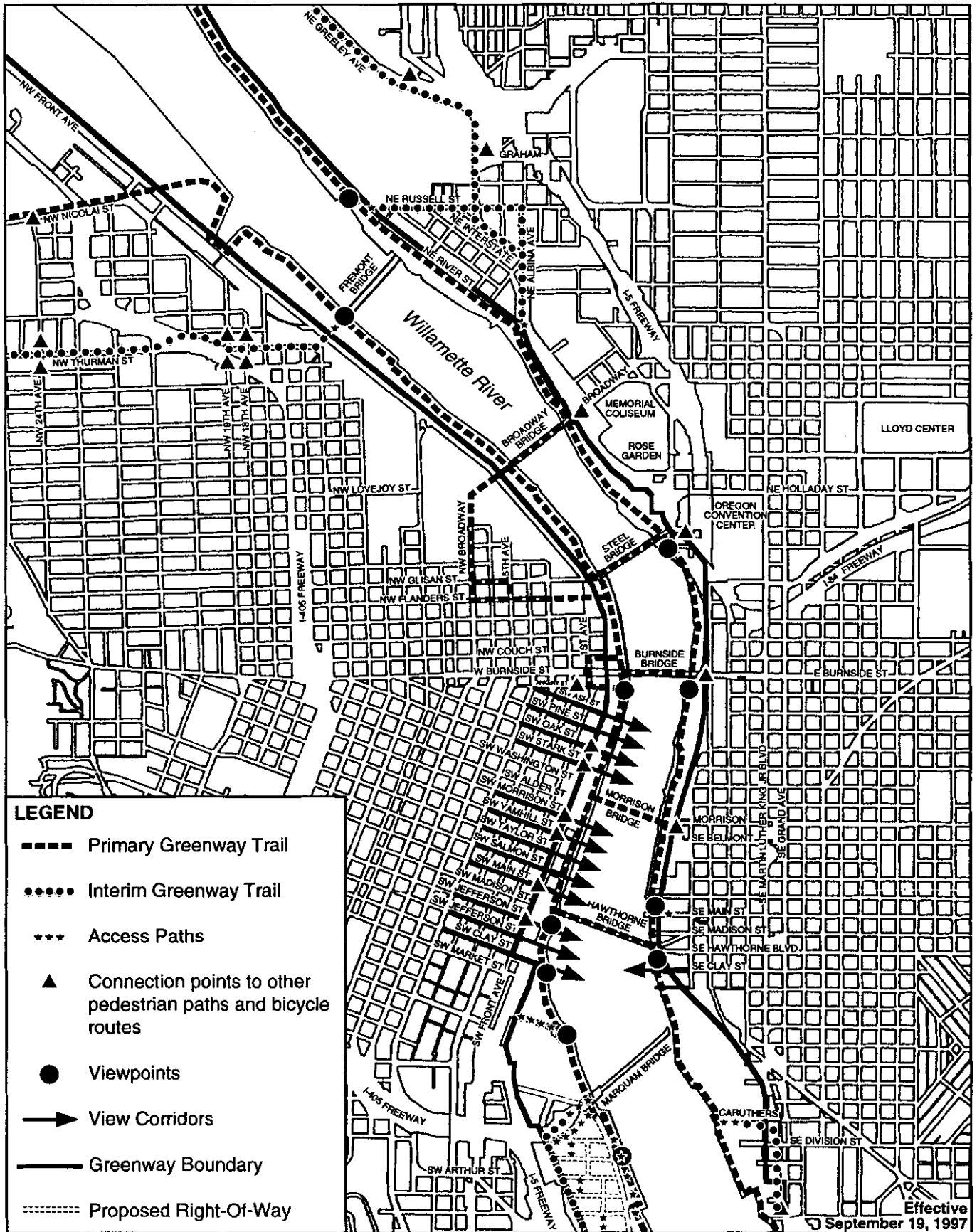
Map 2 of 2

**SECTION 2:
ADOPTED WILLAMETTE GREENWAY PLAN
MAP AMENDMENTS WITH COMMENTARY**

Commentary

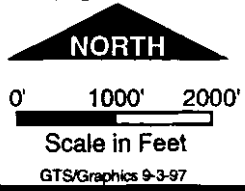
The North Macadam District Street Plan identifies 19 existing or future pedestrian-bicycle accessways to the Willamette Greenway. The south segment of the Willamette Greenway Plan Public Access Map has been revised as two GIS maps which note the planned accessways. This will make the Willamette Greenway Plan consistent with the North Macadam District Street Plan, the Special Design Guidelines for the North Macadam District of the Central City Plan and the Zoning Code.

At the public hearing on this amendment package, the City Council directed the Portland Development Commission to address view corridors in the North Macadam District as part of the North Macadam District Framework Plan work program. There are numerous view corridors north and south of the North Macadam District. View corridors in the district should be reviewed since the street plan has created new east-west streets and accessways that lead to the greenway. New view corridors should be proposed as amendments to the Willamette Greenway Plan.



LEGEND

- Primary Greenway Trail
- Interim Greenway Trail
- *** Access Paths
- ▲ Connection points to other pedestrian paths and bicycle routes
- Viewpoints
- ➔ View Corridors
- Greenway Boundary
- Proposed Right-Of-Way

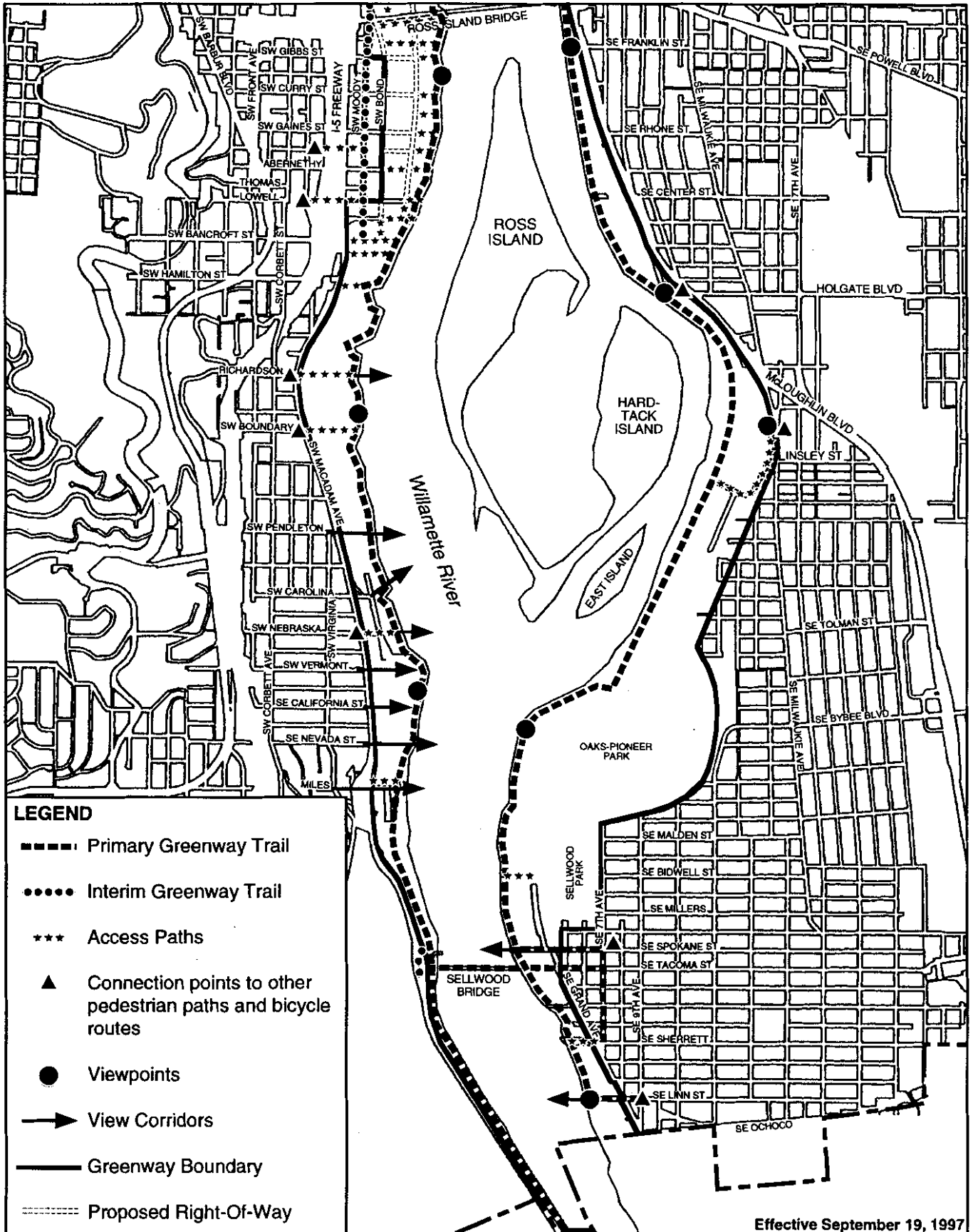


Map 440-1
Willamette Greenway Public Access Map

Map 4 of 5

Bureau of Planning • City of Portland, Oregon

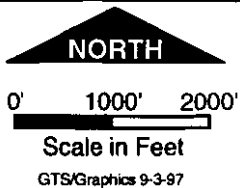
Effective September 19, 1997



LEGEND

- Primary Greenway Trail
- Interim Greenway Trail
- *** Access Paths
- ▲ Connection points to other pedestrian paths and bicycle routes
- Viewpoints
- ➔ View Corridors
- Greenway Boundary
- - - Proposed Right-Of-Way

Effective September 19, 1997



Map 440-1
Willamette Greenway Public Access Map

Map 5 of 5

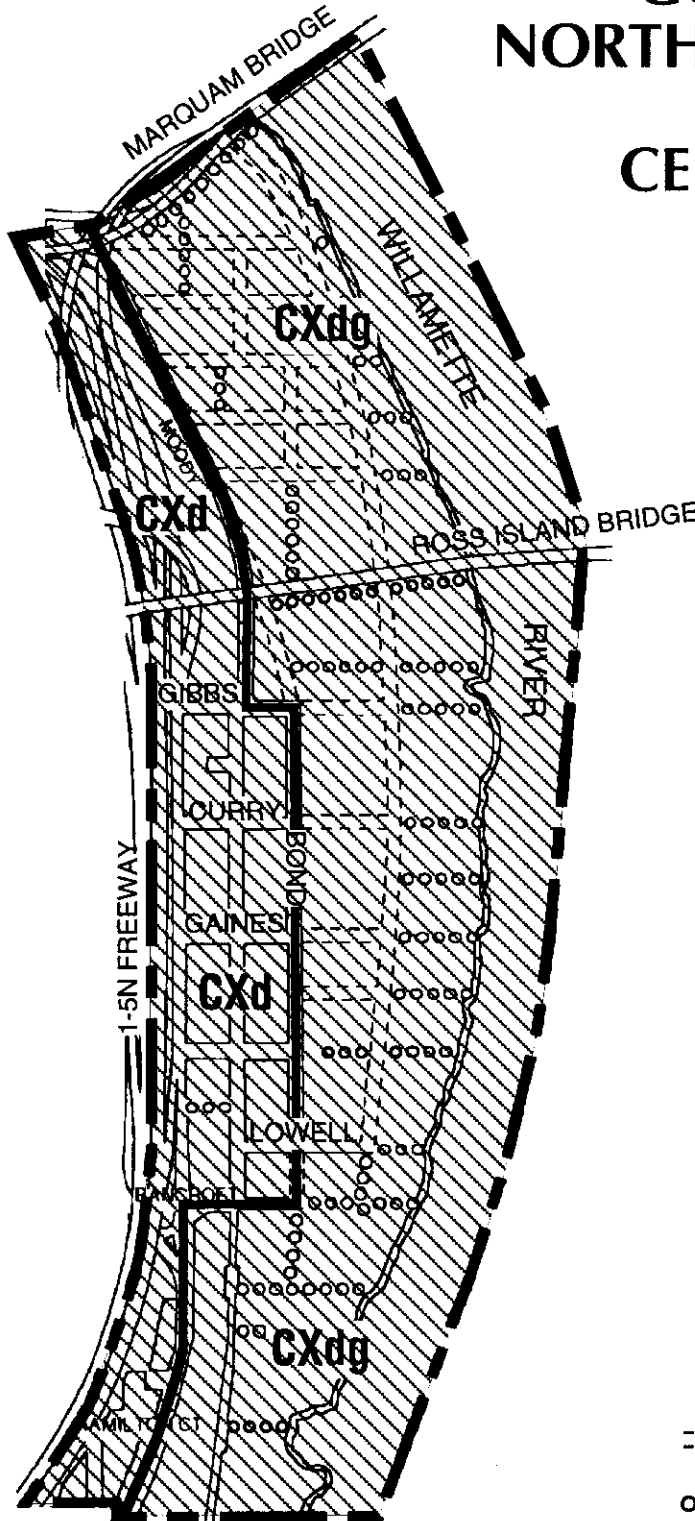
**SECTION 3:
ADOPTED AMENDMENTS TO THE SPECIAL
DESIGN GUIDELINES FOR THE NORTH
MACADAM DISTRICT OF THE CENTRAL CITY
PLAN WITH COMMENTARY**

Commentary

The Map for the North Macadam District of the Central City Plan that is contained in the Special Design Guidelines for the North Macadam District of the Central City Plan does not reflect the accepted Street Plan for the district. An updated map was adopted by City Council to include the revised street network for the North Macadam District.

Please note that there is differentiation between existing and future streets. There were no other changes made to this map.

