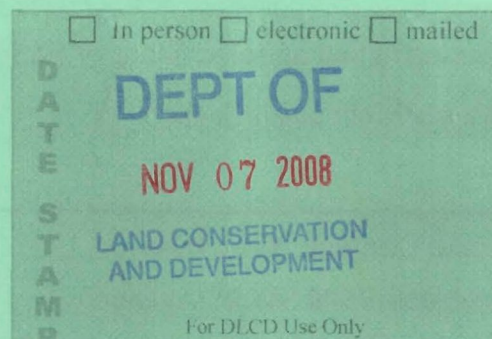


2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **City of Portland**

Local file number: **1498 & 1499**

Date of Adoption: **11/5/2008**

Date Mailed: **11/6/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **11/3/2007**

☒ Comprehensive Plan Text Amendment

☐ Comprehensive Plan Map Amendment

☒ Land Use Regulation Amendment

☒ Zoning Map Amendment

☒ New Land Use Regulation

☒ Other: **Updated Design Guidelines**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The North Pearl District Plan is a legislative amendment to the Zoning Code and Comprehensive Plan adopting a neighborhood plan. The plan increases FAR and base height entitlements, amends specific development bonus provisions, and adopts new development bonus and transfer provisions. The plan also adopts amendments to the River District Design Guidelines.

Does the Adoption differ from proposal? Yes, Please explain below:

Some minor elements of the zoning proposal (development standards) were amended. Additionally, one action item in the plan was amended and two additional action items were adopted. These changes were minor in scope.

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **N/A**

to: **N/A**

Location: **Central City, north of NW Lovejoy**

Acres Involved: **110**

Specify Density: Previous: **N/A**

New: **N/A**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☐	☐	☐	☐	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD file No.

001-08 (16660)

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Metro, Multnomah County

Local Contact: **Troy Doss**

Phone: (503) 823-5857 Extension:

Address: **1900 SW 4th Avenue**

Fax Number: **503-823-7800**

City: **Portland**

Zip: **97201-**

E-mail Address: **troy.doss@ci.portland.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

MEMO

November 6, 2008

To: DLCD

From: Troy Alan Doss, Project Manager *North Pearl District Plan*

Cc:

Subject: Adopted Amendments to *North Pearl District Plan*

On Wednesday, November 5, 2008, City Council adopted the *North Pearl District Plan*. One amendment was approved to an action item of the plan (shown below). Other than this amendment, no other changes were made to the version of the plan being submitted to the DLCD.

Action Item T10 on page 53 of the plan was amended and replaced with the following text:

Circulation and operations improvements: Recommend implementation of circulation improvements to relieve congestion on the Lovejoy corridor between NW 10th and NW 16th. Improvement scenarios to be considered include: 1) a couplet concept using NW Lovejoy and NW Northrup; and 2) a one-way east bound Lovejoy that improves left turn movements during the PM peak hour period.



CERTIFICATE OF MAILING

I hereby certify that on November 6, 2008 I mailed a correct copy of Form 2, DLCD Notice of Adoption regarding North Pearl District Plan) to the following persons by first class mail at the post office at Portland, Oregon. The following is a list of persons to whom a copy of this document was mailed.

Name
Mara Ulloa
Plan Amendment Specialist

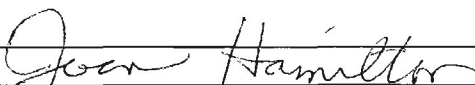
Address
DLCD
635 Capitol St NE, Suite 150
Salem OR 97301-2540

Planning Manager

Metro Planning Department
Metro Community Development
600 NE Grand Ave
Portland OR 97232-2736

Stuart Farmer

Multnomah County
Land Use Planning
1600 SE 190th Ste 116
Portland OR 97233

		November 5, 2008
Name / Title Joan Hamilton, Management Assistant		Date



ORDINANCE No. **1 823 19** **As Amended**

Adopt and implement the North Pearl District Plan (Ordinance)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. The *North Pearl District Plan* (ordinance) amends the *Comprehensive Plan*, *Comprehensive Plan* map, and Zoning Map. The amendments do not change other land use regulations. Therefore, the following *Comprehensive Plan* goals, policies, and objectives apply to the amendments and the amendments satisfy the applicable goals, policies, and objectives for the reasons stated below.
2. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
3. The Central City Plan District, adopted in 1992 by Ordinance 165376, the River District Plan, adopted in 1995 by Ordinance 168702, and the North of Lovejoy Project, adopted in 2005 by Ordinance 179303, combined to establish the current zoning, regulations, and policy framework for the North Pearl District plan area. Additionally, the Pearl District Development Plan, approved by City Council in 2001, provides additional policy guidance for the plan area.
4. In October 2006, with funding provided by the Portland Development Commission, the Bureau of Planning initiated the North Pearl District Plan (NPDP) process to evaluate requests to increase floor area ratio and height allowances in the north end of the Pearl District in a manner that was consistent with the City's transportation policies and the community's vision to create a complete and sustainable community in the Pearl.
5. Information used for the formulation of the NPDP included: a Planning Policy Framework Analysis; an Urban Design & Development Charrette Summary Report; a Transportation Analysis; and a Development Bonus System: FAR Bonus & Transfer Provisions Report.
6. The Bureau of Planning developed the NPDP with participation from a Project Advisory Group (PAG) composed of representatives from the neighborhood and business associations, property owners, developers, architects and other key stakeholders. The group served as an advisory body to consider the diverse interests of the community and represent a range of perspectives on planning and community development issues.
7. Technical advice was provided by representatives of state, regional, and city agencies that were consulted throughout the planning process to provide input on regulatory and public facility service issues affecting or affected by the plan. These individuals also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals.
8. The *Proposed North Pearl District Plan* was published February 2008 and contained (1) Zoning Map Amendments; (2) Zoning Code Amendments; and, (3) amendments to the River District Design Guidelines.
9. NPDP provisions implement or are consistent with the Statewide Planning Goals, the Oregon Transportation Planning Rule, the Region 2040 Plan, the Metro Urban Growth Management Functional Plan, and the Portland Comprehensive Plan, as explained in this ordinance. These rules, policies, plans, provide a basis for the amendments and policies proposed by the plan.
10. The Notice of Proposed Action and copies of the NPDP were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on, January 24, 2008.
11. As per Title 33.740.020, written notice of the March 11, 2008, Portland Planning Commission public hearing on the *Proposed North Pearl District Plan* was mailed on February 8, 2008. Written notice of the March 20, 2008, Portland Design Commission public hearing on the *Proposed North Pearl District Plan* and updates to the *River District Design Guidelines* was mailed on February 20, 2008. Notice required by ORS

227.186 was sent to all property owners potentially affected by proposed Zoning Map and Zoning Code changes on February 20, 2008.

12. On March 11, 2008, the Portland Planning Commission held a public hearing on the NPDP. At the hearing, the Planning Commission accepted public testimony, proposed Zoning Code amendments, and directed staff to address issues raised at the hearing. On May 20, 2008, the Portland Planning Commission again met to review amendments to the NPDP, and then on June 10, 2008, the Planning Commission unanimously recommended that City Council adopt the North Pearl District Plan.
13. On March 20, April 17, and May 1, 2008, the Portland Design Commission held hearings on the design-related issues of the Proposed NPDP. The Design Commission also made recommendations to be shared with the Planning Commission regarding height and building massing requirements proposed for the plan area.
14. Written notice of the September 24, 2008 City Council public hearing on the Recommended North Pearl District Plan was mailed per title 33.740.030.B on August 25, 2008 to 2338 people, including the city-wide legislative list and the project mailing list, which is made up of CAG and technical advisors to the plan, those that have provided written or oral testimony at Planning and/or Design Commission public hearings, and self-selected citizens from open houses, emails, the project website, phone calls, etc.
15. During the course of public hearings, the Bureau of Planning, the Design Commission, and the Planning Commission provided interested parties opportunities to identify, orally or in writing, any other Comprehensive Plan goal, policy, or objective that might apply to the amendments. No additional provisions were identified.
16. It is in the public interest that the recommendations contained in the North Pearl District Plan be adopted to guide the location and character of new development and maximize the benefits that light rail can bring to this area, the City and the region as a whole.

Statewide Planning Goals Findings

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with state land use goals. Only the state goals addressed below apply.

17. **Goal 1, Citizen Involvement**, requires provision of 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:
 - a) On October 12, 2006, the first of 10 meetings of the Project Advisory Group (PAG) met to guide the development of the North Pearl District Plan (NPDP). The 19-member PAG included stakeholders from the development community, neighborhood and business associations, residents at-large, and other community stakeholders involved in urban design, architecture, and community development. The PAG provided input and advise that significantly shaped the staff recommended version of the NPDP, which was endorsed by the PAG at their last and tenth meeting held January 16, 2008.
 - b) In addition to regular PAG meetings, a neighborhood walk was conducted on November 4, 2006. PAG members and other interested stakeholders attended this event which involved a walking tour of the project area where stakeholders were encouraged to share perspectives and other input about how the NPDP should or could affected the neighborhood.
 - c) On September 27-28, 2007, an urban design charrette was conducted to explore potential urban design and development scenarios that should be considered by the NPDP. Twelve community stakeholders participated directly in the charrette, as did fourteen City staff members from various bureaus, and two Design Commissioners. Additionally, the proceedings were open to the public and other members of the public attended the charrette and participated through the two days the event was held. One media outlet, The Northwest Examiner, also attended portions of the event.
 - d) On November 15, 2007, a public open house was held at the offices of the Portland Development Commission. The event present preliminary concepts being considered for the NPDP and input was taken that helped to influence the final staff recommendation for the NPDP. The event was attended by approximately 25 people.

- e) During the development of the NPDP, a mailing list was produced for the project that included all people on the City of Portland's legislative mailing list, people on mailing lists for previous projects in the NPDP plan area, and people requesting to be on the new list for the NPDP. The mailing list contains 795 people.
- f) During the development of the NPDP, the Bureau of Planning maintained a website that tracked the development of the NPDP. The site was one source of information announcing PAG meetings, open house events, the design charrette, and briefings, work sessions, and hearings with the Portland Landmarks, Design, and Planning Commissions. The web site also was used to post PAG meeting agendas, meeting minutes, project reports and other background documents.
- g) During the development of the NPDP, the Bureau of Planning maintained an email mailing list that was used to send out regular updates of PAG meetings, open house events, the design charrette, and briefings, work sessions, and hearings with the Portland Landmarks, Design, and Planning Commissions. An interested party asking to be on the mailing list was added and various parties joined the list while the NPDP was developed and then when the plan was being reviewed by the Planning and Design Commissions.
- h) During the development of the NPDP, four briefings with the Portland Design Commission were held to provide background information on and take input on the development of the NPDP and Updated River District Design Guidelines. Notices of these briefings were posted by the Bureau of Development Service and Bureau of Planning as their web sites and members of the public were provided an opportunity to testify at each of these briefings.
- i) During the development of the NPDP, three briefings with the Portland Planning Commission were held to provide background information on and take input on the development of the NPDP and Updated River District Design Guidelines. Notices of these briefings were posted by the Bureau of Planning as their web sites.
- j) Throughout the development of the NPDP, staff attended meetings of land use and transportation subcommittees of the Pearl District Neighborhood Association, Pearl District Business Association, and Northwest District Association. Staff also attended a meeting with the Architectural Institute of America – Portland Chapter's Urban Design Advisory Group. At each of these meetings staff presented a status on the development of the NPDP and took stakeholder input.
- k) On January 24, 2008, a 45 day public notice was sent to the Oregon Department of Land Conservation and Development and Metro announcing the first evidentiary hearing of the NPDP. The hearing was with the Portland Planning Commission held March 11, 2008.
- l) On February 8, 2008, a public notice was sent to approximately 795 people announcing the first evidentiary hearing of the NPDP, a public hearing with the Portland Planning Commission that was held on March 11th.
- m) On February 20, 2008, a public notice was sent to approximately 795 people announcing the first public hearing of the NPDP with the Portland Design Commission that was held on March 20th.
- n) On February 20, 2008, a Measure 56 was sent to all affected property owners in the plan area. The noticed described how their individual properties would be affected by the NPDP and announced the date of the first Planning Commission hearing on the NPDP.
- o) On February 21, 2008, the staff recommended version of the North Pearl District Plan and NPDP Proposed Amendments to the Portland Zoning Code were published for public review.
- p) On March 10, 2008, the staff recommended version of the Updated River District Design Guidelines were published for public review.
- q) During the development of the NPDP, the planning effort was also the focus of articles in The Oregonian, The Portland Tribune, The Daily Journal of Commerce, and was covered by local newspapers including the Northwest Examiner.

18. **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 amendments are supportive of this goal because:

- a) The Zoning Code contains procedures that were followed and criteria that have been satisfied for the development and adoption of the NPDP and related implementing measures. The amendments are supportive of this goal because the required legislative process as described in Portland City Code 33.740 was followed. In addition, the applicable approval criteria for legislative Comprehensive Plan Map Amendments, described in 33.810; for Goal, Policy, and Regulation Amendments, described in 33.835; for Zoning Map Amendments, described in 33.855; and Adoption Criteria for establishment of a plan district, described in 33.500, have been evaluated and satisfied as described in the findings below.
- b) The amendments are also supportive of this goal because documents identifying existing conditions, community issues and desires, and documents analyzing economic and transportation issues affecting the plan area were prepared to assist in the creation of plan alternatives and a preferred alternative for the NPDP. These documents were available for public review throughout the planning process and include:
 - *North Pearl District Plan;*
 - *North Pearl District Plan: Proposed Amendments to the Portland Zoning Code, Versions 1-3;*
 - *North Pearl District Plan: Design Commission Recommended Amendments – Alternative Height Bonus Provisions;*
 - *North Pearl District Plan: Planning Policy Framework Analysis;*
 - *North Pearl District Plan: Urban Design & Development Charrette Summary*
 - *City of Portland Development Bonus System: FAR Bonus & Transfer Provisions Overview;*
 - *2008 River District Design Guidelines Update;*
 - *Evaluation of Entitlement Bonus and Transfer Programs Portland's Central City – Johnson & Gardner, LLC; and,*
 - *Analysis of the Proposed Efficient Family Size Unit Bonus Option in the North Pearl Sub-district – Johnson & Gardner, LLC.*
- c) Portland *Comprehensive Plan* findings on Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.

19. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The amendments are supportive of this goal because the NPDP policies support the provision of additional housing, commercial, employment and recreational opportunities within an urbanized area, thereby reducing pressure on agricultural and forest lands and pressure to expand the urban growth boundary.

20. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal because:

- a) The NPDP calls for strengthening the identity of the area through development and community activities that integrates and builds upon the area's distinctive history and architecture. The plan's also proposes new development transfer provisions applicable to historic landmarks, contributing structures in historic districts, and all ranked structures on the City's historic resources inventory that all located within the Pearl District. These new provisions are intended to facilitate the transfer of floor area from these resource sites in an effort to preserve these resourced in the long-term.
- b) Policy 1 (Complete Community) of the NPDP calls for the development of additional open space resources along the Willamette waterfront. The plan also expands the NW Triangle Open Area development standards (now to be called the North Pearl Subarea Open Area development standards) to more of the Pearl District. This will increase the amount of urban open space created in the plan area. Thus, the NPDP supports this goal.
- b) Policy 2 (Sustainable Community) of the *North Pearl District Plan* calls for the development and redevelopment of a built environment that fosters environmental quality and uses sustainable development practices. Specifically, the NPDP supports this goal as the plan proposes a new policy that encourages green building development, the creation of a carbon neutral buildings, transit oriented

development, the creation of “green collar” jobs and green development demonstration projects, a natural system approach to stormwater management, and increase mode splits and an expansion of a multi-modal transportation network. These combined objectives and goals are intended to reduce the impact of development in the plan area upon natural resources and the environment.

21. **Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The amendments are consistent with this goal because the *North Pearl District Plan* policies encourage more compact mixed-use development of commercial and residential uses and emphasizes a balanced multi-modal transportation system by encouraging the use of alternative modes, such as walking, bicycling, and transit. Compact urban development emphasized in the *North Pearl District Plan* helps maintain natural resources by accommodating growth and development in urban areas, thereby protecting and conserving natural resources in rural areas. Compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality. Portland Comprehensive Plan findings on Goal 8, Environment, and its related policies and objectives, also support this goal.
22. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The amendments are consistent with this goal because the policies of the NPDP calls for the development of additional open space resources along the Willamette waterfront, expands regulations intended to create urban open space to more of the Pearl District, and provides incentives to create a community center and public school, which would include recreational amenities, within the plan area. Thus, the NPDP supports this goal.
23. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments are consistent with this goal. The Local Economy goals and objectives of the NPDP expands opportunities for mixed use development including office commercial, retail, and institutions land uses within the plan area. The plan does this by increasing allowable densities and promoting development bonuses that encourage mixed-use development that includes the land uses noted above. The plan also promoted sustainability goals that promote work programs, demonstration projects, and other actions that would support the expansion and diversification of the employment in the district. Base on this, the plan is supportive of this statewide goal.
24. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The amendments are consistent with this goal as the plan increases density allowances to allow mixed-use development, including significant amounts of housing, within the plan area. The plan also adopts new development bonus provisions intended to encourage the creation of family compatible housing (two and three bedroom units) that could be available at affordable or market rates. Specific policies of the plan directly address housing as follows:
 - a) Policy 1 (Complete Community) promotes the creation of a more diverse housing stock, with multiple bedrooms, as well as housing for families with children available as affordable and market rate housing, for rent and for sale. This policy also promotes family compatible housing meaning that in addition to units with two or more bedrooms, housing projects include amenities such as indoor and outdoor play and gathering areas. Incentives to create public amenities that would support housing in the district, such as parks, public schools, community centers, daycare facilities, and libraries are also included in the plan.
 - b) Policy 2 (Sustainable Community) promotes the development of diverse housing stock available to residents at all income levels, as well as the development of affordable housing within green or healthy buildings.

The NPDP supports Goal 10 and related housing goals of Metro's Urban Growth Management Functional Plan and the City of Portland's Comprehensive Plan.

25. **Goal 11, Public Facilities and Services**, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The plan contains implementing actions addressing expansion of pedestrian facilities, vehicle circulation, and transit amenities, supportive of this goal.

Goal 12, Transportation, requires provision of a safe, convenient, and economic transportation system. The NPDP promotes a multimodal transportation system that is consistent with the City's Transportation

System Plan, the Central City Plan and the Central City Transportation Management Plan. The NPDP is consistent with this goal because the plan contains implementing actions that promote higher non auto mode splits, expanded access to transit, the development of a transportation management association, new pedestrian and bicycle connections and routes, better vehicular circulation, and the creation of a railway quiet zone. These actions are supportive of this statewide goal.

Additionally, the Transportation Planning Rule (TPR), adopted in 1991 to implement State Goal 12 contains a section (660-012-0045) that requires local governments to adopt land use regulations that designate "types and densities of land uses adequate to support transit" and those that "reduce reliance on the automobile and allow transit-oriented developments on land along transit routes." The NPDP supports these requirements by increase the density allowed in portions of the plan area and within a zone intended to create mixed-use development. Because the plan facilitates the creation of housing, employment, and institutional land uses within the plan area the plan is consistent with these requirements. The plan further proposes the expansion of transit (bus and rail service), bicycle, and pedestrian circulation, a decrease in allowable parking ratios, and the creation of a new transportation management association, and transit oriented development.

Section 660-012-0060(1) of the TPR requires "amendments to functional plans, acknowledged comprehensive plans, and land use regulations, which significantly affect a transportation facility," to ensure that allowed uses are consistent with the identified function, capacity, and performance standards of the affected facility. This requirement can be met by "adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility."

Comprehensive plan and zoning amendments proposed by the plan have been analyzed by the City to ensure that significant impact to the transportation system will not occur. This analysis found no such impacts bases on the amendments proposed, and because the plan proposes decreasing allowable parking ratios, expanding transit and other multi-modal transportation improvements, and as the plan proposes circulation enhancements intended to ease existing congestion levels, the plan is found to be consistent with the requirements of Section 660-012-0060(1).

In particular, PDOT analyzed several land use and transportation scenarios using a transportation model especially calibrated to the study area, which incorporated expected 20-year regional growth based on existing Comprehensive Plan map designations. In terms of changes in the transportation network, the vast majority of traffic increases projected in the future is the result of population and employment growth in the region, City and study area, based on plans already adopted by the City via the Comprehensive Plan and Metro via the Regional Transportation Plan.

The proposed land use and transportation recommendations increase households by about 2,000 households by 2030, to about 8,200. Due to measures to increase non auto mode split levels in the area, total trips from the study area remain very similar to the 2030 Base case, with 7,500 trips (a less than one percent change). PDOT analyzed impacts to ODOT's facilities and found that there is no significant effect on the I-405 ramps at NW Everett and NW Glisan, the ramps closest to the study area, meaning that the land uses proposed are consistent with the identified function, capacity and performance standards for these facilities.

The City determines that the transportation system can support FAR increases in targeted areas of the plan area. This resulted in FAR increases over a small area with adequate street connectivity. Additionally, the plan contemplates measures to increase the use of non auto transportation modes, leading to approximately a no net increase in traffic generated from the district. Finally, the implementation of a couplet system for NW Lovejoy Street and NW Northrup Street and the extension of the street grid in the undeveloped part of the stud area south of the tracks helps relieve congestion on NW Lovejoy to levels above the City's performance standards. Any negligible impacts that the assumed growth and additional trips generated by the land use change are addressed by existing TSP and RTP strategies, projects, programs and plans. Additional strategies to address growth will be achieved through the implementation of the action items identified in the transportation chapter of the NPDP, which include the creation of a transportation management association, the reduction in the allowed maximum parking ratios, and actions to increase non auto mode splits in the study area.

Section 660-012-0060(6) of the TPR states that “in determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060 (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods”

The plan meets this requirement since the study area is located within the Central City, an area that has a managed transportation system and high density development. The Central City enjoys higher transit, bicycle and walking trips than elsewhere in the region as a result of excellent transit, bicycling and walking facilities. Maximum parking rations for new development that encourage the use of alternative transportation modes. The CCTMP has a goal of 30 percent (20 percent for transit and 10 percent for walk/bike trips) non auto commute trips in the area Northwest Triangle and 50 percent (40 percent transit and 10 percent for walk/bike commute trips) in the area North of Burnside in 2010. The non auto mode split for commute trips in the River District is 27 percent, according to the transportation model, higher than outside the Central City. The area enjoys high street connectivity and high household and employment densities, further encouraging short trips by alternative transportation modes. Survey results from a transportation survey in the Pearl District show that residents and workers rely less on the automobile than it is assumed in the transportation model. The implementation strategy section of the plan has a number of transportation strategies that will allow the City to further improve high non auto mode splits in the plan area.

27. **Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The NPDP contains implementing actions that promote the development of green, energy efficient buildings, the creation of a district energy system, the expansion of transit and development of a transportation management association, and numerous other actions intended to create a more sustainable district and development pattern in the plan area. These actions and the policies of the NPDP are support this statewide goal.
28. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition...to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The goal provides that expansion of urban growth boundaries should only be done to accommodate the growth necessary to supply land for housing, employment, schools, and other public amenities and land uses necessary to support urban areas. The NPDP is supportive of this goal because it increases density allowances within a mixed-use zone, promotes housing production, and encourages the creation of public amenities such as parks, schools, and community centers, all in an effort to support increased density within the urban center of Portland, consistent with this statewide goal.
29. **Goals 15, Willamette River Greenway**, requires that plans protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway. The NPDP supports this goal as the plan promotes the redevelopment of the waterfront with a mix of land uses, and a development pattern that although urban in nature promoted views to the river, the creation of public open space and parks, expansion of and enhanced access to the Willamette Greenway Trail, and sustainable development and construction techniques intended to reduce impacts on natural resources while increasing environmental health.

Findings on Metro Urban Growth Management Functional Plan (UGMFP)

30. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. During the development of the *North Pearl District Plan* such an analysis was conducted, based on the land use designations of the existing zoning in the plan area and the how proposed increases to FAR within the area would increase jobs and housing potential. This analysis found that the proposed FAR increases would more than double the amount of housing potential on parcels subject to these increases. The analysis further concludes that additional FAR in the area could lead to increased employment opportunities as the increases affect EX (Central Employment) zoning which is a mixed use zone that allows both residential and commercial land uses. Thus, the amendments are consistent with this title.

31. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which set limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. The plan furthers this goal by promoting a compact urban form supported by enhanced transit system and pedestrian and bicycle circulation system. The plan further recommends reducing the total number of parking spaces allowable to development in the plan area to a level equal to that of the rest of the Pearl/River District. Thus, the amendments are consistent with this title.
32. **Title 3, Water Quality and Flood Management Conservation**, calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. This title is addressed by existing City policies and regulations. However, the plan furthers these objectives by promoting a natural system approach to stormwater management on private property and within the right-of-way that significantly reduces the amount of stormwater discharged and conveyed by piped infrastructure. Further, the plan does not promote development within the flood plain of the Willamette River or its tributaries. Thus, the amendments are not inconsistent with this title.
33. **Title 4, Retail in Employment and Industrial Areas**, limits retail and office development in Employment and Industrial areas to those that are most likely to serve the needs of the area and not draw customers from a large market area. This plan is consistent with requirements of this title as the plan allows for addition development with the Central Employment (EX) zone which is intended for mixed-use development.
34. **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, defines Metro's policy regarding areas outside of the Urban Growth Boundary. The intent of this title is to enhance Centers designated on Metro's 2040 Growth Concept Map by encouraging growth within Centers. The *North Pearl District Plan* and associated planning process are directly tied to this title as the plan promotes increased development potential with the Central City, a key node of the 2040 plan, and provides guidance for the development of a complete and sustainable mixed-use community, supported by public amenities, a multi-modal transportation system, and development pattern that expands the Central City in a manner that conserve energy, and reduces impacts upon the environment. Thus, the amendments are consistent with this title.
35. **Title 7, Affordable Housing**, recommends that local jurisdictions implement tools that provide opportunities for affordable housing at all income levels and calls for a choice in housing types. The NPDP direct relates to this title as the plan proposes new residential development bonus provisions intended to create family compatible housing projects, meaning projects with numerous two and three bedroom units and with on-site amenities that serve family needs. These bonus provisions have been tailored to be economically efficient in the production of affordable (subsidized) and market rate housing. The plan further proposed development bonuses intended to create public amenities that will better serve, support and encourage the development of family oriented and affordable housing within the Pearl District. Thus, the amendments are consistent with this title.

Findings on Portland's Comprehensive Plan Goals

36. 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, and again on January 25, 2000, 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.
37. **GOAL 1, METROPOLITAN COORDINATION**, calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives, and plans. Coordination with state and regional planning efforts has been undertaken with the development of the proposed amendments. The NPDP process included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.
38. **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 support this policy because the NPDP process identified and included a variety of local, regional, and state agencies in the plan development process. Individuals from each of these agencies participated in the local planning process and reviewed and commented on different aspects of the plan.

39. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's Comprehensive Plan to comply with the Regional Framework Plan adopted by Metro. The amendments support this policy because they implement portions of the Metro UGMFP.
40. **GOAL 2, URBAN DEVELOPMENT**, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments are consistent with this goal because the land use and zoning pattern proposed for the NPDP area increases opportunities for additional residential and commercial uses and mixed-use development within areas designated for these land uses.
41. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The amendments support this policy because the Comprehensive Plan Map and Zoning Map amendments proposed by the NPDP expands the long-term potential to develop housing units in the plan area and adopts new development bonus provisions specifically intended to increase the supply of family compatible housing in the plan area.
42. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diverse population. The NPDP supports this policy because the plan provides incentives to create a more diverse housing stock in the plan area as well as a range of community amenities currently absent from the Pearl District, such as public schools, community centers, and daycare facilities, which will support both residents and employees of the district.
43. **Policy 2.9, Residential Neighborhoods**, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. NPDP adopts new development bonuses intended to create two and three bedroom units in an attempt to diversify the housing stock in the Pearl District and to create housing that supports the needs of families with children, consistent with this policy.
44. **Policy 2.10, Downtown Portland**, calls for the reinforcement of downtown's position as the principal commercial, service, cultural and high density housing center in the city and the region. The NPDP supports this policy as the plan increase the amount of development potential in the plan area within a mixed use zone (EX) that allows for a range of residential and commercial land uses.
45. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, such as Metro-designated regional and town centers to reduce vehicle miles traveled per capita and maintain air quality. This policy also calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. NPDP expands opportunities for residential and commercial/employment land uses within the Central City. This will result in expanded access for citizens to have their home and work place within close proximity.
46. **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. This policy also calls for infill and redevelopment within the Central City. The plan area for the NPDP is located in the northern most portion of the Central City and increases the development potential within mixed-use development while implementing new policies, objectives, and actions intended to create a more complete, sustainable and livable community in the Pearl District, consistent with this policy.
47. **Policy 2.20, Utilization of Vacant Land**, calls for providing for full utilization of existing vacant land except in those areas designated as Open Space. The NPDP expands development capacity as well as new development bonus provisions within vacant lands within the Central City, consistent with this policy.
48. **Policy 2.22, Mixed-use**, calls for continuation of a mechanism that will allow for the maintenance 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. The NPDP expands development capacity within a mixed-use zone in the Central City (the EX zone), consistent with this policy.

49. **Policy 2.25, Central City Plan**, calls for continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. This policy further calls for implementation of the Central City Plan through coordinated development that provides aid and protection to Portland's citizens, and enhances the Central City's special natural, cultural and aesthetic features. The NPDP supports this policy because the plan provides incentives to create a more diverse housing stock in the plan area as well as a range of community amenities currently absent from the Pearl District, such as public schools, community centers, and daycare facilities, which will support both residents and employees of the district. Lastly, the plan contains actions and regulations intended to expand access to recreational amenities such as public parks and urban open space throughout the plan area.
50. **GOAL 3, NEIGHBORHOODS**, calls for preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The NPDP is consistent with this goal as the plan promotes a more diverse housing stock intended to serve residents at various ages and income levels. The plan also promotes the development of community/public amenities necessary to serve existing and increasing density levels in the River District.
51. **Policy 3.3, Neighborhood Diversity**, calls for promoting neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the city's neighborhoods. The NPDP supports this policy by adopting new development bonus provisions specifically intended to encourage the development of housing for families with children as well as public amenities, such as schools, daycare facilities, and community centers, that support residents of this housing and other residents across the demographic spectrum.
52. **Policy 3.4, Historic Preservation**, calls for the preservation and retention of historic structures and areas throughout the city. The NPDP supports this policy as the plan adopts a new development transfer provision applicable only to the Pearl District neighborhood. This transfer provision allows floor area to be transferred from designated historic resources sites within the district to other redevelopment sites in the Pearl. The long-term effect is that the redevelopment potential of historic properties is transferred to sites that may better utilize this potential while leaving the historic resources intact.
53. **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. An extensive public involvement process was used in the development of the NPDP (explained in more detail under the findings section on Statewide Planning Goal 1, Public Involvement) which engaged local neighborhood associations, other residents, business associations, local businesses, and numerous other stakeholders, consistent with this policy.
54. **Policy 3.6, Neighborhood Plan**, calls for maintaining and enforcing neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council. The findings in this report demonstrate that the NPDP is consistent with the Comprehensive Plan, the Central City Plan, the River District Plan, and North of Lovejoy Plan. The NPDP is also consistent with the Pearl District Development Plan, a plan developed by the Pearl District Neighborhood Association, PDC, City bureaus and other stakeholders, and which was approved by City Council in 2001. The NPDP further proposes a new neighborhood plan for the north end of the Pearl intended to further the goals of plans by implementing the development of a complete and sustainable community in the plan area.
55. **GOAL 4, HOUSING**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The NPDP is consistent with this goal because adopts new zoning provisions encouraging the development of a more diverse housing stock (family compatible housing) and public amenities that support housing and the diversifying population in the Pearl/River District. The plan also increases the development potential for housing by increasing floor area ratios and the potential to bonus floor area for residential and mixed-use development in the plan area.
56. **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. Development bonuses encouraging family compatible housing proposed by the NPDP are tailored to work for the development of affordable (subsidized) and market-rate housing in the plan area, consistent

with this policy. The plan also increases the development potential to build these and other housing types in the plan area.

57. **Objective B**, calls for the development of new relationships and mechanisms that increase private investment in, and production of, housing. As noted, the NPDP adopts new development provisions intended to encourage private sector and nonprofits to development family compatible housing and public amenities that would support families with children who live and work in the plan area, consistent with this objective
58. **Objective C**, calls for considering the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The amendments support this objective because they increasing development potential for mixed-use residential development and include provisions specifically tailored to encourage additional and a more diverse stock of housing than currently exists in the Pearl District.
59. **Objective E**, calls for the efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill, or under-developed land. The NPDP expands the potential to develop mixed-use residential development on vacant and underutilized properties within the plan area.
60. **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential or mixed-use. The amendments support this policy because no changes to land use zones or zoning provisions that would reduce the ability to develop housing in the plan area. Further, the plan increases the potential to build housing and adopts new incentives to create more diverse housing. Thus, the NPDP is consistent with this policy.
61. **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land; conservation of natural resources; easy access to public transit and other efficient modes of transportation; easy access to services and parks; resource efficient design and construction; and the use of renewable energy resources. The NPDP adopts new policies, objectives, and a series of implementing actions intended to result in the development of housing and a community that is more sustainable and complete. Specifically, these provisions and actions address green building design, district-energy, natural systems approach to stormwater management, waste stream management, reducing the impact of development on climate change, and social equity goals. The plan also proposes expansion of the multi-modal transportation system serving the Pearl District, as well as expanded access to public parks and open space, all consistent with this policy.
62. **Policy 4.6, Housing Quality**, encourages the development of housing that exceeds minimum construction standards. Objective A of this policy calls for housing that provides air quality, access to sunlight, and is well protected from noise and weather. The Sustainable Community policy of the NPDP includes development objectives and implementing actions intended to result in green building and neighborhood development, that exceeds minimum construction standards, consistent with this policy.
63. **Policy 4.7, Balanced Communities**, calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures, and income levels of the region. The NPDP expands development potential in a mixed-use zone and adopts various development bonus provisions intended to encourage a diversity of housing types (for a range of income levels) as well as a range of public amenities that would serve the community and increase the livability and long-term sustainability of the Pearl District neighborhood.
64. **Objective A** calls for the City to achieve a distribution of household incomes similar to the distribution of household incomes found citywide, in the Central City... and in large redevelopment projects. The amendments proposed by the NPDP that encourage family compatible housing are tailored to work for a range of housing incomes (affordable/subsidized to market rate housing) consistent with this objective.
65. **Objective C** calls for the City to promote the development of mixed-income housing that may include a mix of housing types. As noted, the NPDP include housing incentives that are available for a range of incomes. The plan also includes policies, objectives, and implementing actions that promote mixed-income housing with the intent of creating a more diverse, complete and sustainable social environment in the plan area.