SPECIAL DESIGN GUIDELINES for the NORTH MACADAM DISTRICT of the CENTRAL CITY PLAN



LEGEND

Central City Base Zones

- OPEN SPACE ZONE
- OS Open Space
- RESIDENTIAL ZONES
- R1 Residential 1000
- RH High Density Residential
- RX Central Residential
- COMMERCIAL ZONE
- CX Central Commercial
- EMPLOYMENT ZONES
- EG1 General Employment 1
- IH Heavy Industrial

Central City Overlay Zones

- d Design Zone
- g River General
- i River Industrial
- n River Natural
- r River Recreational
- s Scenic Resource overlay is show on **Map J, Established View Corridors**

Possible zone change areas

- Current zoning may be changed in this area if services are adequate:
- (EG2) General Employment
- (EX) Central Employment
- (CX) Central Commercial
- (RX) Central Residential

----- Proposed right-of-way

ooooo Accessway

Commentary

The City Council approved two changes to the Table of Contents of the Special Design Guidelines to the North Macadam District of the Central City Plan. A new Section is added under II. Special Design Guidelines. It is **A4-4 Coordinate with River Parkway Treatment**. Also, the title of B. under III. Other Considerations, is reworded to more concisely support implementation of the North Macadam District Street Plan.

The new section, **A4-4 Coordinate with River Parkway Treatment** provides background information and uniform design guidelines for future development along and construction of River Parkway in the North Macadam District. Two previous sections A4-3 and A4-2 relate to coordinating right-of-way design treatment for other transportation corridors in the district: SW Macadam Avenue Boulevard and SW Moody-Bond Avenues.

Changes to Table of Contents

I. PROLOGUE

- The relationship between the North Macadam District Special Design Guidelines and the Central City Plan Fundamental Design Guidelines
- District Policies/Goals/Objectives
- District Character/Identity -- An Urban Design Vision

II. SPECIAL DESIGN GUIDELINES

A. PORTLAND PERSONALITY (NORTH MACADAM DISTRICT)

- A1 Integrate the River
 - A1-1 Contribute to the Creation of River Edge Variety**
- A2 Emphasize Portland Themes
 - A2-1 Recognize the Willamette River's Maritime/Nautical History as an Important Development Theme**
- A3 Respect the Portland Block Structures
 - A3-1 Provide Convenient Pedestrian Linkage to and from the River and to and from Adjacent Neighborhoods**
- A4 Use Unifying Elements
 - A4-1 Incorporate Indigenous/Ecological Concepts in the Urban Landscape**
 - A4-2 Coordinate the Moody-Bond Right-of-Way Design Treatment with the South Waterfront Area**
 - A4-3 Coordinate with the Established Macadam Avenue Boulevard Treatment**
 - A4-4 Coordinate with River Parkway Treatment**
- A5 Enhance, Embellish & Identify Areas
 - A5-1 Recognize the Special History of the Area**
 - A5-2 Develop Significant Identifying Features**
 - A5-3 Incorporate Water Features and Environments**
 - A5-4 Incorporate Works of Art**
- A6 Re-use/Rehabilitate/Restore Buildings
- A7 Establish & maintain a Sense of Urban Enclosure
- A8 Contribute to the Cityscape, the Stage & the Action
- A9 Strengthen Gateways
 - A9-1 Incorporate Historically Relevant themes into District Gateways**

B. PEDESTRIAN EMPHASIS

- B1 Reinforce and Enhance the Pedestrian system
 - B1-1 Provide Pedestrian Scale to Buildings Along Walkways**
 - B1-2 Orient Building Entries to Facilitate Transit Connections**
- B2 Protect the Pedestrian
- B3 Bridge Pedestrian Obstacles
- B4 Provide Stopping & Viewing Places
 - B4-1 Create a Public View Site of Mt. Hood**
- B5 Make Plazas, Parks & Open Space Successful
- B6 Consider Sunlight, Shadow, Glare, Reflection, Wind & Rain
 - B6-1 Provide Pedestrian Rain Protection**
 - B6-2 Provide Outdoor Lighting Which Encourages Evening Pedestrian Activity**

C. PROJECT DESIGN

- C1 Respect Architectural Integrity
 - C1-1 Integrate Parking**
 - C1-2 Integrate Signs**
- C2 Consider View Opportunities
- C3 Design for Compatibility
 - C3-1 Locate Buildings to Allow for Future Infill on Surface Parking Areas**
- C4 Establish a Graceful Transition Between Buildings & Open Spaces
- C5 Design Corners That Build Active Intersections
- C6 Differentiate the Sidewalk Level of Buildings
- C7 Create Flexible Sidewalk-Level Spaces
- C8 Give Special Design Attention to Encroachments
- C9 Integrate Roofs & Use Roof Tops
- C10 Promote Permanence & Quality in Development

III. OTHER CONSIDERATIONS

- A. Prepare a Development Plan for the North Macadam District**
- B. ~~Design a District Block Pattern~~ Implement the North Macadam District Street Plan Which Recognizes the District's Unique Form and Needs**

IV. DESIGN REVIEW THRESHOLDS AND PROCEDURES

- A. Design Review Thresholds**
- B. Design Review Procedures**

Commentary

New language is provided under the **Policies** subsection of the **Prologue**. This text details the City Council's acceptance of the North Macadam District Street Plan in 1996 and mentions the future street network including the new north-south River Parkway and additional accessways to the Willamette Greenway.

New language is also given for the **Goals/Objectives** subsection of the **Prologue**. There is a new goal/objective for the future River Parkway at the end of the urban design vision that seeks to **"Encourage the special distinction and identity of the North Macadam District by:"**. This has been added to highlight the uniqueness of the River Parkway through special design characteristics that make it a district amenity. It will not be designed and used as a typical local service street.

There is also a deletion from the same **Goals/Objectives** subsection as mentioned above. The second to last goal/objective was obsolete because it references the fostering of large block formations. The accepted North Macadam District Street Plan created additional street connectivity and smaller blocks. This is more consistent with the overall Central City street grid that promotes pedestrian activity and improved motorized and non-motorized accessibility in mixed use areas.

Another minor change, to the same subsection as previously mentioned, replaces the word "corridors" with "accessways" in the third to last goal/objective. The term "accessways" was specifically incorporated into the North Macadam District Street Plan as the right-of-ways planned to provide pedestrian, bicyclist and limited motorized access to the Willamette Greenway.

Text changes are also made to the **Goals/Objectives** subsection of the **Prologue** that states, **"Provide continuity between the North Macadam District and the South Waterfront and Johns Landing areas by:"**. A revision is made to the first bullet reference implementing (not developing) the North Macadam District Street Plan that link all modes of transport in the district.

A second text change reinforces development of River Parkway as a special north-south corridor in the district which reflects the local character and use.

Changes to Prologue

Since the adoption of the Central City Plan in 1988, the North Macadam Development Council (NMDC) has further explored the need for a policy statement regarding the development of the North Macadam District. This District is largely under-developed although it contains a number of active businesses. The NMDC's policy statement has addressed four policy areas: vision , transportation, design guidelines, and development strategy.

Although the NMDC's policy statement has not been revised to the point necessary for City support and approval, it has provided guidance in the development of this special design guidelines document in two of the policy's four parts: vision, and design guidelines. Therefore, these two subject areas are articulated in the remainder of this document.

The City Council accepted the North Macadam District Street Plan in November, 1996. It identifies the approximate location, dimensions and right-of-way requirements of future public streets in the district as well as accessways to the Willamette Greenway. The Plan is based on providing increased multi-modal connectivity for the entire district through new east-west and north-south roads and accessways, that are located east of Moody-Bond. The Street Plan provides for smaller block formation that is consistent with the street grid network in the central city. A new north-south pedestrian-oriented corridor known as River Parkway will provide primary local access including street car service through the district near the Willamette Greenway. The parkway will be designed as a special amenity to the district that reflects the character of the surrounding area and primarily serves local residents.

Goals/Objectives

The following goals and objectives define the urban design vision for new development and other improvements in the North Macadam District.

Encourage the special distinction and identity of the North Macadam District by:

- Utilizing the District's location and space to create a city within a city.
- Recognizing the Native American and pioneer history of the area through interpretive signs and urban design features.
- Designing special identity giving gateways into and out of the District.

- Emphasizing the river-related linear quality of the District while adding to the scenic qualities of the river and the Willamette Greenway Trail.
- Enhancing the District's relationship to the Willamette River, to emphasize the river as the District's most distinctive, attractive, and publicly enjoyed feature.
- Creating a public destination with a special atmosphere and ambiance that is festive, social, educational, and entertaining, and which fosters public use of the District.
- Recognizing the maritime, milling and light industrial history of the District and by creating a corresponding theme for the District that is reflected in the design of buildings and urban design features including but not limited to district gateways, rights-of-way, public/pedestrian pathways, and street furniture.
- Developing a major public attractor related to the history and importance of the Willamette River.
- Treating the visual form and appearance of the District as a transitional link between the generally suburban commercial character abutting its southern edge and the highly urban character of the Downtown.
- Encouraging significant open spaces of the District to be landscaped in a manner that is ecologically supportive of native wildlife and which is visually cohesive with the river and Ross Island.
- Providing convenient and logical ~~corridors~~ accessways that lead pedestrians to the river and the Willamette Greenway.
- ~~Fostering large block formation to respond to district form while encouraging frequent public and private access.~~
- Developing a density that fully utilizes the District's relationship to the urban core and mass transit.

Provide continuity between the North Macadam District and the South Waterfront and John's Landing areas by:

- ~~Developing a comprehensive circulation system~~ Implementing the North Macadam District Street Plan for pedestrians, bicyclists, motorists, and transit services that link these modes to areas physically and visually.
- Providing continuity of street furniture, street lighting, landscape design, color, materials, signage and other threads of the urban design fabric which give cohesion and distinction to the North Macadam District.
- Reinforcing the North Macadam District with commercial services which support and attract patronage from the South Waterfront, John's landing, and other nearby neighborhoods.
- Reinforcing the Moody-Bond transit corridor as the primary north-south circulation element linking adjacent districts.
- Reinforcing development of River Parkway as an important north-south local corridor and district amenity with special design features within and adjacent to the right-of-way that enhance pedestrian and motorist experiences and incorporate Willamette Greenway features, connections to the greenway and streetcar service.
- Concentrating density on the western edge of the District adjacent to the Moody-Bond transit corridor and away from the river.
- Designing gateways at the north and south entrances of the District that consider the scale and character of the adjacent areas.
- Continuing opportunities for public use and enjoyment of the waterfront.
- Promoting visual and functional compatibility of new development with the river, surrounding uses, and the neighborhood.

Commentary

There are a few minor text amendments to the Special Design Guideline **A3 Respect the Portland Block Structure**. First, to substitute terms that relate to walkways and accessways. Second, to clarify design objectives of pedestrian corridors. Third, to add a new guideline for implementation of walkways and accessways that were identified in the North Macadam District Street Plan.

Changes to Special Design Guidelines - A3: Respect the Portland Block Structure

A3 RESPECT THE PORTLAND BLOCK STRUCTURES

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES TO AND FROM THE RIVER AND TO AND FROM ADJACENT NEIGHBORHOODS

BACKGROUND

Pedestrian access to the river's edge can be focused along a series of east-west oriented ~~walking streets or pedestrian pathways~~ walkways and accessways. These can provide direct connections to major transit stops within the District. These ~~walking streets~~ pedestrian corridors should be : direct, connect to adjacent land uses, and designed with pedestrian safety and a pleasurable pedestrian experience in mind. They may also include intensively activated with ground retail level activities, landscaping, and be designed as an interesting sequences of spaces for pedestrian experiences and views. These ~~streets~~ pedestrian corridors could be visually similar to the Park Blocks, with view corridors that use large trees and natural colors to draw pedestrians to and from the river.

Landscaping treatment on these pedestrian "path accessways" could incorporate ponds, marsh areas, boardwalks, and forested patches.

It is important to improve the safety, convenience, pleasure, and comfort of pedestrians by creating and enhancing pedestrian linkages to and from adjacent neighborhoods.

GUIDELINES

Provide and support safe, well-lit attractive, and convenient pedestrian linkage walkways and accessways connecting the Moody-Bond Corridor to the river's edge.

Incorporate landscaping and open space into the east-west pedestrian corridors, especially along accessways.

Provide the walkways and accessways identified in the North Macadam District Street Plan.

Provide pedestrian linkages to and from adjacent neighborhoods.

Commentary

The North Macadam District Street Plan identifies numerous accessways that will connect to the Willamette Greenway. The future SW River Parkway is described in the street plan as an important north-south corridor that will be designed and integrated with the Willamette Greenway, which is in close proximity to the east of the future right-of-way. There are amendments to Special Design Guideline **A4-1 Incorporate Indigenous/Ecological Concepts in the Urban Landscape**. The changes respond to the new accessways and SW River Parkway.

In the background section, there is new language which describes the natural relationship between the future SW River Parkway and accessways and the local ecology, especially in context with the Willamette Greenway.

The guidelines subsection includes new text that furthers this ecological context by connecting natural landscapes and functions that can be visually identified from an emerging district landscape.

Changes to Special Design Guidelines - A4-1: Incorporate Indigenous/Ecological Concepts in the Urban Landscape

A4 USE UNIFYING ELEMENTS

A4-1 INCORPORATE INDIGENOUS/ECOLOGICAL CONCEPTS IN THE URBAN LANDSCAPE

BACKGROUND

The pending renaissance of North Macadam offers a unique opportunity to balance and enhance the District's urban/natural context. As the future built environment will be highly urban, it can utilize and benefit from an indigenous and ecological landscaping approach which will bond it with its adjacent habitat assets. It is important to relate to the riparian landscape integrity of the area. The landscape context of this district should promote the transitional nature of the highly urbanized district, lying between the forested West Hills and the Willamette River.

The Black Cottonwood, the predominant tree on Ross Island, is the largest broad-leaf tree in the forests of the Pacific Northwest and has the greatest proportions of any American Poplar. It seeds and grows easily in this river area. On the island, bottomlands, flats, benches, and banks of the great Columbia River system, it dominates the landscape. The Willamette River is this system's largest tributary. Other trees typical of the riparian community, and equally important, include the Oregon Ash, several species of Willow, Red Alder, and Western Red Cedar.

In the North Macadam District, it is appropriate to re-establish natural greenspace environments that act as buffers and filters between buildings creating diversity and interest for the District's overall development. Black Cottonwoods, and other typical riparian trees planted alone or in partnership, and in concentrations with other indigenous plants, will establish ecologically diverse and wildlife friendly "thickets" as counterpoints in juxtaposition to the new urban development. Additionally, incorporated "wet land/gardens", forest patches, and meadows into landscape design can add to the ecological diversity and landscape integrity of the District.