66. **Objective H** calls for amendments to improve the balance in the city's population by attracting a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and vital public school system. The amendments speak directly to this objective by adopting new development bonus provisions intended to create housing compatible for families with children as well as provisions encouraging the development of public amenities that would support these families, such as a K-8 public school, community center, and daycare facilities.
67. **Policy 4.8, Regional Housing Opportunities**, calls for ensuring opportunities for economic and racial integration throughout the region by advocating for the development of a range of housing options affordable to all income levels throughout the region. As noted the NPDP adopts new development bonus provisions tailored to encourage the development of a more diverse housing stock and housing for a range of residential incomes, consistent with this policy.
68. **Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing community. The amendments support this policy because they encourage the development of a more diverse housing stock and public amenities that support housing in the plan area. The amendments are also tailored to encourage housing for residents at a range of incomes, consistent with this policy.
69. **Objective A** calls for Portland to be inviting to households with children by ensuring through public and private action the availability of housing that meets their needs throughout the city. The NPDP is consistent with this objective as the plan includes incentives to create family compatible housing as well as the public amenities necessary to support families in the district (such as schools, community centers, and daycare facilities).
70. **Objective C** provides that the City should accommodate a variety of housing types that are attractive and affordable to potential homebuyers at all income levels. As noted, the NPDP contains incentives to build a more diverse housing stock available for residents at a range of income levels, consistent with this objective.
71. **Policy 4.11, Housing Affordability**, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. As noted, the NPDP contains incentives to develop family compatible housing for residents at a range of income levels. The plan also expands the potential to build mixed-use residential development in the plan area, consistent with this policy.
72. **Policy 4.14, Neighborhood Stability**, calls for stabilizing neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure; and (3) opportunities for community interaction. The NPDP is consistent with this policy as it promotes increased housing potential and diversity as well as the creation of public amenities necessary to support this housing and the creation of a more sustainable and complete community.
73. **Objective A** calls for housing opportunities that build a sense of community, civic involvement and neighborhood pride. The amendments of the NPDP promote and encourage the development of public amenities, such as a K-8 public school, community center, daycare facilities, public parks, and library, supportive of this objective.
74. **GOAL 5, ECONOMIC DEVELOPMENT**, calls for promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal because they expand development potential within a mixed-use zone in the Central City and promote a mixed-use development pattern that includes diverse housing, employment opportunities, and public amenities that are intended to support residents and employees of the plan area.
75. **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. As noted, the NPDP expands development potential within a mixed-use zone that largely consists of vacant or under-utilized land and contains a plan for the development of a complete and sustainable community in the plan area, consistent with this policy.

76. **Objective A** calls for ensuring that there are sufficient inventories of commercially and industrially zoned, buildable land supplied with adequate levels of public and transportation services. The amendments support this objective because they expand development potential in those portions of the plan area that can be supported by the transportation system, while maintaining the existing potential in area where adverse potential transportation impacts have been identified if increase development potential occurs at this time. Thus, the NPDP is consistent with this objective.
77. **Objective D** calls for providing a diversity of housing types and price ranges to meet the varied needs of Portland citizens, including market, moderate and low income housing. The NPDP supports this objective because the plan promotes adopts new development bonus incentives intended to create family compatible housing (two and three bedroom units) available to residents at all income levels, consistent with this objective.
78. **Objective E** calls for defining and developing Portland's cultural, historic, recreational, educational and environmental assets as important marketing and image-building tools of the city's business districts and neighborhoods. The NPDP supports this objective because the plan: 1) includes incentives to create public amenities, such as a public school, community center, library, and daycare facilities, to support residents and employees of the district; 2) includes provisions and actions intended to create public parks and additional urban open space areas; and 3) contains provisions intended to preserve designated historic resources in the plan area.
79. **Policy 5.4, Transportation System**, calls for promotion of a multi-modal regional transportation system that encourages economic development. The amendments support this policy as they call the creation of a Transportation Management Association, expansion of transit service, bicycle and pedestrian circulation improvement, and street circulation enhancements intended to better serve residents and commercial development in the plan area, consistent with this policy.
80. **GOAL 6, TRANSPORTATION**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments are consistent with this goal for the reasons stated in the findings addressing Statewide Planning Goal 12 and the Transportation Planning Rule, and for the reasons stated below concerning applicable Goal 6 policies and objectives.
81. **Policy 6.1, Coordination**, calls for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The NPDP supports this policy because other agencies, including TriMet, Metro, and ODOT, were involved in the planning process and staff of some of these agencies was directly consulted from their technical expertise. ODOT was further consulted in advance of the September 24, 2008, hearing with City Council to confirm they support the transportation findings and conclusions of the analysis prepare for the NPDP. ODOT again confirmed they support of the findings and analysis in late August, 2008.
82. **Policy 6.2, Public Involvement**, supports a public involvement process that provides information about transportation issues and projects. The NPDP supports this policy because the a number of public involvement opportunities, including a neighborhood walk, 10 project advisory group meetings, and open house, and numerous briefings with stakeholder groups were included in the planning process. Briefings on transportation issues related to the project were presented to various stakeholder groups and at project advisory group meetings. The public involvement process is explained in more detail under the findings section on Statewide Planning Goal 1, Public Involvement.
83. **Policy 6.3 Transportation Education**, calls for providing education programs and activities that promote a multimodal transportation system. The NPDP proposes the establishment of a Transportation Management Association, consistent with this policy.
84. **Policy 6.17, Coordinate Land Use and Transportation**, calls for implementing the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs. The NPDP supports this policy because development of the plan was a joint effort between the Bureau of Planning and Office of Transportation. The plan proposes both land use and transportation system changes that are consistent

with and supportive of the Transportation System Plan functional classifications for the plan area as well as the policies and map designations of the 2040 Growth Concept.

85. **Policy 6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The NPDP conforms to this policy because the plan only proposes density increases in areas where it has been found that congestion is not increased and where increased capacity can be addressed through enhancements to street circulation patterns and improvements to the multi-modal transportation network (bike, pedestrian, and transit improvements). Areas where it was found that increased densities would result in more congestion than the transportation system can handle without negative impacts were removed from consideration.
86. **Policy 6.19, Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. The NPDP supports this policy because it includes density (floor area) increases in a mixed use zone that allows residential and employment related development in the plan area.
87. **Policy 6.20, Connectivity**, supports development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods and other activity centers. The NPDP proposes bicycle and pedestrian circulation improvements as well as expanded access to transit, consistent with this policy.
88. **Policy 6.21, Right-of-Way Opportunities**, calls for preserving existing rights-of-way. The NPDP is consistent with this policy because it does not propose vacating any right-of-way.
89. **Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network. The NPDP is supportive of this policy as the plan proposes continued expansion and enhancement of the pedestrian network serving the plan area as well as new pedestrian connections to areas adjacent to the plan area.
90. **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The NPDP supports this policy as the plan proposes expanded bicycle connections within the plan area and to adjacent areas, increased bike parking facilities, and the implementation of a transportation management association that will focus on bicycle trips as means to increase mode splits in the plan area. The plan also calls for the extension of a bicycle network within the plan area.
91. **Policy 6.24, Public Transportation**, supports development of a public transportation system that conveniently serves city residents and workers. The NPDP is supportive of this policy as the plan proposed continued work with TriMet and Portland Streetcar to expand transit service throughout the plan area, including Centennial Mills.
92. **Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives. The NPDP supports this policy as the plan proposed reducing parking rations throughout the plan area to levels more consistent with the rest of the Pearl/River District.
93. **Policy 6.28, Travel Management**, calls for reducing congestion, improving air quality, and mitigating the impact of development by supporting transportation choices through demand management programs and through education and public information. The NPDP supports this policy as the plan proposes the development of a transportation management association that would engage employers and residents in the plan area in discussions about various transit modes and in the development of strategies to increase mode splits in the plan area. The plan also calls for the continued work with TriMet and Portland Streetcar to expand transit service, as well as the expansion of pedestrian and bicycle circulation routes serving the plan area.
94. **GOAL 7, ENERGY**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The NPDP contains a Sustainable Community policy that includes objectives and implementing actions that promote green building development, a district

energy program, expansion of multi-mode transportation options, and buildings that use less than 20 percent energy current accepted standards for green building development. This, the plan is consistent with these policies.

95. **Policy 7.3, Energy Efficiency in Residential Buildings**, calls for encouraging energy efficiency in existing residences, focusing on the most energy-wasteful units, by helping to develop and promote public / private partnerships, utility, local, state, and federal programs. The policy also calls for the City to promote energy efficient new housing by enforcing energy saving standards in the state building code. The NPDP supports this policy as the plan promote green building design, buildings that use less energy than currently acceptable standards in green building design, and a district energy program for the plan area.
96. **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. As noted the NPDP contains policies, objectives, and implementing actions calling for green building design, reductions in energy usage within all building types, a district energy program, and other sustainability goals, including expanded use of renewable resources, consistent with this policy.
97. **Objective A**, calls for promoting land use patterns that increase energy efficiency in buildings and transportation systems by making energy efficiency a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map. This objective applies to the following long-range planning efforts: (1) downtown, regional, and neighborhood commercial service centers and central industrial areas with a balance of complementary retail and employment activities. Locate them near major arterials and transit lines; (2) medium- and high-density residential zones in and adjacent to the downtown core. Develop other general commercial centers and medium-density residential zones adjacent to neighborhood service centers; (3) housing adjacent to employment areas; (4) planned unit developments to include mixed-uses; (5) zero lot line/common wall construction in designated low- and medium-density residential zones (6) buildable "substandard" lots; (7) secondary rental units in single-family, owner-occupied homes. The NPDP supports this objective in several ways: (1) it provides a comprehensive plan for expanded development within a subarea of the Central City; (2) it increase development potential within a high-density, mixed-use zone adjacent to the downtown core; (3) it increases housing potential in the area within the Central City; and (4) it increases development potential within a mixed-use zone.
98. **Objective B**, calls for promoting density, location, and mix of land uses that decrease the length of required daily trips and encourage the consolidation of related trips. The NPDP supports this objective because it proposed expanded development potential within the Central City, an area with numerous residential and employment opportunities, as well as an area well served by transit and where plans there are additional plans to expand transit and multi-modal transportation connects.
99. **Objective C** calls for promoting medium- to high-density residential development near proposed transit stations and medium-density residential development along major transit routes. The NPDP proposes increasing development potential within a high-density, mixed-use zone, supported by bus and streetcar service and with a half mile of a new light rail station on the transit mall. Thus, the plan is consistent with this objective.
100. **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 NPDP supports this policy because proposes the establishment of a Transportation Management Association (TMA), expanded transit service, and expansion of the multi-modal transportation system serving the plan area.
101. **GOAL 8, ENVIRONMENT**, calls 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 NPDP contains a Sustainable Community policy including various goals, objectives, and implementing actions that support this policy and that will facilitate efficient use of land resources, through intensifying development opportunity in an area that is currently urbanized and served by public facilities.
102. **Policy 8.2, Central City Transportation Management Plan**, calls for the Central City Transportation Management Plan to guide future city efforts in maintaining air quality standards in the central business district and allow for expanded employment and housing opportunities throughout the Central City. The NPDP expands housing and employment opportunities in a mixed-use zone in the Central City, and the

plan proposes the creation of a TMA, expand multi-modal transportation service, and reductions in allowable parking ratios. Thus, the plan is consistent with the CCTMP and this policy.

103. **Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The NPDP supports this policy because the plan promotes a development pattern that will enhance opportunities to reach destinations by walking, bicycling, or by transit. The NPDP proposes plans for expanded transit service as well as expansion and enhancements to bicycle and pedestrian network serving the area, consistent with this policy.
104. **GOAL 9, CITIZEN INVOLVEMENT**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The amendments are consistent with this goal because the planning process included extensive opportunities for citizen involvement. NPDP citizen involvement and outreach activities are summarized below:
- a) On October 12, 2006, the first of 10 meetings of the Project Advisory Group (PAG) met to guide the development of the North Pearl District Plan (NPDP). The 19-member PAG included stakeholders from the development community, neighborhood and business associations, residents at-large, and other community stakeholders involved in urban design, architecture, and community development. The PAG provided input and advise that significantly shaped the staff recommended version of the NPDP, which was endorsed by the PAG at their last and tenth meeting held January 16, 2008.
 - b) In addition to regular PAG meetings, a neighborhood walk was conducted on November 4, 2006. PAG members and other interested stakeholders attended this event which involved a walking tour of the project area where stakeholders were encouraged to share perspectives and other input about how the NPDP should or could affected the neighborhood.
 - c) On September 27-28, 2007, an urban design charrette was conducted to explore potential urban design and development scenarios that should be considered by the NPDP. Twelve community stakeholders participated directly in the charrette, as did fourteen City staff members from various bureaus, and two Design Commissioners. Additionally, the proceedings were open to the public and other members of the public attended the charrette and participated through the two days the event was held. One media outlet, The Northwest Examiner, also attended portions of the event.
 - d) On November 15, 2007, a public open house was held at the offices of the Portland Development Commission. The event present preliminary concepts being considered for the NPDP and input was taken that helped to influence the final staff recommendation for the NPDP. The event was attended by approximately 25 people.
 - e) During the development of the NPDP, a mailing list was produced for the project that included all people on the City of Portland's legislative mailing list, people on mailing lists for previous projects in the NPDP plan area, and people requesting to be on the new list for the NPDP. The mailing list contains 795 people.
 - f) During the development of the NPDP, the Bureau of Planning maintained a website that tracked the development of the NPDP. The site was one source of information announcing PAG meetings, open house events, the design charrette, and briefings, work sessions, and hearings with the Portland Landmarks, Design, and Planning Commissions. The web site also was used to post PAG meeting agendas, meeting minutes, project reports and other background documents.
 - g) During the development of the NPDP, the Bureau of Planning maintained an email mailing list that was used to send out regular updates of PAG meetings, open house events, the design charrette, and briefings, work sessions, and hearings with the Portland Landmarks, Design, and Planning Commissions. An interested party asking to be on the mailing list was added and various parties joined the list while the NPDP was developed and then when the plan was being reviewed by the Planning and Design Commissions.
 - h) During the development of the NPDP, four briefings with the Portland Design Commission were held to provide background information on and take input on the development of the NPDP and Updated River District Design Guidelines. Notices of these briefings were posted by the Bureau of Development Service and Bureau of Planning as their web sites and members of the public were provided an opportunity to testify at each of these briefings.

- i) During the development of the NPDP, three briefings with the Portland Planning Commission were held to provide background information on and take input on the development of the NPDP and Updated River District Design Guidelines. Notices of these briefings were posted by the Bureau of Planning as their web sites.
 - j) Throughout the development of the NPDP, staff attended meetings of land use and transportation subcommittees of the Pearl District Neighborhood Association, Pearl District Business Association, and Northwest District Association. Staff also attended a meeting with the Architectural Institute of America – Portland Chapter's Urban Design Advisory Group. At each of these meetings staff presented a status on the development of the NPDP and took stakeholder input.
 - k) On January 24, 2008, a 45 day public notice was sent to the Oregon Department of Land Conservation and Development and Metro announcing the first evidentiary hearing of the NPDP. The hearing was with the Portland Planning Commission held March 11, 2008.
 - l) On February 8, 2008, a public notice was sent to approximately 795 people announcing the first evidentiary hearing of the NPDP, a public hearing with the Portland Planning Commission that was held on March 11th.
 - m) On February 20, 2008, a public notice was sent to approximately 795 people announcing the first public hearing of the NPDP with the Portland Design Commission that was held on March 20th.
 - n) On February 20, 2008, a Measure 56 was sent to all affected property owners in the plan area. The noticed described how their individual properties would be affected by the NPDP and announced the date of the first Planning Commission hearing on the NPDP.
 - o) On February 21, 2008, the staff recommended version of the North Pearl District Plan and NPDP Proposed Amendments to the Portland Zoning Code were published for public review.
 - p) On March 10, 2008, the staff recommended version of the Updated River District Design Guidelines were published for public review.
 - q) During the development of the NPDP, the planning effort was also the focus of articles in The Oregonian, The Portland Tribune, The Daily Journal of Commerce, and was covered by local newspapers including the Northwest Examiner.
105. **Policy 9.1, Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects through coordination with community organizations, availability of planning reports and notice of public hearings. The amendments support this policy because the plan was developed with feedback and input from representatives of local neighborhood associations and business associations. Other community organizations were informed of the process and given plan updates; participation from these groups and individuals was also solicited.
106. **Policy 9.3, Comprehensive Plan Amendment**, calls for allowing for the review and amendment of the adopted *Comprehensive Plan* which ensures citizen involvement opportunities for the city's residents, businesses, and organizations. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan* that was conducted with input and feedback from local neighborhood and business associations and other groups and individuals.
107. **Goal 10, Plan Review and Administration**, requires that Portland's *Comprehensive Plan* undergo a periodic review. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*. The proposed amendments have been sent to the Department of Land Conservation and Development for review.
108. **Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the *Comprehensive Plan Map*. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*, at the area and neighborhood plan level.
109. **Policy 10.5, Corresponding Zones and Less Intense Zones**, requires that base zones either correspond to the *Comprehensive Plan Map* designation or be a zone less intense than the corresponding zone. The amendments consistent this policy because the amendments are consistent with the *Comprehensive Plan Map* designation and associated zoning.

110. **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 support this policy because the Planning Commission reviewed the proposed amendments and took public testimony at a public hearing on March 11, 2008. The Planning Commission held a subsequent work session on May 20, 2008. The Planning Commission finalized its recommendation to Portland City Council on June 10, 2008, which was forwarded to City Council for a public hearing on September 24, 2008.
111. **Policy 10.10, Amendments to the 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 support this policy because they offer clear and concise standards and direction for development. The amendments include zoning code amendments that include new development bonus and transfer provisions as well as height bonus provisions. The NPDP process also updates the River District Design Guidelines and reformatted these guidelines to make them easier for applicants and administrators to use. Thus, the NPDP is consistent with this policy.
112. **Objective A**, calls for promoting good planning by: effectively and efficiently implementing the *Comprehensive Plan*; addressing present and future land use problems; balancing the benefits of regulations against the costs of implementation and compliance; and assuring that Portland remains competitive with other jurisdictions as a location in which to live, invest, and do business. The amendments support this objective because they: analyzed future land use needs and issues to provide for housing and commercial needs in this part of Portland; propose new Comprehensive Plan policies intended to foster land use pattern that includes a diversity of housing choices and as well as sustainable development pattern.
113. **Objective B**, calls for assuring good administration of land use regulations by: keeping regulations simple; using clear and objective standards wherever possible; maintaining consistent procedures and limiting their number; establishing specific approval criteria for all land use reviews; emphasizing administrative procedures for land use reviews; and avoiding overlapping reviews. The amendments support this objective because they use the existing design review process to implement base zone development standards, regulations, and development incentives, consistent with the existing review process.
114. **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The NPDP supports this policy because the planning effort also updated the River District Design Guidelines and reformatted these guidelines to make them easier for applicants and administrators to use.
115. **GOAL 11 A, PUBLIC FACILITIES, GENERAL**, calls for provision of a timely, orderly, and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The NPDP is consistent with this goal because the plan proposes tools intended to result in the development of a range of public amenities necessary to support the plan area and Pearl District as a whole. These amenities include public open space, a K-8 public school, community center, daycare facilities, and a library.
116. **Policy 11.2, Orderly Land Development**, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The amendments support this policy because they focus transit-oriented and supportive development in the Metro 2040 designated Division Street main street area, where many urban public facilities and services currently exist. The plan further provides tools intended to create public amenities/facilities that do not exist, but which will be necessary as density levels increase in the plan area.
117. **Policy 11.3, Orderly Service Extension**, calls for improvement and expansion of urban public facilities or services to not stimulate development that significantly precedes the ability to provide all other necessary urban public facilities and services at uniform levels. The amendments support this policy because they do not propose public facilities and services at levels likely to stimulate development that may create a disproportionate demand for other public facilities and services.

118. **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they focus development at higher densities within vacant and redevelopable lands within the Central City Plan District.
119. **GOAL 11 B, PUBLIC RIGHTS-OF-WAY**, supports improving Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public right-of-way, implementing street plans, maintaining and improving the city's streets, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The NPDP supports this policy because it includes proposed transportation improvements, including enhancements to circulation routes, expanded access to transit, bicycle and pedestrian improvements, and the creation of a TMA to better serve the plan area and to implement the 2040 growth concept.
120. **Policy 11.8, Environmental Sustainability in Transportation**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The NPDP includes various implementing actions, including a reduction in parking ratios, multi-modal transportation enhancements; and the development of green streets, all intended to incorporate sustainable transportation solutions.
121. **Policy 11.9, Project Selection**, calls for giving priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita while supporting economic vitality and sustainability. The NPDP supports this policy because it proposed increased density within high-density, mixed-use, land use zones that are served by transit as well as pedestrian and bicycle routes. Additionally, the plan proposed expansion and enhancements to the multi-modal transportation system serving the plan area, consistent with this policy.
122. **Policy 11.10, Street Design and Right-of-Way Improvements**, calls for designing improvements to transportation facilities to implement transportation and land use goals and objectives. The NPDP supports this policy because the multi-modal transportation improvements proposed by the plan are specifically intended to support the land use pattern called for by the plan.
123. **Policy 11.11, Street Plans**, promote a logical, direct, and connected street system. There is no conflict with this policy because the plan area is within the well-developed grid of the Central City.
124. **Policy 11.12, Maintenance**, supports activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system. The NPDP is supportive of this policy because the plan proposes enhancements to the transportation system necessary to support the density increased proposed by the plan. Further, the plan does not support density increases in area where such increases would negatively impact the existing and proposed transportation system for the plan area.
125. **Policy 11.13, Performance Measures**, calls for evaluating the performance of the transportation system at five-year intervals, using a set of benchmarks. The NPDP is supportive of this policy because it includes baseline transportation data that will be used to measure the effectiveness of the goals of the plan in achieving greater mode split targets called for by the Regional Transportation Plan and the city's TSP.
126. **GOAL 11 C, SANITARY AND STORMWATER FACILITIES**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state, and local clean water requirements. The amendments are consistent with this goal. The NPDP calls for the implementation of natural system approach to stormwater management in public and private development. Additionally, wastewater systems are in place and are either currently adequate or can be made adequate to accommodate future development.
127. **GOAL 11 E, WATER SERVICE**, calls for an efficient, adequate, and self-sustaining water supply and delivery system that will meet the future needs of the community. The amendments are consistent with this goal. Water supply systems are in place and are either currently adequate or can be made adequate to accommodate future development.
128. **GOAL 11 F, PARKS AND RECREATION**, calls for maximizing the quality, safety, and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments of the NPDP are consistent with this goal.

because existing parks and designated open space areas are preserved within the plan area, provisions that create additional open space in the plan area have been maintained, and the creation of additional public open space is proposed by the plan.

129. **GOAL 11 G, FIRE**, calls for the development and maintenance of facilities that adequately respond to the fire protection needs of Portland. The amendments are consistent with this goal, as they do not call for a change to police service in the area.
130. **GOAL 11 H, POLICE**, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. The amendments are consistent with this goal, as they do not call for a change to police service in the area.
131. **GOAL 12, URBAN DESIGN**, calls for the enhancement of 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 NPDP is consistent with this goal because it proposes new development bonus incentives designed to preserve and restore historic buildings in the Pearl District, proposes a new urban design and development framework plan for the plan area, updates and enhances the existing design guidelines for the River Districts, and proposes various height and building massing and setback requirements intended to enhance the urban form and design of the plan area.
132. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity by building on design elements, features, and themes identified within the city. The amendments support this policy because the NPDP proposes new development bonus incentives designed to preserve and restore historic structures in the Pearl District, proposes a new urban design and development framework plan for the plan area, updates and enhances the existing design guidelines for the River Districts, and proposes various height and building massing and setback requirements intended to enhance the urban form and design of the plan area. The plan also maintains and expands the use of open space and waterfront development standards intended to create open space areas, maintain visual and physical conductivity to the river, and maintain and enhance the urban form of the district.
133. **Policy 12.2, Enhancing Variety**, calls for promoting the development of areas of special identity and urban character. The NPDP support this policy as the plan proposed special setbacks along NW 13th Avenue intended to preserve the pedestrian scale and character of this special street, height limits intended to preserve views to the Fremont Bridge, and building height and massing requirements intended to create a more a dynamic skyline and urban form, visual permeability, access to light in air within the public realm.
134. **Policy 12.3, Historic Preservation**, calls for enhancing the city's identity through the protection of Portland's significant historic resources. The NPDP supports this policy by proposing new development transfer provisions that allow floor area to be transferred from designated historic resources in the plan area to redevelopment sites in the Pearl District. These provisions are intended to preserve these structures by the sale of development potential of these sites to other locations. Further, funds raised through the sale of floor area from these sites can be used to restore or enhance these historic structures when appropriate.
135. **Policy 12.4, Provide for Pedestrians**, calls for providing a pleasant, rich, and diverse experience for pedestrians which includes comfortable, safe, and attractive pathways. The NPDP supports this policy because the plan proposes numerous enhances to pedestrian circulation, including new green streets and pedestrian bridges to the river and Naito Parkway. Further, the plan proposes building height and massing requirements intended to allow light and air to penetrate to the pedestrian environment, and the plan proposes special setback requirements intended to preserve and enhance pedestrian scale.
136. **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. The NPDP supports this policy because during the development of the plan an urban design charrette was conducted which resulted in the creation of an urban design framework that builds upon, enhances, and makes connections with the urban form of the developed portions of the Pearl and NW Districts immediately adjacent to the plan area.
137. **Policy 12.7, Design Quality**, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of

the built environment. The NPDP supports this policy as the plan updates and enhances the River District Design Guideline, which are applicable to public and private projects, and the plan calls for the development of sustainable buildings and infrastructure. The plan also adopts an urban design framework plan intended to guide public and private investment in the plan area in a manner that creates a dynamic and well designed urban environment.

138. **Policy 12.8, Community Planning**, calls for considering urban design issues as part of area plans. The NPDP supports this policy because during the development of the plan an urban design charrette was conducted resulting in the creation of an urban design framework. This framework plan is intended to guide public and private investment in the plan area and influence urban design direction in the plan area. The plan also proposes new development standards that regulate building height and massing, and incentives to preserve smaller scale historic structures in the district, all in an effort to address urban design considerations identified by the community during the development of the plan.

Findings on Central City Plan and River District Plan

139. **Policy 1, Economic Development**, calls for the City to build upon the Central City as the economic heart of the Columbia Basin, and guide its growth to further the City's prosperity and livability. The NPDP is consistent with this goal as the plan proposes density increases within a portions of the plan area that have a mixed-use base zone, and where additional development capacity can be served by and not impact existing infrastructure serving the Central City's employment and residential land uses. Furthermore, the plan proposed various incentives to create a more diverse housing stock to serve residents a various income and age levels as well as various public amenities, such as a public school, daycare facilities, and community center, which would benefit residents and employees of the Central City. The housing options and public amenities proposed by the plan will serve increase residential and employment densities in the Central City and make the area a more livable as well as an attractive place for long-term investment and economic development.
140. **Policy 2, Willamette Riverfront**, calls for the enhancement of the Willamette River as the focal point for views, public activities, and development which knits the city together. The NPDP supports this policy by maintaining and extending the NW Triangle Waterfront and Open Area development standards (to be renamed North Pearl Subarea standards) to the entire waterfront within the plan area. These standards replicate the grid pattern of the Central City on the larger blocks located along the riverfront and Naito Parkway and Front Avenue, and they require open areas created between buildings, additional building setbacks for taller buildings along the greenway, and visual and physical connections to the riverfront. The plan also proposes the creation of a new public park or open space feature at the northern terminus of the Willamette Greenway Trail on a site within the plan area.
141. **Policy 3, Housing**, calls for the maintenance of the Central City's status as Oregon's principle high density housing area by keeping housing production in pace with new job creation. The NPDP supports this policy as the plan proposes increased densities within a portion of the plan area where there is mixed-use zoning which will allow both increase residential and employment uses in the plan area. The plan also proposed new development bonuses intended to diversify the type of housing produced as well as public amenities that will support tenants of this housing and employees working in the plan area.
142. **Policy 4, Transportation**, calls for improvements to the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability. The NPDP is consistent with this policy as the plan proposes enhancements to the multi-modal transportation system serving the plan area and the larger Central City area, street circulation improvements, and increased mixed-use densities within one half mile of new light rail service soon to open on the transit mall.
143. **Policy 10, Education**, calls for the expansion of educational opportunities to meet the needs of Portland's growing population and businesses, and establish the Central City as a center of academic and cultural learning. The plan supports this policy by proposing the creation of a new K-8 public school in the River District to support growing densities in the district as well as the increasing population of families with children. The plan also proposed facilities and programs to support continuing adult education in various fields of study, including sustainable development.

144. **Policy 11, Historic Preservation**, calls for the preservation and enhancement of historically and architecturally important buildings and places and promote the creation of our own legacy for the future. The NPDP supports this policy by proposing a new development transfer provision that allows floor area to be transferred from designated historic resources with the Pearl District to redevelopment sites within the district, allowing existing structures to be preserved and potential enhances with proceeds from the sale of unused floor area.
145. **Policy 12, Urban Design**, calls for the enhancement of the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living. Objectives of this goal include the formation of districts and the stepping down of densities towards the Willamette River. The NPDP is consistent with this policy in several ways. The plan proposes a urban design and development framework plan intended to guide public and private investment in the district. The plan identifies preferred land use patterns, street hierarchies, sites for public investment, and new pedestrian connections between the district and the waterfront. The plan also proposes numerous development standards intended to enhance urban form, protect and enhance the pedestrian/public realm, and maintains floor area ratios and heights near the waterfront to ensure that development in these areas is not out of scale with the rest of the district and allows for a step down to the river.
146. **Policy 17, River District**, calls for extending downtown development throughout the River District that is highly urban in character and which creates a unique community because of its diversity; its existing and emerging neighborhoods housing a substantial resident population, providing jobs, services and recreation; and most important, its embrace of the Willamette River. This policy is supported by the plan is numerous ways, such as: the plan proposes increasing development capacity within a high-density, mixed-use zone; the plan provided incentives for more diverse housing, including family compatible housing; the plan promotes the development of public services necessary to support high-density residential and employment land uses; the plan proposes expansion of the multi-modal transportation system serving the Central City; the plan proposes a sustainable and social equitable development patter; and lastly, the plan proposes the adoption of an urban design framework plan to guide public and private investment in the plan area in manner that builds upon and enhances the urban form of the Central City.

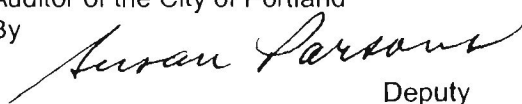
City Council Action

NOW, THEREFORE, the Council directs:

- a. Exhibit A, Recommended North Pearl District Plan, dated August 2008, is hereby adopted;
- b. Exhibit B, Resolution 36642, adopting the objectives and action items of the North Pearl District Plan is hereby adopted;
- c. Exhibit C, Amendments to Title 33, Planning and Zoning, is hereby adopted;
- d. Exhibit D, River District Design Guidelines, are hereby adopted as amended;
- e. The commentary and discussion in Exhibit C is hereby adopted as legislative intent and further findings;
- f. Exhibit E, *North Pearl District Plan Transportation Analysis* is accepted as supporting documentation to the this ordinance and findings.