The future River Parkway and accessways that lead to the Willamette Greenway are appropriate places to enhance and unify the urban/natural context. One way to accomplish this is through landscape designs and treatments that incorporate indigenous plants and are linked with the greenway.

GUIDELINES

Incorporate indigenous/ecological landscaping as an integral element of district/project design. This guideline may be accomplished by:

- The use of typical native riparian trees to provide visual and ecological linkage with the Willamette River and Ross Island.
- Re-establishing vegetation species sought by area wildlife into natural forested greenspaces.
- Diversifying within plant groupings a variety of indigenous species that provide habitat value in terms of food, nesting and weather protection.
- Diversifying the natural water regime of the District with wetland/marsh areas and open water, creating water features which add to district quality, both functionally and aesthetically.
- Linking outdoor spaces with native vegetation which provides color and seasonal interest in order to create a strong visual identity that evokes the natural processes of the District's landscape.

Commentary

As stated previously, there is a new section related to River Parkway. River Parkway is projected to be a pedestrian-oriented and active specially designed multi-modal transportation corridor for the North Macadam district.

The design of the River Parkway right-of-way needs to reflect an enhanced and consistent experience for motorists, pedestrians and transit (street car) users as they travel north-south through the district near the Willamette River.

Design elements associated with the Willamette River should be recognized and incorporated in streetscape and other related improvements.

The City Council approved a new special design guideline to the desired vision for SW River Parkway as included in the street plan, by creating a unified River Parkway treatment. With this special design guideline, development along SW River Parkway is sought that is aesthetically pleasing, functional to users, and has a local sense of place.

Changes to Special Design Guidelines - A4-4 Coordinate with the River Parkway Treatment

A4-4 COORDINATE WITH RIVER PARKWAY TREATMENT

BACKGROUND

The North Macadam District Street Plan identifies a new north-south pedestrian, transit and local street between Bond/Moody and the Willamette River. River Parkway will be a main corridor for local residential activity, including neighborhood shopping and ground-level pedestrian supportive uses, between Lowell to the south and Harbor Drive to the north. River Parkway will also be used for vehicular and pedestrian travel to and from key local destinations. Its proximity to the Willamette River and Greenway, especially to the north, will require sensitivity in parkway construction and the incorporation of special design features in the parkway right-of-way that take into account and enhance the parkway's compatibility with the surrounding area and Willamette Greenway Trail.

River Parkway will serve local automobile traffic through increased access to local services, on-street parking and limited access to off-street parking. River Parkway will serve pedestrians through enhanced amenities such as continuous sidewalks with tree-lined native landscaping, crosswalks, and transit stops that have benches and shelters. Pedestrians may also benefit from a streetcar that travels on River Parkway to destinations north in the Central City. Bicyclists who use area accessways and bikeways in the district to arrive at shopping or residences along River Parkway will have safe and convenient bicycle parking along the corridor.

GUIDELINES

Establish a consistent and distinctive streetscape design in the right-of-way for River Parkway through the North Macadam District by incorporating common elements and standards for sidewalks, landscaping, street trees, street lighting, curb cuts, signs, paving, bicycle parking and transit stops.

Recognize the Parkway's proximity to the Willamette River. This guideline may be accomplished by:

- **coordinating a theme or themes that characterize an aspect of the river**
- **implementing the theme(s) through special treatments at street intersections and accessways**
- **implementing the theme(s) through special treatments at the northern entranceway into the district**

- implementing special design “gateway” treatments at the northern end of the parkway
- ensuring river views are provided along the parkway
- implementing special design treatments that enhance the greenway trail

Commentary

There are minor changes to special design guideline C1-1 which clarify the intent of the street plan. The Special Design Guideline, **C1-1: Integrate Parking**, mentions that parking should be located as to minimize conflicts with pedestrians. The North Macadam District Street Plan recognizes this need in relationship to the potential motorist conflicts with pedestrians along accessways that lead to the Willamette Greenway.

Changes to Special Design Guidelines - C1-1: Integrate Parking

C1 RESPECT ARCHITECTURAL INTEGRITY

C1-1 INTEGRATE PARKING

BACKGROUND

Surface parking lots in many cases represent real estate in transition. Parking lot design should address the appearance from the surroundings, from both street level, and elevated vantage points. Appropriate and skillful landscape design can break the monotony of the parking surface of lots and soften the visual impact of parked cars.

The design of parking structures should relate to the design context of the area as expressed in the design of nearby buildings and other features. Exterior walls of parking structures should be designed with materials, colors, and architectural articulation in a manner that provides a visual compatibility with the adjacent buildings and environment. Exterior design solutions which expose or express the sloping floors of the interior parking are discouraged. Active uses in the sidewalk level of parking structures is encouraged. However, if active uses cannot be initially incorporated, the design of the sidewalk level of parking structures should be done in such a manner that allows for future conversion for active uses.

The siting and location of parking should be done so as to minimize traffic movement and circulation throughout the North Macadam District in order to lessen pedestrian conflict. This is especially true in proximity to the Willamette Greenway and with accessways that lead to it.

GUIDELINES

Integrate parking in a manner that is attractive and complementary to the site and its surroundings.

Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment and screen views of cars from pedestrian areas.

Design the sidewalk level of parking structures to accommodate active uses.

Locate parking in a manner that minimizes: impact on the Willamette Greenway, accessways leading to the greenway, traffic movement, circulation, and pedestrian conflict within the District.

Commentary

There are text changes to Section III of the Special Design Guidelines for the North Macadam District of the Central City Plan. Under **III.A. Prepare a Development Plan for the North Macadam District**, one amendment recognizes that a multi-modal street plan has been completed. Implementation of the North Macadam District Street Plan should be addressed as part of a more comprehensive specific development plan for the district. Another text amendment calls for the identification of any additional gateways.

More extensive text changes are provided under **III.B. Design a District Block Pattern Which Recognizes the District's Unique Linear Form and Needs**, including a title change for the subsection. The impetus behind the title and much of the text changes is the fact that a multi-modal street plan has been completed and emphasis should be on its implementation. Specific language changes include deletion of a paragraph that mentions the large block formation of the district, which no longer exists under the new street plan.

Additional text is amended that describes the future north-south and east-west streets and connections to accessways. Language related to the district's pedestrian environment is updated based on street plan provisions for greater street connectivity and linkage to accessways.

Revised language in the last paragraph emphasize the need to implement the North Macadam District Street Plan.

Changes to III: Other Considerations

III. OTHER CONSIDERATIONS

A. PREPARE A DEVELOPMENT PLAN FOR THE NORTH MACADAM DISTRICT

The preceding district policies/goals/objectives and urban design vision establish the intent for the renaissance of the District. The specially developed design guidelines give guidance as to the preferred quality and character of the District's future development. A development plan is also needed to establish and acknowledge the following components:

- Implementation of the North Macadam District Street Plan that addresses A pedestrian, transit, auto, and bicycle circulation system
- A land use and mix system including open space based on market analysis and the Central City Plan
- Public incentives necessary to carry out the District's policies and goals regarding transportation, housing density, public amenities, and the environment
- A landscape master plan
- Major theme design
- ~~Designs for the major~~ Identification of any additional gateways
- Right-of-way design criteria for guiding capital improvements

B. ~~DESIGN A DISTRICT BLOCK PATTERN~~ IMPLEMENT THE NORTH MACADAM DISTRICT STREET PLAN WHICH RECOGNIZES THE DISTRICT'S UNIQUE LINEAR FORM AND NEEDS

The District's ~~linear form~~ is shaped by the bank of the Willamette River on the east, and the Macadam Avenue Corridor and I-5 on the west. In addition, the curved riverbank and angular bridge crossings combine to provide additional elements which guide the District's pattern for development.

~~Certain characteristics of the land area in the North Macadam District support the potential for large block and/or superblock development patterns. These include: the relative lack of an existing grid network of rights of way; the linear form of the District; and the industrial history of the area which traditionally utilized relatively large parcels.~~

The North Macadam District Street Plan confirmed that pPrimary vehicular access to/from the District is limited to the northwest and southwest corners, with minor access points also provided along the western edge. Major traffic, and bicycle and transit movements occur in a north-south direction, and will be concentrated within the general alignment of Moody and Bond Avenues. The identification of a new north-south corridor, River Parkway, will serve local transportation needs on the east side of the district. The street plan also locates future east-west streets that will provide more transportation connections to land uses in the district. These streets with walkways will further link to pedestrian accessways along the Willamette Greenway within the North Macadam District.

As the District redevelops from industrial and land extensive use to more dense urban uses supportive of the Central City Plan, it will be essential to create effective pedestrian systems network. Through the combination of many individual factors, the historic 200-foot-block grid in Portland lends itself to a pleasurable pedestrian environment. The updated street network and accessways identified in the street plan will provide ~~Attaining~~ a comparable pedestrian environment ~~with a large or superbloc setting is more challenging.~~ It is important to ~~establish~~ provide a pedestrian ~~ways network~~ that ~~provide a linkage system that~~ is attractive, safe, and direct.

Therefore, it is important to ~~design a district block pattern~~ implement the North Macadam District Street Plan which: recognizes the District's unique ~~linear form and location,~~ facilitates internal pedestrian circulation, minimizes on-site pedestrian/vehicle conflicts, and connects to pedestrian destinations on adjacent parcels and provides pedestrian access to the Willamette Greenway.

APPENDIX 1: ORDINANCE

Ordinance No. 171522

Amend the Zoning Code, Willamette Greenway Plan, and the Special Design Guidelines for the North Macadam District of the Central City Plan to implement the accepted street plan for the North Macadam District

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. On November 13, 1996, the City Council accepted a report and recommendations from the City Engineer that constitutes a local multi-modal street plan for the North Macadam District. In the "Next Steps" recommendations, the Bureau of Planning was directed to review and propose amendments to applicable regulations, plans, and design guidelines to implement and clarify the accepted street plan.
2. In January 1997, the Bureau of Planning initiated a work and public involvement program to complete the Council directive on North Macadam District Street Plan implementation.
3. On May 5, 1997, notice of proposed action was mailed to the Oregon Department of Land Conservation and Development (DLCD) in compliance with the post-acknowledgment review process required by OAR-660-020. An updated notice of proposed actions was mailed to DLCD on July 23, 1997.
4. On June 5, 1997, the Design Commission held a public hearing on the proposed amendments. The Design Commission voted to recommend to the City Council, approval of the amendments related to the Special Design Guidelines for the North Macadam District of the Central City Plan (Section 3 of the report).
5. The Planning Commission held two public hearings on July 8, 1997 and July 22, 1997. On July 22, 1997, the Planning Commission voted to recommend approval of the proposed street plan implementation amendments (Sections 1, 2, and 3 of the report) to the City Council.

Statewide Planning Goal Findings

6. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.
7. **Goal 1, Citizen Involvement**, requires opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement. The

amendments are supportive of this goal in the following ways:

- On February 1, 1997, a draft work program and schedule was mailed to interested persons announcing the project process and soliciting initial input.
- On March 5 and March 26, 1997, the Bureau of Planning published the Planning Commission Discussion Draft and Addendum Package for recommendations to implement the North Macadam District Street Plan.
- On April 18, 1997, the Bureau of Planning published the Planning Commission Proposed Draft for recommendations to implement the North Macadam District Street Plan.
- On June 26, 1997, the Bureau of Planning published the Planning Commission updated Proposed Draft for recommendations to implement the North Macadam District Street Plan. Interested persons were notified of the availability and were mailed all of the draft documents when published.
- Between March and August, 1997, the Bureau of Planning staff met with the affected development council (three times), the local neighborhood association (two times), individuals (numerous times) and groups of interested citizens (four times) on the Discussion and Proposed Draft documents.
- One Design Commission Public Hearing was held on June 5, 1997 to consider the proposed amendments to the Special Design Guidelines for the North Macadam District of the Central City Plan (Section 3 of the Proposed Draft). Notice of this public hearing was mailed to over 200 persons. The Design Commission public hearing was also advertised through the Office of Neighborhood Association's Public Outreach Calendar.
- Two Planning Commission Public Hearings were held on July 8, 1997 and July 22, 1997 to consider the recommendations of the Proposed Draft, dated June 26, 1997. The notices for the public hearings were mailed to 220 persons. Notices for all of the public hearings were mailed to the local neighborhood association and development council, and other interested persons whom requested such notice. The Planning Commission public hearings were also advertised in the Oregonian and the Office of Neighborhood Association's Public Outreach Calendar.
- On July 10, 1997, notice of the City Council public hearing was mailed to those whom presented oral and/or written testimony at previous hearings, or were previously notified of public hearing dates. The Planning Commission Recommended Draft became available on August 6, 1997.
- On August 13, 1997, the City Council held a public hearing on the Planning Commission Recommended Draft.
- In total, four public hearings were held to receive comment on the North Macadam District Street Plan Implementation Amendments. Throughout the

project timeframe, notification of hearing dates and comment opportunities were provided to all interested persons.

8. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The Portland Comprehensive Plan is consistent with Statewide Planning Goal 2. Since the amendments provide specific standards to guide the development of land uses to meet the public policy objectives of the Portland Comprehensive Plan, they also comply with this statewide goal.
9. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, calls for the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with Statewide Planning Goal 5. They seek to add additional open space areas through a Willamette Greenway Bonus Option, and seek compatible development that considers the natural resources and historic nature of the area through design review.
10. **Goal 8, Recreational Needs**, calls for satisfying the recreational needs of both citizens and visitors to the state. The amendments minimally affect and support this goal by encouraging additional open space areas along the Willamette River Greenway through a bonus option provision and by providing additional pedestrian and bicycle-oriented accessways to the greenway trail.
11. **Goal 9, Economy of the State**, calls for diversification and improvement of the economy of the state. These amendments will assist in the diversification and improve the economy of the North Macadam District by creating and implementing a local multi-modal transportation network that will support future urban scale development in this Central City subdistrict. The amendments also include development standards and incentives and design guidelines that promote a quality mixed-use urban environment. In addition, the Portland Comprehensive Plan Goal 5, Economic Development, is consistent with this statewide goal, and therefore, findings on Comprehensive Plan Goal 5 also support this goal.
12. **Goal 10, Housing**, calls for providing for the housing needs of citizens of Oregon. The amendments are consistent with the provisions of this goal because the area designated as a residential bonus area has been expanded and includes most of the North Macadam District.
13. **Goal 11, Public Facilities and Services**, calls for the planning and development of timely, orderly and efficient public service facilities that can serve as a framework for the urban development of the City. These amendments are supportive of this goal because they assist in the identification and implementation of a multi-modal transportation network for the North Macadam District.