Passed by the Council, NOV 0 5 2008
 Mayor Tom Potter
 Troy Doss
 September 1, 2008

GARY BLACKMER
 Auditor of the City of Portland
 By


 Deputy

Resolution No. **3 6 6 4 2**

Adopt the Action Charts and additional implementing measures of the *North Pearl District Plan* (Resolution)

The City of Portland resolves:

WHEREAS, neighborhood and area plans are intended to promote patterns of land use, urban design, public and community facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of neighborhoods and the City as a whole; and

WHEREAS, the *North Pearl District Plan* was developed by the City of Portland Bureau of Planning in cooperation with other City bureaus and agencies and with participation from property owners, business persons and other interested citizens; and

WHEREAS, the *North Pearl District Plan* directs and manages change over time, and as such the adopted policies, objectives, *Zoning Code* provisions, and design guidelines associated with the *North Pearl District Plan* are adopted by Ordinance and will guide decision-making, public deliberation, and investments; and

WHEREAS, the policy and objective elements of the *North Pearl District Plan* are adopted by Ordinance as part of the *Comprehensive Plan*, the action charts included in attached Exhibit A are not adopted as part of the *Comprehensive Plan*;

WHEREAS, the action charts describe the recommended implementation projects and programs of the *North Pearl District Plan*, and identify appropriate time frames for implementation and identify public, nonprofit and private agencies and partnerships to lead or oversee implementation of each action; and

WHEREAS, the Portland Planning Commission recommends that the City Council adopt the action charts of the *North Pearl District Plan*;

WHEREAS, it is in the public interest that the recommendations contained in the *North Pearl District Plan* and outlined below in directives c.1 through c.3, be adopted to direct and manage change in the North Pearl District Plan area;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopt the action charts of the *North Pearl District Plan*, as shown in Exhibit A, and that:

- a. The implementation actions associated with the *North Pearl District Plan* action charts are approved by City Council as a starting place for projects and programs that will help implement the policies of the plan;
- b. All actions are adopted with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of an implementor for an action is

an expression of interest and support with the understanding that circumstances may change over time and may affect the implementation leader's ability to take action; and

- c. The City Council authorizes the City agencies identified on the action charts as implementors, to engage in activities aimed at implementing the projects and programs called for in the action charts of the *North Pearl District Plan*, specifically:
1. The City Council directs the Portland Development Commission to work with Parks and Recreation, Portland Office of Transportation, Environmental Services, Office of Sustainable Development, Planning, Tri-Met and other relevant agencies to identify funding sources and strategies to implement projects, programs and activities listed in the action charts of the *North Pearl District Plan* over the next five and twenty years;
 2. The City Council directs the Portland Office of Transportation to work with Environmental Services, Planning, Portland Development Commission and other relevant agencies to update the River District Right-of-Way Standards, including updates to the Transportation Element of the *Comprehensive Plan*, the street plan maps, street standards and street plan principles, to be consistent with the Multi-Modal Transportation policies and objectives of the *North Pearl District Plan*;
 3. The City Council directs the Bureau of Planning, in cooperation with other city bureaus and agencies, to monitor and evaluate implementation of the *Zoning Code*, Sustainability goals and actions, and other implementation actions of the *North Pearl District Plan*. In addition, the Bureau of Planning is directed to report back to Council within five years on these implementation items to ensure that the city is achieving the goals described in the *North Pearl District Plan*.

Adopted by the Council, NOV 05 2008
Mayor Tom Potter
Troy Doss
September 1, 2008

GARY BLACKMER
Auditor of the City of Portland

By  Deputy

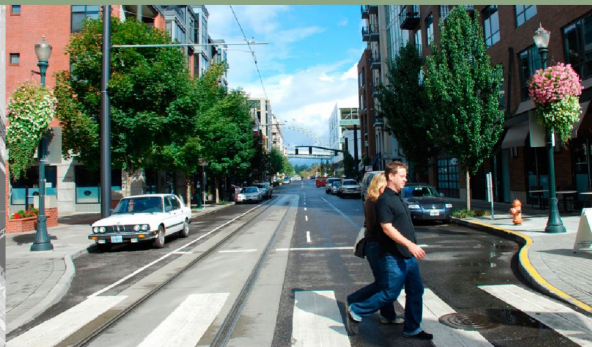


NORTH PEARL DISTRICT PLAN

PLANNING COMMISSION RECOMMENDATIONS JUNE 2008



CITY OF PORTLAND
BUREAU OF
PLANNING





Acknowledgements

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Cathy Minberg, Portland Public Schools
Pearl District Neighborhood Association
Northwest District Association

The Bureau of Planning is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700 (TTY 503-823-6868).

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Executive Summary & Recommendations

The North Pearl District Plan is a neighborhood plan intended to direct public and private development and investment in the portion of the Pearl District north of NW Lovejoy Street. The plan was developed over an 18-month period through extensive public outreach process, engaging a diverse group of stakeholders in the evaluation of what began as the request by developers for additional floor area and height allowances within the plan area.

This evaluation process soon merged into a community-wide discussion about the type of neighborhood and community that should be developed in the north end of the Pearl and the larger district as a whole. The following issues all became a focus of the plan: urban form and design; green building and community design; public realm enhancements; a need for a range of community-serving public amenities; a need for more diverse housing options; and the ability to make the public and private investments necessary to serve the growing and diversifying population in the Pearl, especially families with children.

As a result of this conversation this plan proposes an urban design and development concept intend to guide future development decisions, a series of new policies addressing community development, sustainability, and multi-modal transportation, and various Zoning Code amendments intended to implement the urban design plan and policies.

To ensure the plan and its various elements achieve their intended purpose, the Portland Planning Commission recommends the following actions by the Portland City Council:

1. Adopt the ordinance which:
 - Approves the *North Pearl District Plan* and *North Pearl District Plan Proposed Zoning Code Amendments*;
 - Approves proposed amendments to the *River District Design Guidelines*;
 - Amends the applicable policies of the *Portland Comprehensive Plan*; and
 - Amends Title 33: Planning and Zoning Code and zoning maps.
2. Adopt the resolution which:
 - Approves the urban design concept; and
 - Approves the action charts of the *North Pearl District Plan*.



Introduction

The North Pearl District Plan (NPDP) is intended to guide public and private investment and development decisions in the portion of the Pearl District north of NW Lovejoy Street. The plan focuses on the creation of a pleasing and dynamic urban form, mix of complementary land uses, the creation of community-serving amenities, and the creation of a range of housing opportunities to serve the growing diversity in household types in the Pearl.

This planning process for the NPDP follows an earlier effort, the 2005 *North of Lovejoy Study*, adopted by City Council in 2005. This earlier plan focused on future development immediately surrounding two of the three parks identified in the *2001 River District Park System Urban Design Framework* (also known as the Peter Walker Master Plan). The primary changes emerging from this effort were:

- **Parks Zoning and Comprehensive Map Amendments:** The zoning and comprehensive plan designations of three parks identified by the Walker Master Plan were amended from Central Employment (CX) to Open Space (OS) with the intent of recognizing the long-term use and ownership of these facilities.
- **Height Changes:** The maximum building height provisions around the parks edges to the south, southwest and west were modified such that the portions of the sites closest to the edge of the park are capped at 100'; however, the portions of these sites located further from the parks are allowed to obtain a maximum height of 225'. This creates a "step down" to the parks designed to ensure greater access to sunlight within the parks.

- **Additional Development Capacity:** Building mass and density within the Central City Plan District is regulated by floor area ratio (FAR) standards. Within the project area the maximum FAR was previously capped at 2:1. The amendments adopted by Council increased maximum FAR to 4:1 allowing for increased housing densities and overall development potential in the project area.

In addition to these regulatory amendments, a design charrette was conducted to analyze the urban design and development potential of the project area and adjacent areas. Beyond the confines of the project area, the charrette identified a need to further investigate the overall urban design and development framework affecting the greater geography of the Central City located north of NW Lovejoy. The charrette findings proposed a transportation analysis, improved connections to the river, the rehabilitation/redevelopment of Centennial Mills, and the need for additional waterfront parks and open space. The *North of Lovejoy Study* also concluded that there is a desire to see that new River/Pearl District development maximize ongoing community building efforts. Thus, the NPDP was initiated to address these desires and is intended to establish a framework plan for future development in the northern end of the Pearl District.

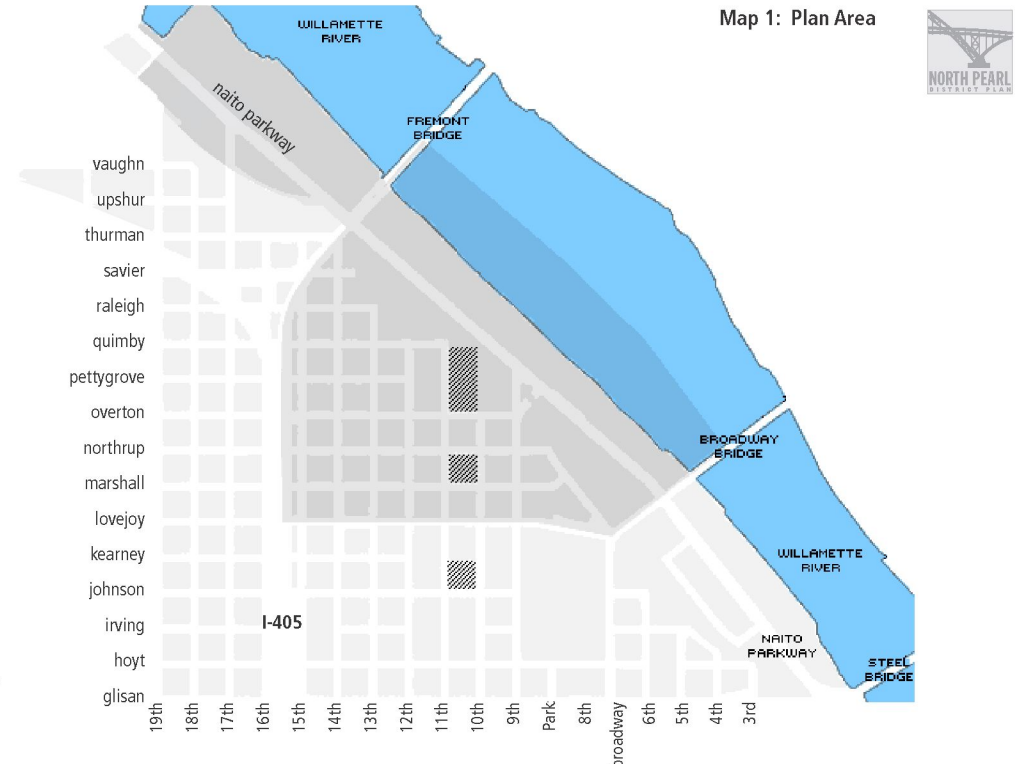
Project Overview & Objectives

This NPDP is intended to provide a blueprint for how development should continue the expansion of the Pearl District northward. The plan specifically focuses on:

- **Community Building Strategies.** The plan addresses the need to provide more diverse housing opportunities and a range of public amenities to serve the growing number of families with children that are emerging in the Pearl District. Incentives are recommended that are intended to create market rate and affordable family housing opportunities. The plan also seeks to encourage the development of a range of public amenities currently absent in the Pearl that will be necessary to retain the growing number of families with children in the Pearl and to support the continued growth of high-density residential development in this district. These amenities include a K-8 public school facility, community space/center, daycare facilities, a library, intended to serve families with children and other residents and employees in the district.
- **Creating an Urban Design & Development Framework.** A framework plan guiding urban design decisions as well as public and private investment in the plan area was created as part of the NPDP. This framework plan considers where public amenities might best be located; ways to enhance connections to the waterfront and between the plan area and adjacent districts; street hierarchy; and the protection and enhancement of areas and buildings of special character within the plan area and the larger Pearl District. The plan also contains strategies to implement this framework in a manner that incorporates a more sustainable development pattern responsive to issues such as

- climate change, stormwater management, energy conservation, social equity and healthy neighborhood development.
- **Zoning Code Amendments.** Various amendments to the Zoning Code are proposed to implement the community building strategies and urban design and development framework developed for the plan area. The amendments allow for increased development potential (floor area or FAR) as well as building height, and they guide the massing and character of taller, larger buildings in the plan area. Amendments to the development bonus system intended to provide incentives to create family housing and community amenities are also proposed.

Map 1: Plan Area





Plan Area Boundaries

The plan area for the NPDP is limited to the portions of the Central City Plan District that are located north of NW Lovejoy Street (see Map 1). The plan area includes opportunity sites along the waterfront such as the former Port of Portland Terminal One South site (the Riverscape Development site), Centennial Mills, and numerous properties south of Naito Parkway that are either vacant or available for redevelopment.

Although the action items and proposed Zoning Code amendments proposed by the plan focus on the plan area, this planning effort spent a considerable amount of time considering how connections to other portions of the Pearl District, as well as other surrounding neighborhoods, could be enhanced. Specifically, the plan considered how to link the plan area with adjacent opportunity sites such as the Conway Properties and the Upshur Warehouse District both located in the NW District just west of the Pearl. The plan contains recommendations and strategies to make transportation improvements, create new public community serving amenities, and increase housing diversity with the goal of enhancing livability in the Pearl and within the adjacent neighborhoods to the west of the district.

Plan Organization

The NPDP consists of several interrelated components, described as follows:

Plan Concepts

The following concepts were developed to describe community desires and serve as the basis for policies, objectives, and actions recommended by the plan to guide development in the North Pearl plan area.

- 1. Complete Community Concept.** Identifies and describes the elements necessary to transition the Pearl into a complete community, with a rich collection of public-serving amenities and a diversity of housing options.
- 2. Sustainable Community Concept.** Outlines a series of development goals for the North Pearl plan area intended to influence green site and building design and construction, social equity and neighborhood health, sustainable economic development, natural system approaches to stormwater management, and the expansion of a multi-modal transportation system into the plan area.
- 3. Urban Design & Development Concept.** Illustrates a desired urban form, land use, and development pattern to guide future public and private development decisions in the north end as well as way to better connect this area with adjacent established and evolving neighborhoods with the intent of establishing a greater sense of community in NW Portland and the Central City.
- 4. Multi-Modal Transportation Concept.** Describes additional steps necessary to create a true multi-modal transportation system into the plan area that includes expanded and enhance pedestrian and bicycle routes, access to transit, efficient auto routes, and the development of a network of green streets.

Comprehensive Plan

A new policy is proposed for the Comprehensive Plan addressing the development of a complete and sustainable neighborhood in the North Pearl plan area. The adoption of this policy would make the *North Pearl District Plan* and its policies part of the *Comprehensive Plan, Goal and Policies for the City of Portland*.

Legislative Process

Public Policy Framework

The planning process for the NPDP is being conducted within the applicable framework of state, regional, and local planning policies that guide future land use, transportation and public infrastructure decisions. This framework can be thought of as a hierarchy in which plans for smaller areas or jurisdictions must be consistent with those for larger jurisdictions or more encompassing areas – from the neighborhood level to the state level. Hence, planning done for the NPDP plan area must be consistent with the City of Portland’s adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals, laws and rules. Some of the important state, regional and local planning policies are described in the “Legislative Findings” section of this plan.

North Pearl District Planning Process

The NPDP is the result of a collaborative process between Bureau of Planning (Planning), Portland Office of Transportation (PDOT), Portland Development Commission (PDC) and neighborhood associations, development interests, and various other stakeholder groups with a role in shaping the community emerging at the northern end of the Pearl District. As noted earlier, this effort is in part a follow-up to a previous planning effort in the north end, the 2005 *North of Lovejoy Study*, and fulfills a recommendation of the study calling for a larger planning/ community building effort that would focus on the remaining portions of the Central City located north of NW Lovejoy Street.



The NPDP also seeks to implement elements of the 2001 Pearl District Development Plan that are applicable to the north end of the Pearl. This earlier plan, created through a joint effort of PDC, the City of Portland, and a 26-member stakeholder committee consisting of community, development, and business representatives, established a vision statement and action plan intended to inform future development decisions in the Pearl District. The goals and objectives of this plan served as a starting point in the development of the policies, objectives and actions recommended by the NPDP.

Public Outreach & Community Involvement

During the development of the NPDP, a Project Advisory Group (PAG) was created to provide feedback on staff proposals and to ensure that issues important to stakeholders on the PAG were addressed in the plan recommendation. The PAG included stakeholders from the development community, neighborhood associations, business owners, and residents at large. This group also included representatives with experience in architecture and urban design, affordable housing, sustainable development, and other disciplines/focuses important to the creation of a successful neighborhood in the plan area. The PAG met on average once a month, and numerous meetings and conversations were held with PAG members and the stakeholder groups they represent during the course of the planning effort. Additionally, all PAG meetings and events were open to all members of the public and opportunities were provided for nonmembers to address the PAG to provide feedback and to share additional ideas to consider as the NPDP was developed.

In addition to the PAG, a public open house was held as well as a walking tour of the plan area. A two-day urban design and development charrette was conducted in the fall of 2007 with PAG members, other stakeholders, and interested members of the public. Lastly, the Bureau of Planning maintained a website providing project updates and background materials and other relevant information while the NPDP was being developed.

Major public events and project key milestones are listed below:

Project Advisory Group Meeting 1	October 12, 2006
Neighborhood Walk	November 4, 2006
Project Advisory Group Meeting 2	November 14, 2006
Planning Commission Briefing 1	November 28, 2006
Project Advisory Group Meeting 3	January 30, 2007
Project Advisory Group Meeting 4	February 26, 2007
Project Advisory Group Meeting 5	March 21, 2007
Project Advisory Group Meeting 6	May 22, 2007
Design Commission Briefing 1	August 2, 2007
Project Advisory Group Meeting 7	August 14, 2007
Planning Commission Briefing 2	September 11, 2007
Urban Design & Development Charrette	September 27 & 28, 2007
Project Advisory Group Meeting 8	October 17, 2007
Public Open House	November 15, 2007
Project Advisory Group Meeting 9	November 28, 2007
Design Commission Briefing 2	December 20, 2007
Planning Commission Briefing 3	January 8, 2008
Project Advisory Group Meeting 10	January 16, 2008
Design Commission Briefing 3	January 17, 2008
Design Commission Briefing 4	February 21, 2008

Next Steps in Legislative Process

The first step in a legislative process involves the development of a staff-proposed recommendation. The current version of the NPDP is the result of the larger community effort described previously and completes this first phase in the legislative process. Next the staff-recommended NPDP will be reviewed by the Portland Planning Commission, with some elements also being reviewed by the Portland Design Commission, most notably the proposed update to the River District Design Guidelines.

Following the Planning Commission's review of the NPDP, the commission will forward its recommended version of the plan for the consideration of the Portland City Council. Following is the tentative schedule for the remainder of this legislative process:

Planning Commission Hearing:	March 11, 2008
Design Commission Hearing:	March 20, 2008
Design Commission:	April 17, 2008
Design Commission:	May 1, 2008
Planning Commission:	May 20, 2008
Planning Commission Hearing & Decision	June 10, 2008
City Council Hearing & Decision:	September, 2008*
City Council Second Reading & Plan Adoption:	October, 2008*
Plan Effective Date:	November, 2008*

**These dates are not scheduled and cannot be confirmed until adoption of the Planning Commission recommendation to City Council.*

Background Documents & Related Plans

The following is a list of documents, plans, and other materials either created during the development of the NPDP or that served as background information and guidance during the development of the plan. These documents can be reviewed at the Bureau of Planning's website: www.portlandonline.com/planning.

Centennial Mills Framework Plan
City of Portland Development Bonus System: FAR Bonus & Transfer Provisions Overview
North of Lovejoy Plan
North Pearl District Plan Urban Design & Development Charrette Summary
North Pearl District Plan: Planning Policy Framework Analysis
Northwest District Plan
Pearl District Development Plan
Portland River District Park System Urban Design Framework Study
River District Design Guidelines
River District Design Guidelines
University and River District Plans
Central City Transportation Management Plan
River District Right-of-Way Standards
Central City Plan



Complete Community Concept

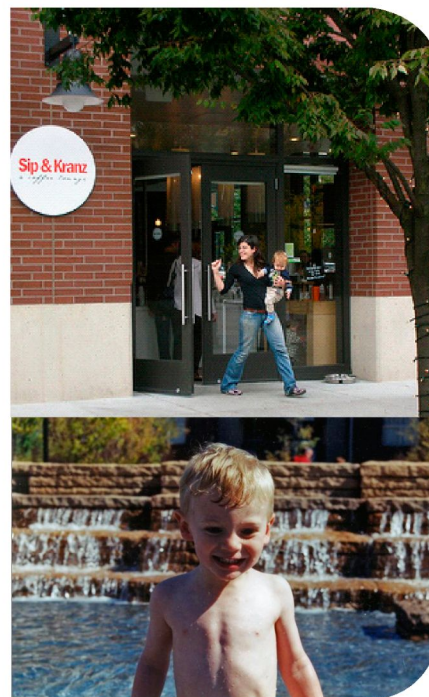
For the first time in 50 years, central cities across America are attracting talented young people. But what happens when they begin to have children? Unfortunately, as many as half of them leave for the suburbs once their children reach school age. Why should urban leaders be concerned?

- *It contributes to middle-class flight*
- *It erodes the base of the population that supports mainstream institutions – banks, libraries, museums – places that serve everyone*
- *It reduces the diversity and vibrancy of the city*
- *It pulls entrepreneurship from urban centers*
- *It undermines city parent advocacy*

– CEOs for Cities – City Kids Report 2007

Background

In a little over a decade the Pearl District has been transformed from a former railyard and industrial district to a vibrant mixed-use residential neighborhood. The first generation of residents to call the district home consisted primarily of young working professionals, some members of the so-called “creative class;” others, “empty nesters.” These residents were integral in the establishment of a community in the district and they remain so today. Many maintain businesses or are employed in the Pearl and Central City. Many others are active in civic and volunteer activities which have directly helped to shape and strengthen their evolving community.



Now an increasing number of this first generation is beginning to have children and this is transitioning the Pearl into a new phase of community development. With this transition will come an increased demand for public amenities and services, more diverse housing, and a range of retail services that have previously not been viewed as critical to maintaining livability in the Pearl District.

The baby boom currently occurring in the Pearl is not unique to Portland. Many other urban inner-city neighborhoods across North America are finding that the young

professionals they have been able to attract to downtown living are beginning to have children, and many desire to remain downtown. A great deal of analysis has been directed towards the growing trend of urban living for families with children. Although the specific needs and tradeoffs families identify vary from city to city, the same basic needs are generally identified. Further, if these needs are not met, research finds these cities will lose these families, and the positive impact they bring to the city, once their children reach school age.

Similar research conducted locally by PDC, Central City Concern, and the Bureau of Planning demonstrates that there is a market for family housing in the Pearl District and Central City but that opportunities and constraints exist to making the Central City attractive for families with children.

- **Family Compatible Housing.** Generally, families stated that they needed housing units, two bedrooms or larger, within the development that includes adequate storage and play space and interior and exterior common areas to accommodate play and the ability for families to gather on-site. It should be noted that residents, whether they live in subsidized or market-rate housing, noted that unit size was not as big a factor as unit cost, meaning that smaller units were acceptable if this drove down the cost of housing. Of course units would also need to be well laid out and be accessible to basic on-site amenities as well.
- **Access to Public Amenities.** Many residents identified parks with play areas, a public school, and a community center as critical to their decision to remain in or locate to dense urban neighborhoods.

- **Retail Services.** Families noted that having access to daycare providers in the neighborhood, as well as grocers and restaurants and cafes that also catered to children was very important.
- **Cultural Institutions.** Many families indicated they choose to live in a downtown environment because they like to be close to libraries, museums, performing arts venues, and other learning and cultural institutions as the entire family actively supports these institutions through annual memberships and frequent visitations.
- **Access to Public Transportation.** Many families living in the Central City do not have automobiles and have noted that living there allows them the opportunity to give up the financial burden of owning an automobile. Being in close proximity to work, childcare, retail services, and a school, while having access to transit and bike and pedestrian routes, increases the likelihood that more families would potentially give up an automobile.

Although the Pearl has experienced extraordinary growth in residential development over the last decade and this growth has been well sup-

Tenderloin Community Elementary School;
San Francisco



Tenderloin Playground & Rec Center;
San Francisco



Rosa Parks Elementary School;
Portland Public School District



Hollywood Public Library; Portland





ported by the development of a vibrant retail community and expansion of public services and amenities, public and private investment in the district has not focused on the needs of families with children. For instance, most housing in the Pearl consists of one-bedroom and studio units and none have yet been designed to be compatible with the needs of families with children. Although retail stores that cater to children are beginning to open, no daycare facilities exist directly within the district to serve either residents or employees of the district.

As for public sector amenities, the parks and schools currently serving the district are not adequate to meet the long-term needs of a growing population of families with children. Specifically, neither of the two parks recently developed in the Pearl include a play area and although the fountain at Jamison Square attracts many families this is not its intended use. The only playground in the Pearl is located at the southern end of the North Park Blocks, far from where most residential development is occurring in the Pearl. However, the design proposed for The Fields Park should begin to address the need for play areas as it would include a play area specifically designed for children as well as an open field that will accommodate play along with other uses.

With regard to schools, the only school facility in the district is the K-5 Emerson School, a charter school located on the North Park Blocks. This school is currently serving at or near its capacity of 132 students. The closest public schools to the Pearl are Chapman Elementary, West/East Sylvan Middle School, and Lincoln High School. Chapman is a K-5 school located in NW Portland with an enrollment of 485 students and is approaching its intended capacity. West Sylvan Middle School is located approximately 5 miles from the Pearl District and serves 896 students, well over its intended capacity. Lincoln High School, located in Goose Hollow, has a current enrollment of 1,498 students and is at or near its intended capacity. As more

families in the Pearl and Central City continue to have children, more and more pressure will be placed on the school district to increase capacity at existing facilities or create new facilities within this area as population and densities increase.

As the City and region continue to grow, the Pearl District and Central City will continue to serve as a place where much of this growth will hopefully be accommodated. To ensure that the Pearl and adjacent downtown residential neighborhoods evolve into complete communities that serve the needs of all residents various moves will need to occur by the public and private sectors alike.

Urban Baby Boom

A review of census tract data show births in the Pearl are in an upward trend. The Pearl is divided by two census tracts with NW 12th being

the dividing line between the two. Tract 50 includes the western side of the Pearl and includes thin slice of the NW district. Tract 51 includes the eastern side of the Pearl as well as all of Old Town/Chinatown. The table above illustrates that birthrates are on the rise and that the portions of the Pearl that experience the most growth in residential development also experience the highest growth in birthrates. Based on these trends it is expected that birthrates will increase as the number of housing units and the population of the Pearl continues to grow.

Births per census tract

Time period	Tract 50	Tract 51
1991-1996	18	45
1997-2000	25	57
2001-2005	29	128



Family-Compatible Housing: The Vancouver Experience

For almost two decades the City of Vancouver, British Columbia, has relied on a set of design guidelines that identify factors that architects and developers should consider when creating housing compatible with the needs of families with children. The guidelines address: how best to site and fit a project into a neighborhood; site design; and factors to consider when designing individual units and common spaces shared by all tenants. These guidelines are intended to be advisory and allow for flexibility and creativity in the design of successful housing projects. Most importantly, the guidelines are intended to be applicable to both affordable and market-rate projects and encourage integration of residents at various income levels and of tenants with and without children into housing projects to create a more balanced and equitable social environment at the site and neighborhood level.

These guidelines have been used for years in Vancouver to create very successful housing projects and have contributed to that city's success in retaining families with children in the dense downtown neighborhoods. The guidelines also encourage existing families to locate downtown. These guidelines are applicable to the development of similar types of housing in Portland and should be considered when family-compatible housing is developed in the Pearl District and other dense residential neighborhoods in the city. The guidelines are summarized below and a full version of the guidelines (*High-Density Housing for Families with Children Guidelines*) is available by going to the City of Vancouver's web page at <http://www.city.vancouver.bc.ca/commsvcs/guidelines/H004.pdf>.

Project Planning

Generally, projects designed specifically for families with children should be located in neighborhoods supported by public amenities (schools, parks, community centers, etc.), and be located near compatible land uses. Further, projects should have a critical mass of family-compatible units, located in close proximity on the site, to ensure that when units do have children living in them (not all will) there is the probability that other close-by units may also house families with children.

- **Site Selection:** Families with children should have reasonable and effective access to essential community services and recreational amenities.
- **Surrounding Land Uses:** Housing for families with children should be protected from conflicts with adjacent land uses.
- **Neighborhood Compatibility:** New high-density family developments should be encouraged to fit into their surrounding neighborhoods.
- **Number of Family Units:** There should be a sufficient number of family units in a project in order to give children peers to play with; to encourage a sense of community; and to support provision of adequate outdoor and indoor amenities for families with children.
- **Household Mix:** In developments planned for a mix of household types, the family units should be grouped together in the most appropriate parts of the building or site.

Project Design

Housing projects should be designed to provide safe gathering spaces and circulation routes for all residents, especially children. Additionally, a hierarchy of common indoor and outdoor spaces should be provided, serving as an extension of the home, to allow for gathering, play, and relaxation, designed to accommodate the needs of all residents.





- **Hierarchy of Spaces:** Residents and visitors should be able to easily distinguish among private areas, semi-private areas (areas used by residents only), semi-public areas (accessible to the public but still on-site), and the public realm in and around a development site.
- **Common Open Space:** There should be appropriate open space on-site (no less than 1,400 square feet of area) to accommodate gathering and play, and a hierarchy of spaces to accommodate the needs of residents of all ages.
- **Outdoor Play Areas for Children:** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.
- **Supervision of Children's Play:** Small children require supervision while playing in common outdoor and indoor play spaces. Projects should be designed to facilitate opportunities to achieve that supervision by parents and other caregivers from within individual units or their private open spaces.
- **Children's Safety:** Design the whole environment with the safety of children in mind.
- **Pedestrian Circulation:** Both internal and external circulation routes should be designed to enhance security, especially for women, children and seniors, and to accommodate the full range of activities which can be expected to occur in them.
- **Common Indoor Space:** Provide appropriate common indoor space (approximately no less than 400 square feet per project) for families with children where individual units are not suited to desire indoor activities.

- **Residents' Parking:** Parking should be secure, accessible and adequate for the needs of residents and visitors.

Unit Design

Housing units designed for families do not need to be overly large in terms of total square footage, especially if on-site indoor and outdoor common space areas are available, as well as a range of neighborhood public amenities. Rather, units can be efficiently designed to accommodate the basic needs of families with children (such as adequate number of bedrooms appropriately sized, private outdoor patios or balconies, and on-site storage for strollers, bikes, and other common accessories) while still remaining relatively small in total area (850 to 1,200 square feet).

Need for Housing Diversity

In 1999, the River District Implementation Strategy was amended to include a goal of producing 6,594 housing units by 2020. As of June 2007 over 7,408 units had been produced. Of these units 4,963 were affordable to those earning 120% or less of the median family income (MFI), with approximately 2,000 units being available to those at or below 50% MFI.

Although there has been success in creating housing units for residents at various income levels, the diversity of the housing stock is somewhat limited and tends to favor residents without children. Specifically, recent housing studies by the PDC found that only 20% of the units in the River District are two- or three-bedroom units (approximately 17% for two bedrooms, and 3% percent for three bedrooms), and the overall percentage of two- and three-bedroom units shrinks to less than 15% when single-room-occupancy units are added to the calculation. Unit diversity will be critical at all income levels if the River District is expected to maintain a sustainable and diverse population.

- **Unit Design:** The size and layout of units should be appropriate to meet the needs of families with children. Family units require a minimum of two bedrooms and each bedroom should be large enough to accommodate a single bed, dresser, desk or table, and some floor space for playing.
- **Privacy:** Protect the privacy of family households. Minimize the visual and acoustic intrusion into all dwelling units and into their private open spaces.

- **Private Open Space:** Ensure that each household has a private outdoor open space adjacent to its unit for its exclusive use.
- **Storage:** Provide sufficient bulk storage within the unit or within easy access of the unit.

CEOs for Cities – City Kids

In 2007, the organization CEOs for Cities, a national network of mayors, corporate CEOs, university presidents, foundation officials and business and civic leaders, released the City Kids report which focused on why retention of families with children is critical to the long-term sustainability of urban neighborhoods like the Pearl District. The report found that over the last decade there has been a large influx of young working professionals who have returned from the suburbs to make the city their home. These professionals have started businesses, laid down roots in the urban communities that have in large part helped to shape. These residents are also beginning to have children and many want to remain and raise their children downtown. Despite this desire, the

City Kids report identified various obstacles that often exist to make these neighborhoods viable for families in the long run, causing many families to leave the city once their children reach school age.

These obstacles include:

- **Space – Family Compatible Housing.** Most urban residential projects are not designed with the needs of families in mind. Units do not usually contain two or more bedrooms, and larger units that do have more bedrooms are usually very large and typically too expensive for most residents to afford. Additionally, many projects do not contain common indoor and exterior share spaces where children can play and families can congregate.



- **Schools – Public Amenities.** Many of these emerging urban neighborhoods have either not been home to families with children, or have not had to support families with children for several decades. As a result, basic public services such as schools, libraries, parks with playgrounds, and community centers are often lacking. Neighborhood schools can serve a number of these functions.

Lastly, the City Kids report found that there is a significant economic impact associated with losing highly educated families in the prime of their careers and there are also societal impacts. Parents of children play an active role in helping the city develop strong and tight-knit communities as they are typically very involved in civic activities and neighborhood stewardship. Also, children noted as providing additional diversity and vibrancy to the city making the city an attractive place for all people. The report noted that urban neighborhoods are becoming homogenous due to the absence of the middle-class, children, and young parents, and that these neighborhoods become less sustainable in the long-term as a result.



Sustainable Community Concept

Somewhere a visionary may persuade his or her city to take on the challenge of managing the entire urban natural environment. The reasons are compelling. At issue is not just the creation of a more secure, more beautiful, more efficient and cost-effective city, but survival itself... It is time to employ one of the greatest human talents, the ability to manipulate the environment, to transform an environment that has become hostile to life itself into a humane habitat which sustains life and nurtures growth, both personal and collective.

- Anne Winston Sprin,
The Granite Garden

Focus was then placed on four primary areas: sustainable site and building development; social equity and healthy neighborhoods; stormwater management; and multimodal transportation. The ability to implement district wide energy and heating/cooling systems (that could be expanded over time to other portions of the Central City) was also considered. From this work, a series of goals were established setting aspirational benchmarks for development with regard to each individual focus areas. This section of the NPDP identifies the goals that were developed, and provides background information and case studies supportive of the goals. These goals have been used to establish the Sustainable Community policy, objectives, and actions presented later in this plan.

Background

In spring of 2007, the Portland Development Commission and Bureau of Planning convened a group of public and private professionals with expertise in different aspects of sustainable design, construction, and community development. This group explored options for integrating sustainability into multiple levels of the planning and development of the North Pearl subdistrict. Initially this group was asked how development in the north end of the Pearl could be implemented in such a way as to address the multiple aspects of sustainability and achieve the highest level of community-wide sustainability in Portland to date.

Acknowledgements

The goals and background materials presented in this section were produced through the work of dedicated group of citizen volunteers who donated their time and expertise to this effort. Assistance was also provided by staff from the Bureau of Planning, Portland Development Commission, Portland Office of Transportation, Office of Sustainable Development, and Bureau of Environmental Services. Thanks to each and every one of you for your contributions.