14. **Goal 12, Transportation**, calls for a safe, convenient and economic transportation system. The amendments implement this goal since a multi-modal transportation network has been approved for the North Macadam District and is being recognized and supported through implementation amendments to the Zoning Code, Willamette Greenway Plan and the Special Design Guidelines for the North Macadam District of the Central City Plan.

The Transportation Planning Rule (TPR) was adopted in 1991 to implement State Goal 12. Section 660-12-060(1) of the TPR requires "amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility" to assure that allowed land uses are consistent with the identified function, capacity and level of service of the facility. This requirement is met by "limiting allowed land uses" or "altering land use designations, densities or design requirements to reduce demand for automobile travel." These amendments have a similar effect on development as to those currently in effect and there is no change in the land use designation or overall development potential in the district. The intensity of land use development allowed by right to floor area ratios is 2:1 or 5:1 (in cases where residential bonus density is allowed). Increases in intensity above these levels must be accompanied by a traffic analysis showing that improvements will be made as necessary to assure that nearby street functions will be maintained. The amendments include an Interim Transportation Review for developments in the North Macadam District to meet this requirement. Additionally, the multi-modal circulation system which will be implemented with assistance from these amendments, will encourage mixed-use pedestrian-oriented development that will increase walking, bicycling, and transit trips and will reduce demand for automobile travel.

Section 660-12-045 of the TPR requires local governments to adopt land use regulations which provide "safe, convenient pedestrian, bicycle, and vehicular circulation" including a system of streets and accessways that provide reasonably direct routes. These amendments support this requirement because they recognize and seek implementation of a local street network which will include wide sidewalks and bikeways, and pedestrian-oriented accessways that lead to the Willamette River Greenway Trail, which is part of the 40-mile trail loop system.

Comprehensive Plan findings on Goal 6, Transportation, and its related policies and objectives also support this goal.

15. **Goal 13, Energy Conservation**, calls for a land use pattern that maximizes the conservation of energy. The amendments are supportive of this goal because they will help implement a multi-modal circulation system in this emerging mixed-use urban district that will encourage walking, bicycling and transit over time. This will, in turn, reduce the number of automobile trips that will be taken and the vehicle miles that will be traveled within the district and to other destinations. Also, specific development standards are proposed such as Active Building Use Areas, Parking Access Restricted Streets, and Maximum Building Lines, along with retail and residential bonus options. These regulatory tools

will result in larger, more compact, mixed-use energy efficient building forms, that when combined with implementation of the local multi-modal street network, will help create a mixed-use pedestrian-friendly environment in the North Macadam District; where the use of automobiles for all trips will be discouraged and energy conservation will be encouraged.

16. **Goal 14, Urbanization**, calls for the orderly and efficient transition of rural lands to urban use. The amendments enhance the City's compliance with this Goal by allowing intensification of development in Portland, locating the most intense development opportunities where public services are presently provided with scheduled and planned improvements. The amendments support the regional urban growth boundary by improving mobility inside the urbanized area, and consequently reducing potential need for conversion of rural lands to urban uses. The amendments directly support this goal by implementing a multi-modal transportation network in the North Macadam Central City subdistrict, which will support the emerging urban development that is anticipated to occur in the next twenty years. Future construction of the transportation network will accommodate anticipated development and population growth that is permitted to occur in this Central City area.
17. **Goal 15, Willamette River Greenway**, calls for the protection, conservation, and maintenance of the natural, scenic, historic, agricultural, and recreational qualities of land along the Willamette River. The amendments partially affect and support this goal. The provision for a Willamette Greenway Bonus Option encourages the dedication of additional land adjacent to the existing greenway setback area. This area, when deeded to the City, will be protected and maintained as part of the greenway.

Metro Urban Growth Management Functional Plan Findings

18. **Title 1** of the Functional Plan addresses the requirements for Housing and Employment Accommodation for local jurisdictions in the Metro region. This requirement would be implemented through city-wide analysis based on calculated capacities from land use designations. This Title does not apply to these amendments, especially since they do not affect or change overall development potential or uses permitted in the district. This Title will be implemented through city-wide analysis .
19. **Title 2** of the Functional Plan regulates the amount of parking permitted by use for jurisdictions in the region. These amendments do not relate to specific land uses and zones and the amount of off-street parking for different uses. Therefore, this Title does not apply. The City will be updating city-wide parking regulations to meet this Title.
20. **Title 3** of the Functional Plan protects the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. These amendments do not apply to this Title. The street plan implementation amendments are limited in their scope to recognizing the new district street network and providing standards, incentives and design guidelines to implement the street network. The amendments do not address specific developments and their impacts. The City will be reviewing and updating local regulations to implement this Title city-wide.
21. **Title 4** of the Functional Plan ensures that there is supportive retail development in Employment and Industrial areas, but it protects these areas from having retail that serves a larger market area. This Title does not apply to these amendments since the North Macadam District does not contain Employment or Industrial zones where this requirement would be applied.
22. **Title 5** of the Functional Plan defines Metro's policy regarding areas outside of the Urban Growth Boundary. This Title does not apply to these amendments because the North Macadam District is within the Urban Growth Boundary.
23. **Title 6** of the Functional Plan addresses Regional Accessibility. It recognizes the link between mode split, levels of congestion, street design and connectivity in creating a transportation system that works and supports the desired land use concept. These amendments partially apply to Title 6, specifically Section 3.A. Design Standards for Street Connectivity. This section requires that cities and counties ensure that implementing ordinances include local street plans for new residential and mixed use developments and a map identifying possible street connectivity for primarily undeveloped lands of five acres or more with street connections at intervals of no more than 600 feet, with more frequent connections in areas planned for mixed use or dense development. In addition, other design options are included which call for providing short and direct public-right-of-way routes for pedestrian and bicycle travel, include no cul-de-sacs excepting physical barriers, provide bike and pedestrian connections when

full street connections are not possible, consider extension and connection of local streets, serve a mix of land uses, consider narrow street design alternatives, and limit the use of closed street systems.

These amendments comply with Section 3A. of Title 6 of the Functional Plan because the amendments establish an interconnected multi-modal street network in the North Macadam District. The street network when constructed will provide short, direct trips for pedestrians and bicyclists, have street spacing of approximately 200-foot blocks (with two blocks larger than 500 feet due to existing uses), provide a north-south local street connection to the adjacent district to the north (River Parkway), and serve a mix of land uses including pedestrian and bicycle accessways to the greenway trail.

These amendments do not address other sections of Title 6. Section 2 does not apply because none of the streets addressed by the amendments are designated as regional routes by Metro. Section 4.A. does not apply because mode split analysis will be accomplished as part of the City's Transportation System Plan. Section 4.B. does not apply because new level of service standards are not addressed with these amendments. These amendments have no effect on Section 4.C. which requires local jurisdictions to evaluate the impact of congestion on regional accessibility. There is no net increase in development potential in the district, and development proposals over a certain size will need to provide a traffic analysis and ensure that the transportation system will continue to operate within an acceptable level of service upon development approval. Section 4.D. does not apply because the North Macadam District is a mixed-use Central City subdistrict and is not outside of a mixed-use area.

24. Title 7 of the Functional Plan relates to Affordable Housing and recommends that local jurisdictions implement tools to facilitate development of affordable housing. These amendments do not directly implement or apply to this Title. The amendments indirectly relate to this Title because there is an expansion of the Residential Bonus Area which may help to bring about affordable housing in the North Macadam District. The amendments may also apply indirectly by establishing a multi-modal street network that will accommodate residents of all economic backgrounds through a variety of transportation options.
25. Title 8 of the Functional Plan requires cities and counties to document compliance with Titles 1-7. Title 8 does not apply to these amendments.

Portland Comprehensive Plan Goal Findings

26. The City's Comprehensive Plan was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals.

27. **Goal 1, Metropolitan Coordination**, states that the Comprehensive Plan shall be coordinated with federal and state law and support regional goals, objectives and plans to promote a regional planning framework. Coordination with state and regional planning efforts have been undertaken with the development of the proposed amendments. The Oregon Department of Transportation and Metro staff have participated in development of the amendments.
28. **Policy 1.4, Intergovernmental Coordination**, calls for continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments to the Zoning Code support this policy with an Interim Transportation Review for uses which intensify beyond a certain size. The required analysis includes noting and addressing impacts to State highways. The City will share Traffic Impact Analysis applications with the Oregon Department of Transportation when there appears to be impacts to the State highway system.
29. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by increasing opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. These amendments support this goal by implementing a local multi-modal street network that will accommodate the anticipated urban scale development that is permitted to occur in the North Macadam District.
30. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. In order to maintain livability with the projected population increase, the efficient use of the transportation system is especially important. In general, the amendments support this policy by implementing a local multi-modal street network that will accommodate the anticipated residences/new population which will be required and encouraged with new development in the North Macadam District.
31. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. These amendments support this policy by the use of regulatory tools such as the Retail and Residential Bonus Options, the Active Building Use Area standard, and through implementation of the street plan which will include short and frequent blocks, sidewalks, bicycle lanes and transit. The bonus options will promote a diversity of housing and employment opportunities, as will the Active Building Use Area standard. Implementation of short and frequent blocks, sidewalks, bicycle lanes and transit service, will provide increased transportation options which will help increase housing and employment opportunities.
32. **Policy 2.6, Open Space**, calls for provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that

- encircles the city and promoting recreational use of the city's rivers, creek, lakes and sloughs. This policy is partially implemented by the amendments with the provision of a Willamette Greenway Bonus Option. This incentive encourages the additional dedication of open space adjacent to the current greenway setback. Also, new accessways will be constructed that will increase public access (mainly bicycle and pedestrian access) to the greenway.
33. **Policy 2.7, Willamette River Greenway Plan**, calls for implementation of the Willamette River Greenway Plan which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette south of the Broadway Bridge. These amendments are supportive of this policy for the reasons stated in Finding #32 above.
 34. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. These amendments support this policy by establishing the local street network, development standards and design guidelines to make infill and redevelopment projects happen in the North Macadam District, in a manner consistent with the regional and local plans and policies. The vision is to create a mixed-use urban scale Central City subdistrict.
 35. **Policy 2.22, Mixed Use**, calls for continuation of a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for the creation of mixed use nodes. These amendments are supportive of this policy because development tools such as the Residential and Retail Bonus Options and Active Building Use Areas are applied to key north-south and east-west streets in the North Macadam District, to encourage the mixed-use development in a pedestrian-oriented central city environment.
 36. **Policy 2.26, Central City Plan**, calls for encouraging continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living through implementation of the Central City Plan. These amendments implement the Central City Plan policies for the North Macadam District by orienting new development to pedestrians (with the Required Building Lines and Active Building Use Area standards) and by providing frequent links to the river (identification of 19 accessways to the river); and by improving road access within the area (implementation of the local street network in the district). These amendments also implement action steps for the North Macadam District which call for developing walkways/bikeways linking the residential area to the Greenway trail and waterfront, the identification of a boulevard to be constructed that runs parallel to the river through the middle of the district (River Parkway), and the identification of needed transportation improvements.
 37. **Goal 3, Neighborhoods**, calls for reinforcing and preserving the diversity and stability of the city's neighborhoods while allowing for increasing density. The North Macadam District has historically been developed as a marine industrial

area. These amendments, along with current plans, regulations and design guidelines call for development of this area as a central city neighborhood with a variety of supporting uses. The level of development permitted in this district will be served by the implementation of the local street plan. These amendments help to accomplish this and help to create a diverse and stable neighborhood in the North Macadam District.

38. **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. These amendments comply with this policy as indicated in Finding #7, above.
39. **Goal 4, Housing**, encourages a diversity in the type, density and location of housing within the city in order to provide an adequate supply of safe and sanitary housing affordable to people of different means. In general, the amendments support this policy because there is expansion of a Residential Bonus Option in the North Macadam District. Also, implementation of the multi-modal street network in the district will help to increase the housing options in this area by providing alternative transportation options that will serve residents with a wide range of income levels.
40. **Goal 5, Economic Development**, strives to foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments support this goal by emphasizing implementation of a local multi-modal street network which creates a pedestrian-oriented environment. This will help prevent traffic congestion and will preserve more street capacity for the movement of goods and people. Also, these amendments assist in development of a mixed-use district and mixed economy with the Retail Bonus Option incentive and the Active Building Use Area requirement.
41. **Policy 5.1, Urban Development and Revitalization, Objective B.**, supports programs and policies which serve to maintain Downtown Portland and the Lloyd District as the major regional center and implementation of the Central City Plan and the urban development goals of the Comprehensive Plan. These amendments support implementation of the Central City Plan and the urban development goals of the Comprehensive Plan for the North Macadam District. See Finding #36, above, for additional information on how these amendments implement this policy.
42. **Policy 5.4, Transportation System**, promotes a multi-modal transportation system that encourages economic development. The amendments are consistent with this policy because they include the identification and implementation of a local multi-modal street network that will create and accommodate a pedestrian-oriented, mixed use, urban scale environment. In addition, design guidelines such as the one for River Parkway, seek to create a quality experience for travelers in the district. These amendments enhance economic development in the North Macadam District by establishing a convenient, direct and accessible pedestrian-oriented multi-modal street

network to serve a variety of uses; along with development tools and design guidelines that when applied, will create a quality urban environment. This will encourage more economic development in the district.