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Sustainable Site & Building Development Focus

The city's vision for the North Pearl subdistrict sets a new standard for sustainable development and will reinforce Portland's national and international leadership in progressive high performance design and construction for both sites and buildings. The development industry is maturing and some practices once considered "green" are increasingly becoming mainstream in Portland and other cities. Given the development potential in the North Pearl and support from local property owners/developers for a more sustainable model, four areas of focus with twelve goals were identified, each with performance targets. Green, high-quality development in the North Pearl subdistrict will advance Portland's reputation as a leader in sustainable design and development.

GOAL 1: Advance Sustainable Site & Building Development

- Achieve LEED Gold, Platinum or beyond and explore LEED for Neighborhood Development certification.
- Promote the ASHRAE 189 Sustainable Buildings standard as a target for large buildings.
- Develop district energy system(s) to improve ecological and economic performance; establish strategic infrastructure and institutional models to allow for adaptive, advanced energy systems that dramatically reduce greenhouse gas emissions; and embrace clean, renewable technologies to the extent possible.
- Design for passive solar, using building orientation and shading devices.
- Place a premium on achieving healthy indoor environmental quality to protect tenant health, especially for vulnerable children.





- Decrease potable water use 25% below code using very low flow plumbing fixtures and reuse of captured rainwater.
- Reuse or recycle 95% of construction waste.
- Use nontoxic and low-emitting materials, with 10% or less of total plastics being made of polyvinyl chloride PVC.
- Compost 90% of organic wastes.

GOAL 2: Achieve Carbon Neutral Operations for New Buildings by 2030

Architecture 2030 is a challenge to the global architecture and building community to adopt aggressive reduction strategies for reduced energy use and carbon emissions. Specifically, the challenge sets the following targets:

- All new buildings, developments and major renovations shall be designed to meet a fossil fuel, global greenhouse gas (GHG) - emitting, energy consumption performance standard of 50% of the regional (or country) average for that building type.
- At a minimum, an equal amount of existing buildings shall be renovated annually to meet a fossil fuel, GHG-emitting, energy consumption performance standard of 50% for the regional (or country) average for that building type.
- The fossil fuel reduction for all new buildings shall be increased to:
 - 60% in 2010
 - 70% in 2015
 - 80% in 2020
 - 90% in 2025
 - Carbon Neutral in 2030

This challenge also stipulates that renewable energy should provide no more than 20% of a building's off-site energy portfolio. Near-term targets:

- Construct new high performance buildings that use 20% less energy than the new ASHRAE 189 standard for sustainable buildings (equivalent to 50% below code).
- Develop and use onsite or local sources of renewable energy (solar, wind, micro-hydro, geothermal, bicycle or kinetic energy generation).
- Integrate new and existing buildings to district heating and cooling system, wherever feasible.

LEED for Neighborhood Development

In 2007, the 34-acre master plan area for the Hoyt Street Properties was selected to become a pilot project in the Leadership in Energy and Environmental Design for Neighborhood Development program (LEED ND). This program was developed by the US Green Building Council in partnership with the Congress for the New Urbanism and the Natural Resources Defense Council and is intended to integrate principles of smart growth, new urbanism, and green building design into a national standard for neighborhood design. Certified LEED ND projects will have demonstrated how they successfully protect and enhance overall health, the natural environment, and the quality of life in their perspective community by promoting pedestrian- and transit-oriented neighborhoods that include a mix of jobs, services, and diverse housing opportunities. The stated goal of LEED ND is to create neighborhoods that encourage developers to revitalize existing urban areas, reduce land consumption, reduce auto dependence, promote pedestrian activity, improve air quality, decrease polluted stormwater runoff, and build more livable, sustainable, communities for people of all income levels.

District Energy

Early in the workgroup's process of brainstorming approaches to sustainable development, the concept of implementing a district energy system was introduced by John Sorenson of MidTech Energy. District energy systems have a long history of use in Northern Europe and have seen increased use in North America over the last few decades. These systems heat and/or cool water at a central plant and then distribute the water to residential and commercial buildings via underground pipes built into the public right-of-way. Most often the water is then recirculated back to the main plant for reuse. Individual buildings do not need to install boilers, chillers, or similar equipment to generate heating and cooling on site. These systems are more efficient than traditional heating and cooling systems and lower overall costs to customers. Heating plants have also been developed to use green waste as a fuel and have incorporated clean air technologies that dramatically lower the release of carbon emissions waste into the atmosphere in comparison to over other fuels typically used to generate heat in the Portland metro area. An additional advantage of these systems is their potential to expand into adjacent districts of the city.

The Portland Office of Sustainable Development recently awarded a contract to Compass Resource Management and FVB Energy to conduct an analysis on the opportunities and constraints associated with creating a district-wide energy system in the North Pearl plan area. This analysis will help the City evaluate the value in pursuing such a system in the North Pearl as well as in other sections of the Central City. A report summarizing this analysis is expected to be completed in Spring 2008.

Dark-Sky Friendly Lighting

Light pollution is a common problem in the urban environment. Aside from urban sky glow (a major problem for astronomers and anyone who enjoys occasional views to the stars and planets), light pollution is also associated with light trespass (the spilling of light into units and unintended areas within the public realm), and glare (sometimes raising safety issues for pedestrian, bicycle, and vehicular circulation). Light pollution can also be linked to a waste of energy because resources are being used to project lighting into unintended areas to the benefit of no one.

In 1988, the International Dark-Sky Association (IDA) was formed to address the impacts of poorly designed and inefficient lighting. The IDA awards a Fixture Seal of Approval for fixtures that are found to minimize glare and reduce light trespass. Many of these fixtures also conserve energy, and all must provide adequate light to ensure that safety and security are provided. IDA-approved lighting has been proven to reduce negative impacts of light pollution while also providing a range of creative design options to ensure lighting is aesthetically pleasing.





CASE STUDY: OHSU CENTER FOR HEALTH AND WELLNESS — LEED PLATINUM CERTIFICATION

This facility is the first medical and research facility of its size and complexity to achieve LEED Platinum certification. The building was designed to achieve energy savings of more than 60 percent below the Oregon Energy code. The design includes on-site power generation from a gas-fired cogeneration plant (combined heat and power) and building integrated photovoltaics that double as sun shades on the south façade.

Building systems include an integrated day-lighting system, natural ventilation in stair towers, radiant heating and cooling, eco-roofs, 100 percent on-site stormwater management and rainwater harvesting, on-site waste treatment using a membrane bioreactor, and a large two-story solar collector (Trombe wall) that preheats air for laboratory spaces. No potable water is used for waste conveyance or irrigation and the swimming pools are integrated with the heating and cooling system as a thermal storage unit. Sustainable, lower toxicity materials were used for interior finishes, paints, sealants and furnishings. Carpeting systems were sustainably manufactured and the wood products are Forest Stewardship Council (FSC) certified.



Center for Health & Healing Oregon Health & Sciences University

Location	South Waterfront, Portland, OR
Developer	Gerding Edlen Development Company
Architect	GBD Architects
MEP Design + Commissioning	Interface Engineering
General Contractor	Hoffman Construction
Project Cost	\$150 million
Size	16 stories – medical space, labs, retail 412,000 sf 3 levels underground parking
Completed	Summer 2006
Annual Resource Savings	Electricity: 4.2m kWh Natural Gas: 395k therms CO2: >3,400 tons Potable Water: >2.1m gallons Construction waste recycled: 3,741 tons Soft costs estimation: \$235,000 Energy efficiency estimation: \$975,299 Additional Measures: Solar PV and Thermal: \$886,000 Green Roofs @ \$9/SF: \$180,000 Bioreactor: \$950,000
Green Premiums	
Financial Incentives	BETC: \$801,000 BETC Solar: \$173,000 Energy Trust: \$214,000 Other: Solar \$189,000, Turbines \$100,000, Bioreactor \$50,000
Total Green Costs	\$3,226,299
Total Green Saving	\$1,527,000
Net Green Costs	\$1,699,299
% Green Premium	1.13%

Source: <http://www.gerdingedlen.com/project.php?id=62>

Social Equity and Healthy Neighborhoods Focus

Sustainable development supports a stronger economy and greater social equity. A white paper by Joe Cortright, economic analyst, examined the total savings to Portland's economy from dense, infill development and a high per capita use of non-automobile travel options.¹ Cortright estimates the local economy saves \$2.6 billion annually due to shorter commutes, reduced travel costs and less time sitting in traffic.

- Promote import substitution by sourcing local materials, products and services, supporting local jobs and economic development. Import substitution helps the city and region become more economically self-reliant by developing supply chains that enhance local business ownership, and thus local wealth.
- Create live-work spaces for tenants who offer needed services. Provide tenant space for locally-owned businesses to enhance the local economic multiplier effect. The bottom line is that development needs to pencil out for the developer, community, city and region.

Mixed-use, mixed-income, transit-oriented development contributes to a livable city. Providing convenient access to retail, social services and affordable housing for citizens with lower incomes is an equity issue and a priority for the City of Portland. The North Pearl subdistrict should offer a wide range of housing options including family housing, rental and ownership options, two- and three-bedroom housing, and flexible live/work space. Dense, walkable communities contribute to healthy people, clean air and a strong economy.²

Studies indicate that living in a walkable neighborhood, fostered by nature-enhanced pedestrian walkways and nearby services such as grocery stores, dry cleaners and daycare, reduces obesity and lowers the incidence of chronic disease. Residents of compact, walkable neighborhoods walk more and are less likely to be obese. High-density metropolises have about one fewer chronic illness for every 10 residents.

In 2004, Lawrence Frank, professor of urban planning at the University of British Columbia, led a study of over 10,000 residents of Atlanta, Georgia. Similar to other studies, Frank documented that people who live in the least walkable neighborhoods are one-third more likely to be obese than residents of neighborhoods that best supported foot traffic. San Diego residents of neighborhoods with available pedestrian amenities get ten extra minutes of physical activity per day and are 40 percent less likely to be overweight than residents of sprawling neighborhoods.

Additionally, a comparison of two demographically similar neighborhoods in Portland found that safe and interesting walkways correlate with higher levels of social capital or social connections.

Furthermore, compact neighborhoods allow people to drive less. Less driving reduces the risk of car crashes — the number-one killer of young people in the Pacific Northwest. Low-density sprawl forces residents to drive longer distances to stores, schools, jobs, and services.

Regarding air quality, air-monitoring stations in some suburbs find more smog and comparable levels of other pollutants than is found in urban areas with public transit options.

¹ Joe Cortright, *CEO's for Cities*, July, 2007.

² *Cascadia Scorecard 2006*, Sightline Institute.



GOAL 3: Create Diverse Housing Opportunities

- Provide sufficient housing opportunities to households of various income levels, including affordable and workforce housing.
- Increase rental and ownership opportunities.
- Target PDC programs to ensure transition from the rental to ownership model.
- Minimize the concentration of poverty in coordination with the goal of “equitable distribution” as defined by Metro’s Regional Housing Goals.

GOAL 4: Increase Availability of Green Affordable Housing

- Establish sustainability and indoor environmental standards for affordable housing.
- Assist developers to improve energy efficiency to 15 percent below Oregon’s 2008 energy code, reducing costs for tenants who can least afford rising energy costs.
- Require energy recovery ventilation systems to raise the quality of indoor environmental quality and health of families, especially where children are involved, and reduce energy costs. Given the high incidence of individuals who smoke tobacco and the dangers of second-hand smoke, improving current ventilation systems and ensuring environmental tobacco smoke cannot travel from unit to unit would protect the health of children living in affordable housing.

CASE STUDY: ROSA PARKS PUBLIC SCHOOL & COMMUNITY CAMPUS

Rosa Parks School is the cornerstone of the new Community Campus at New Columbia, the largest revitalization project in Oregon history. Rosa Parks is only the second new school designed and constructed by Portland Public Schools in 30 years and is a model for future new schools.

The new school design meets several public goals, including sustainable construction and use, and social equity. It is an innovative

example of sharing resources and creating community. The school is divided into four “neighborhoods,” each containing 125 students. Each neighborhood contains five classrooms, a resource/student support room, and support functions around a “Neighborhood Commons.” At the entry to the school, families are provided their own resource room, as well as access to a library information center. Functions including art, computers, music, and food service are shared with the new Boys & Girls Club.

The 2.38-acre site contains five heritage trees that contribute to the property’s natural esthetics, building cooling, and fresh air. Connected to the pedestrian pathways of New Columbia, Rosa Parks is a walk-in school, with a sustainable design including, but not limited to, the incorporation of natural daylighting, 100 percent of on-site stormwater management, photo voltaic electrical panels, and displacement ventilation that provides fresh outside air, facilitating a healthy learning environment. Rosa Parks School anticipates a LEED Gold certification.



Photo © Gary Wilson Photo Graphic

GOAL 5: Mixed-Use & Transit-Oriented Development

- Provide incentives for mixed-use, mixed-income developments such as density bonuses, reduced parking requirements, fast-tracked permitting.
- Incent natural public spaces and gathering places that promote community connectivity and cohesiveness.
- Provide transit options and other affordable amenities and services such as grocery stores and daycare.

ROSA PARKS PUBLIC SCHOOL & COMMUNITY CAMPUS

Facility Owners	N4C New Columbia Community Campus Corporation Portland Public Schools Housing Authority of Portland Boys & Girls Club of the Portland Metropolitan Area
Location	8960 N. Woolsey Avenue, Portland OR
Architect	Dull Olson Weekes Architects
Project Cost	\$12,836,012
Size	66,863 sq. ft.
Completed	August 31, 2006

Source: http://archrecord.construction.com/projects/bts/archives/k-12/07_RPSPortland/default.asp

Sustainable Economic Development & "Green Collar Jobs" Focus

One component for sustainable economic development is green collar jobs. They cannot be outsourced and they are becoming a growth industry in many parts of the U.S. The increasing need for trained workers to perform a host of "green" construction-related jobs is being recognized by states, community colleges and other programs in growing numbers. Van Jones, President of the Ella Baker Center for Human Rights, is spreading an increasingly convincing message that, "We can put a whole generation to work retrofitting and rebooting a clean energy economy." Jones adds, "Greening the economy offers an opportunity to fight poverty and pollution at the same time."³ The demand for these new jobs is coming from a variety of sectors.

Clean and efficient energy:

- Biofuels production and delivery
- Residential and commercial building performance monitoring/reporting
- Solar panel installation
- Wind turbine construction

Naturescaping:

- Sustainable site excavation and landscaping
- Habitat restoration and maintenance
- Bioswales and green street development

³Baker, Linda, Sustainable Industries Journal, Sept. 2007.



Green construction specialties:

- Clay earth plastering/painting
- Advanced framing

Other opportunities:

- Separating and hauling construction waste for recycling
- Composting operations
- Public transit maintenance and repairs

GOAL 6: Build a Vital, Socially Equitable and Healthy Community

- Increase the development of mixed-income, mixed-use and transit-oriented development that includes multi-family affordable housing opportunities and ready access to city services.
- Work with community colleges and other partners to promote workforce training opportunities for the unemployed and underemployed. Prepare Portland to meet the increasing employee demand generated by the growth in sustainable site design, green building construction, renewable energy and other emerging economic sectors.
- “Re-nature” the community by creating open green spaces for public gatherings.

GOAL 7: Develop Diverse Regional Economic Opportunities

- Promote import substitution by sourcing local materials, products and services, supporting local jobs and economic development to help the city and region become more economically self-reliant and to develop supply chains that enhance local business ownership and local wealth.
- Create live-work spaces for tenants who offer needed services. Provide tenant space for locally-owned businesses to enhance the local economic multiplier effect. Assure that development needs to pencil out for the developer, community, city and region.
- Use the Pearl as a test-bed for training low-income residents in clean tech/sustainability, possibly housing a Visitor’s Center in a school or other facility by:
 - Tapping the EPA grant fund to train low-income residents in brownfield technology (<http://www.epa.gov/swerosps/bf/joblst.htm>).
 - Forming a public/private partnership with PSU and other institutions to offer professional development training to residents (use sustainability MBA students to organize a Job Fair linked to sustainability jobs for low-income residents).
- Plan job fairs and other employment opportunities in the district.
- Identify incentives such as tax abatements, green enterprise zones, development bonuses, and tax credits to link local occupations to residential and work opportunities.
- Use the North Pearl subdistrict to create a “green urban tourism district” showcasing the city’s and region’s green strategies and

programs for visiting officials from other cities seeking capacity building opportunities. (Note Portland's China-US Center for Sustainable Development, which is bringing Chinese officials to Portland to learn about growth strategies and sustainable development. <http://www.chinauscenter.org/>.)

Natural System Approach to Stormwater Management Focus

Redevelopment is an opportunity to correct and learn from past practices, and begin to invest in the natural capital of our urban watersheds. The informed, creative, and sustainable redevelopment of the North Pearl District Neighborhood will address stormwater while restoring health and vitality to the ecosystems and communities of this urban watershed. We want to create a stormwater system that utilizes natural processes to treat and store stormwater and provides multiple benefits such as:

- Beautification of Neighborhoods
- Replenished Groundwater
- Clean and Cool Urban Air
- Improved Bicycle Access
- Enhanced Pedestrian Safety
- Increased Community or Property Values

GOAL 8: Project Stormwater

- Develop a systems approach to the conveyance and infiltration of stormwater by embracing natural topography to reduce the need for piped infrastructure, using a surface conveyance system, minimizing conveyance distance between facilities, and embedding facilities within the urban fabric.
- Mimic natural hydrology by infiltrating stormwater to increase stream base flows and to recharge aquifers.
- Capture opportunities for management of high-flow events within the urban framework.
- Develop new public rights-of-way and seek opportunities to convert already developed rights-of-way into green streets.
- No increase in net runoff from pre-development conditions.
 - Manage 100% of stormwater runoff through the use of vegetated infiltration facilities.
 - Infiltrate 80% of annual volume of runoff.
 - Reduce 5% of impervious surface from a "typical" high-density urban development.
- Replace use of potable water with harvested stormwater where practicable such as in flush toilets and water features.
- Extract energy from stormwater to heat and cool buildings.
- Promote public education through a "stormwater walk" showcasing the variety of technologies for management and conveyance of stormwater in the urban fabric.





Multimodal Transportation Focus

Public and private efforts should focus on encouraging the use of alternative modes of transportation. They include limiting the number of parking spaces for new development, continuing to orient development towards transit, encouraging walking and bicycling, and providing opportunities for the right-of-way to become community space. Encourage residents and workers in the districts to rely on transit and walking and bicycling. Additionally, public infrastructure, including right-of-way amenities, should embrace the latest thinking in terms of energy efficiency and stormwater management.

GOAL 9: Mode Split

Set mode split goals intended to encourage and increase use of transit by bicycling and walking.

GOAL 10: Parking

- Minimize parking ratios for employees and residents to promote alternative modes of transportation beyond single-occupancy vehicles.
- Shift on-street parking to accommodate short-term use.
- Administer off-street parking to maximize utilization for a variety of trip types, including visitor parking, valet parking, and shared parking arrangements.

From Green Streets to “Sustainable Streets”

The City of Portland’s policy on green streets has recently evolved. Whereas attention has previously focused on the transportation and stormwater functions of green streets, the City finds it may be beneficial to explore expanding the definition of green streets to include additional elements. These elements will need to be explored by further analysis and/or additional pilot projects that consider elements such as street tree canopies, which is closely related to stormwater management, material use and lighting, which is related to practices that rely on less use of natural resources, and social equity, a component of sustainable development that has not yet found its way to City green street policy.

Street Tree Canopies

Street trees are a complementary strategy with bioswales and other stormwater facilities, helping to reduce the volume and rate of stormwater entering the drain system. Their presence in swales and landscaped strips increases the potential for water infiltration into the soil. Street trees also help shade impervious street surfaces, reducing the temperature of water reaching the storm system and mitigating water quality impacts.

Street trees also provide a wide range of livability benefits. They help minimize urban heat island effects, making streets more pleasant for walking and bicycling as well as helping keep homes cool in the summer. Deciduous street trees allow light into houses in the winter months, while providing a more extensive cooling effect in the summer.

Trees further have air quality and noise mitigation benefits. They have been shown to have positive effects on health, child development, and

academic achievement. And, when properly selected and maintained, they have also been demonstrated to reduce crime levels. Street trees also provide habitat for wildlife including both food and shelter.

Evergreen trees provide greenery and intercept stormwater year-round. Conifers' needles provide many surfaces and angles to trap water and absorb moisture, but they may not be well-accepted as street trees. Many conifers do not achieve broad canopies, are perceived as hazards due to their size, release sap that is hard to remove, and have low branches when young. However, they are feasible with a sufficiently wide planting area and appropriate design. Broadleaf evergreens are more accepted as street streets, though not as commonly found as street trees in Portland.

Maintenance of street trees is a key consideration. Trees that deposit sap onto cars, sidewalks and streets should be avoided. Trees with shallow roots may damage sidewalks. Trees should also be able to sustain moderate wind without damage. The City's Sunderland Recycling Facility collects leaves from streets in late fall and composts them in the winter months. The compost is then sold. This program reduces the safety impact of fallen tree leaves and prevents them from clogging storm drains. A Metro study found that 20-year old trees provided three to six times more average annual benefits than their annual cost, so proper maintenance over an extended period is a key consideration.

Material Use

One consideration in a broadened "green street" definition could be the sustainable use of underlying materials used in constructing streets and sidewalks. A "life cycle" approach to sustainability encourages the careful selection of construction materials and standards for materials reuse. This approach has roots in the industrial ecology discipline and is espoused by the United Nations Environmental Program (UNEP).

All new materials come at some environmental cost, whether petroleum content or mining raw materials. The construction industry is responsible for 7% of global CO₂ emissions, largely from concrete production (Mora, 2005, p. 1332). The recycling of materials, such as asphalt or concrete, as part of road reconstruction can help reduce oil demand and carbon footprints.

The use of waste materials is another way to increase the sustainability of projects. Only six percent of raw materials become usable products (Mora, 2005, p. 1332), creating a large materials source for reuse. Requiring the use of waste products in construction helps create a market for these materials.

For example, the table on the next page shows LEED-ND guidelines for incorporating recycled or reused materials into paving materials, which can apply to both porous and non-porous types. In the City's 2007 update of its Standard Construction Specifications Manual, it recommends that contractors recycle concrete and asphalt as well as use asphalt, filler, and base material that contains recycled material. It also allows the use of recycled concrete and asphalt products as a base material. The percentage of recycled material content can also be used to evaluate the relative sustainability of different porous pavement materials, such as concrete pavers.



Material	LEED-ND Guideline/ Requirement	City of Portland Construction Specifications
Aggregate base/ subbase	Min. 90% by volume recycled materials	
Asphalt base	Min. 15% by volume recycled materials	Recommends recycled materials
Asphalt concrete pavement	Min. 15% by volume recycled asphalt pavement OR in 75% by volume rubberized asphalt concrete from recycled tire crumb rubber OR min. 5% by weight pre/post consumer asphalt roofing shingles	Maximum 30% reclaimed asphalt pavement in new pavement (00747.03)
Portland cement concrete pavement	Recycled mineral admixtures to reduce by at least 25% the concrete mix's typical Portland cement content, AND min. 10% by volume reclaimed concrete material aggregate.	

Compiled from LEED-ND guidelines, City of Portland Construction Specifications Manual, and Portland Office of Transportation Sustainability Guidelines (Draft).

As part of street maintenance activities, asphalt grindings are now sold back to asphalt plants where they are recycled into new asphalt mixes. All concrete and asphalt rubble is also screened, crushed and recycled into an aggregate base material for reuse. During fiscal year 05-06, 196,000 cubic yards of asphalt and concrete were crushed and reused, compared to 16,000 cubic yards in 2000 (PDOT 2007 Sustainability Plan).

Lighting

The use of efficient street lighting helps improve the energy footprint of a street, as well as reduce lighting costs. Light pollution from older street light designs directed a significant amount of light into the sky, negatively impacting night sky visibility and wildlife. The City's replacement of

standard 100 watt High Pressure Sodium (HPS) lamps with 70 watt HPS or 85 watt QL lamps (white light) achieves a 15 to 30 percent reduction in energy use (Portland Office of Transportation Sustainability Plan).

In 2001, the City converted over 13,000 red and green vehicle indicators from incandescent bulbs to LEDs. It plans to introduce a new LED product that uses 25 to 40 percent less energy than previously used LEDs. Most pedestrian signals have been converted from incandescent to neon light sources. New solar powered pedestrian warning beacons have been installed at three locations, which use 100% renewable power (Portland Office of Transportation Sustainability Plan).

Social Equity

Sustainable development is commonly defined, including by the United Nations definitions, as the confluence of three overarching policy goals; environmental, economic and social. In the discussion to date about green streets in the region, attention has been placed on the environmental side of sustainability (such as in creating streets that encourage alternative modes of transportation, enhance livability and act as on-site stormwater management) but less so to the other two. This plan would like to continue to explore the potential for the right-of-way to promote a more holistic approach to sustainability to include economic development and social equity considerations.

An example for how to address this can be found locally through an organization called Verde, a Portland based non profit organization established in October, 2005 as a result of the Hacienda Community Development Corporation's Sustainable Development Program. The organization's explicit role is to address the exclusion of low-income and people of color from environmental decision-making and benefits, particularly the economic benefits of environmental protection.

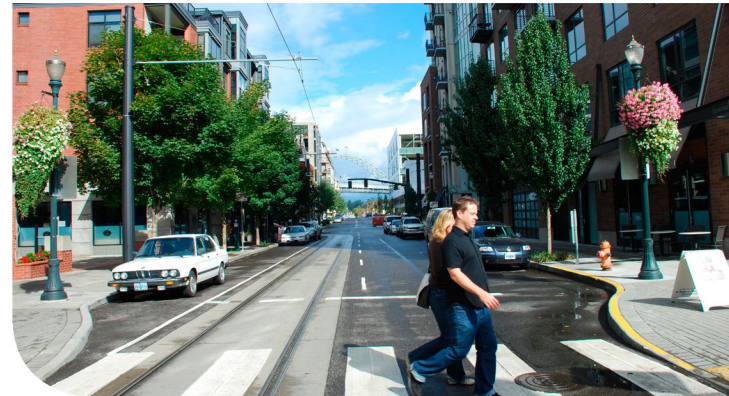
Verde accomplishes this by working in the area of environmental job and business creation. Verde hires Latinos at higher wages than other landscaping businesses and trains them to be highly skilled in installing and maintaining wetland restoration, streamside revegetation and stormwater management projects, including providing native plants. With this training, Verde helps address the economic needs of disadvantaged communities through environmental job and business opportunities, opportunities driven by environmental policies, and therefore build a more direct connection between these communities and environmental protection.

GOAL 11: Green Street and Right-of-Way

- Identify streets to be designated as green streets.
- Maximize opportunities to rely on less oil-based and high-energy materials in building and maintaining the right-of-way.
- Seek opportunities to provide adequate public lighting that conserves energy and incorporates dark skies technologies.
- Incorporate sustainable stormwater management features in all new streets, and retrofit existing streets with stormwater management features where feasible.

GOAL 12: Transportation Demand Management

- Establish a Transportation Management Association (TMA) to encourage employers and employees to use alternative modes of transportation to reach a 20-point reduction in the percentage of single-occupancy vehicle commute trips by 2030.
- Include residents of condos, apartments, and other potential residential development in TMA to encourage the use of alternative modes of transportation.
- Work with local agencies and institutions to educate Pearl residents, employees, and visitors about travel options to reach a reduction of auto trips.





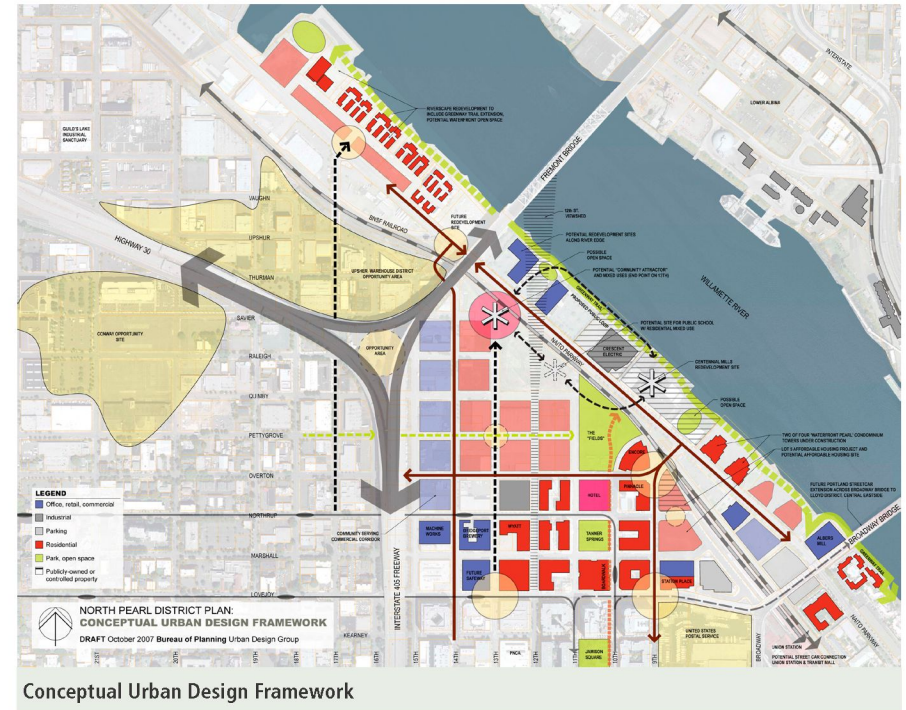
Urban Design & Development Concept

Introduction

In September, 2007, the Bureau of Planning conducted a two-day urban design and development charrette for the North Pearl District Plan (NPDP) and associated plan area. The event, facilitated by Paddy Tillett of Zimmer Gunsul Frasca Partnership (ZGF), was attended by a broad cross-section of stakeholders, including members of the NPDP Project Advisory Group (PAG), local residents, members of the Portland Design Commission, and City staff including representatives from Mayor Potter and Commissioner Sten's offices.

The intent of the charrette was to seek stakeholder input into the creation of an urban design framework plan and preferred alternative for zoning amendments regulating the use of height and FAR in the plan area. By the end of the charrette there was general agreement from participants regarding a number of key urban design and development issues. Following this event a draft Urban Design & Development Concept was created, which was further refined through additional meetings of the PAG, a public open house, and a series of briefings with the Portland Planning and Design Commissions.

This section of the plan presents a proposed urban design and development concept for the plan area. In most cases there is agreement about the specifics proposed; however, where consensus has not been reached, a range of alternatives is presented for further consideration.



It should be noted that elements of this concept will be memorialized through the adoption of new development standards regulating building height, floor area ratios, building setbacks, and development bonus and transfer provisions. In other cases, the concept presents ideas that have been accepted by the majority of stakeholders who have helped shape this concept, but these ideas remain advisory and implementation is not required but suggested to allow the successful implementation of the concept as a whole. This allows for flexibility in the implementation of the concept and the ability to consider new ideas that may further the community development policies of the North Pearl District Plan.

Urban Design & Development Themes

The first step in developing the Concept involved a review of basic community assumptions and desires for the plan area and the various development scenarios that would allow us to realize these desires. Then these scenarios were refined into more complete alternatives to be used to assign FAR and height ratios appropriate to implement the emerging urban design & development concepts.

While concepts were being developed, ideas for how larger public goals could be met in return for the granting of bonus height and FAR were also explored. Specifically, the ability to leverage community desires (such as the development of public amenities, supply of a more diverse housing stock, and the preservation of historic structures) as a means to access additional development potential was explored.

In the end, the following six general themes were considered in the development of the Concept.

Sustainability. Sustainable community development as well as green building design and construction practices should be pursued at both the site and district levels.

Community Assets & Public Amenities. If the Pearl is to become a complete community that supports thousands of residents as well as residents of multiple ages (children to seniors) and various household types (single residents to families with children) then a range of public community amenities, such as schools, daycare, parks, community centers, and libraries will be needed.

Complementary Mixed-uses and Development Clusters. A mix of community supporting uses (residential, institutional, and commercial) should be developed in the plan area, and clusters of different but

complementary uses should be created to create activity nodes with active ground floor uses.

Street Hierarchy. A strong street hierarchy should be established in the plan area that facilitates safe pedestrian, bicycle, and vehicle circulation; protects and enhances places of special character; and serves a diversity of land uses.

Built Form. Building height, floor area ratios, and building massing and setbacks should be established to protect and enhance the pedestrian realm, special views, greenway, and parks and open space areas, and to create a dynamic skyline that complements the Pearl District and Central City.

Open Space Amenities and the Public Realm. Opportunities to create additional public and private open space areas should be pursued and the design of these spaces should be coordinated to create a dynamic public realm of integrated public and private space with a high level of design quality.