43. **Objective E of Policy 5.4** promotes safe and pleasant bicycle and pedestrian access to and within commercial areas and supports the provision of convenient, secure bicycle parking for employees and shoppers. All properties in the North Macadam District are zoned Central Commercial (CX) which allows a variety of uses including commercial. These amendments support this objective through the identification of a local multi-modal street network that will provide enhanced bicycle and pedestrian access, both north-south and east-west through the district. The identification of 19 pedestrian/bicycle-oriented accessways that connect to the regional Willamette Greenway Trail will provide a pleasurable experience leading to and along the greenway trail. Amendments to the Zoning Code and Design Guidelines for the North Macadam District of the Central City Plan will help create a safer and more pleasant experience and increase pedestrian accessibility. This will happen through application of standards such Parking Access Restricted Streets, Required Building Lines, and Active Building Use Areas, and guidelines such as screening views of cars from pedestrian areas and locating parking in a manner that minimizes impacts on the Willamette Greenway and accessways leading to it.
44. **Objective F of Policy 5.4** encourages a wide range of goods and services in each commercial area in order to promote air quality and energy conservation. These amendments implement this objective through Active Building Use Area Standards and the Retail Bonus Option. These standards encourage the provision of retail and other uses which provide goods and services to residents, visitors, and employees of the district.
45. **Goal 6, Transportation**, provides for and protects the public interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies by:
- Providing adequate accessibility to all planned land uses;
 - Providing for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming neighborhood livability;
 - Minimizing the impact of inter-regional and longer distance intra-regional trips on City neighborhoods, commercial areas, and the City street system by maximizing the use of regional trafficways and transitways for such trips;
 - Reducing reliance on the automobile and per capita vehicle miles traveled;
 - Building the use of the City street system to control air pollution, traffic, and livability problems;
 - Maintaining the infrastructure in good condition.

The amendments support this goal by implementation of a local street network in the North Macadam District which will :

- Provide adequate accessibility to all planned land uses; provide for the safe and efficient movement of all modes of transport which will enhance livability in this emerging district;
- Maximize the street network and encourage alternative modes and a mixing of uses within the district; minimize longer distance trips;
- Reduce reliance on the automobile including the number and length of trips; and
- Establish an urban street system in the district so that more trips will be taken by walking, bicycling and transit.

46. **Policy 6.1, Intergovernmental Coordination**, calls for coordinating transportation facilities and improvements with development activities and with regional transportation and land use plans. The amendments facilitate the coordination of transportation facilities and improvements with development activities through an Interim Transportation Review which will be required for approval of uses beyond a certain size. The Oregon Department of Transportation will be coordinated with on applications that impact the State highway system. Required improvements will be coordinated between the State and the City as deemed necessary, for approval of development projects.
47. **Policy 6.4, Land Use/Transportation**, calls for coordinating land use planning with transportation planning and requires that the Transportation Element be a guide in land use planning and in the transportation project development process. These amendments highlight the coordination of land use and transportation planning through the implementation of a local street plan in land use regulatory, policy and design guideline documents. Furthermore, the Transportation Element states that the Central City Transportation Management Plan (CCTMP) is the transportation element for the Central City Plan districts, of which North Macadam is included. There is one Goal and 10 policies in the CCTMP which are implemented with these amendments. They are listed after the Portland Comprehensive Plan Goal Findings and begin with Finding #77, below.
48. **Policy 6.6, Urban Form**, calls for a regional form composed of mixed-use centers served by an interconnected transportation network and for streets and pedestrian connections that provide access to transit routes as well as within and between new and existing residential, commercial, and employment areas. The amendments are consistent with this policy because they implement a local multi-modal transportation network that will support the anticipated mixed-use central city center of North Macadam. In addition, the amendments specifically address local street and pedestrian connectivity and accessibility throughout the district, between existing and future land uses and to future transit routes.

49. **Policy 6.9, Transit-Oriented Development, Objective B.**, calls for locating all new medium and high-density development in transit-oriented developments and requiring all major developments along transit lines to orient to the transit line and provide a stop or connection to a transit stop. These amendments support this objective because the highest densities and intensities in the district are located in proximity to future planned transit. The amendments include regulatory tools and incentives to create a pedestrian-oriented environment in the North Macadam District. A primary consideration in the location of these tools and incentives was the location of future transit service. In addition, the application of the Required Building Lines, Active Building Use Areas and the Retail Bonus Option are examples of the amendments that will help implement this policy.
50. **Policy 6.11, Pedestrian Transportation**, requires planning for and providing a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit. The amendments are supportive of this policy and its objectives because they help to increase pedestrian access and safety through development standards and design guidelines which will be required of development projects, along with construction of the local street network in the district. The local street network will include wide sidewalks, smaller blocks (found typically in the downtown area of the Central City) for pedestrian convenience, and pedestrian-oriented accessways that lead to the greenway trail and river.
51. **Objective C of Policy 6.11** calls for improving the quality of the pedestrian environment by implementing pedestrian design guidelines and by developing special design districts for Pedestrian Districts and Main Streets. These amendments augment the existing pedestrian-related design guidelines found in the Special Design Guidelines for the North Macadam District of the Central City Plan. In particular, amendments to Special Design Guideline A3: Respect the Portland Block Structure, call for safe, well-lit, attractive and convenient walkways and accessways connecting the Bond-Moody Corridor to the river's edge.
52. **Policy 6.12, Bicycle Transportation, Objective A.**, calls for completion of a network of bikeways that serve bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations. The North Macadam District Street Plan includes bikeways through the district and connections through the 19 accessways that lead to the Willamette River Greenway Trail; a regional bicycle and pedestrian recreational and purposeful travel off-road facility. The amendments identify the general street and accessway locations. Bikeways will be constructed as development occurs in the district through public and private investments.
53. **Policy 6.19, Multi-Modal**, calls for coordination of the planning, development, and interconnection of all modes of passenger transportation. The local street network that is being implemented with these amendments will provide for

multi-modal transportation. As part of development review, when the Interim Transportation Review is applied to a development proposal, the City may coordinate the development and interconnection of passenger transportation like the streetcar along River Parkway.

54. **Goal 7, Energy**, promotes a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. In general, the amendments comply with this goal by identifying for implementation, a local interconnected multi-modal street network that when completed, will encourage walking, bicycling, and transit. These modes use energy more efficiently than single-occupant vehicles and increased automobile trips. The design and mixing of uses will also contribute to energy conservation. Amendments to the Design Guidelines and Zoning Code support energy conservation in this manner.
55. **Policy 7.4, Energy Efficiency Through Land Use Regulations**, calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The amendments support this policy by promoting energy efficient transportation modes. The amendments will promote energy efficiency through construction of the identified multi-modal interconnected street network. Also, implementation of Zoning Code regulations and incentives and the design guidelines, will make development in the district more pedestrian-oriented, with compact, mixed-use and energy efficient structures, and provide a safe and more pleasurable experience for pedestrians, bicyclists and future transit users.
56. **Objective A., 1-3 and B of Policy 7.4**, promotes land use patterns that increase energy efficiency by making it a critical element when developing and modifying zoning regulations and the comprehensive plan. Densities, locations and mixtures of land uses are promoted with these amendments which will lead to compact, energy efficient buildings. This development pattern which includes the implementation of a direct, multi-modal smaller block network, will lead to a decrease in the length of required daily trips and encourage the consolidation of related trips. All of the properties in the North Macadam District are zoned Central Commercial (CX). This zone provides a variety of uses. The amendments encourage a mixing of uses through regulations like the Active Building Use Areas and incentives such as Residential and Retail Bonus Options. The Design Guidelines incorporate amendments that make pedestrian access more safe, attractive, convenient and implement identified accessways. All of these measures will help to make this Central City subdistrict more energy efficient as it develops.
57. **Policy 7.6, Energy Efficient Transportation**, calls for providing opportunities for non-auto transportation and for reducing gasoline and diesel use by increasing fuel efficiency. The amendments support this policy by identifying a local interconnected street network for the North Macadam District that when completed will provide an interconnected system of non-automobile transportation facilities. Walking, bicycling, and the use of transit (when

provided), will provide numerous opportunities for non-automobile trips within the district and to other regional destinations.

58. **Objective H of Policy 7.6**, promotes walking and bicycle commuting by developing bikeways and walkway and related facilities which enhance the safety, convenience and attractiveness of these modes of travel. These amendments comply with this policy as stated in Finding #50 and Finding #52, above.
59. **Goal 8, Environment**, provides for maintaining and improving the quality of Portland's air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The amendments support this goal by the identification and implementation of an interconnected multi-modal local street network that will serve all land uses in the North Macadam District. These amendments will help create the street network and a mixing of uses that will encourage more pedestrian, bicycle and transit trips within the district and to other local and regional destinations. These non-automobile trips will help maintain Portland's air quality and reduce noise pollution. The quality of the land resources is maximized through the efficient use of blocks that have been created with the street plan, the mixing of uses that is encouraged, and the design guidelines which seek quality, attractive, and compatible development in the district. The Willamette Greenway Bonus Option is an amendment that seeks to enhance the Willamette River Greenway.
60. **Policy 8.14, Natural Resources, Objective H., Bike and Pedestrian Routes**, calls for enhancing the value and beauty of Portland's bicycle and pedestrian routes by locating them to take advantage of significant viewpoints, scenic sites, and scenic corridors. These amendments help to implement the 19 new accessways that will lead to the scenic Willamette River Greenway and trail. The new accessways are identified for implementation on the Zoning Code, Willamette Greenway Plan and Special Design Guidelines for the North Macadam District of the Central City Plan. There are numerous design guidelines that relate to accessways; one calls for implementation of them through the development review process.
61. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The preparation of these amendments has included numerous opportunities for public involvement. These amendments support this goal as shown in Finding #7, above.
62. **Policy 9.1, Citizen Involvement Coordination**, encourages citizen involvement in land use planning projects by coordinating with community organizations, availability of planning reports and notice of public hearings. The work program carried out for development of these amendments included the encouragement of citizen involvement and the notification of public hearings and the availability of planning reports, as shown in Finding #7, above.

63. **Goal 10, Plan Review and Administration**, states that Portland's Comprehensive Plan will undergo periodic review to assure that it remains an up-to-date and workable framework for land use development. The amendments do not affect this goal because they propose no changes to the Comprehensive Plan.
64. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The amendments comply with the policy because they were submitted to the Planning Commission and City Council following adopted procedures which comply with State planning statutes.
65. **Policy 10.10, Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing urban city. The amendments to the Zoning Code are clear and concise and implement as broadly as is applicable, the street plan for the North Macadam District.
66. **Goal 11 A, Public Facilities and Services**, calls for a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. Transportation, sanitary and storm sewer, water and other leading public facilities are in place and the City is committed to a program of maintenance and upgrading facilities as part of the annual capital improvement programming and budgetary process. The amendments partially support this goal by identifying the transportation infrastructure necessary to accommodate planned land uses in the North Macadam District.
67. **Policy 11.2, Orderly Land Development**, states that urban development should occur only where urban public facilities and services exist or can be reasonably made available. This policy is partially addressed by these amendments. An Interim Transportation Review will be required of development proposals of a certain size. An outcome of the required transportation analysis will be a determination of the transportation facilities necessary for orderly land development in the North Macadam District.
68. **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety and usability of parklands and facilities. This objective is partially addressed with these amendments through the application of the Willamette Greenway Bonus Option. This amendment will encourage an increase in the amount of greenway area available for public use.
69. **Policy 11.47, New Parkland**, calls for an increase in the supply of parkland. These amendments are supportive of this policy as shown in Finding #68, above.

70. **Goal 12, Urban Design**, calls for promoting Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments further this goal through amendments to the Zoning Code, Willamette Greenway Plan, and Special Design Guidelines for the North Macadam District of the Central City Plan, which will help to make the North Macadam District an attractive, livable, mixed use, urban area in Portland. One example of this is the special design guideline for coordination with River Parkway treatment. This guideline promotes a uniform, consistent and attractive design for the new north-south corridor that will parallel the Willamette River on the east side of the district. Design of River Parkway will recognize the history of the area and its proximity to the Willamette River Greenway, including view corridors along it to the river.
71. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity. The amendments enhance the city's attractive identity by providing development standards and incentives and design guidelines that will make the North Macadam District develop as a successful mixed use multi-modal central city subdistrict. In addition, implementation of the street plan including the accessways that lead to the Willamette River Greenway Trail, will enhance the district's identity for its proximity to the river, along with providing greater pedestrian accessibility. Also, implementation of the multi-modal street plan will create smaller blocks, and when combined with the development standards, incentives and design guidelines for development projects, will contribute toward an attractive pedestrian-oriented environment and identity.
72. **Objectives A and B of Policy 12.1**, calls for giving form to the City and extending the intimate and human scale that typifies Portland and preserving and enhancing the character of Portland's neighborhoods. The amendments support these objectives through the implementation of an interconnected multi-modal street network and development standards, incentives, and design guidelines that shape the human scale character of the North Macadam District. As development occurs and the street network is implemented, small interconnected blocks will be constructed which contribute to a human scale and increased pedestrian activity. Development standards such as the Required Building Lines and Active Building Use Areas will also contribute to pedestrian supportive uses being located near walkways. A new objective in the special design guidelines for the district calls for designing River Parkway to enhance pedestrian and motorist experiences.
73. **Policy 12.2, Enhancing Variety, Objective C.**, promotes the development of areas of special identity and urban character along Portland's commercial streets and in its commercial districts. The Central City Plan has identified the west side of the North Macadam District, near Macadam Avenue, as the primary commercial area. The amendments promote development of Moody and Bond Avenues south of the Ross Island Bridge as a pedestrian-oriented environment that may be served by transit in the future. Standards that apply

to help create this character include the Required Building Lines, Active Building Use Areas, and Parking Access Restricted Streets (along Moody Avenue only).