Concept Framework Goals

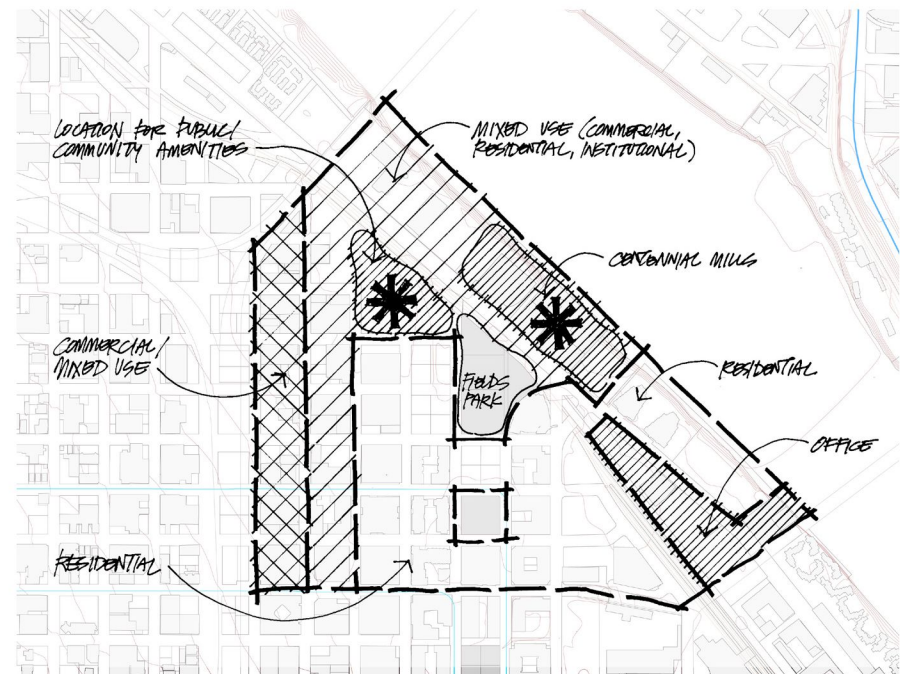
The Concept presents a desired framework intended to influence public and private investment in the plan area. This framework identifies community features that are to be preserved and enhanced, as well as new amenities and land use patterns that will contribute to realizing the community and stakeholder desires for the plan area. The key goals of the framework are described as follows:

- **Create and Expand Mixed-Use Nodes and Corridors:** Expand and enhance existing mixed-use corridors that extend into the plan area and identify appropriate areas for mixed-use nodes that could accommodate retail, commercial, residential, and institutional land uses.



- **Develop a Dense and Active Mixed-use Waterfront:** Redevelop the adjacent waterfront as a high density, mixed-use area that is well connected to the Pearl District and that provides numerous opportunities for public access to and along the waterfront.
- **Maintain View Corridors:** Preserve views to iconic structures associated with the Pearl such as the Fremont Bridge and Centennial Mills.
- **Make Public Realm Enhancements:** Seek opportunities to enhance the public realm through investments in public amenities, the introduction of a mix of uses at the ground level of buildings, integration of private plazas and courtyards with the public right-of-way, and the design and orientation of building massings.
- **Seek Design Excellence when Taller & Denser Buildings are Developed:** Ensure that buildings using more height and/or floor area are designed to the highest quality possible and that they contribute to and are integrated into the larger neighborhood setting, enhancing the public realm, and contributing to the skyline of the Pearl District.
- **Introduce Public & Community Amenities:** Identify appropriate sites for developing community-serving amenities either as part of mixed-used projects or as stand-alone uses.
- **Preserve Buildings of Historic Character:** Develop tools to encourage the preservation of older buildings of a historic architectural character and scale within the plan area, and Pearl District at large, to enrich the urban form of the district.

- **Establish a Street Hierarchy:** Identify streets best suited to various community desires for the public right-of-way, such as pedestrian corridors, green streets, bicycle routes, and district connectors.
- **Strengthen Connections & Integrate Community:** Make stronger connections between the plan area with the southern portion of the Pearl District, the waterfront, the NW District, and future opportunity areas such as the Conway Properties, the Upshur Warehouse District, and the Post Office site.



Projected Land Use Pattern

Framework Elements

The proposed urban design and development framework for the North Pearl plan area addresses the identified themes and goals by proposing the following development scenarios:

Waterfront

The framework divides the waterfront associated with the North Pearl District plan area into two discrete areas: the Pearl Waterfront and the Northwest District Waterfront. The Pearl Waterfront is considered those riverfront properties located between the Fremont Bridge and the Broadway Bridge. The centerpiece of this area is Centennial Mills, and it is expected that the Centennial Mills redevelopment project (underway by PDC) will result in the creation of a vibrant mixed-use development that will serve as a catalyst to continued redevelopment of available waterfront properties in this area. The Northwest District Waterfront is located north of the Fremont Bridge and contains the Riverscape development site.

Pearl Waterfront

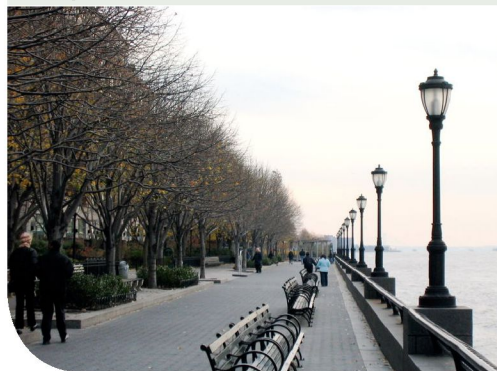
The framework seeks opportunities to connect the Pearl Waterfront with the rest of the Pearl District through the development of a pedestrian bridge linking Centennial Mills to The Fields Park and another pedestrian bridge that would link redevelopment opportunity sites adjacent to the Fremont Bridge and at the northern terminus of NW 13th Street. Development along the waterfront is envisioned to include a mix of uses that draw the public to the site, such as retail, institutional, residential and commercial. Physical and visual access to and along the waterfront should be accommodated via a network of access corridors, plazas, and urban open space features. Towers

located along the riverfront and along the northern edge of the Pearl south of the railroad right-of-way should have an orientation towards the river to acknowledge the riverfront and to allow visual access to the river.

The Portland Planning and Design Commissions considered increases to height and FAR along the Pearl Waterfront as well as increases to FAR to larger development sites along Naito Parkway. In the end they decided that increasing these entitlements was not advisable at this time. This was in part due to transportation constraints identified by the City as well as concern about how increased development potential could impact urban form and scale.

Initially, the Design Commission's recommended a dramatic change in how height and development could be controlled on the waterfront. They suggested that there be no maximum height limits for this area but that a new "master plan" zoning be created to control height, development and design issues on large sites. The "master plan" zoning approach would consider issues including massing and form of buildings, how additional height and/or FAR affect the site and vicinity, what public benefit could result from additional FAR, and what can be done to have better

Battery Park: NYC



Riverplace Portland





transportation mode splits. The Design Commission concluded that, without this new zoning tool, it would be premature to allow height increases on this part of the waterfront.

Based on these recommendations, the Planning Commission recommended the following:

- At this time, no height increases be granted to the Pearl Waterfront and that no increases to FAR occur to properties fronting Naito.
- The Planning Bureau should develop “master plan” zoning as part of the Central Portland Plan.
- Once “master plan” zoning has been created, the City should reconsider height and FAR allowances along the Pearl Waterfront and other sites along Naito Parkway.

Northwest District Waterfront

The framework for the Northwest District Waterfront was modified slightly during the legislative review of the NPDP. The Planning Commission recommends that height bonus provisions be extended to this area. These provisions would allow up to 75' in bonus height to be earned on the northern most parcel of this site (Lot 8) and the southern most parcel (Lot 1). This would allow buildings up to a maximum height of 175'. However, the Commission recommended that the portions of buildings taller than 100' be limited to floor plates no larger than 12,500 sq. ft. and facades no longer than 120' in length to ensure these buildings maintain a slender profile when bonus height is granted along the waterfront.

The Commission also recommends that the North Pearl Open Area and Waterfront Development standards be applied to the affected

portions of the plan area (formerly the NW Triangle standards). These standards are intended to break up large parcels and supper blocks by attempting to replicate the grid/block pattern more common in the rest of the Pearl District on these large sites. These standards require that building footprints not exceed 200' x 200', that 30 percent of the portion of the site larger than 40,000 sq. ft. is developed as open space, and along the waterfront, that the taller a tower climbs along the greenway, the further back the tower must be placed from the greenway.

The Commission further recommends that the City and site owner pursue an agreement to develop the eastern half of Lot 8 as a public open space area. This area is important as it is the northern most terminus of the Willamette Greenway Trail in the Central City. These recommendations are intended to sculpt the skyline of the Riverscape development site and to provide additional public open space amenities that will benefit residents and employees of the Northwest and Pearl Districts and City as a whole.

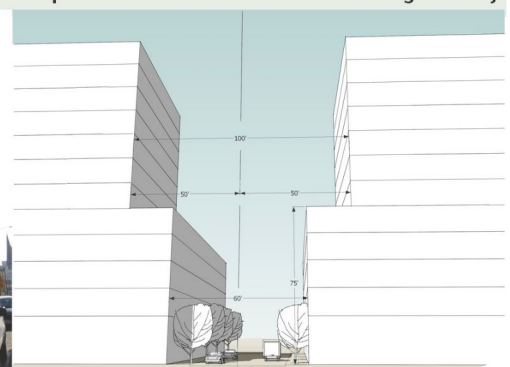
NW 13th Avenue “Main Street” Corridor

Thirteenth Avenue emerges from the framework as the “main street” of the plan area in many ways. Although there is no desire to see 13th Avenue

13th Avenue Historic District



Proposed setback: 50' from centerline of right of way



serve as a major vehicle route, the ability to expand the pedestrian orientation of the right-of-way and the mix of uses that front 13th Avenue south of NW Lovejoy Street into the plan area was noted as desirable. Specifically, in order to maintain the pedestrian scale and visual access to sky and sunlight, there is a desire to have development along the street face maintain a lower height as viewed from the right-of-way. Thus, the framework proposes a building setback at about the 75-foot level of all buildings fronting the right-of-way.

The framework further proposes that a mix of land uses (residential, retail, and institutional) be located along 13th Avenue as it extends north of the Bridgeport Brewery to the terminus of 13th Avenue adjacent to the railroad right-of-way. At the northern terminus the framework proposes a mixed-use node of institutional uses (such as a public school, community center, and or children's daycare) combined with family oriented housing and neighborhood serving retail uses. The potential exists to also develop some commercial office space in this area. There is also some interest in potentially developing some small-scale entertainment establishments in this area.

There is a desire to ensure that the north end of 13th Avenue contains a mix of uses that allow the terminus to be active for most of the day and night and to ensure that 13th Avenue is developed as an active corridor from its southern to its northern terminus in the Pearl. Lastly, the activation of the northern terminus would help to reinforce connections west to the NW District and Conway Properties along NW Raleigh Street and across to the Pearl Waterfront via a new pedestrian bridge.

NW 12th Avenue View Corridor

The Fremont Bridge is one of the most iconic features of the Pearl District. The preservation of views to the bridge along 12th Avenue and from The Fields Park is proposed by the framework as it is from these vantage points that the best views to the bridge are possible.

NW 14th Commercial Mixed-Use Corridor

The framework proposes that the western edge of the plan area, the blocks between NW 14th and 15th Avenues, be developed with a mix of office and community-serving mid- to large-format retail uses. The basis for this is that due to various negative impacts associated with the elevated sections of the I-405 Freeway this area is not well suited to residential development. Also, 14th Street south of NW Lovejoy is developed as a similar mixed-use corridor as that proposed by the concept, and recent development proposals north of Lovejoy propose to continue this mixed pattern northward. Lastly, 14th Avenue is a major route from downtown and for trips north through the district, and NW 15th Avenue is envisioned as a complimentary street intended to accommodate both loading and service vehicles while also allowing on-street parking and access for bicyclists and pedestrians.

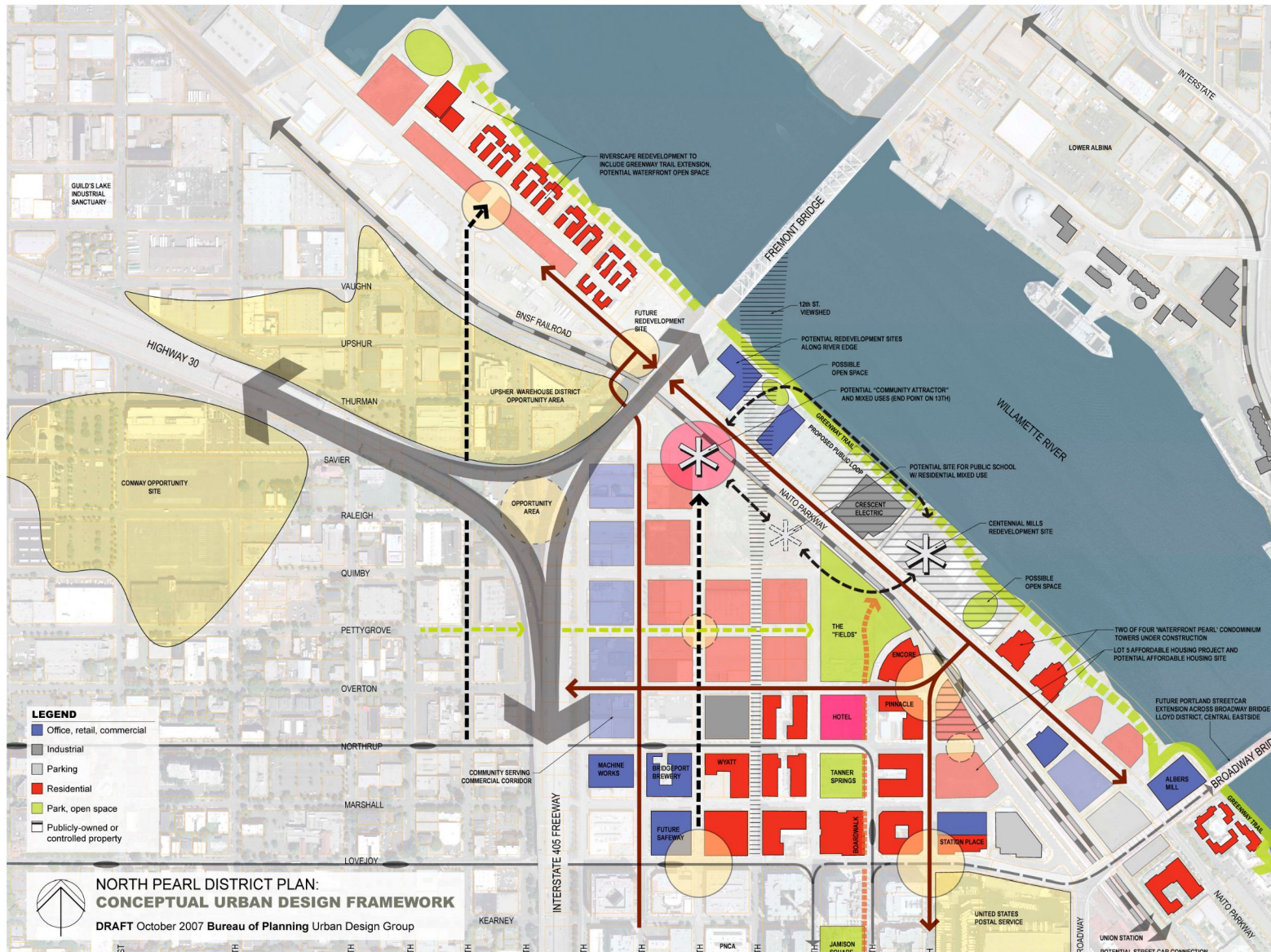
The concept of allowing for urban retail development in this corridor is to provide a location for larger community-serving retail uses to locate close to areas where dense downtown residential development is occurring. Providing local access to a range of retail uses that residential neighborhoods typically rely upon should decrease the need for residents to drive to outlying suburban neighborhoods where these retail sales and service uses are currently located.

Safeway: San Francisco



Best Buy: New York





Conceptual Urban Design Framework

Public Amenities

There is a need to begin pursuing the development of a range of community amenities within the Pearl District to ensure it contains the public infrastructure necessary to support the growing and diversifying population of the Pearl District. The range of public amenities considered during the development of the concept included:

- Public school serving kindergarten through middle school-aged children
- Community Center
- Daycare for children
- Family-affordable family housing projects
- Branch Library

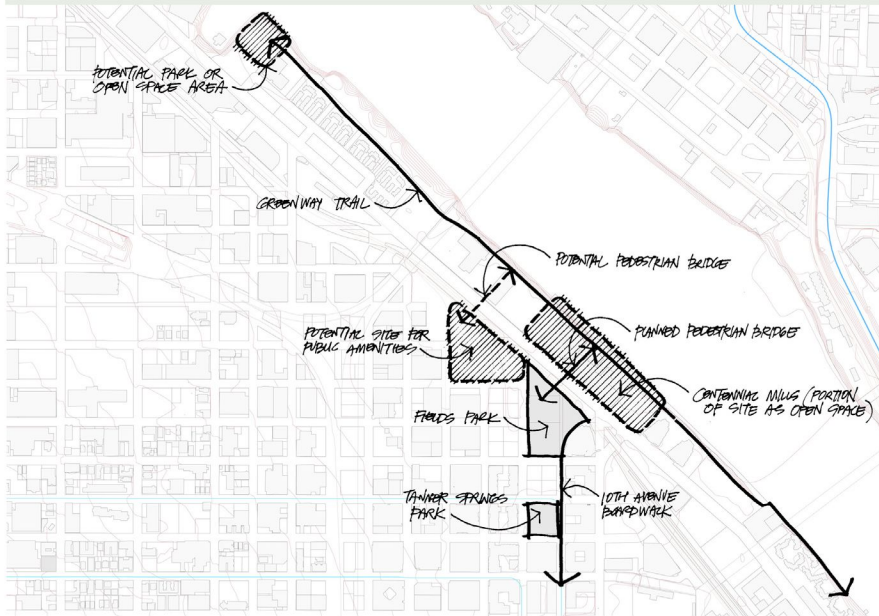
- Portland Community College Adjunct Facilities – Adult and Continuing Education
- Transportation Improvements, such as:
 - Transit
 - Green (amenities) streets
 - Bike/pedestrian amenities
 - Cobblestone enhanced streets
 - Public parking facilities
- Public Rest Rooms
- Places of worship

It is certain that not all of these amenities should be placed within the plan area, or even the Pearl. However, potential development sites for locating some of these amenities should be identified where the amenities could be developed as stand-alone projects or as part of mixed-used projects.

During the development of the framework, there was general agreement from stakeholders that the northern terminus of 13th Avenue as well as a vacant parcel on the northwest corner of The Fields Park may be ideal sites for the development of a K-8 public school, potentially combined with a community center and daycare facility. Locating this combination of uses on one of these sites makes sense because the sites are close enough to The Fields Park to allow use of the park in conjunction with certain activities associated with a daycare facility, community center, or school (not as the primary play space for the school). Additionally, this combination of public uses in the north end of the subdistrict was viewed as positive because it presents opportunities to:

- activate the somewhat negative northern edge of the subdistrict as it fronts the railroad right-of-way;

Public Amenities and Public Realm





- create a collection of uses that could activate the northern terminus of 13th Avenue both day and night and serve as a catalyst for both residential and commercial mixed-use development; and
- strengthen connections to the NW District because community-serving uses important to the successful development of strong neighborhoods would be located along key streets linking future development sites within the Pearl and the NW Districts.

If any of these uses, or a combination of all, were developed in this area, they could serve as a major catalyst for both affordable and market-rate family housing in the plan area. The development of daycare and possibly a public school in this area would also serve commercial office development, especially for employees with children.

Buildings of Historic Character & Scale

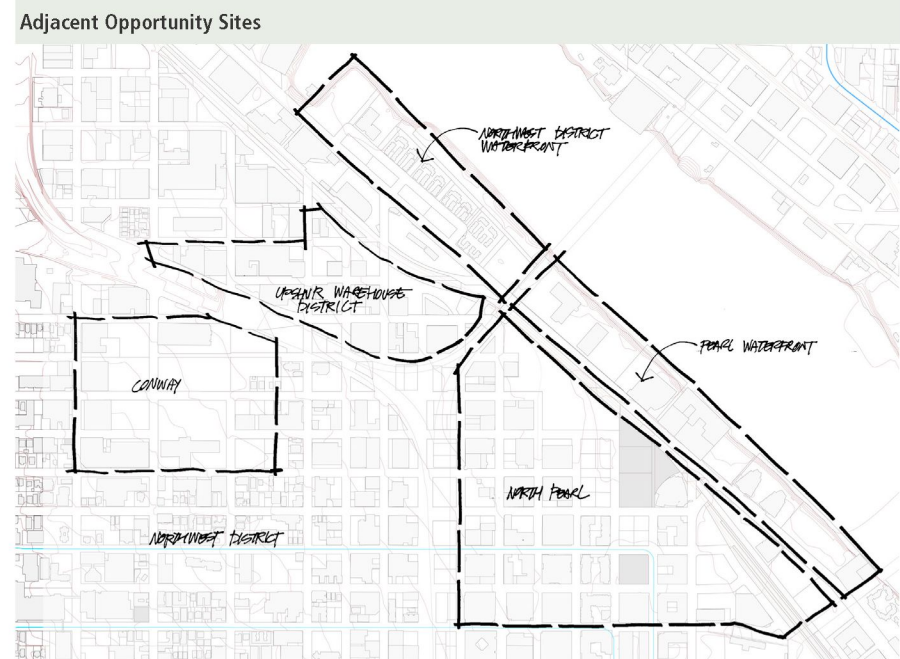
Numerous stakeholders have expressed concern that many of the older, smaller buildings in the Pearl that reflect the district's earlier development and architectural periods will be lost as the demand for land to build larger buildings that provide a greater economic return to developers and land owners become less and less available. Specifically, the Pearl District Neighborhood Association (PDNA) has identified a number of buildings located throughout the Pearl, referred to as "buildings of character," that the PDNA believes significantly contribute to the architectural and urban design fabric of the district. Most of these buildings are landmarks, contributing structures in the 13th Street Historic District, or are listed in the City of Portland's Historic Resource Inventory. The generally smaller scale of these buildings has also been noted as important because they break up the skyline and scale of the district, ensuring that taller, more massive buildings do not dominate the urban form of the Pearl. The Concept identifies buildings within the plan area that should be

preserved, if possible, to address these concerns related to architectural legacy and urban form and scale.

To address these concerns Pearl District-wide, the NPDP further proposes the adoption of a new floor area transfer provision that allows floor area to be transferred from buildings that are landmarks, contributing structures in the 13th Street Historic District, or are listed on the City of Portland's Historic Resource Inventory to other sites within the Pearl District, including the plan area for the NPDP.

Adjacent Opportunity Sites

Although not specifically a part of the plan area, there are numerous redevelopment opportunity sites in close proximity to the plan area,



and development at these sites and in the plan area should be planned and pursued to be mutually beneficial. Additionally, the ability to link these sites and the plan area through an enhanced street hierarchy, improvements within the public realm and in the strategic siting of community-serving public amenities should be vigorously pursued.

Future development at opportunity sites such as the Conway Properties and Upshur Warehouse District and the Post Office site should be planned and designed to enhance connections with the plan area both physically and through the programming of land uses and public amenities that allow these individual areas to become part of a larger complete community in NW Portland. Further, other smaller sites exist throughout the River District and NW District, and planning for these sites should also consider the greater context emerging at the community level.

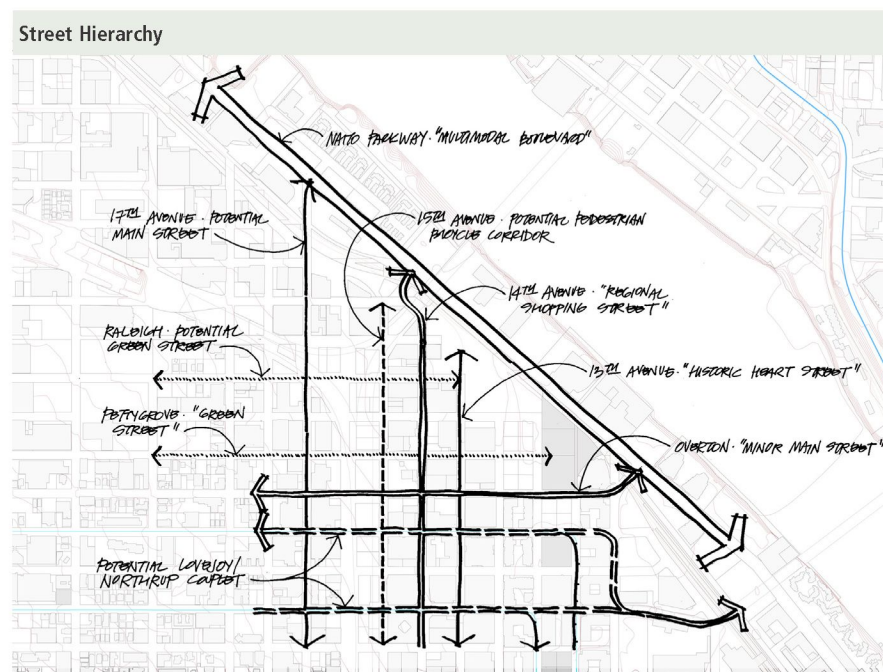
As for the specific sites identified, the Conway site, as noted in the Northwest Neighborhood Plan, has long been viewed as a site where additional residential and employment uses could be successfully integrated into the neighborhood through a comprehensive master plan that also incorporates public amenities into the area. This vision for Conway was reiterated by stakeholders of the NPDP and those currently developing a conceptual master plan for this site. The Upshur Warehouse District was also specifically called out for the historic character of its streets and older buildings, its potential for live-work use by the “creative class,” and its potential as an entertainment quarter where clubs and restaurants might inhabit and activate the ground floors of buildings.

The framework for the NPDP does not provide guidance specific to these opportunity sites, but it is strongly suggested that master plans developed for this areas consider the emerging urban form and land-use framework that emerges in the plan area as a result of this Concept.

Street Hierarchy

The framework plan proposes that the existing street hierarchy proposed for the plan area by the River District Right-of-Way Standards and by NW District Plan be continued and merged within the plan area. The map below illustrates the concept described as follows:

NW Pettygrove and Raleigh – Green Streets. The framework proposes that both NW Pettygrove and NW Raleigh be developed as “green streets” that would link open space features and public amenities in the Pearl and NW District with an enhanced right-of-way that focuses on pedestrian and bicycle circulation, sustainable stormwater management, and expanded tree canopy. NW Pettygrove will link the new Fields Park in the Pearl with Wallace Park and Chapman Elementary





School in the NW District. NW Pettygrove and NW Raleigh also cross through or border the Conway opportunity site where there is the potential to develop a mix of uses, including public amenities, that could support both the Pearl and NW Districts. The eastern terminus of NW Raleigh in the Pearl has been identified as a site where a K-8 public school or community center could be developed, and if Raleigh was developed as an enhanced green street it could create safer pedestrian and bicycle links to this major amenity from the NW District.

Various cross-sections have been developed attempting to describe how the green street concept could be implemented along Pettygrove. Desired amenities include a pedestrian- and bicycle-friendly environment that includes tree canopy, stormwater management features, dark sky lighting, curb extensions, seating areas and bicycle parking. Further study is needed to determine the street's final design.

NW Overton — Minor Main Street. The framework identifies NW Overton as a minor main street, meaning because it fronts The Fields Park and likely will be heavily used as a route to and from the intersection of Naito and 9th Avenue from the NW District, this street is well suited to accommodate retail and similar ground floor uses. Furthermore, this street is likely the northern most east-west street in the Pearl that is suited to this function. Thus, the street should accommodate on-street parking and adequate pedestrian circulation.

Naito Parkway & Front Avenue – Multi-Modal Boulevard. The River District Right-of-Way Standards call for two different treatments for Naito Parkway & Front Avenue. These standards are generally appropriate for the areas and purposes they are intended to serve; however, no adopted standard exists for Naito between the Fremont Bridge and the intersection of Naito and NW 9th Avenue. The west side of this street fronts railroad right-of-way and there are no opportunities for development along this

interface. The east side of the street contains the Centennial Mills site and other potential redevelopment sites in the long-term.

The framework envisions this street being developed to extend the urban character and pedestrian and bicycle improvements made along Naito south of the Broadway Bridge north to the frontage of Centennial Mills while also accommodating vehicles destined to industrial areas located north of the Fremont Bridge.

NW 13th Avenue — Historic Heart of District. To maintain the role of NW 13th as a pedestrian corridor with a mix of supporting uses, the framework proposes that the existing right-of-way standard remain in place. These standards allow for the development of a network of loading docks with stairs and ramps in lieu of traditional sidewalk improvements. On-street head-in parking is also allowed on 13th as is more traditional parallel parking. These improvements result in a character in keeping with the industrial warehouse character of the 13th Avenue Historic District and result in a street less dominated by vehicular circulation and more accommodating of pedestrians and bicyclists. Also, this character is well suited to accommodate special events within the right-of-way, such as

NW 13th during First Thursday



vendors during First Thursday, and creates an eclectic urban environment attractive to a diversity of uses.

NW 14th Avenue — Community Retail Street. NW 14th Avenue is well suited for a mix of mid size retail and commercial office uses in the plan area. This approach would be a northward extension of the development pattern that exists on this street south of NW Lovejoy. This street is designated as a Major City Traffic Street that connects the Pearl with the downtown, the NW District, and Naito Parkway. Blocks on the west side of 14th lend themselves to a mix of retail and office commercial in part because the backside of these blocks front NW 15th Avenue which can be used as a service street where parking and loading entrances are located, leaving 14th to serve as the active “front door” with a pedestrian orientation. NW 15th, with low traffic volume and a 60-foot right-of-way could accommodate service uses while also allowing for on-street parking and bike and pedestrian circulation. Fourteenth Avenue could be dominated by active ground floor uses perhaps supported by wider sidewalks (see alternative F). With or without such sidewalk improvements, 14th Avenue will present opportunities for the development of retail and commercial uses along its frontage.

Fields Park – Active Street Facing Uses. Two public streets (NW 11th and NW Overton) and one private accessway (located on the west side of the Encore) will front The Fields Park once it is developed. Although the function and the design of these routes will be different, there should be an effort to activate the edges of this significant public investment with uses that energize and open out to the park, especially at the ground floor. A variety of uses, oriented towards the park, could enhance the public realm allowing a merger of public and private spaces and uses to the benefit of all.

It should be noted that many of the concepts presented above are not consistent with the existing street design standards for the River District and that amendments to the adopted standards may be necessary in some situations for these concepts to be implemented. However, the overall street hierarchy proposed may still be possible if a mix of different land uses are placed along these rights-of-way and so long as they are designed to be oriented towards and to enhance the streetscape.

The Public Realm

During the development of the Concept, stakeholders universally expressed a desire that individual development projects pursue excellence in architectural design and all development make a significant contribution to the public realm. Opportunities for joint master planning between private and public sector entities were also encouraged. Specific qualities desired for the public realm included:

- Well-designed improvements.
- A thoughtful mix of public and semi-public private uses that enrich the district and become an extension of the home (important in a dense residential environment).
- Thoughtfully consider ground-level development and its interface with the public realm.
- More creative use, activation, and melding of the public right-of-way with more private plazas and courtyards, and accessways.
- The activation of the streetscape with a mix of active ground floor uses including townhouses, live-work space, neighborhood serving retail, and public amenities such as play areas, a school, or a library.



The Concept encourages developers of public and private projects to consider the overall setting of a development site in the community in terms of how it activates the public realm through complementary ground floor programming and design and in how the building fits into and enhances the overall urban design context of the neighborhood. In other words, when designing a building, architects need to consider the context of and influence of their project upon other sites within three blocks in every direction. Attention to the greater context of the neighborhood setting as well as the organization and specific elements of the public realm at this scale will provide valuable information that should influence conceptual and final building design and programming.

The Concept also calls for the City to seek opportunities to reuse the open space areas under the elevated sections of the I-405 Freeway for public uses that help to better use and activate these spaces and to strengthen connections between the Pearl and the NW District and Upshur Warehouse District. These spaces are controlled by the Oregon Department of Transportation and are used primarily for commercial surface parking. Although the range of options is limited for public uses (for example, active recreation may not be suitable due to pollution associated with the freeway) uses should be considered that create more activity and a more aesthetically pleasing treatment of this area, allowing it to become a visual gateway instead of barrier between the Pearl and NW Districts.

NPDP: Policies, Objectives, and Actions

Comprehensive Plan Policies

Portland's *Comprehensive Plan* is the City's broadest and most inclusive policy document. Originally adopted in 1980 and amended over time, the *Comprehensive Plan* outlines the community's values and goals and sets courses of action for achieving them. The *Comprehensive Plan's* vision statement, goals, policies, objectives, and map provide guidelines for the future development and redevelopment of the City.

There are numerous policies of the *Comprehensive Plan* that relate to and support the recommendations of the NPDP. Additionally, the recommended policies of the NPDP are proposed to be adopted by ordinance and would therefore become part of the *Comprehensive Plan*. These policies, along with the plan goals and objectives will be used to evaluate future land use changes in the North Pearl plan area.

Relationship to Land Use Reviews

The *Comprehensive Plan* and neighborhood and area plans serve several purposes. Each plan is a statement of desired character and urban form over time. In addition, the plans may be used in certain land use reviews. When a land use review requires a proposal to be consistent with a plan, City planners look at certain aspects for conformance. Each plan contains a set of elements that should be considered and balanced, some requirements that should be met, and some that are guidelines but not required. Each goal and policy of the *Comprehensive Plan* is designated as mandatory, balancing, or aspirational. All of the goals and policies of the NPDP are balancing, as are the goals and policies of all neighborhood plans.

This means that all of them must be considered in relation to each other and must be weighed with the balancing policies of the *Comprehensive Plan*. They must all be considered, but do not have to be individually met.

NPDP Action Items

The plan's implementation actions are designed to realize the vision, goals, urban design and development framework concept, and policies of the NPDP. They are adopted by resolution, meaning they are advisory only and do not carry the weight of an ordinance. Each action presented by the plan has at least one implementer, and often more than one, who is agreeing to pursue realization of the action.

The policies and actions of the NPDP are organized into different focus areas; however, it should be noted that there is considerable overlap between these, and none should be considered in isolation as each is intended to serve as a building block in the creation of a more complete and livable community within the plan area.

Guide to Implementers

The following is a guide to the implementers who are listed in the action tables for the NPDP:

City	Applicable Bureaus and Agents of the City of Portland
Parks	Portland Parks & Recreation
PDC	Portland Development Commission
PDNA	Pearl District Neighborhood Association
PDOT	Portland Office of Transportation
Planning	Portland Bureau of Planning
PPS	Portland Public Schools
Private	Private sector developer and land owners



Policy 1: Complete Community

Discussion

The focus of the Complete Community Policy is to establish a framework for the evolution of the Pearl from a residential mixed-use community to a complete community that includes housing compatible with the needs of all citizens, including families with children, and a range of community-serving public amenities that are crucial to support sustainable high-density living in the Pearl District.

In just over a decade, the Pearl District has evolved from a post-industrial district with few to no housing units to one of the densest residential communities in the State of Oregon. Although the first residents to move into the Pearl consisted primarily of “empty nesters” who helped to cultivate and support the development of a vibrant range of retail and commercial services in the district, this population is now increasing diversifying and many residents are becoming parents.

To accommodate this evolution in the resident population, the amenities and housing that supports these residents need to evolve as well. New residential development will need to be compatible with the needs of families with children by supplying units with two or more bedroom units and onsite common areas that allow families and other residents to gather in a safe communal setting.

Additionally, major public amenities such as public schools, a community center, and possibly a library will be necessary to support the district's growing and diverse population, as will daycare facilities serving the children of residents and employees in the district. These actions will not only help to retain families with children, who often are forced to move to more accommodating neighborhoods once their children reach school

age, but will help to make the Pearl a more attractive place for others to live and work.

Complete Community Policy

Create a complete community by developing public amenities, a diversity of housing types, and an array of retail services, that serve the diversifying population of the Pearl District including families with children.

Complete Community Objectives

- A. Adopt incentives to create diversity of housing types ranging from studios and one-bedroom apartments to two- and three-bedroom units that are designed to be compatible with the diversifying population of the district, especially families with children.
- B. Develop and design housing compatible for families with children and others, at various income scales, on the typical block structure associated with the Pearl District.
- C. Fund and develop public amenities, including a public school, a community center, and parks that will strengthen and support the diversifying community in the Pearl.
- D. Locate and develop child care facilities throughout the district serving residents and employees of all income levels.
- E. Create mixed-use projects, whether they be residential or commercial, that also incorporate on-site public and community amenities intended to serve residents and employees of the district.

Action Chart: Complete Community

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
CC1	Develop a new public school : Develop a K-8 public school with community space in the Pearl District; funded through tax increment financing, grants, and other available funding sources.				✓	City, PDC, PPS
CC2	Develop public preschool facilities: Develop public preschool facility within North Pearl subarea.			✓		City, PDC, PPS
CC3	Develop daycare facilities for children: Recruit, help to locate, and support daycare and early childhood education facilities in the Pearl District that will serve residents and employees of all income levels.			✓		City, PDC, Private
CC4	Continue development of parks and open space: Pursue development of additional public parks and open space facilities along North Pearl waterfront subarea.				✓	PPR
CC5	Create a family housing initiative: Develop a program that could include design competitions, design and development handbooks, demonstration projects, funding and programming strategies, and/or other assistance to promote and support the development of family-compatible housing projects in the Central City that serve residents of all income levels.			✓		City, PDC
CC6	Create community center and places for community gathering opportunities: Create a community center(s), whether public or non-profit, that offer a range of services including daycare, early childhood education, recreation, meeting space for community meetings and other events, and other services that support residents of all ages (children to seniors) and employees of the Pearl/River District.			✓		City, PDC, Private





Action Chart: Complete Community

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
CC7	Report annually on the diversity of housing in the River District: Report the number of housing units by size (SRO, studio, and one-, two-, three-, and four-bedrooms) in the River District among both condominiums and rental housing. And, summarize the income levels within each unit type (i.e., among three-bedroom apartments and among three-bedroom condominiums). Reporting should be incorporated as part of the River District Housing Implementation Strategy Annual Report.		✓			PDC
CC8	Revise the River District Housing Implementation strategy to include diversity goals: As part of the next revision of the River District Housing Implementation Strategy in 2010, include unit size diversity goals in addition to the existing income goals to support the construction of family unit types (two-, three-, and four-bedroom units) among future affordable housing in the River District.			✓		City, PDC
CC9	Build affordable family housing: Prioritize the development of affordable family housing projects with two-, three-, and four-bedroom units that meet the River District's income goals and provide compatible family housing for low income parents with children.			✓		City, PDC, Private
CC10	Pursue Development of Public Waterfront Park: Pursue the development of a public park adjacent to the greenway trail and proposed marina on the eastern portion of Lot 8 of the Riverscape development site.			✓		Parks, Riverscape or successors in interest
REGULATIONS						
CC11	Revise the residential FAR bonus provisions to continue supporting the goal for residential development in the Central City while adding an incentive for housing designed for families with children.	✓				City, Planning
CC12	Revise the FAR regulations to reduce an unintentional disincentive for including a public school, community center, library, or daycare facility in mixed-use buildings.	✓				City, Planning

Specific Recommended Regulation Changes

1. Reduce the automatic residential FAR bonus from 3:1 to 2:1.
2. Create a new FAR bonus for family units.
3. Change the way FAR is calculated to exclude area devoted to public facilities from the maximum FAR.





Policy 2: Sustainable Community

Discussion

Equally important to creating a complete community, the Pearl must also be developed as a socially, environmentally, and economically sustainable community, designed and constructed to have a low or carbon neutral footprint-impact, and a built form that is energy efficient, and that facilitates eco-system health.

Sustainability Policy

The North Pearl and surrounding neighborhoods shall be developed to maximize livability, be socially and economically sustainable, and to promote eco-system health, resulting in a model for carbon neutral and socially restorative community development.

Sustainability Objectives

- F. Pursue LEED Gold or higher certification for all new and redevelopment projects in district.
- G. Encourage site master plans to be developed to be consistent with LEED Gold Neighborhood Development certification or higher.
- H. By 2010 achieve a goal that all new, and existing, commercial buildings, to, in aggregate, have 50 percent the carbon footprint of conventional development.
- I. Promote sustainable community design and projects as educational tools to promote associated economic, social, and environmental benefits.
- J. Increase housing diversity in the Pearl District to include housing for families with children, worker housing, and senior housing for residents at all economic levels.
- K. Promote import substitution by sourcing local materials, products and services to support local jobs and economic development.
- L. Encourage mixed-use, transit-oriented development that serves a diversity of income, employment, and residential types.
- M. Provide a range of public and private facilities and services necessary to support the diverse population of the Pearl District.
- N. Develop a district-wide stormwater management plan that mimics natural systems, handles public and private sources, and seeks to reduce runoff to predevelopment conditions.
- O. Expand transit service and bicycle and pedestrian connections to enhance the multimodal transportation system in the Pearl District, and make stronger connections to the Central City, adjacent neighborhoods, and the Willamette waterfront.

Action Chart: Sustainability

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
SUSTAINABLE DEVELOPMENT PRACTICES						
S1	Pursue a minimum of LEED Gold certification and promote the 2007 ASHRAE 189 Sustainable Buildings standard as a target for large buildings.		✓			PDC, Private
S2	Design for passive solar, using building orientation and installing shading devices.		✓			Private
S3	Place a premium on indoor environmental quality to protect tenant health, especially that of children.		✓			Private
S4	Decrease demand for potable water a minimum of 25% below code using very low-flow plumbing fixtures and reuse of captured rainwater.		✓			Private
S5	Reuse or recycle 95% of construction waste.		✓			Private
S6	Use non-toxic and low-emitting materials, 10% or less of total plastics are PVC.		✓			Private
S7	Compost 90% of organic waste.		✓			Private
S8	Develop and use onsite or local sources of renewable energy including solar, wind, micro-hydro, geothermal, bicycle/kinetic energy generation.		✓			Private
S9	Integrate new and existing buildings with district heating and cooling systems when such systems are available.		✓			Private
S10	Construct new high performance buildings that use 20% less energy than the 2007 ASHRAE 189 standard for sustainable buildings.		✓			Private
S11	Use fresh air replacement ventilation systems to protect the indoor environmental quality and health of families with children, especially in affordable housing projects.		✓			Private,PDC,City
S12	Provide additional public and private open space areas to allow residents to gather and play.		✓			Private, City
S13	Manage 100 percent of stormwater with vegetative or similar infiltration facilities.		✓			City, Private
S14	Develop at-surface stormwater conveyance and infiltration systems, reducing need for piped infrastructure.		✓			City, Private
S15	Investigate feasibility of creating district energy system for North Pearl subdistrict with potential to expand to other areas.		✓			City, PDC





Action Chart: Sustainability

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
S16	Expand Program to increase transitions from affordable rentals to affordable ownership.		✓			City, PDC
S17	Create live-work opportunities to increase access to jobs and local services in community.		✓			Private, PDC
S18	Pursue the development of public and private sector community amenities, including daycare, schools, parks, community centers, and other facilities that promote local civic and social interaction.			✓		City, PDC, Private
S19	Build a demonstration residential project that combines sustainable design, and affordable and market rate housing.			✓		City, PDC, Private
S20	Expand access to transit throughout North Pearl subdistrict.			✓		City, PDC, TriMet
S21	Create district parking strategy to support district uses while increasing alternative modes of transportation.			✓		City
S22	Create district green streets implementation strategy.			✓		City
S23	Identify opportunities to convert lighting in public right-of-way to energy conserving fixtures.			✓		City
S24	Convert existing lighting (public and private) and install new lighting consistent with “dark skies” technology.			✓		City
S25	Set mode split goals to encourage greater commuting through public transit, bicycle and pedestrian trips.	✓				City
S26	Produce report every five years on status of meeting sustainability objectives and actions in subdistrict.		✓			City
S27	Create Transportation Management Association that includes employers, residents, and institutions uses within Pearl District.			✓		City
S28	Replace use of potable water with harvested stormwater where practicable.		✓			City, Private

Action Chart: Sustainability



No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROGRAMS						
S29	Design and use buildings and open spaces as civic ecology learning and educational tools to promote livability and economic benefits of sustainable development practices.		✓			City, PDC
S30	Reduce the energy costs to residents in affordable housing projects by assisting developers to achieve an energy efficiency goal of 25 percent below energy code.		✓			City, PDC
S31	Create program that promotes employment opportunities in Pearl District for residents at all income levels, such as green collar job training.			✓		City, PDC, Private
S32	Create program to educate and promote the Pearl District as a case study for sustainable development and as a training center in sustainable and community development technologies.				✓	City, PDC
REGULATIONS						
S33	Adopt framework plan for North Pearl subdistrict identifying opportunities to increase multimodal connections and site community supportive amenities.	✓				City



Policy 3: Multi-Modal Transportation

The North Pearl District area is rapidly evolving from its historical industrial and freight role to mirror the vibrant, mixed-use area to the south of NW Lovejoy Street. The area still contains industrial warehouses near I-405 and bare land north of NW Overton. Important infrastructure has been planned and built in the area, including the streetcar line (that connects the Northwest District with Portland State University along NW 10th and NW 11th Avenues and NW Lovejoy and NW Northrup Streets) and Tanner Springs Park, the second of three parks for the neighborhood. A final park, The Fields Park, would extend from NW Overton to the Union Pacific railroad tracks and from NW 10th to NW 11th Avenue.

Nearby, the private sector has invested in new condo developments and supporting retail, continuing to reshape the skyline. Along the waterfront, new commercial development is being built, and plans are underway for the development of Centennial Mills, which promises to be one of the great attractors in the Pearl District and the City as a whole.

The North Pearl District Urban Design Concept reinforces these trends, calling for the continuation of the development of the area into a mixed-use district and placing special emphasis on sustainability. To realize the concept, it is necessary to improve the transportation system and reexamine existing regulations. In many ways, existing transportation policy and improvements to date provide both challenges and opportunities.

On the one hand, many streets remain nonexistent or in great need of upgrading, particularly lacking bicycle and pedestrian amenities. Transit service in the area is poor, with bus service limited to peak hours on Naito Parkway and a bus line that replicates the route of the streetcar alignment and serves the northeast and northwest parts of the City. Bicycle connections are not well defined. The Union Pacific railroad tracks act as

a significant barrier, blocking access to Naito Parkway, and the riverfront and greenway trail, cutting the study area in two. Central City policy sets a mode split goal for non-auto trips that is low compared to areas immediately to the south. On-street parking is regulated as much for long-term parking as for short-term visitor parking, discouraging turnover and better use. Interstate-405 acts as a barrier to the Northwest area, with undefined spaces and high air and noise pollution under the freeway that is not appealing to pedestrians.

On the other hand, existing regulations call for the continuation of the street grid northward to what once was Hoyt Yards. They also provide a foundation for a street hierarchy that serves the different modes of transportation. Two pedestrian bridges are planned for the area, one that would cross the railroad tracks at NW Marshall Street and another that would cross over the tracks and NW Naito Parkway at NW 10th Avenue through Fields Park to connect to the Centennial Mills site. The River District Right-of-Way Standards reaffirm the street grid and lay out how the different street cross-sections should be built, with an emphasis on high-quality public space and multimodal use. Finally, NW 13th Avenue's special cross-section and character has been extended to NW Raleigh, funded in part by a local improvement district. NW Pettygrove Street has been identified in the North of Lovejoy Plan as a green street, and the concept enjoys wide community support.

The transportation policies in this plan build on previous plans and efforts and respond to present and future challenges. They are guided by the desires to develop a balanced and sustainable transportation system that gives priority to non-auto modes and connects the district to the waterfront, to the rest of the River District, and to neighboring areas of the Central City and City as whole and allows for the development of the study area as identified in this plan.

Transportation Policy

Create a transportation system that provides a full range of options for the movement of people, goods and services, supports livability and development of the area, and meets the sustainability goals of reducing gas emissions, energy consumption, environmental degradation and the reliance of the automobile.

Objectives

1. Achieve a mode split goal for commute trips for the year 2030 of at least 40 percent transit, 20 percent walking and 10 percent bicycle trips.
2. Provide for safe and convenient access to transit.
3. Promote increased use of transit by residents, employees and visitors by increasing transit options and provide better transit coverage, quality and level of service.
4. Promote incentives and education to residents, employees and visitors to use non-auto means of travel.
5. Enhance main streets, green streets, pedestrian bridges and the streetcar alignment as key pedestrian corridors.
6. Support increased bicycle use in the district by providing better facilities from, to, and within the district, such as an expanded bicycle network, parking and signage.
7. Preserve local circulation to meet the residential, commercial, cultural and social needs of the district.
8. Prohibit private-access-only streets in the district.
9. Encourage the use of on-street parking for retail and visitor purposes and discourage it for commute parking.
10. Regulate off-street parking policy to encourage alternative means of travel to the automobile.
11. Strive for the highest design standards for the public right-of-way as a space to accommodate all users and encourage public gatherings.





Action Chart: Transportation

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
T1	Update modal target for Study area: For commute trips to the area, establish targets for non-auto modes of transportation for the year 2030. Transit trips: 40 percent Walk trips: 20 percent Bicycle trips: 10 percent	✓				PDOT, Planning
T2	Transit improvements: Work with TriMet and the community to explore expanding bus service to the area, including Centennial Mills.		✓			PDOT, TriMet
T3	Long range transit improvements: Explore new rail connections as part of Central Portland Plan and Portland Streetcar System Plan.			✓		PDOT, Planning, TriMet
T4	Create Transportation Management Association (TMA): Encourage employers, employees, residents and visitors to use alternative modes of transportation to reach a 20-point reduction in commute trips to the area by 2030.			✓		PDOT, Private sector
T5	Pedestrian/bicycle bridges: Build connections across railroad tracks and Naito via pedestrian and bicycle bridges, one over Fields Park and tracks (extension of the Boardwalk) and one from NW Marshall across railroad tracks.		✓			PDOT, PDC, Planning
T6	NW Pettygrove Green Street: Work with the community to design street standard for NW Pettygrove as a green street and explore green street concept for NW Raleigh Street.		✓			PDOT
T7	Extension of NW 13th Avenue: Work to implement extension of NW 13th Avenue north with pedestrian and bicycle bridge connections over Naito to waterfront area.				✓	PDOT, PDC, Planning
T8	Extend bicycle network in the study area: Use the Platinum Bicycle Master Plan, the Central Portland Plan and the upcoming Capital, Circulation and Operations plan for the Pearl District to further explore bicycle connections identified in this plan. Explore NW Pettygrove, NW Marshall, NW 15th, NW 12th as bikeways.			✓		PDOT

Action Chart: Transportation

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
T9	Circulation and operations: Circulation, operations and capital improvement plan for Pearl District area.			✓		PDOT
T10	Circulation and operations improvements: Recommend couplet concept using Lovejoy from NW 16th to NW 10th Avenue.			✓		PDOT
T11	Circulation and operations improvements: Extension of one-way on NW 10th and NW 11th Avenue to their northern end.			✓		PDOT
T12	On-street parking: Transition long-term (4 hours or more) on-street parking to short-term and metered parking.			✓		PDOT
T13	Bicycle Parking: Provide more on-street and off-street bicycle parking in the study area as the area develops.		✓			PDOT
T14	Quiet Zone program: Explore and implement Quiet Zone program in the study area to regulate train horns at railroad crossings.			✓		PDOT
REGULATIONS						
T15	Title 33 Amendment: Amend to adjust parking ratios in study area.	✓				PDOT, Planning
T16	Transportation System Plan (TSP) Amendments: Recommend street classification amendments in the study area.			✓		PDOT, Planning
T17	River District Right-of-Way (ROW) Standards: Explore alternative ROW design standards for identified streets in the study area.			✓		PDOT, Planning





Specific Recommended Regulation Changes

1. Amend Title 33 Central City Plan to reduce the number of parking spaces allowed for residential growth parking in parking sectors River District 1 and 2 to levels equal to parking district River District 4 (1.7 spaces per dwelling unit).
2. Amend Title 33 Central City Plan to reduce the number of parking spaces allowed for commercial growth parking in parking sectors River District 1 and 2 to levels equal to parking district River District 4 (Office 2.0, Retail 2.0, Medical and Schools 2.0).
3. Recommend amendments of Transportation System Plan (TSP) to potentially include, pending further analysis:
 - NW Northup Street: Traffic Access Street from NW 10th to NW 16th
 - NW Pettygrove Street: City bikeway and City walkway
 - NW Marshall: City bikeway
 - NW 15th: City bikeway
 - NW Overton Street: remove bikeway designation from NW 12th to NW 16th
 - NW 12th Avenue: City bikeway from NW Lovejoy to NW Pettygrove
4. Explore alternative River District Right-of-way (ROW) Standards. Street candidates include:
 - NW Pettygrove Street as green street
 - NW Raleigh Street as green street
 - NW 15th Street as bikeway
 - Naito Parkway/Front Street north of NW 9th Street as a boulevard

Additional Issues Raised as Part of Legislative Review

Discussion

During the Planning and Design Commission's review of the NPDP, additional items were raised by the Design Commission and property owners that required further analysis. The Design Commission asked that additional height be considered along the riverfront. The owners of two properties along Naito Parkway requested that the Planning Commission increase the floor area ratios (FAR) for their properties. These separate requests came to be considered jointly as both could have significant impacts on the urban form and development pattern along Naito Parkway and the Pearl Waterfront.

Request to Increase FAR on Naito Parkway

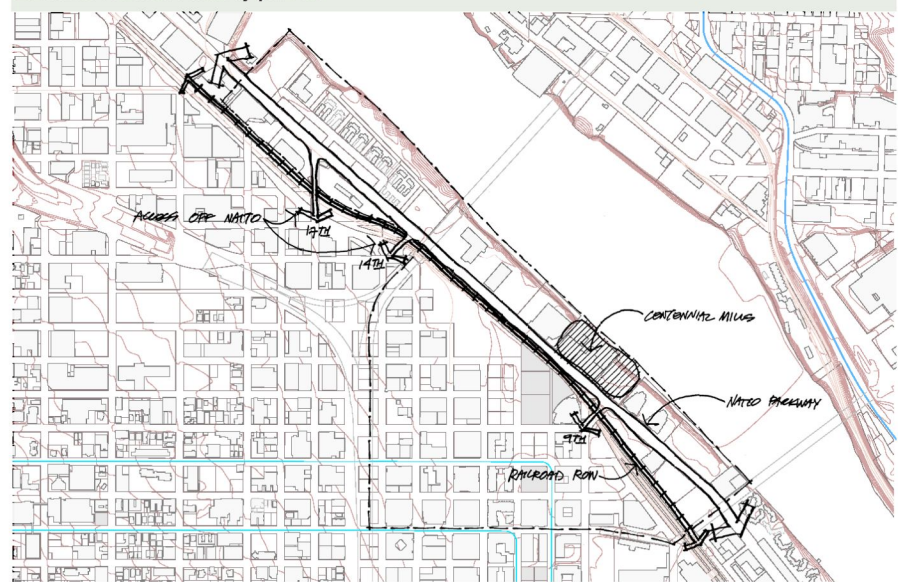
As noted, two property owners requested that the Planning Commission increase the base FAR entitled to their properties from a base of 2:1 to a base of 4:1 FAR. FAR increases to this portion of the plan area were discussed by the PAG early in the development of the NPDP. Traffic analysis by the Portland Office of Transportation (PDOT) determined that these increases could not be supported by the existing transportation system. Because of these results, trade-offs related to FAR increases along Naito Parkway were not discussed as they were for other FAR increases included in the project such as linking additional FAR to provision of public amenities and design standards.

The petitioners for additional FAR submitted additional transportation analysis that found that the increases they proposed could be supported

by the existing transportation network. PDOT reviewed this analysis and found that the impact estimates of the two studies were within a margin of error and that PDOT could not justify reversing their original conclusion that additional FAR was not acceptable at this time.

The petitioners for additional FAR testified to Planning Commission that the distinction being made between the Naito Parkway parcels and the parcels in the heart of the North Pearl district was unfair and unjustified.

Location of Naito Parkway parcels





A basic distinction is based on typical lot size in the two areas and the amount of development that can result from FAR limits. In most of the Pearl District and Central City blocks are 40,000 sq. ft. (200' x 200'). On these blocks, FAR allowance of 2:1 base plus 3:1 through bonuses allows 200,000 sq. ft. of development while the most recent development in the Pearl District averages between 280,000 sq. ft. to 320,000 sq. ft. This is why the plan recommends FAR increases from 2:1 to 4:1 for those parcels within in the part of the plan area with a typical street grid thereby allowing development up to 280,000 sq. ft. in area.

In contrast, many of the sites along Naito Parkway are 130,000 sq. ft. to 140,000 sq. ft. or larger. On a 140,000 sq. ft. site, 2:1 base FAR plus 3:1 through bonuses creates 700,000 sq. ft. of development potential. Because of the development standards for this area, such a site would typically be able to create two 350,000 sq. ft or three 233,333 sq. ft buildings. Table 1 illustrates how different FAR allowance effect sites of different sizes as well as the size and number of buildings that could be built on each site. These standards are intended to break up large parcels in a way that replicates the typical grid pattern by limiting building footprint size and requiring open space or access ways between buildings. The big difference is that the large parcels get to capture all the FAR related to the lot size whereas parcels in area with the typical street grid cannot add FAR in the public street to their sites. The net effect of these development standards is to allow much more development to occur on these pads than is typical on most 40,000 sq. ft. pads or sites elsewhere in the plan area. The conclusion is that existing FAR entitlements on the large sites along Naito Parkway do not limit development potential in the same way as they do in the area with the typical street grid. Also, increased FAR along Naito Parkway could easily result in buildings either more massive or taller than those throughout the rest of the plan area.

FAR	40,000 sq. ft. Site	Average No. of Buildings per Site	140,000 sq. ft. Site	Average No. of Buildings per Site
2:1	80,000 sq. ft.	1	280,000 sq. ft.	1
4:1	160,000 sq. ft.	1	560,000 sq. ft.	1-2
5:1	200,000 sq. ft.	1	700,000 sq. ft.	2
7:1	280,000 sq. ft.	1	980,000 sq. ft.	3
8:1	320,000 sq. ft.	1		
9:1	360,000 sq. ft.	1		

Based on the transportation findings and this analysis of development potential, staff recommended that the Planning Commission not increase the base entitlements of properties along Naito Parkway at this time. However, staff suggested that the master plan provisions proposed by the Design Commission be developed and that increases to the height and FAR allowance affecting these properties then be reconsidered using that tool.

Request to Increase Height

At the same time work was being done on the Naito Parkway FAR question, the Design Commission asked that increased height allowance be considered along the waterfront. Specifically, the Design Commission was concerned that height limits of just 100' to 175' would result in buildings that would be too bulky for the location.

The Design Commission asked that modeling be conducted to determine potential building massing if no maximum height was applied to waterfront properties. While the Design Commission was concerned that the results showed that the combination of height and FAR on the waterfront could produce development that would not be acceptable to the Commission, they concluded that greater flexibility on height could

produce better designed buildings on the waterfront if they had adequate zoning tools to address site master plan issues.

The Commission asked the Bureau of Planning to develop, as part of the Central Portland Plan, such a new “master plan” zoning tool that could be used in conjunction with the design review process to better and more flexibly shape development of large sites such as those along the waterfront. The “master plan” could be a more effective way for reviewers and designers to use FAR, height, and building and site design to produce better development more fitting with the site and vicinity. Such a tool also would also be used to ensure that the negative impacts that could result from granting too much building height or mass could be addressed.

The Design Commission recommended that as a fall back from allowing unlimited height on the waterfront that the Planning Commission should not increase height south of the Fremont Bridge until the master plan tool was available for use.

Planning Commission Recommendation

The Planning Commission recommended that the requests to increase height along the waterfront and FAR entitlements along Naito Parkway be forwarded to the Central Portland Plan (CPP). This was in part due to the fact that the CPP will need to take a larger and more comprehensive look at transportation capacity issues throughout the Central City and Northwest Portland. The CPP will also need to consider how increased development potential in the Central City affects urban form, whether development bonuses verses entitlements should be increased, and what set of community amenities are targeted by FAR development bonus and transfer provisions. Thus, the Planning Commission adopted the following two additional action items:





Additional Actions Chart

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 years	
PROJECTS						
LR1	Pursue Development of Master Plan Regulations: Work to create a new regulatory tool to evaluate the development of large sites within the Central City. Issues related to urban form, public amenities, multi-modal transportation, increasing mode splits, the use of height and FAR bonuses, and other factors will be considered in the development of this tool. This tool is envisioned to serve as a mechanism to lock in development entitlements or bonuses when master plans addressing these various factors are planned for and approved through the design review process.			✓		Planning
LR2	Reinvestigate FAR & Height Increases on Naito Parkway: Consider requests to increase height and/or FAR allowances on properties along Naito Parkway between the Fremont and Broadway bridges once master planning regulations to more comprehensively consider these requests is available.			✓		Planning

Summary of Zoning Code Amendments



Introduction

This section summarizes the various Zoning Code amendments proposed to implement the urban design and development framework and policies of the North Pearl District Plan. The specific amendments (text and map amendments alike) are presented in the North Pearl District Plan Recommended Zoning Code Amendments document available from the Portland Bureau of Planning. The amendments document presents the language and zoning maps as they would appear in the code and includes detailed commentary explaining the purpose and intent of the amendments proposed.

Summary of Zoning Code Amendments

The NPDP proposes minor increases to the base floor area ratios (FAR) entitled to a limited amount of properties within the plan area, but proposes that the ability to earn bonus floor area be significantly increased.

Further, the existing maximum height limits affecting some of the plan area are proposed to be removed in exchange for new regulations that set maximum floor plate sizes combined with upper limits to how much FAR can be used on any one site.

Additionally, the NPDP proposes two new development bonuses, new provisions regarding the use of the existing residential development bonus, and a new FAR transfer provision. The following explains these amendments in more detail:

Floor Area Ratio Provisions

Base FAR: There are a number of parcels located south of the railroad right-of-way with a base FAR of 2:1. The NPDP proposes that the base FAR be raised to 4:1 for these parcels only. This amendment will raise this base entitlement to a level equal to most of the other properties located in this portion of the plan area.

No increases to the base FAR entitlements are proposed for properties located along the waterfront section of the plan area, or for properties located south of Naito Parkway but north of the railroad right-of-way. Maintaining the current level of base entitlements will ensure that vehicle trips generated by development in this area can be adequately served by the existing transportation system. Further, the base entitlements combined with the potential to earn an additional 3:1 FAR through development bonus or transfer provisions provides the opportunity to create a significant level of new development on in this area.

Bonus FAR: The code currently allows for an additional FAR of 3:1 to be earned through development bonus and transfer provisions. In the portion of the plan area located south of the railroad right-of-way, the base FAR is typically 4:1 with some parcels having a base of 5:1. Thus, when the base entitlement is combined with the ability to earn additional FAR, sites can be built to a maximum of 7:1 or 8:1 respectively.

The NPDP proposes for the portions of the plan area located south of the railroad right-of-way that a new maximum be established whereby the maximum amount of FAR that can be used on any site, through a combination of base entitlements and development bonus and transfer provisions, be set at a maximum of 9:1 FAR.



The NPDP also provides that additional FAR may be earned in excess of the 9:1 maximum proposed for the areas south of the railroad right-of-way and in excess of the 3:1 maximum affecting properties along Naito Parkway if the additional FAR is earned via Central City Master Plan provisions or newly proposed provisions that allow FAR to be transferred from historic properties located in the Pearl District.

Height Provisions

North Pearl Subarea – South of Naito: For properties located south of Naito Parkway, and with a maximum base height of 100 feet, the NPDP proposes that additional height may be granted as described below.

When buildings are between 100' and 175':

- The square footage used above the 100-foot level of the building is earned through development bonus provisions; and
- The façade of the building above 100' may be no longer than 150' in length, with lengths as long as 180' possible if approved through design review.

When buildings are taller than 175', or 225' when that is the base height of a site:

- The square footage used above the 100-foot level of the building, or 225', is earned through development bonus provisions; and
- The façade of the building above 100' may be no longer than 120' in length, with lengths as long as 150' possible if approved through design review;
- The portion of the building above the 100-foot level of the building is no greater than 12,500 square feet per floor; and,
- When these provisions are met, no maximum building height applies.

Pearl Waterfront – North of Fremont Bridge: Along the waterfront north of the Fremont Bridge the base height is 100 feet. However, in targeted areas of this portion of the waterfront, FAR earned through development bonus provisions can be used to create taller buildings provided:

- The square footage used above the 100-foot level of the building is earned through development bonuses;
- The façade of the building above 100' may be no longer than 120' in length, with lengths as long as 150' possible if approved through design review;
- The floor plate size above the 100-foot level of the building is no greater than 12,500 square feet; and,
- The total height of the building does not exceed 175 feet.

Development Bonus Provisions

The development bonus provisions of the Zoning Code will be amended as follows for the North Pearl Subarea.

Residential Bonus Option: The code will state that this bonus can be used to earn no more than 2:1 FAR (currently 3:1 FAR can be earned).

Efficient Family Size Unit Housing Bonus Option: The code will adopt a new provision that allows additional FAR to be earned when units containing two or more bedrooms are created and the development includes exterior and interior common areas to allow residents to gather and play space for families with children. These regulations specifically provide:

- Two-bedroom units no larger than 1,000 sq. ft. earn 2:1 FAR per sq. ft. of amenity

- Three-bedroom units no larger than 1,200 sq. ft. earn 3:1 FAR per sq. ft. of amenity
- At least 20 bedrooms meeting these specifications must be created per site
- 400 sq. ft. of interior common room space must be provided
- 1,400 sq. ft. of exterior common space must be provided

Community Amenities Bonus: Floor area developed on sites in the North Pearl subarea, as stand alone or as part of mixed-used projects, to create a public school, daycare for children, a community center, or public library, is not counted against the available FAR assigned to a site.

Residential Target Areas

The FAR transfer provisions of the Zoning Code will be amended as follows for the North Pearl Subarea.

- **Residential Required Target Area:** Remove portions of plan area from residential target area. Within this target area the code requires that new development include at least 1 dwelling unit per 2,900 square feet of net site area (15 units per acre). Due to the success of residential development in the Pearl, this requirement is no longer necessary in the plan area.
- **Residential Bonus Target Area:** Remove portions of plan area from residential bonus target area. Within the target area the first 1.5:1 FAR earned through development bonus must currently be earned by using the residential development bonus before other bonus options.

Development Transfer Provisions

Development Transfer Provisions: The FAR transfer provisions of the Zoning Code will be amended as follows for the North Pearl Subarea.

Buildings of Historic Character. Adopt new provision allowing FAR to be transferred to sites within a new Pearl subdistrict, as long as the sending site is a designated Landmark, contributing structure in a historic district, or on the Historic Resource Inventory.

Transfers above Maximum. In the North Pearl Subarea, FAR above the 9:1 maximum may be transferred to sites if Central City Master Plan provisions or the Buildings of Historic Character transfer provisions are used.

Northwest Triangle to North Pearl Subarea

The code will be amended to change the name of the existing Northwest Triangle subarea to the North Pearl subarea. The existing open space and waterfront development standards applicable to the Northwest Triangle will be applicable to the North Pearl subarea, as will many of the other provisions proposed by the North Pearl District Plan. Additionally, the boundary of the subarea will be modified so that it is applicable to properties north of NW Lovejoy to the waterfront between the Fremont and Broadway Bridges.