74. **Policy 12.4, Provide for Pedestrians**, supports providing a pleasant and safe environment for pedestrians. These amendments are supportive of this policy as stated in Finding #84, below.
75. **Objectives A, B, D, and E of Policy 12.4**, call for providing for pedestrians as a primary mode of transportation throughout the City, enhancing the pedestrian environment, requiring development to be oriented to pedestrians where appropriate, and completing the Willamette Greenway Trail. These amendments comply with these objectives as shown in Finding #72, above, and Finding #84, below.
76. **Objectives A, C and H of Policy 12.7**, call for establishing design districts for areas of attractive character and using design districts to enhance the character of the area, providing clear guidelines of design acceptability that share the public's concern and objectives, establishing specific zoning requirements that further the implementation of the Urban Design Goal and associated policies and objectives. These objectives are supported by these amendments. The map and text changes to the Special Design Guidelines for the North Macadam District of the Central City Plan enhance the character of the area by updating objectives and guidelines which implement an attractive, and pedestrian-oriented multi-modal street network; one which recognizes its closeness to the Willamette River Greenway. Likewise, the Zoning Code and Willamette Greenway Plan amendments also address the public objective of implementing a pedestrian-oriented central city local street network in the North Macadam District. Finally, these amendments will help make the district a more livable, diverse and attractive neighborhood through quality development and construction of the local street network.

Central City Transportation Management Plan (CCTMP) Findings

77. **CCTMP Goal, Central City Transportation Management**, calls for providing for and protecting the public's interest and investment in the public right-of-way and in the transportation system consistent with the Transportation Element of the Comprehensive Plan, and in support of the Central City through development, urban design and transportation improvements which will improve air quality, enhance accessibility and circulation for all modes of travel, minimize parking demand, and support Central City development while preserving adjacent neighborhoods.

These amendments support the goal for the CCTMP because they recognize and help implement an interconnected local street plan of rights-of-way which will support urban development in the North Macadam subdistrict of the central city. The amendments include development standards and incentives and design guidelines which when applied, will improve air quality through the mixing of uses, the development of small blocks and direct linkages from land

uses to the available alternative modes of travel. The multi-modal street network in the North Macadam District will enhance the local accessibility and circulation for all modes and will reduce parking demand (especially when transit is provided). These amendments will support Central City development as expressed in the plan, and will help preserve adjacent neighborhoods through the encouragement of a mix of uses within the district and a local multi-modal street network which will reduce the number of automobile trips that might otherwise venture to uses outside of the district.

78. **Policy 1, Growth with Livability**, calls for supporting the vitality of existing residences and businesses and the development of new housing and jobs in the Central City, while improving its livability, by maintaining and improving the transportation system for all modes. These amendments support this policy through implementation of a local interconnected multi-modal street network in the North Macadam District. The amendments associated with implementation of the street plan will help to create an urban quality and scale mixed use environment which will have multiple transportation opportunities within the district and to other local and regional destinations. The result will be improved livability in the district, as it and the street network develop.
79. **Policy 2.5, Accommodate Density**, states that the solution to congestion problems within the Central City must accommodate the existing and planned high-density land use patterns. Supporting alternative modes of travel are to be given higher priority than the reduction of vehicular congestion. The amendments support this policy through implementation of a local multi-modal street network that will accommodate existing and planned high density land use patterns. The development standards and incentives and design guidelines included in this amendment package, when applied, will support alternative modes of travel within the district and to other local and regional destinations.
80. **Policy 2.6, Access Management to Increase Safety and Efficiency**, states that access to newly developed parking shall be restricted by limiting the number and location of curb cuts to enhance the street system's overall efficiency and safety for all modes of travel. The amendments implement this policy through application of the Parking Access Restrict Street standard in the North Macadam District. This is done to reduce automobile conflicts with other modes of travel, especially walking along key streets in the district.
81. **Policy 5, Transit**, calls for ensuring that the transit system will be a key component in stimulating economic development in the Central City by supporting the density and diversity of activities that lead to high levels of pedestrian and bicycle trips, minimizing automobile congestion, and improving air quality. These amendments are supportive of this policy as stated in Finding #49, above.
82. **Policy 7, Pedestrian Network**, calls for supporting the Central City as a pedestrian-friendly environment with good pedestrian connections to adjacent neighborhoods and a high level of pedestrian activity due to the quality of

pedestrian facilities. These amendments comply with this policy as shown in Finding #50, above.

83. **Policy 7.3, Pedestrian Access and Availability**, calls for creating a comprehensive pedestrian network throughout the Central City that provides easy access to all uses and encourages pedestrian movement. The amendments are supportive of this policy since a comprehensive network of sidewalks and accessways will be created as the street plan is implemented with development projects and public and private investments. Also, development standards and special design guidelines for the district will help accomplish safe, convenient, and direct access to all land uses in the district. These same tools will help make the pedestrian's experience walking in the North Macadam District more pleasurable.
84. **Policy 7.6, Pedestrian Comfort**, calls for making every reasonable effort in the planning, design, construction, and management of the pedestrian network to ensure that a pleasant and enjoyable pedestrian environment is created. These amendments are supportive of this policy as stated in Finding #83, above.
85. **Policy 8.3, Bicycle Access**, calls for ensuring that all public streets and public ways within the Central City, except freeways, expressways, and exclusive transitways, are accessible to bicycles. This policy is partially addressed with these amendments. New development projects that must meet the amendments, may be responsible for constructing identified streets and accessways that provide bicycle access as part of their development approval. The remainder of the bicycle network in the North Macadam District will be completed through public and private investments.
86. **Policy 8.5, Bicycle Connections**, states that the bicycle network should be integrated with other transportation systems to accommodate commuting and other trips by bicycle. This policy is partially addressed with these amendments. Bikeways have been planned to connect to other modes of travel such as transit. New development projects may be responsible for constructing identified streets and accessways that provide bicycle connectivity to other modes of travel as part of development approval with these amendments. The remainder of these connections will be completed through public and private investments.
87. **Policy 21, North Macadam**, calls for developing the district as a mixed use neighborhood with significant residential development along the river bank and commercial development along Macadam and the Jefferson Street light rail line. These amendments are consistent with this policy. Amendments to the Zoning Code and Special Design Guidelines for the North Macadam District of the Central City Plan reinforce the notion of developing a mixed use neighborhood. Examples of this include extension of the Residential Bonus Option south of the Marquam Bridge near the Willamette River, and application of the Retail Bonus Option and Active Building Use Areas standard along River Parkway and along north-south and east-west streets near Moody and Bond Streets, which are in close vicinity to Macadam Avenue.

Ordinance No. 171522


NOW, THEREFORE, the Council directs:

- a. Adopt the Planning Commission's Report and Recommendations as shown in the document titled "North Macadam District Street Plan Implementation Amendments" dated August 6, 1997, attached to and incorporated in this ordinance as Exhibit A;
- b. Amend Title 33, Planning and Zoning Code as shown in Section 1 of Exhibit A;
- c. Amend the Willamette Greenway Plan as shown in Section 2 of Exhibit A;
- d. Amend the Special Design Guidelines for the North Macadam District of the Central City Plan as shown in Section 3 of Exhibit A;
- e. Adopt the commentary in the Planning Commission Recommended Draft on the North Macadam District Street Plan Implementation Amendments dated August 6, 1997, as an expression of legislative intent and as further findings;
- f. Direct the Portland Development Commission to address view corridors, active parks, development standards and uses adjacent to the Willamette River Greenway, and Floor Area Ratio definition in the North Macadam District as part of the agency's North Macadam District Framework Plan; and
- g. Direct the Bureau of Planning to reconsider the Floor Area Ratio definition in the Zoning Code as part of the Region 2040 Implementation Program or the Code Language Improvement Project (CLIP).

Passed by the Council, **AUG 20 1997**

Commissioner Charlie Hales
D. Bischoff
August 13, 1997

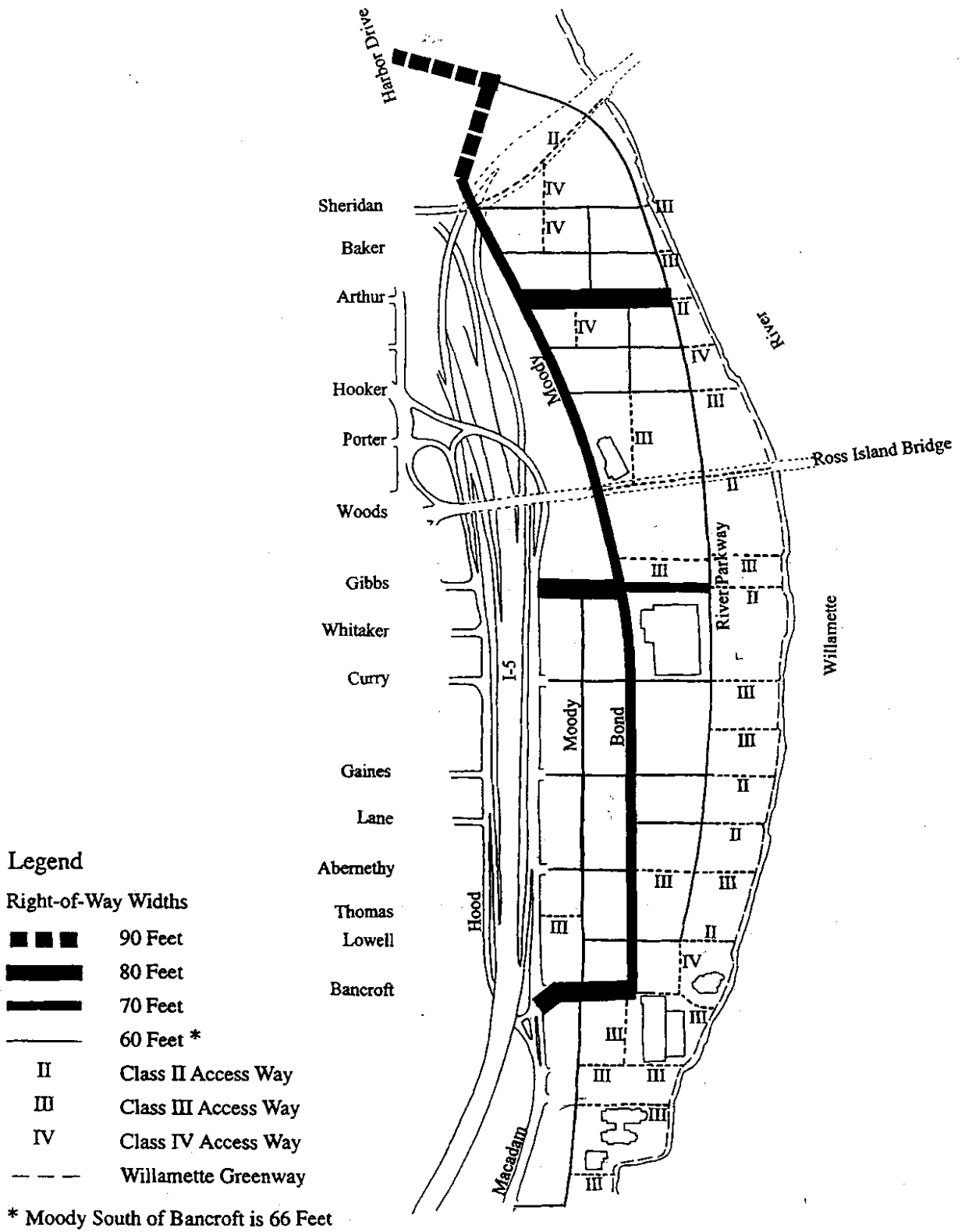
BARBARA CLARK
Auditor of the City of Portland

By 
Deputy

**APPENDIX 2: EXCERPTS FROM THE NORTH MACADAM
DISTRICT STREET PLAN INCLUDING THE NEXT STEPS**

North Macadam District Street Plan

Street Plan: Right-of-Way Widths

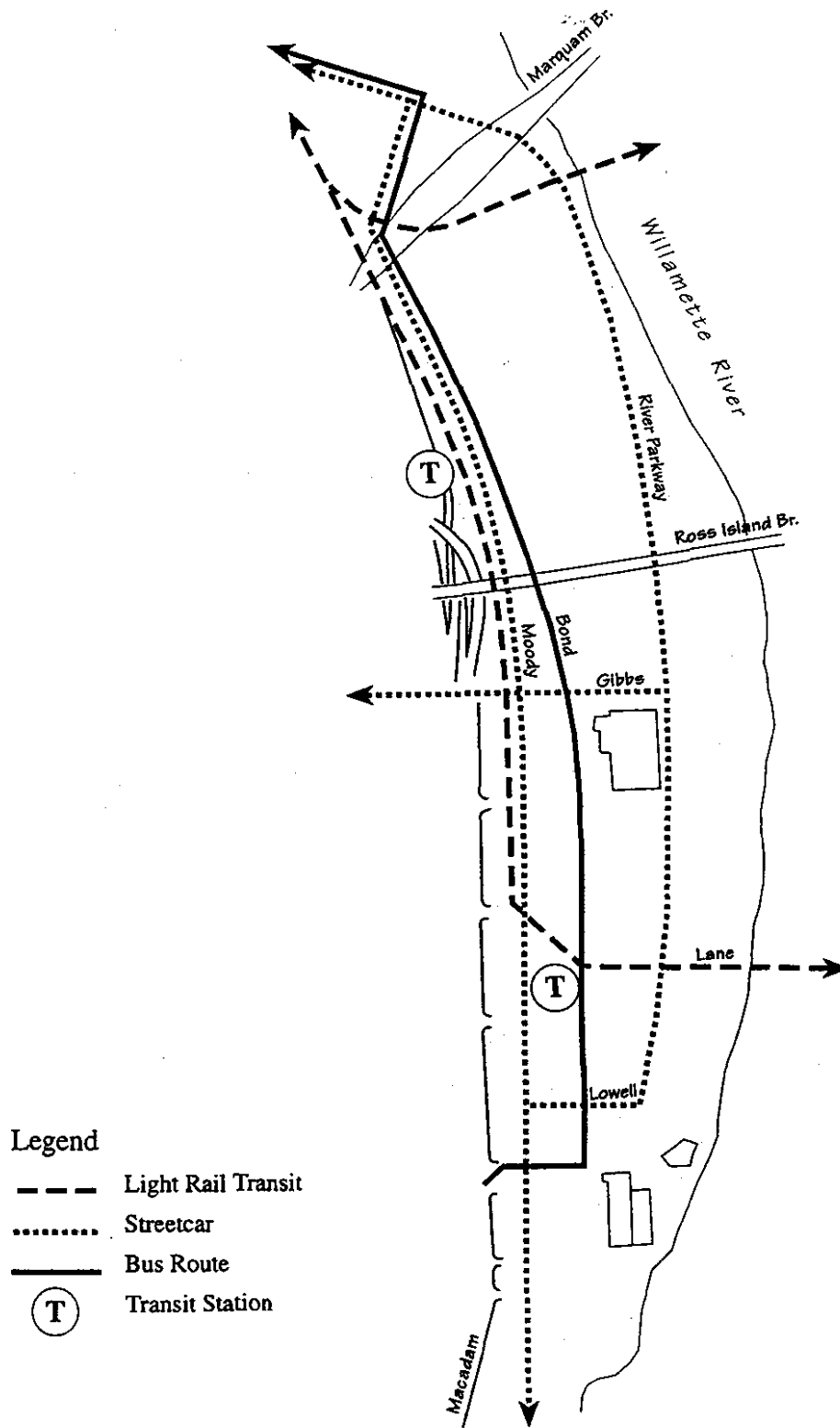


Lloyd D. Lindley, ASLA
 Prentice & Associates
 Robert Bernstein, P.E.

Portland Office of Transportation
 Transportation Planning Division

North Macadam District Street Plan

Street Plan: Transit Circulation



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Prentice & Associates
Robert Bernstein, P.E.

Portland Office of Transportation
Transportation Planning Division

North Macadam District Street Plan

Street Classification and Function Table: Streets

Street	Policy Classification	Street Function	Development/ Design Priority	Right-of-Way/ Section
Bond; Moody- North of Gibbs	Traffic Access Route	Provide access to Central City destinations	Office commercial frontage	70 feet
	Transit Access Street		Limited access to off-street parking	42 feet
	Pedestrian-Transit Street Central City Bikeway	Distribute traffic within the district Provide connections between districts Distribute traffic from regional trafficways and major city traffic streets to local service streets Local transit service Bicycle mobility	No on-street parking Enhanced pedestrian environment Boulevard design with two-way traffic and landscaped median Transit-oriented street features Bike lanes Continuity of alignment and design throughout district Provide direct connection of Bond to Moody north of Gibbs	curb-to-curb
River Parkway	Local Service Street (proposed)	Provide access to local services	Neighborhood retail and residential frontage	60 feet
	Transit Access Street (proposed)	Distribute local traffic	On-street parking	36 feet
	Pedestrian-Transit Street (proposed)	Limited access to off-street parking Streetcar service	Enhanced pedestrian environment Streetcar design features	(2'- 4' setback each side for retail development)

North Macadam District Street Plan

Street	Policy Classification	Street Function	Development/ Design Priority	Right-of-Way/ Section
Moody- Gibbs to Bancroft	Local Service Street	Provide access to local services	Office commercial frontage	60 feet
	Major Transit Priority Street	Distribute local traffic	Enhanced pedestrian environment	36 feet curb-to-curb
	Pedestrian-Transit Street	Limited access to off-street parking	Streetcar/LRT design features	
		Streetcar and/or LRT service		
		Interim Greenway Trail route		
Moody - South of Bancroft	Local Service Street	Provide access to local services	Office commercial frontage	66 feet (minimum)
	Major Transit Priority Street	Distribute local traffic	On street parking is optional	24 feet curb-to-curb (minimum)
	Pedestrian-Transit Street	Limited access to off-street parking	Enhanced pedestrian environment	30 feet streetcar/LRT
		Streetcar and/or LRT service	Streetcar/LRT design features	
Bancroft	Traffic Access Route	Provide access to Central City destinations	Office commercial frontage	80 feet
	Transit Access Street	Distribute traffic within the district	No on street parking	54 feet curb-to-curb (west of Bond)
	Pedestrian-Transit Street	Limited access to off-street parking	Enhanced pedestrian environment	60 feet
	Bicycle Path east of Bond	Provide connections between districts	Bicycle lanes	36 feet curb-to-curb (east of Bond)
	Central City Walkway (West of Bond)	Bicycle access	Transit-oriented street features	
	Recreation Trail (East of Bond)	Distribute traffic from regional trafficways and major city traffic streets to local service streets		
		Local transit service		

North Macadam District Street Plan

Street	Policy Classification	Street Function	Development/ Design Priority	Right-of-Way/ Section
Gibbs	Traffic Access Route	Provide access to Central City destinations	Office commercial frontage	80 feet
	Transit Access Street		No on street parking	54 feet curb-to-curb
	Pedestrian-Transit Street	Distribute traffic within the district	Enhanced pedestrian environment	70 feet
	Bicycle path east of Bond	Limited access to off-street parking	Transit-oriented street features	42 feet curb-to-curb (east of Bond)
	Central City Walkway (West of Bond)	Provide connections between districts	Bicycle lanes	
	Recreation Trail (East of Bond)	Bicycle access	Streetcar design features	
		Distribute traffic from regional trafficways and major city traffic streets to local service streets		
		Streetcar service		
Arthur	Local Service Street (Proposed, may require policy amendments given proposed functions)	Provide access to Central City destinations	Office commercial frontage	60 - 80 feet
		Distribute traffic within the district	On street parking optional	Curb-to-curb to be determined
		Limited access to off-street parking	Enhanced pedestrian environment	
		Provide connections between districts	Transit-oriented street features	
		Bicycle access	Bicycle lanes	
		Distribute traffic from regional trafficways and major city traffic streets		
		Access to Greenway and transit services		

North Macadam District Street Plan

Street	Policy Classification	Street Function	Development/ Design Priority	Right-of-Way/ Section
Curry	Traffic Access Route, Macadam to Bond Local Service Bond to River Parkway (Proposed)	Provide access to Central City destinations Distribute traffic within the district Limited access to off-street parking Distribute traffic from regional trafficways and major city traffic streets to local service streets Access to Greenway and transit services	Office commercial frontage No on-street parking between Macadam and Moody Enhanced pedestrian environment	60 feet 36 feet curb-to-curb
Gaines	Local service Macadam to River Parkway (Proposed) Central City Walkway, Moody to Bond Recreational Trail, east of Bond	Provide access to local services Distribute local traffic Provides access to off-street parking Access to Greenway and transit services	Office commercial frontage west of mid- block between Bond and River Parkway. Retail/residential east of mid-block between Bond and River Parkway On street parking Enhanced pedestrian environment View corridors	60 feet 34 feet curb-to-curb
East-West Streets	Local Service Street (Proposed)	Provide access to local services Distribute local traffic Provides access to off-street parking Access to Greenway and transit services	Office commercial frontage west of mid- block between Bond and River Parkway. Retail/residential east of mid-block between Bond and River Parkway On street parking Enhanced pedestrian environment View corridors	60 feet 34 feet curb-to-curb

North Macadam District Street Plan

Street	Policy Classification	Street Function	Development/ Design Priority	Right-of-Way/ Section
Willamette River Greenway	Recreational Trail Bicycle Path	Recreational trail for pedestrians and bicyclists	Conserves, enhances and maintains the scenic qualities and natural habitat along the river. Enhanced pedestrian environment Bicycle and pedestrian pathway	25 feet from top of bank

North Macadam District Street Plan

Street Classification and Function Table: Access Ways

CLASS I ACCESS WAY

- Function: Auto and parking (at least on one side)
Access to parking (optional)
Bicycles (in roadway)
Pedestrian improvements
- Right-of-way: 52' - 60'
- Ownership: Public dedication
- Application: East-west streets to parking access
River Parkway to Greenway - parking lot and parking
garage entry setback: 100' from Greenway

CLASS II

- Function: Pedestrian and Bicycle
Public for designated Greenway access routes
- Right-of-way: 40'*
- Ownership: Public or Private with a Public Access Easement
- Applications: East-west access ways
River Parkway to Greenway
View corridors
Fire Access*
Designated Recreational Trails and other critical pedestrian
access routes.

*If emergency vehicle access is provided by alternative locations, a lesser dimension to a minimum of 30 feet in width may be allowed with approval of City Engineer.

CLASS III

- Function: Pedestrian
- Right-of-way: 10' - 25' case-by-case
- Ownership: Private with a Public Access Easement
- Applications: East-west and north-south accessways
Connections to meet accessibility standards

CLASS IV

- Function: Pedestrian
- Right-of-way: 10' - 25' case by case
- Ownership: Private
- Application: To provide internal circulation within developments,
subject to design review and TPR requirements.
Alignments may vary.

All lower class accessways may be developed to a higher class at the discretion of the developer and approval of City Engineer.

North Macadam District Street Plan: Next Steps

1. Upon City Council acceptance of the North Macadam District Street Plan, the Bureau of Planning should undertake the following actions:
 - A. Conduct a review of the Planning and Zoning Code, including the Plan Districts Chapter, the Special Design Guidelines for the North Macadam District and the Willamette Greenway Plan. If proposed amendments are identified to assist in implementation or clarification of the North Macadam District Street Plan, then the Bureau of Planning should conduct an amendment process to bring about the needed changes. At a minimum, this review should include investigation of the following items:
 - (1) Refining zoning map lines for building heights, floor-area ratios and housing and Greenway overlay zones and standards as they relate to the location of River Parkway and adjacent parcels. Determine if River Parkway should provide the boundary or frontage of these zoning lines.
 - (2) Developing a building setback requirement for retail land uses fronting River Parkway to allow for the increased sidewalk activity that accompanies these uses. This report recommends a building setback of two feet to four feet to accommodate retail uses. The proposed standard sidewalk width of twelve feet is sufficient for residential and office uses.
 - (3) Developing a parking access setback requirement to limit the impacts of vehicular activity in the vicinity of the Greenway Trail. This report recommends a parking access setback of 100 feet be applied to any new parking facilities.
 - (4) Revising the locations of Greenway Trail access routes to coordinate with the North Macadam District Street Plan and make recommendations concerning the proximity of River Parkway to the Greenway Trail in the north end of the district.
2. Upon City Council acceptance of the North Macadam District Street Plan, the Portland Development Commission should undertake the following actions:
 - A. Complete the ongoing North Macadam Framework Plan process to provide a vision for the future development of the district and expand the study area to include the entire district.
 - B. Investigate the feasibility of forming an urban renewal district for the North Macadam area and identify basic plan and program elements for the district.

- C. Develop a strategy for implementing necessary capital improvements to serve the district, including but not necessarily limited to transportation facilities, Greenway improvements, utilities and other critical services, and coordinate the development of this strategy with affected bureaus and agencies.
 - D. Develop a strategy for a housing development incentives program for the area and coordinate the development of this strategy with the Bureau of Planning.
3. Upon City Council acceptance of the North Macadam District Street Plan, the Office of Transportation, through the Bureau of Transportation Engineering, should undertake the following actions:
- A. Prepare a Transportation Implementation Strategy based on the North Macadam District Street Plan that identifies potential funding sources and prioritization and phasing of improvements.
 - B. Prepare a Design Criteria and Standards document for public right-of-ways in the district to provide design details for future street construction activities, including a concept design for River Parkway which provides a distinctive character for this street and design refinement of the intersections of SW Bancroft/SW Bond, SW Bond/SW Lowell and SW Bond/SW Gibbs.
 - C. Investigate the feasibility of forming a Local Improvement District (LID) for transportation improvements to serve properties in the North Macadam area.
 - D. Coordinate with Oregon Department of Transportation (ODOT) to develop recommendations for both near-term and long-term improvements to address traffic access and safety issues along Macadam and Hood Avenues adjacent to the North Macadam area, and the Macadam intersections with district streets in particular at SW Bancroft and SW Gibbs Streets.
 - E. Coordinate with Tri-Met to provide regular bus service on SW Bond-Moody through the district.
 - F. Investigate opportunities for improved pedestrian access to the district from neighborhoods west of the North Macadam area.
 - G. Investigate opportunities for implementing streetcar service to the area based on alignment recommendations provided in the North Macadam District Street Plan.

**APPENDIX 3: ANALYSIS OF DEVELOPMENT
POTENTIAL: EXISTING WITH ADOPTED STREET PLAN
IMPLEMENTATION AMENDMENTS**

Bureau of Planning
North Macadam District Street Plan Implementation Amendments
Analysis of Net Change in Development Potential

EXECUTIVE SUMMARY

The Bureau of Planning (BOP) is completing a City Council directive to implement the accepted North Macadam District Street Plan. This research project is an effort to determine the impact the proposed amendments to regulations and policies will have upon the future development potential of the District. Sources used in this report included the BOP's Proposed Draft of the North Macadam District Street Plan Implementation Amendments, the Willamette Greenway Plan, and the Portland Zoning Code.

In summary, this analysis has suggested that there is little change in the development potential of the District with the approval of the new street plan and proposed amendments. Comparing *existing* gross site area, Floor-Area-Ratio (FAR) limits, and bonuses with those currently proposed for the District, we find a slight decrease in the potential build-out of the district (in terms of potential building square footage). As shown below, this analysis suggests a *potential* build-out of around 94 - 95% of that allowed under current regulations and policies.

EXISTING CONDITIONS

1. Gross District Parcel Square Footage	5,935,855.2 sq. ft.	-or-	136.2685 acres
2a. Potential Build-out with Base Allowable FAR's	11,871,710.4 sq. ft.	-or-	272.537 acres
2b. Potential Build-out with Total Allowable FAR's	21,930,656.4 sq. ft.	-or-	503.4586 acres
3. Maximum Potential Build-out with Bonus Areas (Residential)	34,596,559.7 sq. ft.	-or-	794.2277 acres

PROPOSED CONDITIONS

1. Gross District Parcel Square Footage after Street/Accessway Improvements	5,052,055.2 sq. ft.	-or-	115.9792 acres (85.1% of existing buildable area)
2. Potential Build-out with Base/Total Allowable FAR's	20,603,959.2 sq. ft.	-or-	473.0018 acres (93.95% of existing potential build-out)
3. Maximum Potential Build-out with Bonus Areas (Res'l., Greenway, Retail)	32,800,449 sq. ft.	-or-	752.9947 acres (94.8% of existing maximum build-out)

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INTRODUCTION

This paper is intended to provide a brief analysis of the development potential of the North Macadam District. The objective is to compare the maximum allowable development possible under existing Zoning, FAR, and Bonus Area conditions, and with the April 17, 1997 Proposed Draft of NMDSP Implementation Amendments for the Bureau of Planning's North Macadam Plan. *This analysis suggests that there is little change in the development potential of the District with the approval of the new street plan and proposed amendments. It even shows a slight decrease in potential build-out square footage, allowing roughly 94% of the existing building opportunity.*

All references and citations were taken from the Proposed Draft of the North Macadam District Street Plan Implementation Amendments (April 17, 1997). The format of the document outlines each set of calculations for existing and proposed conditions within a box, followed by brief commentary detailing the methods and/or assumptions used to reach those calculations.