Resolution No. 36642

Adopt the Action Charts and additional implementing measures of the *North Pearl District Plan* (Resolution)

The City of Portland resolves:

WHEREAS, neighborhood and area plans are intended to promote patterns of land use, urban design, public and community facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of neighborhoods and the City as a whole; and

WHEREAS, the *North Pearl District Plan* was developed by the City of Portland Bureau of Planning in cooperation with other City bureaus and agencies and with participation from property owners, business persons and other interested citizens; and

WHEREAS, the *North Pearl District Plan* directs and manages change over time, and as such the adopted policies, objectives, *Zoning Code* provisions, and design guidelines associated with the *North Pearl District Plan* are adopted by Ordinance and will guide decision-making, public deliberation, and investments; and

WHEREAS, the policy and objective elements of the *North Pearl District Plan* are adopted by Ordinance as part of the *Comprehensive Plan*, the action charts included in attached Exhibit A are not adopted as part of the *Comprehensive Plan*;

WHEREAS, the action charts describe the recommended implementation projects and programs of the *North Pearl District Plan*, and identify appropriate time frames for implementation and identify public, nonprofit and private agencies and partnerships to lead or oversee implementation of each action; and

WHEREAS, the Portland Planning Commission recommends that the City Council adopt the action charts of the *North Pearl District Plan*;

WHEREAS, it is in the public interest that the recommendations contained in the *North Pearl District Plan* and outlined below in directives c.1 through c.3, be adopted to direct and manage change in the North Pearl District Plan area;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the City Council adopt the action charts of the *North Pearl District Plan*, as shown in Exhibit A, and that:

- a. The implementation actions associated with the *North Pearl District Plan* action charts are approved by City Council as a starting place for projects and programs that will help implement the policies of the plan;
- b. All actions are adopted with the understanding that they may need to be adjusted or replaced with more feasible alternatives. Identification of an implementor for an action is

an expression of interest and support with the understanding that circumstances may change over time and may affect the implementation leader's ability to take action; and

- c. The City Council authorizes the City agencies identified on the action charts as implementors, to engage in activities aimed at implementing the projects and programs called for in the action charts of the *North Pearl District Plan*, specifically:
 1. The City Council directs the Portland Development Commission to work with Parks and Recreation, Portland Office of Transportation, Environmental Services, Office of Sustainable Development, Planning, Tri-Met and other relevant agencies to identify funding sources and strategies to implement projects, programs and activities listed in the action charts of the *North Pearl District Plan* over the next five and twenty years;
 2. The City Council directs the Portland Office of Transportation to work with Environmental Services, Planning, Portland Development Commission and other relevant agencies to update the River District Right-of-Way Standards, including updates to the Transportation Element of the *Comprehensive Plan*, the street plan maps, street standards and street plan principles, to be consistent with the Multi-Modal Transportation policies and objectives of the *North Pearl District Plan*;
 3. The City Council directs the Bureau of Planning, in cooperation with other city bureaus and agencies, to monitor and evaluate implementation of the *Zoning Code*, Sustainability goals and actions, and other implementation actions of the *North Pearl District Plan*. In addition, the Bureau of Planning is directed to report back to Council within five years on these implementation items to ensure that the city is achieving the goals described in the *North Pearl District Plan*.

Adopted by the Council,
Mayor Tom Potter
Troy Doss
September 1, 2008

GARY BLACKMER
Auditor of the City of Portland
By
Deputy



North Pearl District Plan

Zoning Code Amendments

Adopted November 5, 2008
Effected December 5, 2008
Ordinance No. 182319



The Bureau of Planning is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700 (TTY 503-823-6868).

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Mike McCulloch, *Past Design Commissioner Chair*

Amendments to Title 33, Planning and Zoning

This document presents the City Council's adopted amendments to the Portland Zoning Code, Title 33, to implement elements of the North Pearl District Plan. This package of amendments also includes proposed amendments recommended to and accepted by City Council during its review of the plan.

Generally the amendments create a new subarea of the Central City Plan District. This new subdistrict is called the North Pearl Subarea which would replace and amend the boundaries of the existing Northwest Triangle Subarea, which is in the River District Subdistrict. The existing development standards of the Northwest Triangle Subarea are not proposed to be amended; however, additional development standards in this subarea are proposed. These amendments implement the proposed policies of the North Pearl District Plan.

Commentary is included throughout this document that addresses specific amendments. Existing code sections where no change is being made have not been included unless the information they contain is needed for better understanding of the amendments being made in other sections.

Code language to be added is underlined. Code language to be removed is shown in ~~strike through~~.

**CHAPTER 33.293
SUPERBLOCKS**

33.293.020 Where the Superblock Regulations Apply

A. Central City plan district.

References to the *Northwest Triangle* in this section, and in all other sections of the Zoning Code, are to be changed to reference the *North Pearl Subarea*.

**CHAPTER 33.293
SUPERBLOCKS**

33.293.020 Where the Superblock Regulations Apply

Superblocks are subject to the regulations of this chapter as stated below.

- A. Central City plan district.** The superblock regulations apply to all new development and major remodelings on sites that include 5,000 square feet or more of vacated street. The regulations apply in all of subdistricts of the Central City plan district except the Downtown ~~and Northwest Triangle~~ subdistricts and North Pearl Subarea.

Chapter 33.510
Central City Plan District

The Table of Contents page for this chapter is being changed to reflect:

- A name change for the *Northwest Triangle Subarea* to the *North Pearl Subarea*.
- The addition of a new section to the Central City Plan District which identifies additional standards specific to the North Pearl Subarea. These additional standards are described in detail later in this document. This section also contains the North Pearl Subarea Open Area and Waterfront Development standards.

**CHAPTER 33.510
CENTRAL CITY PLAN DISTRICT**

Sections:

General

- 33.510.010 Purpose
- 33.510.020 Where the Regulations Apply
- 33.510.030 Application of Regulations Along Proposed Rights-of-Way and Accessways

Use Regulations

- 33.510.100 Vehicle Repair Uses
- 33.510.105 Vehicle Sales or Leasing
- 33.510.110 Mixed Use Waterfront Development
- 33.510.112 Commercial Parking
- 33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone
- 33.510.114 Exemptions for Portland State University
- 33.510.115 Additional Uses Allowed in the Open Space Zone
- 33.510.116 Retail Sales And Service Uses for Specified Sites in the CX and EX Zones
- 33.510.117 Retail Sales And Service and Office Uses in the RX Zone
- 33.510.118 Use Regulations for Specified Sites in the West End Subarea
- 33.510.119 Retail Sales And Service and Office Uses in Specified Historic Resources in the IG2 and IH Zones

Development Standards

- 33.510.200 Floor Area Ratios
- 33.510.205 Height
- 33.510.210 Floor Area and Height Bonus Options
- 33.510.215 Required Building Lines
- 33.510.220 Ground Floor Windows
- 33.510.221 Required Windows Above the Ground Floor
- 33.510.223 Exterior Display and Storage
- 33.510.224 Mechanical Equipment along the Portland Streetcar Alignment
- 33.510.225 Ground Floor Active Uses
- 33.510.226 Minimum Active Floor Area
- 33.510.230 Required Residential Development Areas
- 33.510.240 Drive-Through Facilities
- 33.510.242 Demolitions
- ~~33.510.245 Northwest Triangle Open Area Requirement~~
- ~~33.510.250 Northwest Triangle Waterfront Development~~
- 33.510.251 Additional Standards in the North Pearl Subarea
- 33.510.252 Additional Standards in the South Waterfront Subdistrict
- 33.510.253 Greenway Overlay Zone in the South Waterfront Subdistrict

Development Standards

33.510.200 Floor Area Ratios

C. Limit on increased floor area.

The Zoning Code typically limits the amount of additional floor area that can be achieved on a site either through bonus, transfers, or a combination of both, to 3:1 over the base floor area ratio (FAR) allowed by right. Throughout the portions of the North Pearl subarea located south of the railroad right-of-way, the base FAR will be either 4:1 or 5:1 as a result of the amendments proposed by the North Pearl District Plan (see Map 510-2). Thus, there exists the potential for sites with a base entitlement of 4:1 to be increased to 7:1 and those with a base entitlement of 5:1 may be able to be increased to 8:1 if specific conditions are met.

The primary method for earning additional FAR is through the use of development bonus or development transfer provisions. During the development of the North Pearl District Plan (NPDP) stakeholders expressed an interest in adding additional bonus and transfer provisions to the NPDP plan area (explained in more detail later in this document) which are intended to create public amenities, create a diversity of housing, and to preserve historic resources in the Pearl District. The basis for these additional provisions is to ensure that some level of public benefit to the Pearl District is derived from the granting of additional development potential in the district.

Thus, the amendments to Section 33.510.200 are proposed to allow development bonus and transfer provisions to be used to earn additional FAR on sites within the NPDP plan area. However, because there is concern that buildings could become too massive or tall if too much FAR is made available, projects are limited to a maximum utilization of 9:1 FAR through a combination of base entitlements, development bonuses, and transfer provisions. In limited situations, FAR above the 9:1 limit may be earned if FAR is earned through Central City Master Plan provisions or through the transfer of FAR from designated historic resource sites within the Pearl District.

To ensure that buildings do not become too massive, height and building massing provisions are also proposed for the North Pearl Subarea. These development standards are intended to guide how additional floor area and height can be used in a manner that protects views, provides access to light and air in the public realm, and generally protects and enhances the pedestrian environment in the district.

Setting a limit to FAR utilization in the plan area is also important to ensure that the transportation system serving the plan area can handle the additional capacity/demand that would be created due to new development. Also, within the portion of the plan area located south of Naito Parkway, no maximum height limit is proposed for projects that use development bonus and transfer provisions to exceed the maximum height of the plan area (100 feet or 225 feet depending on location), thus the maximum FAR available to a project becomes the limiting factor to how tall a building may ultimately be constructed.

Development Standards

33.510.200 Floor Area Ratios

A.-B. [No Change]

C. Limit on increased floor area.

1. Generally. Except as provided under C.2 through C.5, ~~3. and 4.~~, below, increases in FAR, whether by transfers of floor area or bonus floor area options, of more than 3 to 1 are prohibited.

2.-4. [No change.]

5. North Pearl Subarea. In the North Pearl Subarea bonus options target area, shown on Map 510-4, the following applies:

a. An FAR increase of more than 3 to 1 may be earned on a site through the following provisions. However, the total floor area on a site, may not be more than 9 to 1, except as allowed under 5.b. below. Adjustments to the regulations of this paragraph are prohibited:

(1) Floor area bonuses;

(2) Transfers from the site of a historic resource meeting Subsection H., below.

b. The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1 if the floor area above the 9 to 1 ratio is transferred from the site of a historic resource as specified in Subsection H. below.

D.-G. [No Change]

33.510.200 Floor Area Ratios (cont.)

H. Transfer of floor area from Historic Resources in specified areas.

During the development of the North Pearl District Plan, stakeholders expressed a concern that various older buildings, buildings typically smaller than new development and of an architectural character that reflects the districts industrial past, could be lost as redevelopment continues in the Pearl District. These buildings are prized because of their local architectural and historic significance and also because they help to break up the urban form that may result if all sites in the district fully use the development entitlement and bonus provisions available.

Thus, a new development transfer provision is proposed that could be used only for sites located within the Pearl District. Through this provision, floor area can be transferred from sites designed as a historic landmark, contributing structure in a historic district, or ranked historic resource to development sites within the Pearl Development Transfer Opportunity Area (see new Map 510-20 at the back of this document).

Within this area, floor area can be transferred only from and to sites within the Pearl District if the floor area originates at a site designated as a contributing structure in a historic district or ranked historic resource. Floor area from designated historic landmarks can be transferred within the Pearl Development Transfer Opportunity Area or to sites outside of the area, as is currently allowed by the Zoning Code. In short, these provisions extend the ability to transfer floor area from landmarks to other structures or sites of historic importance within the NPDP plan area.

The ability to transfer floor area from landmarks to sites outside the Pearl Development Transfer Opportunity Area has been retained so as not to disrupt the existing practice and intent behind these provisions. However, the existing and new provisions will be further examined during the development of the Central Portland Plan to determine their applicability to other subdistricts of the Central City Plan District.

33.510.200 Floor Area Ratios

H. Transfer of floor area from Historic Resources in specified areas.

1. Where these regulations apply. These regulations apply to sites located in the Pearl Development Transfer Opportunity Area on Map 510-20.
2. Sites eligible to transfer floor area. Sites eligible to transfer floor area must be located within the area shown on Map 510-20 and must contain:
 - a. A landmark
 - b. A contributing resource in a Historic District; or
 - c. A Rank I, II, or III resource listed in the City's Historic Resource Inventory.
3. Sites eligible to receive floor area. A site within the area shown on Map 510-20 is eligible to receive floor area from the historic resources listed above in H.2.
4. Covenants. The owners of both the sending and receiving sites must execute a covenant with the City that is attached to and recorded with the deed. The covenants may not be revoked or rescinded. The covenants must include the following:
 - a. Both sites. The covenant for each site must reflect the respective increase and decrease of potential floor area. The covenant must meet the requirements of Section 33.700.060, Covenants with the City.
 - b. Sending site. The covenant for the sending site must state that the owner will not demolish or relocate the historic resource unless the City approves the demolition or relocation through demolition review.
5. Exception for Landmarks. Landmarks located in the Pearl Development Transfer Opportunity Area on Map 510-20 may elect to transfer floor area to a receiving site outside of the area on Map 510-20 if they meet the standards of 33.130.205.C or 33.140.205.C.
6. Adjustments. Adjustments and modifications to these regulations are prohibited.

33.510.200 Floor Area Ratios (cont.)

I. Neighborhood facilities within the North Pearl Subarea

As noted earlier in this document, the NPDP proposes changing the name and boundary of the existing *Northwest Triangle Subarea* to the new *North Pearl Subarea*. The new boundary includes lands north of NW Lovejoy in the Central City Plan District and extends north to the riverfront. Along the riverfront the boundary for this subarea extends between the Fremont and Broadway Bridges (See Map 510-1). The existing development standards specific to the Northwest Triangle Subarea (sections 33.510.245-250) remain in effect for the subarea but have been moved to a new section (33.510.251). A few additional standards intended to implement the NPDP will also be adopted.

One of the new provisions proposed addresses the need to develop specific community-supportive public amenities in the Pearl District. These amenities are deemed critical in the development of a sustainable and livable high-density neighborhood in the Central City as they provide basic services typical in other neighborhoods of the city. These amenities include a K-8 public school, community center, daycare facilities, and public library.

Many if not all of these uses are small enough that they could be incorporated into a mixed-use residential or commercial project within the plan area. A typical block in the Pearl is approximately 40,000 sq. ft. in area, and many recent projects in the Pearl have developed using approximately 280,000 to 320,000 sq. ft. or 7:1 to 8:1 FAR on a 40,000 sq. ft. site. The largest of the targeted facilities, a K-8 public school, could be built using between 60,000 and 80,000 square feet. Thus, a school would require an FAR of between 1.5:1 to 2:1. Other amenities such as daycare could be built using much less floor area.

To encourage the creation of these amenities as part of a mixed-use project, Section 33.510.200.I, provides that if one or more of the targeted amenities identified above are included within a project or on a site in the plan area, the FAR used to construct the amenity is not counted against the FAR used to develop the sites. The following two examples describe how these provisions could be used:

Example 1: Imagine a site that has a base FAR of 5:1 and an additional 3:1 FAR is earned through development bonuses or transfers (8:1 FAR total) to construct a mixed-use residential project on the site. As part of the project the developer proposes building a K-8 public school that would require an additional 2:1 FAR to develop (bringing the total use of FAR on the site to 10:1). The developer would only need to provide or earn the 8:1 FAR required to build the portion of the project that did not include a school.

Example 2: A developer provides a site to build a public school as a stand-alone project. Let's say the site had a base entitlement of 4:1 FAR and the school requires 2:1 FAR to develop. In this case the developer could arrange to have the base entitlement of 4:1 transferred for use on other sites in the plan area.

[Continued on next commentary page...]

33.510.200 Floor Area Ratios

I. Neighborhood Facilities within the North Pearl Subarea

1. Purpose. This regulation encourages creation of facilities to serve those who live and work in the North Pearl Subarea. These facilities are necessary elements of a neighborhood.
2. Standards. In the North Pearl Subarea, floor area used for specified neighborhood facilities is not counted towards maximum FAR for the site. The specified neighborhood facilities are public schools, public community centers, daycare facilities for children, and public libraries. To qualify for this provision, the following requirements must be met:
 - a. Schools. Floor area to be used for public schools does not count towards maximum FAR for the site if the school will be operated by or for a public school district.
 - b. Daycare. Floor area to be used for daycare facilities for children does not count towards maximum FAR for the site. Applicants may choose to either earn bonus FAR under 33.510.210.C.2, or to have the daycare not counted towards maximum FAR for the site under this subsection. Both provisions may not be used on a site.
 - c. Libraries. Floor area to be used for public libraries does not count towards maximum FAR for the site if the library will be operated by the Multnomah County Library or does not charge membership fees.

33.510.200.I Neighborhood facilities within the North Pearl Subarea (cont.)

Public Community Centers

Lastly, public community centers are intended to mean uses such as community centers ran by Portland Parks and Recreation and those ran by private or non-profit entities such as the Zimmerman Community Center, Friendly House, the Boys and Girls Club, etc. A public community center may provide spaces for active recreation, meetings, special events, or other recreational or community gathering functions. They may serve children, families with children, residents of all ages or seniors. These centers should be open to the general public whether for free or a fee, but are not intended to serve primarily residents or tenants of the buildings they located within.

For example, common rooms are often developed in some larger residential and office projects. These would not qualify as a public community center. Further, uses developed as an accessory use to a Group Living facility also would not qualify as these uses primarily serve the residents of the facility, not the broader community. In short, this provision is intended to create a public amenity that serves the Pearl District at large and not an individual site. It is in return for this public benefit that the floor area used to create the amenity is not counted against the project housing the amenity. If the use created primarily serves the residents or tenants of the site, unless the amenity is a stand along project, then the floor area used to create the use should be counted against the site.

- d. Public community centers. Floor area to be used for community centers does not count towards maximum FAR for the site. Public community centers are not for exclusive use by residents of a site and their guests.
- e. All facilities. All neighborhood facilities must meet the following:
 - (1) The floor area of the facility must be reserved for the exclusive use of the neighborhood facility for at least 10 years from the date a certificate of occupancy is issued for the qualifying floor area. No uses other than those listed in this subsection are allowed.
 - (2) The applicant must document that there is a binding agreement with an operator for each facility. This documentation must be submitted with the application for design review; and
 - (3) The property owner must execute a covenant with the City which is attached to and recorded with the deed of the site. The covenant must ensure that the owner will reserve the floor area as specified in I.2.e.(1). The covenant must comply with the requirements of Section 33.700.060.

33.510.205 Height

E. Open space height transfers.

References to the *Northwest Triangle* in this section, and in all other sections of the Zoning Code, are to be changed to reference the *North Pearl Subarea*.

Also, this subarea is no longer subject to these height transfer provisions, rather the new regulations of Section 33.510.205.H now regulate how additional height is earned in the subarea. These new provisions are less restrictive in terms of the methods in which height may be earned.

33.510.205 Height

E. 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 outside of the South Waterfront Subdistrict. 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~~ North Pearl Subarea 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 Parks Bureau will provide advice to the Design Commission.
3. – 4. [No change.]

33.510.205.H North Pearl Subarea Height Opportunity Area

INTRODUCTION

During the development of the NPDP, stakeholders expressed a desire to allow the development of taller buildings within the plan area, so long as:

- taller buildings would be built in a manner that protected the pedestrian realm;
- buildings granted more height and/or FAR are of a high design quality;
- buildings do not become so massive that they are completely out of character with the Pearl District; and
- building heights along the greenway is set to maintain views and protect the pedestrian experience along the greenway.
- that be a public benefit is derived when additional height and/or floor area is granted to developers both by right and through the use of development bonuses.

To address these desires, the North Pearl *height opportunity area* was proposed as an area where bonus height may be granted when: 1) bonus height is approved as a modification through design review; 2) the floor area used in the portion of the building subject to bonus height has been earned via development bonuses or FAR transfers using the Central City Master Plan provisions or Pearl District historic resource provisions (33.510.200.H); and, 3) specific building façade length and floor plate dimensions are met.

Within the *height opportunity area*, bonus height is granted when FAR bonus and transfer provisions are used to create the floor area that will occupy the portion of the building subject to bonus height. This ensures that a public benefit is derived as each of the bonus and transfer provisions used result in the creation or preservation of amenities that the community has deemed important (such as family housing, public open space, green roofs, or the preservation of historic structures).

HEIGHT OPPORTUNITY AREA

Map 510-16 (page 47) illustrates the boundary of the *height opportunity area*. It should be noted that these provisions regulate height differently east of Naito Parkway / Front Avenue than they do west of the right-of-way. Specifically, east of the right-of-way the regulations allow for an additional 75' in height (allowing buildings up to 175' maximum); however, the portion of buildings taller than 100' is limited to floor plates of 12,500 sq. ft. maximum and facades no longer than 120'. Facades up to 150' maximum are possible if approved as a modification through design review.

In the area west of the right-of-way the base height is generally 100'; however, a number of parcels adjacent to the Tanner Creek park blocks have a base height of 225'. In this area there is a two tiered approach to granting bonus height. Buildings between 101' and 175' have no maximum floor plate requirement but the facade above 100' may be no longer than 150'. Facades greater than 150' may be approved as a modification through design review up to a maximum of 180'. A second approach allows buildings taller than 175', or 225' when this is the base height, so long as the portion of buildings taller than 100' is limited to floor plates of

(Continued on Page 18)

H. North Pearl Subarea height opportunity area.

1. Purpose. In the North Pearl Subarea, additional building height may be appropriate to support the goals of the North Pearl Plan. The regulations of this subsection:
 - Promote the use of development bonus and transfer provisions to create and support a range of community amenities to serve the diversity of residents and employees in the Central City;
 - Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;
 - Encourage the development of taller buildings that may accommodate a range and diversity of land uses;
 - Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living;
 - Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm; and
 - Provide flexibility to allow a range of uses and building types to be developed in a manner that fulfills the design objectives of this purpose statement.

Additionally, along the waterfront of the North Pearl Subarea the regulations of this subsection also:

- Increase access to sunlight along the greenway and within public and private open space areas developed along the waterfront;
- Develop a dense, active urban waterfront with a vibrant public realm;
- Work with the open area and waterfront development provisions of the North Pearl subarea in the creation of well designed public and private urban open space amenities;
- Facilitate visual and physical access to and along the riverfront for all members of the public;
- Create expanded opportunities for views of the river as viewed from Naito Parkway and Front Avenue, landward portions of the subarea, and locations west of the subdistrict.
- Ensure bonus height granted to sites adjacent to the Fremont Bridge does not significantly affect views of or diminish the aesthetic qualities of the bridge or it's iconic stature in the Portland skyline.

12,500 sq. ft. maximum and facades no longer than 120'. And once again, facades up to 150' maximum are possible if approved as a modification through design review.

PURPOSE STATEMENT

As noted in the purpose statement, these regulations are intended to result in taller, more slender buildings by restricting tall building walls or facades that expand an entire block length and the full height of a building. The basis for this is that tall full block development can have a negative impact on urban form and livability if not properly designed. Specifically, tall, bulky buildings can significantly block views through the district, can prevent sun and air from penetrating the street level, and negatively impact pedestrian scale and the public realm.

It is hoped that by allowing more opportunities to use height, developers and architects will choose to use the FAR they have available to them to build taller and sleeker buildings as well as buildings with more complex massings that help to enhance the skyline and add diversity and variety to the urban form of the district. However, it will not be possible in all cases for buildings to comply strictly with the dimensional standards of these provisions so there exists the ability to modify these standards when necessary to address site constraints or essential building programming needs so long as they resulting in a building design that on balance is consistent with the various provisions of the purpose statement.

BUILDING MASSING PROVISIONS

The provisions regulating maximum building façade lengths are intended to set a baseline for all development. Specifically, one subsection of the regulations state that buildings between 100' and 175' in height are subject to a maximum façade length of 150' for the portion of the building above 100'. The intent behind this is to prevent long and tall building walls that may impact views, shade the public realm, or may have a negative impact on pedestrian scale. However, in some situations it may be advisable to allow longer building walls or larger floor plates when necessary to make specific land uses or building types feasible.

Specifically, in some situations it may be advisable to allow modifications to these requirements so that certain building efficiencies can be achieved that may be necessary to make a commercial development, mixed use development, affordable housing, family housing, or senior living project feasible. In some cases longer linear floor plate configurations than the regulations allow, may be necessary to realistically make a project feasible. In many other situations design solutions may exist that would not require a modification. Therefore, modifications to the maximum façade length requirements should only be considered when it is necessary to allow uses envisioned for the plan area but for which design solutions are not possible without a modification.

Furthermore, although the provisions allow for modifications, adjustments to the development standards should not be granted in all situations. Modifications should be granted when design solutions that comply with the standards are not available to address site conditions, programming needs, or other significant constraints. Modifications should not be granted to make development conditions simply more tolerable or comfortable for developers. Thus, the burden of proof falls upon applicants seeking a modification to these provisions and applicants must demonstrate why each additional linear foot of façade length is necessary. In other words, just because longer facades can be approved, the granting modifications to the full length achievable should not be done without just cause.

2. Additional building height above the maximum height limits shown on Map 510-3 may be approved as a modification through design review if H.2.a and b are met, and either H.2.c or d. Except as specifically allowed, adjustments and modifications to this paragraph are prohibited.
- a. The site must be in the height opportunity area shown on Map 510-16;
- b. The floor area of the building above the maximum height limit shown on Map 510-3 must be:
- (1) Earned through bonus FAR provisions;
 - (2) Transferred by a Central City Master Plan; or
 - (3) Transferred from a Historic Resource in conformance with 33.510.200.H. Transfer of floor area from Historic Resources in specified areas.
- c. The regulations of this subparagraph apply to sites northeast of SW Naito Parkway. Building heights may be increased to 175 feet in the height opportunity area if the following are met:
- (1) The floors of the building above 100 feet are limited to 12,500 square feet in area or less; and
 - (2) The length of any façade above 100 feet may not exceed 120 feet. However, a dimension of up to 150 feet may be requested as a modification through design review.
- d. The regulations of this subparagraph apply to sites southwest of SW Naito Parkway. For sites in the height opportunity area where the maximum height allowed for the site by Map 510-3 is 100 feet, applicants may choose to increase height using one of the options of this subparagraph.
- (1) Option One: The height may be increased to 175 feet if the length of any façade above 100 feet in height does not exceed 150 feet. However, a dimension of up to 180 feet may be requested as a modification through design review; or
 - (2) Option Two: There is no maximum height limit if the following are met:
 - The floors of the building above 100 feet are limited to 12,500 square feet in area or less; and
 - The length of any façade above 100 feet may not exceed 120 feet. However, a dimension of up to 150 feet may be requested as a modification through design review.

33.510.210 Floor Area and Height Bonus Options

C. Bonus floor area options.

1. Residential bonus option.

The residential bonus option has been used successfully to create a tremendous number of housing units in the Pearl/River District over the last decade. However, the majority of this housing consists of studio and 1-bedroom units. Only 25 to 30 percent of the housing in the district is made up of units with 2 bedrooms or more. As the population of the Pearl District continues to diversify there will be a demand for more 2-bedroom and larger units. This is especially true for the growing number of existing residents who are beginning to have children in the district.

Thus, the NPDP proposes that the ability to use the residential bonus option within the plan area be limited to a maximum FAR utilization of 2:1. Currently this provision can be used to earn 3:1 FAR.

The plan further recommends that portions of the plan area within the residential Bonus Options Target Area (see Map 510-4) and the Required Residential Development Area (see Map 510-5) be removed from these areas. The basis for this is that projects within the residential Bonus Options Target Area are required to use the residential bonus option to earn the first 1.5:1 additional FAR before other development bonus options can be used. Additionally, projects within the Required Residential Development Area are required to develop one dwelling unit for every 1,000 sq. ft. of site area. These two provisions were adopted over a decade ago and were intended to result in the production of housing. Now that residential development has taken place in the district, the need for these provisions has passed.

By removing the requirement to build dwelling units, while at the same time removing the requirement to use the residential bonus option before all other provisions, it is hoped that other development bonus and transfer provisions intended to result in new community amenities, a diversity of housing options, and historic resource protection will be more fully utilized in the plan area.

33.510.210 Floor Area and Height Bonus Options

C. Bonus floor area options. Additional development potential in the form of floor area is earned for a project when the project includes any of the specified features listed below. The bonus floor area amounts are additions to the maximum floor area ratios shown on Map 510-2.

1. Residential bonus option.

a. In specified areas, the CX and EX zones outside of the South Waterfront Subdistrict, projects providing housing proposals that include Residential uses receive bonus floor area. New development and alterations to existing development are eligible for this bonus.

(1) In the CX and EX zones outside of the South Waterfront Subdistrict and the North Pearl Subarea, for each square foot of floor area developed and committed as housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 3 to 1. Sites in the required residential opportunity areas are eligible for this bonus.

(2) In the CX and EX zones in the North Pearl Subarea, for each square foot of floor area developed and committed as housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 2 to 1.

b. through d. [No Change]

2. - 18. [No Change]

33.510.210 Floor Area and Height Bonus Options (cont.)

C. Bonus floor area options.

19. Efficient family size unit housing bonus option.

As noted earlier in this document, the majority of dwelling units in the Pearl District consists of studio units and 1 bedroom units with, approximately, only 25 to 30 percent of the housing in the district being made up of units with two bedrooms or more. Because the birth rate of families in the Pearl has increased dramatically over the last 10 years and due to the fact that studio and 1-bedroom units are not compatible with the needs of families with children, many more 2-bedroom or larger units will be necessary as the population of the district continues to grow.

Therefore, a new development bonus option is proposed that is intended to create a critical mass (at least 20 units at sites that use this bonus option) of 2- and 3 bedroom units to ensure that enough units of this size are created to be available to families with children as well as residents who seek units with more than 1 bedroom. These units are required to remain relatively small to ensure that this provision could be used to create both market-rate and affordable housing.

Additionally, when this option is used, applicants are required to develop common interior and exterior spaces on sites to allow for residents, especially families with children, to gather and play on site. Such spaces would become extensions of the home especially when units are of a smaller size. These spaces should be designed as a secondary use as part of a storage area or exterior parking or vehicle use area. Rather, they should be designed with the singular objective of providing a safe play for residents to gather and play in a well designed and safe environment that facilitates the its intended purpose.

In exchange for developing these types of units, additional floor area would be earned at a sliding scale. Specifically for every sq. ft. of 2-bedroom units created an additional 2:1 FAR is earned and for every sq. ft. of 3-bedroom units created an additional 3:1 FAR is earned. This bonus option is intended to serve as an alternative to the existing residential bonus option.

33.510.210 Floor Area and Height Bonus Options**C. Bonus floor area options.**

19. Efficient family size unit housing bonus option. In the North Pearl Subarea shown on Map 510-1, new development that is designed for family housing receives bonus floor area. Adjustments and modifications to these standards are prohibited.
 - a. Number of units. The proposal must include at least 20 efficient family size units.
 - b. Size and bonus. The bonus earned varies with the size of the unit, as follows:
 - (1) Units with three bedrooms that have no more than 1,200 square feet of floor area earn an additional 3 square feet of floor area for each square foot of area in the unit.
 - (2) Units with two bedrooms that have no more than 1,000 square feet of floor area earn an additional 2 square feet of floor area for each square foot of area in the unit.
 - c. Outdoor play area. The proposal must include an outdoor play area that is at least 1,400 square feet in area and is designed so that a 25-foot x 25-foot square will fit entirely within it. No portion of this area may be shared with any vehicle area. Outdoor play areas may be sited within plazas, courtyards, rooftop gardens, or similar open area features and may contain play equipment, sports courts, hard or soft surface areas, or other features that accommodate or facilitate play.
 - d. Indoor common rooms. The proposal must include at least 400 square feet of indoor occupiable common space that is provided in one or more rooms that are not used for mechanical equipment or storage. These rooms must be accessible to all residents and each room must at least 200 square feet in area.

33.510.251 Additional Standards in the North Pearl Subarea

A. Special building height corridors and building step-backs.

During the development of the NPDP, stakeholders noted that the pedestrian scale of development along NW 13th Avenue should be preserved and enhanced as redevelopment continues in the portions of the Pearl located north of NW Lovejoy Avenue. Thus a new provision requiring that the portion of buildings constructed within the first 20 feet of the right-of-way be limited to a maximum height of 75 feet. This provision is intended to ensure that the scale of development immediately along the street enhances the pedestrian environment by allowing access to sunlight, and that the overall scale of development is not imposing upon the streetscape, allowing the streetscape to be the primary driver of character and urban form along this street. This scale of development combined with the right-of-way standards for the street—which call for the development of loading docks and pedestrian stairs in-lieu of sidewalks—creates a character and urban form unique to this area.

B. Northwest Triangle / North Pearl Subarea Open Area Requirement.

The amendment on the following page would change the name of the *Northwest Triangle* to the *North Pearl Subarea*. This amendment also moves existing section 33.510.245 and places it in new section 33.510.251. The provisions of this section would remain the same; however, the boundary of the subarea would be modified as illustrated on Map 510-1 at the back of this document.

33.510.251 Additional Standards in the North Pearl Subarea Sites in the North Pearl Subarea south of the Fremont Bridge must meet the following standards:

A. Special building height. A special building height corridor shown on Map 510-19 is designated along NW 13th Avenue. In this corridor the portion of a building that is within 20 feet of the property line along NW 13th Avenue may be no more than 75 feet in height. Adjustments and modifications to this requirement are prohibited.

B. Open area requirement.

1. Purpose. The open area requirement promotes adequate amounts of light and air, year-round opportunities for outdoor active and passive recreation, visual relief from the built environment, and facilitates circulation for pedestrians to and throughout the ~~Northwest Triangle~~ North Pearl subarea. The open area requirement is intended to produce open areas at a scale comparable to what large sites would have if divided by the 200 foot street grid pattern.
2. The open area requirement.
 - a. On sites over 40,000 square feet in the ~~Northwest Triangle~~ North Pearl subarea, a minimum of 30 percent of the area over 40,000 square feet must be devoted to open area. The boundaries of the subarea are shown on Map 510-1 at the end of this chapter.
 - b. Sites where at least one-half the site area is in industrial use are exempt from the open area requirement. However, changes resulting in more than one-half of the site area being in non-industrial uses require compliance with the open area requirement.
 - c. Open areas may include parks, plazas, covered or uncovered walkways, public fountains, and landscaped features or areas. Open areas do not include areas used for parking or loading, or landscaping within parking areas.
 - d. Developments which utilize the Central City master plan option may consolidate the required open area of this section and locate it within the boundary of the master plan.