EXISTING CONDITIONS:

1. Gross District Parcel Square Footage, by Sub-area:	
Sub-area I: Marquam to Ross Island Bridge	1,953,274.4 sq. ft.
Sub-area II: Ross Island Bridge to SW Bancroft	3,149,930.2 sq. ft.
Sub-area III: SW Bancroft to southern District border	<u>832,650.6 sq. ft.</u>
TOTAL:	5,935,855.2 sq. ft.
-OR-	136.2685 acres

Methods/Assumptions:

In order to simplify this analysis and most of the following measurements, the North Macadam District was divided into three sub-areas. These sub-areas are (I) from the Marquam to the Ross Island Bridge, (II) from the Ross Island Bridge to SW Bancroft St., and (III) from SW Bancroft St. to the southern District border. This division helps to determine the varying sub-area impacts on existing parcels of street and accessway improvements, as well as providing a smaller scale of measurement.

Acreage measurements are taken directly from the base zoning quarter section maps (#s 3229, 3329-30, 3429-30, 3529) of the District. In the area where acreage is not indicated on the maps, scaled measurements were taken. It is important to note that this first measurement includes only existing parcels within the District, and no currently dedicated streets, easements, or rights-of-way.

2. Potential District Build-out, Existing 2:1 (Base) FAR (see map 510-2):	
Entire District Area	11,871,710.4 sq. ft.
-OR-	272.537 acres

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Method/Assumptions:

As the existing base FAR of the entire district is 2:1, the measurement for the entire District area is simply a doubling of the gross district parcel square footage measurement given above. "Potential Build-out" assumes 100% ground coverage for development of the existing parcels at a 2:1 FAR.

3. Potential District Build-out, Existing (Ultimate) FAR's achievable through Central City Master Plan Process (see Map 510-2):	
Sub-area I: Marquam to Ross Island Bridge	7,161,746.9 sq. ft.
Sub-area II: Ross Island Bridge to SW Bancroft	12,559,720.8 sq. ft.
Sub-area III: SW Bancroft to Southern District Border	<u>2,209,188.6 sq. ft.</u>
TOTAL:	21,930,656.4 sq. ft.
-OR-	503.4586 acres

Method/Assumptions:

Using the base map on which parcel size was recorded, boundary lines for the Ultimate FAR's which may be reached through a Central City Master Plan (CCMP) process were drawn (see current map 510-2 Maximum Floor Area). Next, moving south and starting with sub-area I, assumptions were made with regards to what proportion of each sub-area's total gross site square footage lay within each FAR classification. Finally, gross site square footage for each sub-area was multiplied by the appropriate higher FAR percentage to obtain a new potential build-out total. As with the 2:1 estimate above, "Build-out" assumes 100% ground coverage for development of the existing parcels.

The assumptions of proportional designations by sub-area are as follows:

Sub-area I (Marquam to Ross Island Bridges):	
6:1 FAR	.25 of sub-area
4:1 FAR	.333333 of sub-area
2:1 FAR	.416667 of sub-area
Sub-area II (Ross Island Bridge to SW Bancroft):	
6:1 FAR	.20 of sub-area
4:1 FAR	.60 of sub-area
2:1 FAR	.20 of sub-area
Sub-area III (SW Bancroft to southern District border):	
4:1 FAR	.33 of sub-area
2:1 FAR	.66 of sub-area

4. Potential District Build-out with Residential Bonus Area and Existing (Ultimate) FAR's achievable through a CCMP Process (see map 510-4):	
Sub-area I: Marquam to Ross Island Bridge	10,774,958.9 sq. ft.
Sub-area II: Ross Island Bridge to SW Bancroft	20,820,986.4 sq. ft.
Sub-area III: SW Bancroft to Southern District Border	<u>3,000,614.4 sq. ft.</u>
TOTAL:	34,596,559.7 sq. ft.
-OR-	794.2277 acres

Methods/Assumptions:

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For the existing Residential Bonus Area, measurements were taken by overlaying the parcel map of the district with the existing Bonus Options Areas map (510-4). The potential build-out with the Bonus area was figured for each sub-area by first subtracting those areas that lie outside the mapped bonus area to determine the square footage of the parcels lying within the Bonus Area. This figure was then multiplied by 3 to reflect the additional 3:1 FAR available to projects satisfying the Residential Bonus Option outlined in the Zoning Code (33.510.210). Finally, this bonus square footage was added on to the "Potential District Build-out, Existing (Ultimate) FAR's achievable through a CCMPP" figure above.

PROPOSED CONDITIONS:

5. Square Footage Removed for Streets and Accessways:		
Sub-area I:	437,000 sq. ft.	=22.4% of existing sub-area I
Sub-area II:	375,800 sq. ft.	=11.9% of existing sub-area II
Sub-area III:	70,300 sq. ft.	=8.4% of existing sub-area III
TOTAL:	883,800 sq. ft.	14.9% of existing buildable area

Methods/Assumptions:

To measure the square footage removed for streets and accessways, the map with parcel sizes and square footage was overlaid with the *Street Plan: Right of Way Widths Map* from the Office of Transportation found in the *Macadam District Street Plan* document. All street and Accessway alignments were scaled and measured according to the widths given on the *Street Plan* map. While street widths were given for every segment, accessways are indicated by a possible range of widths. For the purposes of this analysis, accessways were assumed to be built to the following widths:

- Type I accessways were assumed to be 60' wide,
- Type II accessways were assumed to be 40' wide,
- Type III accessways were assumed to be 20' wide, and
- Type IV accessways were assumed to be 10' wide.

6. Gross Site Square Footage after Street/Accessway Improvements, by Sub-area:		
Sub-area I:	1,515,574.4 sq. ft.	=77.6% of existing sub-area I
Sub-area II:	2,774,130.2 sq. ft.	=88.1% of existing sub-area II
Sub-area III:	762,350.6 sq. ft.	=91.6% of existing sub-area III
TOTAL:	5,052,055.2 sq. ft.	=85.1% of existing buildable area

Method/Assumptions:

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These figures were simply calculated by subtracting the square footage removed for streets and accessways from the existing district parcel square footage (1) listed under existing conditions. This becomes the new base District size for the following two calculations.

7. Potential Build-out (Gross square footage allowed) with Proposed Street and Accessway Network and New FAR Map (Map 510-2/4A):		
Sub-area I:	6,668,527.4 sq. ft.	=93.1% of existing potential build-out
Sub-area II:	11,373,933.8 sq. ft.	=90.6% of existing potential build-out
Sub-area III:	2,439,521.9 sq. ft.	=110.4% of existing potential build-out
TOTAL:	sq. ft. 20,481,983.1 sq. ft.	=93.4% of existing potential build-out

Method/Assumptions:

As with the Potential Build-out estimates for existing conditions (3) above, these figures were reached by estimating what percentage of each FAR classification is represented within individual sub-areas. For proposed conditions, of course, the gross site square footage was now taken to be the potential build-out with proposed street and accessway network (7) figure listed above. Again, "build-out" assumes 100% ground coverage for development of existing parcels, but now within the parcels created through the new street and accessway network.

The assumptions of proportional designations by sub-area are as follows:

Sub-area I (Marquam to Ross Island Bridges):

6:1 FAR	.40 of sub-area
4:1 FAR	.40 of sub-area
2:1 FAR	.20 of sub-area

Sub-area II (Ross Island Bridge to SW Bancroft):

6:1 FAR	.35 of sub-area
4:1 FAR	.35 of sub-area
2:1 FAR	.30 of sub-area

Sub-area III (SW Bancroft to southern District border):

4:1 FAR	.60 of sub-area
2:1 FAR	.40 of sub-area

8. Maximum Potential Build-out with Residential Bonus Area (See: Proposed Amendments Map 510-4):		
Sub-area I:	10,697,625.8 sq. ft.	=99.3% of existing res. bonus build-out (4)
Sub-area II:	18,507,799.4 sq. ft.	=88.9% of existing res. bonus build-out (4)
Sub-area III:	3,157,023.8 sq. ft.	=105.2% of existing res. bonus build-out (4)
TOTAL:	32,362,449 sq. ft.	=93.5% of existing res. bonus build-out (4)

APPENDIX 4: SECTION 33.510.215 OF THE ZONING CODE

D. General bonus heights. Bonus height is also earned at certain locations in addition to the bonus floor area achieved through the bonus options. Bonus height is in addition to the maximum heights of Map 510-3. Qualifying areas, shown on Map 510-3, are located such that increased height will not violate established view corridors, the preservation of the character of historical districts, the protection of public open spaces from shadow, and the preservation of the City's visual focus on important buildings (such as the Union Station Clock Tower). The height bonus allowed is based on the FAR bonus options of Subsection C. above. In areas qualifying for a height bonus, the amount of bonus height awarded is based on the following schedule.

1. For achieving a bonus floor area ratio of at least 1 to 1, but less than 2 to 1, a height bonus of 15 feet is earned.
2. For achieving a bonus floor area ratio of at least 2 to 1, but less than 3 to 1, a height bonus of 30 feet is earned.
3. For achieving a bonus floor area ratio of 3 to 1, a height bonus of 45 feet is earned.

E. Bonus height option for housing. In the bonus height areas, building heights may be allowed to be greater than shown on the map if the bonus height is exclusively to accommodate housing. The maximum height bonus that may be allowed is 75 feet. Projects may not use both the bonus height options of this subsection and Subsection D. above. The approval of the bonus height is made as part of the design review of the project. The bonus height will be approved if it is found to be necessary for the development of the maximum amount of floor area devoted to housing and if the increased height will not violate an established view corridor. If the site is within 500 feet of an R zone, it must also be found that the proposed building will not cast shadows which have significant negative impacts on dwelling units in R zoned lands. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, it must also be found to meet the performance standards of Subsection 33.510.205.D. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, it must also be found to meet the performance standards of Subsection 33.510.205.E.

33.510.215 Required Building Lines
(Amended by Ord. No. 169699, effective 2/7/96.)

- A. Purpose.** Required building lines are intended to enhance the urban quality of the Central City plan district.
- B. Sites and development subject to the building line standard.** Sites subject to this standard are shown on Map 510-6 at the end of this chapter.
- C. Special building lines.** On West Burnside between 10th and 21st Avenues, the special building line is 10 feet from the street lot line along West Burnside.

D. Building line standards.

1. New development and major remodeling projects along a frontage containing a required building line must comply with either Subparagraphs a or b below, except where there is also a special building line. Exterior walls of buildings designed to meet the requirements of this Paragraph must be at least 15 feet high.
 - a. The building must extend to the street lot line along at least 75 percent of the lot line; or
 - b. The building must extend to within 12 feet of the street lot line for 75 percent of the lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."
2. Where a site with frontage on a required building line street also has a special building line, new development or additions of floor area to the site must comply with either Subparagraphs a or b below. Exterior walls of buildings designed to meet the requirements of this Paragraph must be at least 15 feet high.
 - a. The building must extend to the special building line along at least 75 percent of the street lot line; or
 - b. The building must extend to within 12 feet of the special building line for 75 percent of the street lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."

33.510.220 Ground Floor Windows (Amended by Ord. No. 166702, effective 7/30/93)

- A. Purpose.** In the Central City Plan District, blank walls on the ground level of buildings are limited in order to:
- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
 - Encourage continuity of retail and service uses;
 - Encourage surveillance opportunities by restricting fortress-like facades at street level; and
 - Avoid a monotonous pedestrian environment.

The plan district modifications to the base zone standards for ground floor windows are intended to promote ground floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.

- B. Major remodeling projects.** In the RX, CX, and EX zones, all major remodeling projects must also meet the ground floor window standard of the base zone, or the option below.

APPENDIX 5: SECTION 33.510.225 OF THE ZONING CODE

- C. Optional artwork.** Projects proposing to use artwork as an alternative to the ground floor window requirements would normally apply for this through the adjustment procedure. However, projects meeting the qualifications stated below may apply as part of design review instead of through the adjustment process. Buildings having more than 50 percent of their ground level space in storage, parking, or loading areas, or in uses which by their nature are not conducive to windows (such as theaters), may be allowed to use the design review process. Artwork and displays relating to activities occurring within the building are encouraged. In these instances, the artwork will be allowed if it is found to be consistent with the purpose for the ground floor window standard.

33.510.223 Exterior Display and Storage

(Added by Ord. No. 167464, effective 4/15/94.) Exterior display of goods and exterior storage are not allowed on the portion of a site within 500 feet of a light rail alignment in the Downtown and Goose Hollow subdistricts. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, are exempt from this requirement.

33.510.225 Required Retail Opportunity Areas

- A. Purpose.** The required retail opportunity standards are intended to reinforce the continuity of retail display windows and retail stores and to help maintain a healthy retail district.
- B. Sites and development subject to the required retail opportunity areas standard.** Required retail opportunity areas are shown on Map 510-7 at the end of this chapter. On identified sites, all new development and all major remodeling projects must meet the standard below.
- C. Required opportunity area standard.** Buildings must be designed and constructed to accommodate Retail Sales And Service uses along at least 50 percent of the walls which front onto a sidewalk, plaza, or other public open space. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service uses.

Areas designed to accommodate Retail Sales And Service uses must meet the following standards:

1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
2. The area must be at least 25 feet deep, measured from the street frontage wall;
3. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by the Bureau of Buildings; and
4. The street frontage wall must include windows and doors, or be structurally designed so doors and windows can be added when the space is converted to Retail Sales And Service uses.

Bureau of Planning
City of Portland
1120 SW Fifth, Room 1002
Portland, Oregon 97204-1966



Phone: 823-7700
Fax: 823-7800
TDD: 823-6868