C. Northwest Triangle / North Pearl Subarea Waterfront Development Requirement.

The amendment on the following page would change the name of the *Northwest Triangle* to the *North Pearl Subarea*. This amendment also moves existing section 33.510.250 and places it in new section 33.510.251. References to NW Front Avenue would be changed to Naito Parkway because the name of Front Avenue was changed to Naito along sections of the right-of-way several years ago.

Note:

It should be noted that neither the North Pearl Subarea Open Area nor Waterfront Development requirements apply to lands north of the Fremont Bridge. The basis for this is two fold. First, these regulations have never been applicable to the area north of the Fremont Bridge. Second, the waterfront parcels north of the bridge are regulated by a set of "conditions of approval" established during an earlier land division process. These conditions were modeled on the prior NW Triangle Open Area and Waterfront Development requirements and they better meet the intent of these standards as they were crafted to address on-site conditions specific to this area.

C. North Pearl Subarea Waterfront Development

1. Purpose. These standards are intended to assure both frequent views of the river and physical connections to the river and its activities.
2. Where these standards apply. This section applies only to lands between Naito Parkway and the Willamette River.
3. Development standards:

 - a. View corridors. At least 25 percent of the width of the site (as measured along NW ~~Front Avenue~~ Naito Parkway) must be maintained as a view corridor or corridors. Buildings and covered structures are not allowed in the view corridor.
 - b. Setbacks for all development from the Willamette River. The minimum setback for all development from the Willamette River is regulated by the Greenway Overlay zones; see Chapter 33.440. In addition, buildings or portions of buildings over 35 feet in height must be set back from the Greenway setback line 1 foot for every 1 foot of height above 35 feet.
 - c. Maximum building dimension. The maximum building dimension is 200 feet. This standard applies to both building length and depth.
 - d. Public access. As part of each development, public access for pedestrians must be available and clearly posted between NW Front Avenue Naito Parkway and the Greenway trail.

33.510.265 Parking in the Goose Hollow Subdistrict, Lower Albina Subdistrict, Central Eastside Subdistrict, and River District Sectors 1 and 2.

A. Growth Parking – Table 510-16

Table 510-16 is proposed to be amended to reduce the maximum parking ratios for River District Sectors 1 and 2. Specifically, the ratios would be reduced to allow 2 parking spaces for every 1,000 sq. ft. of net building areas creating an office use. This reduction brings the ratios to a level consistent with the rest of the River/Pearl District including areas more heavily developed with office uses. The basis for this reduction is to ensure that the existing transportation system can handle the growth of additional office uses in the district, which typically produce more peak hour trips than other uses allowed in the plan area. Also, this supports some of the sustainability goals of the North Pearl District Plan that call for a reduction in the total number of vehicle trips to and from the plan area and greater reliance on transit, pedestrian, and bicycle commute trips. It should be noted that the existing ratios were set at a time when the area was primarily a mix of light and heavy industrial sites and was zoned for intense uses, less access to transit was available and fewer pedestrian and bicycle connections existed to the plan area. Recent and future proposed transit and transportation enhancements reduce the need to promote vehicle trips to the plan area.

E. Residential/Hotel Parking.

This amendment is intended to set maximum parking ratios for residential development in the plan area consistent with the ratios used else where in the River/Pearl District. The basis for this amendment is to support some of the sustainability goals of the North Pearl District Plan that call for a reduction in the total number of vehicle trips to and from the plan area and greater reliance on transit, pedestrian, and bicycle trips. It should be noted that the existing ratios were set at a time when the area was primarily a mix of light and heavy industrial sites and was zoned for intense uses, less access to transit was available and fewer pedestrian and bicycle connections existed to the plan area. Recent and future proposed transit and transportation enhancements reduce the need for vehicle trips to the plan area.

Table 510-16 In the Goose Hollow Subdistrict, Lower Albina Subdistrict, Central Eastside Subdistrict, and River District Sectors 1 and 2 Growth Parking: Maximum Number of Parking Spaces Per 1,000 Square Feet of Net Building Area in Office Use					
District/Sector (See Map 510-8):					
Central Eastside 2 and 3	Central Eastside 1, 4, 5 and 6	Goose Hollow	Lower Albina	River District 2	River District 1
2.5	3.4	2.0	2.5	2.5 2.0	3.4 [1] 2.0

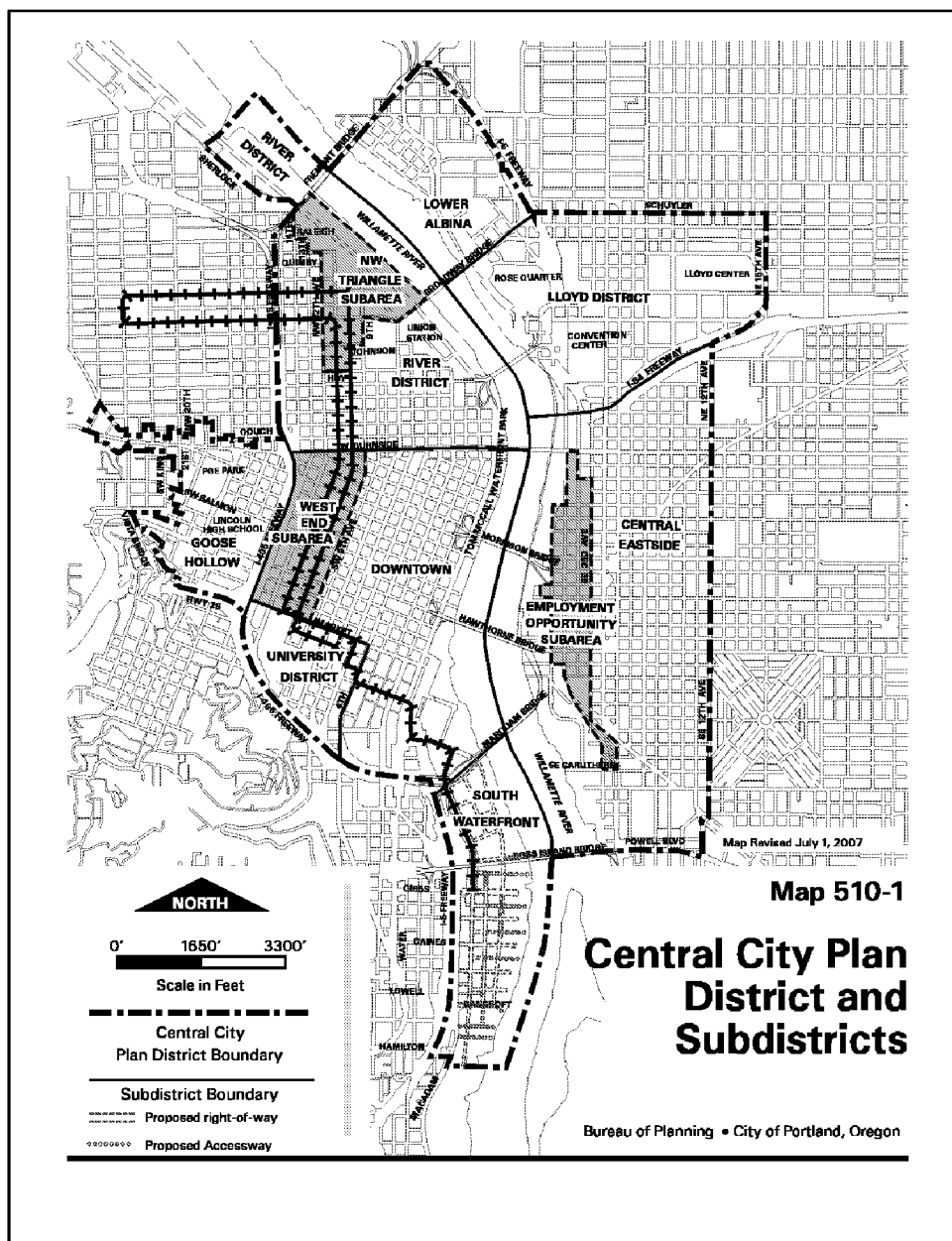
[1] The maximum ratio for Preservation Parking in River District 1 is 4.1.

E. Residential/Hotel Parking. The regulations of this subsection apply to Residential/Hotel Parking.

1.-2. [No Change]

3. Maximum ratios. There are no maximum ratios, except in River District Sectors 1 and 2 where the maximum ratio is 1.7 spaces for each dwelling unit.

Existing Map:



Map 510-2

Floor Area Ratios (Map 1 of 2)

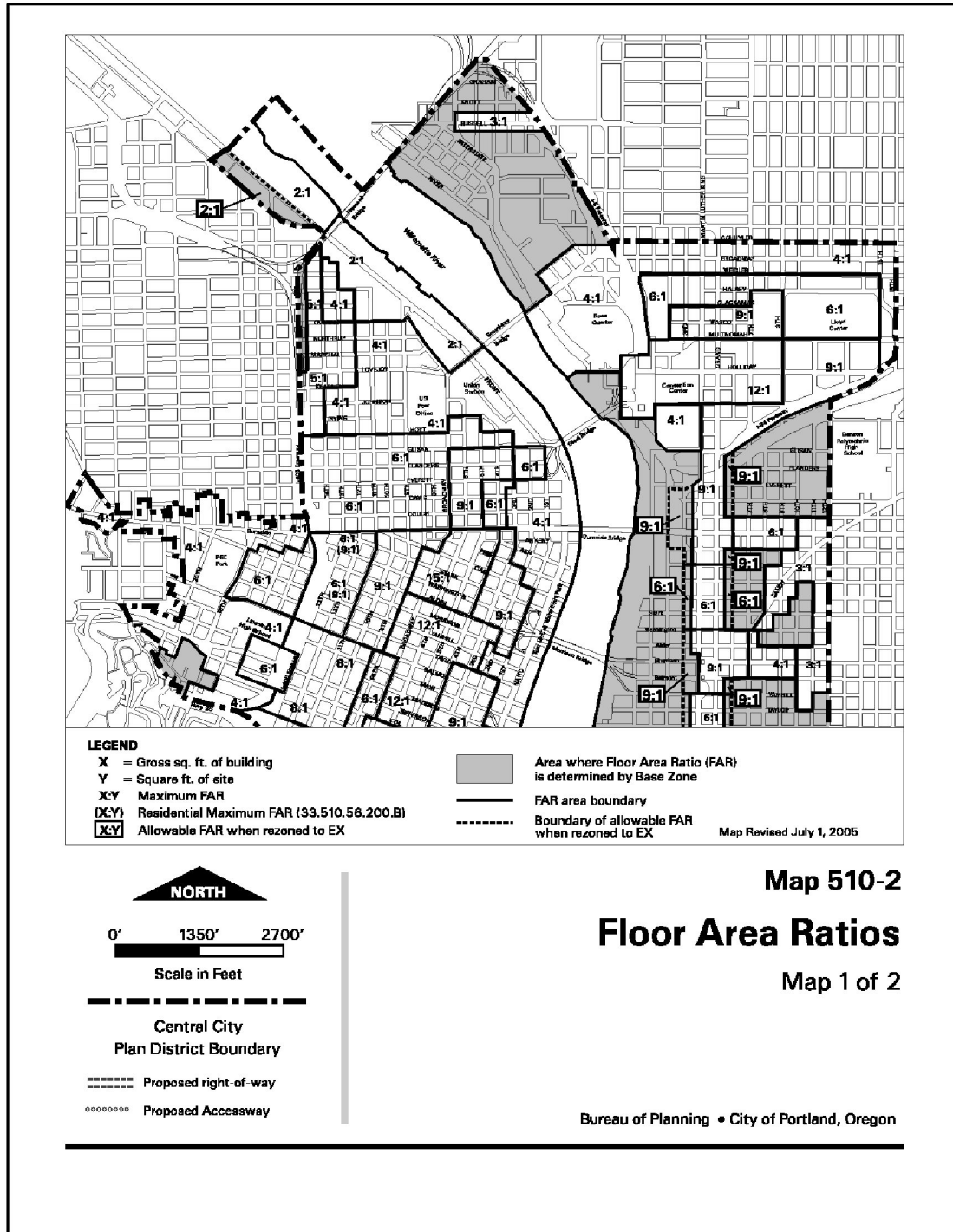
EXISTING MAP:

In March 2005, the Portland City Council adopted a series of Zoning Code and Comprehensive Plan Map amendments applicable to a limited area within the River District that immediately surround the three parks identified by the 2001 *River District Park System Urban Design Framework* (also known as the Walker Master Plan). These amendments emerged from the Bureau of Planning's North of Lovejoy planning effort completed the third in a series of refinements to Pearl District development entitlements and standards.

One of the primary changes emerging from this effort was to increase development capacity of a limited number of parcels that were intended to be developed with residential land uses. These parcels had a base floor area ratio (FAR) of 2:1. However, estimates demonstrated that 1:1 FAR on a typical downtown Portland block (40,000 sq. ft.) generates on average 25 housing units. Thus a 2:1 ratio would only produce about 50 units which is far lower than what is intended for this part of the Central City. The amendments adopted by Council increased maximum FAR to 4:1 for a limited number of parcels. The remainder of the Pearl north of Lovejoy was to be reviewed through a more comprehensive planning effort that considered overall neighborhood and community development and a thorough analysis of transportation impacts associated with increasing FAR entitlements in this area. The North Pearl District Plan constitutes this larger effort called for by the North of Lovejoy Plan.

Map 510-2
Floor Area Ratios (Map 1 of 2)

Existing map:



Map 510-2

Floor Area Ratios (Map 1 of 2)

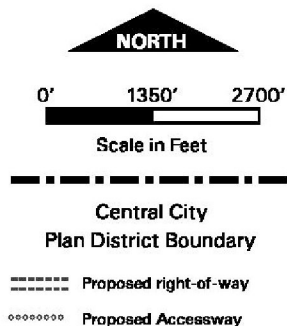
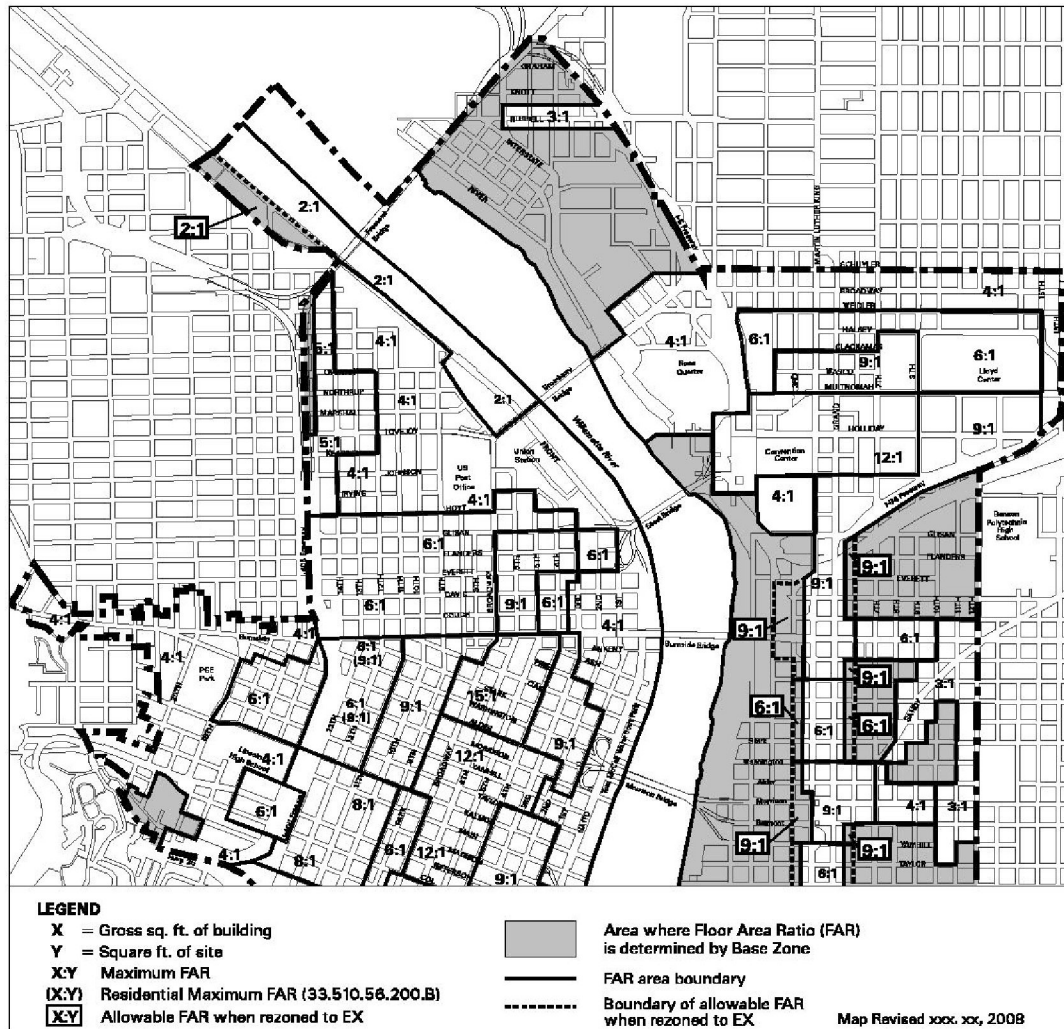
PROPOSED MAP

One of the primary changes emerging from the North Pearl District Plan is a proposal to increase the base FAR of the remainder of the Pearl District located south of the railroad right-of-way from 2:1 to 4:1. These blocks are 40,000 sq. ft. on average and this will allow housing densities of 100 to 175 units per block when bonus FAR is also earned to increase development capacity. Further, this increase allows a continued pattern of residential and mixed-use residential projects to continue throughout the north end of the district.

Additional increases to base FAR considered for properties fronting Naito Parkway were rejected at this time. This was in part due to transportation impacts identified by PDOT. Also, conceptual modeling analysis identified potential impacts to urban form and character that could result if development capacity is increased at this time. Specifically, the relatively large size of these sites and built form that results from the North Pearl Subarea waterfront and open area development standards create a situation whereby even the existing amount of development potential currently available to these sites could result in buildings far out of scale from that envisioned for the plan area.

Thus, the Planning Commission has directed further analysis to be conducted as part of the Central Portland Plan to consider how FAR and height could be increased at these sites along Naito Parkway. This analysis will consider how to address transportation capacity constraints and potential new master planning procedures to ensure that increases in development potential have a positive affect on urban form and demonstrate a public benefit in exchange for increased development capacity.

Proposed Map 510-2
Floor Area Ratios (Map 1 of 2)



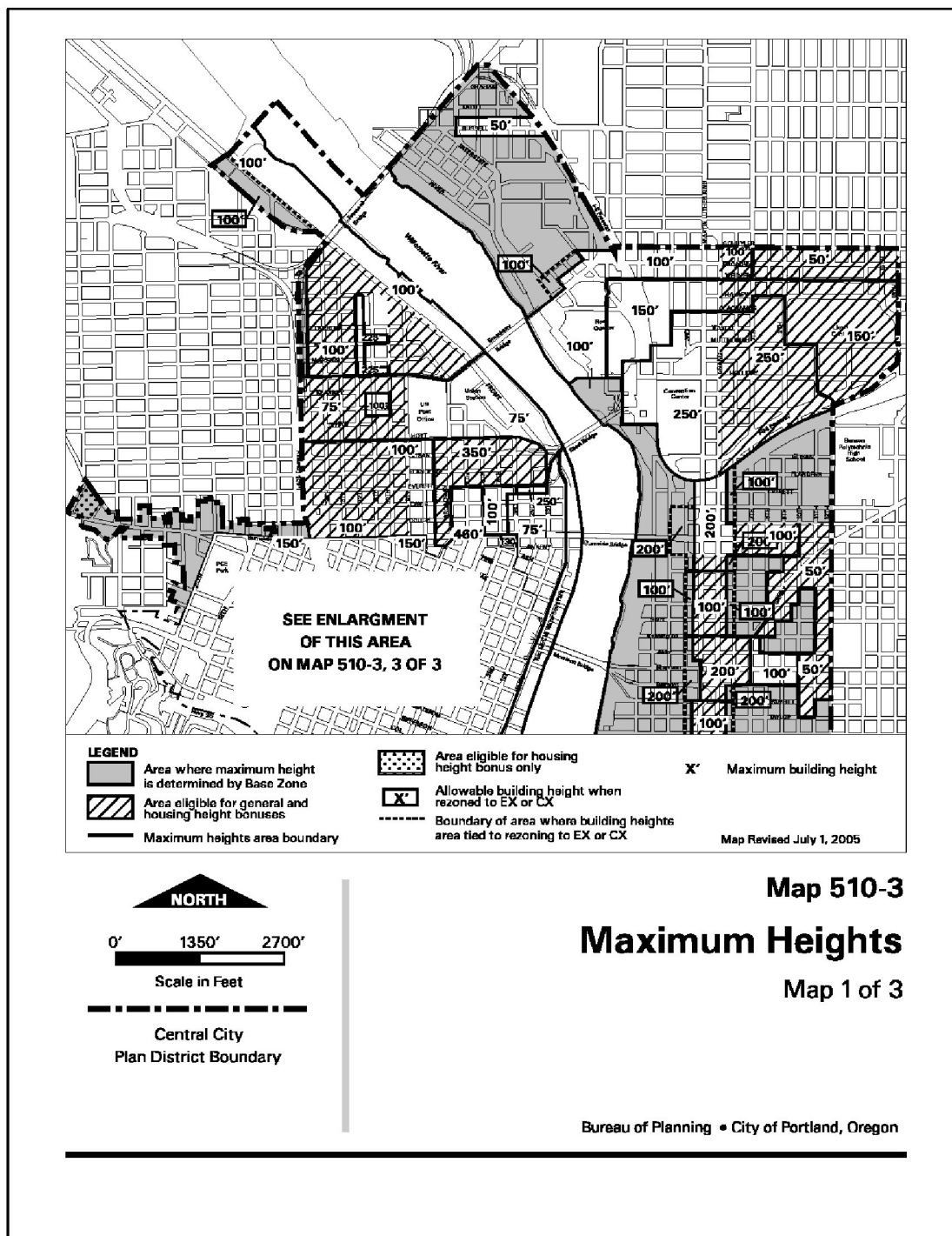
Map 510-2
Proposed Floor Area Ratios
Map 1 of 2

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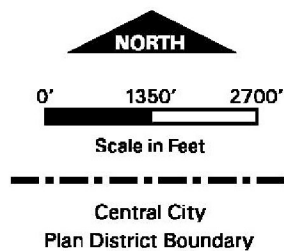
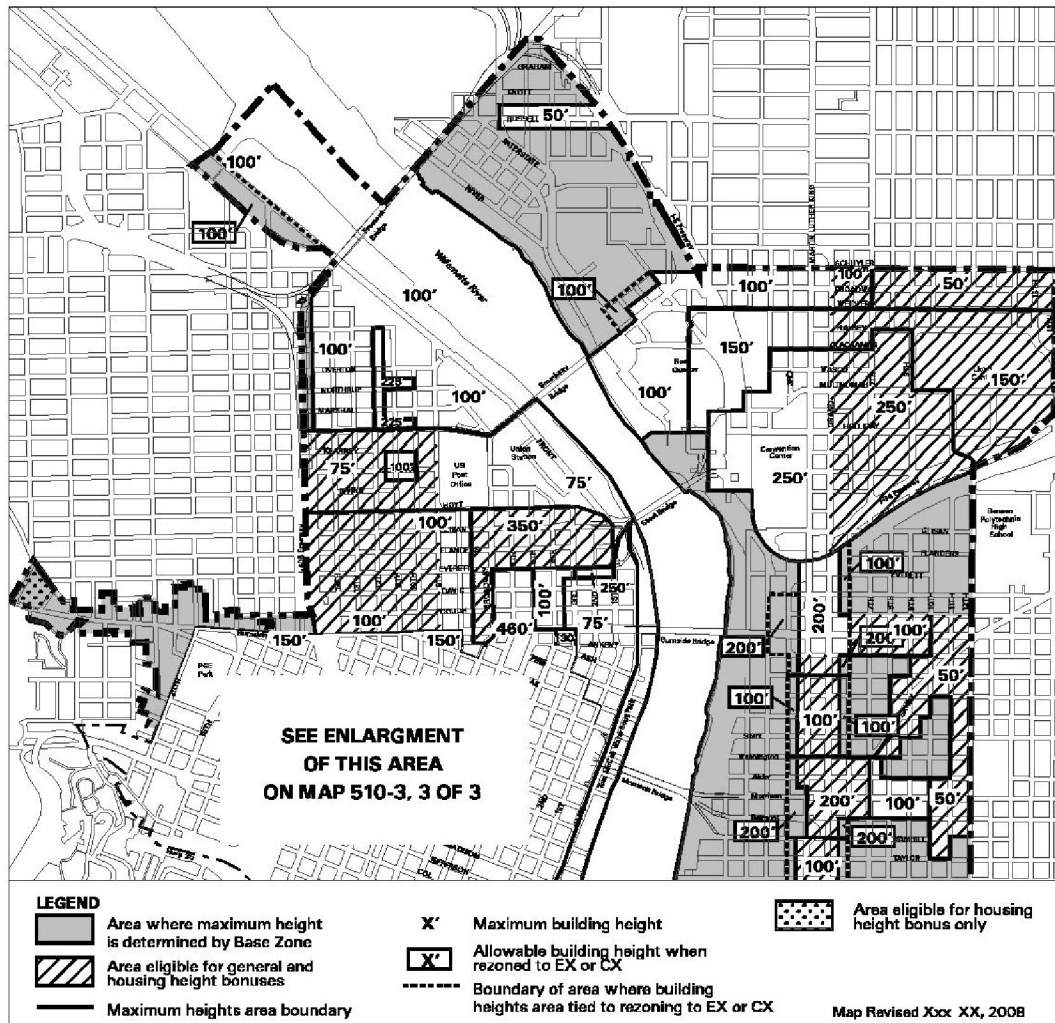
Map 510-3
Maximum Heights (Map 1 of 3)

Map 510-3 is proposed to be amended to implement the intent behind the amendments to Sections 33.410.205.E and H, as well as 33.510.210.

Existing map:



Proposed Map 510-3
Maximum Heights (Map 1 of 3)



Map 510-3
Proposed Maximum Heights
 Map 1 of 3

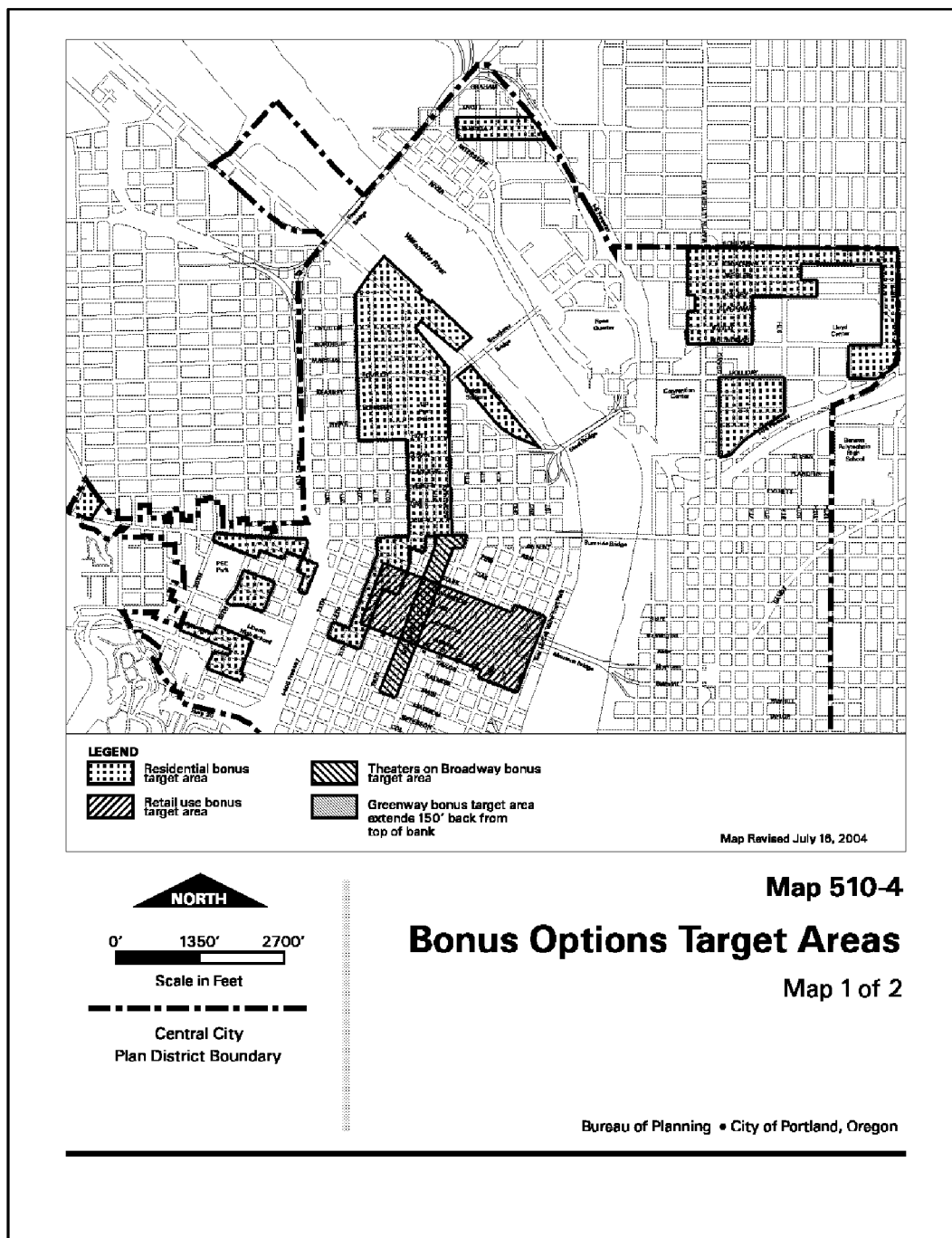
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Map 510-4

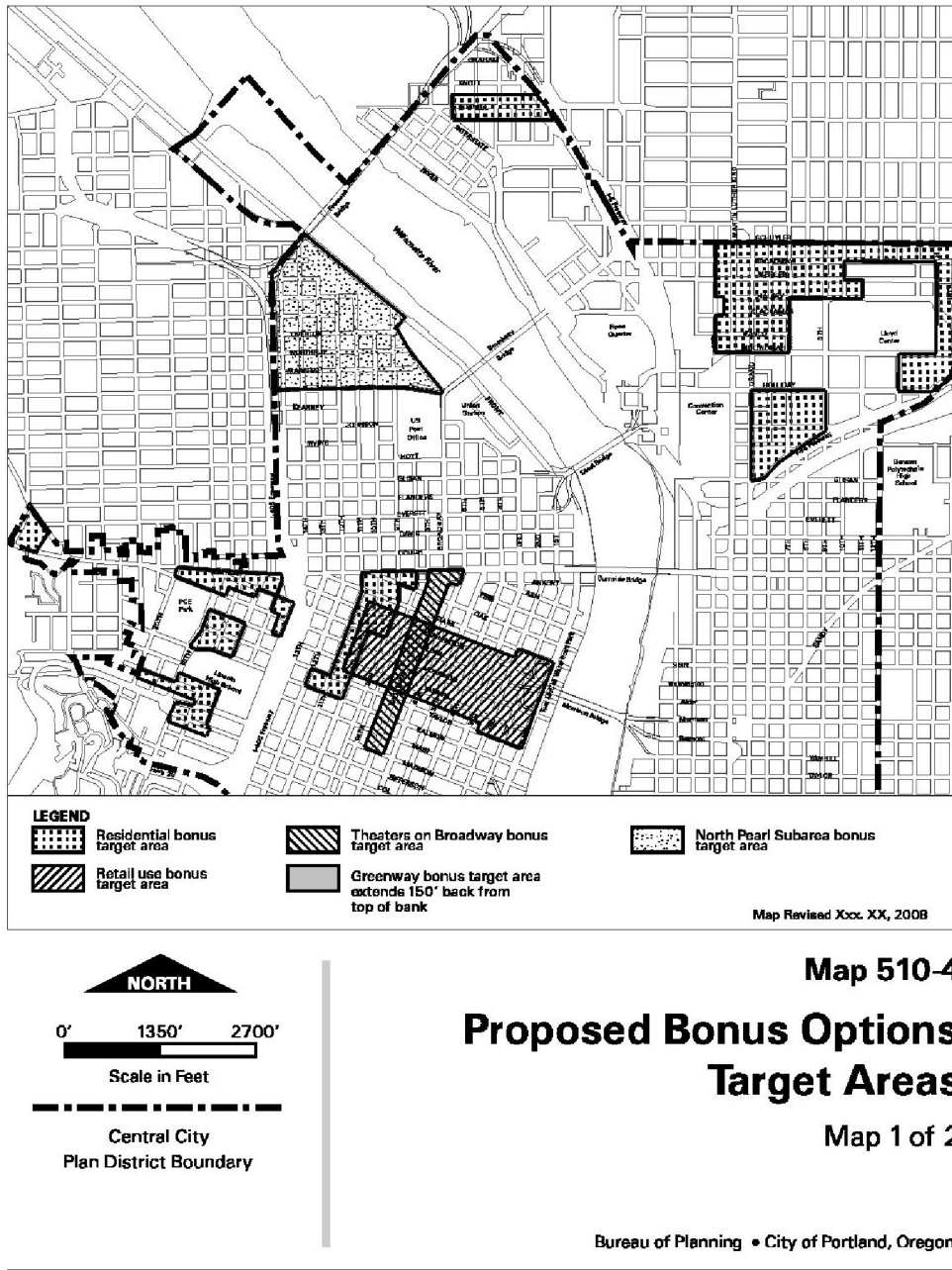
Proposed Bonus Options Target Areas (Map 1 of 2)

Map 510-4 is proposed to be amended to implement the intent behind the amendments to Section 33.510.210.C. The Residential Bonus Target Area has been removed from other portions of the River District as these areas are either built out or housing is not desired as the primary use. Map 510-4 would also be amended to identify portions of the North Pearl Subarea where bonus or transferred floor area, in excess to the 3:1 maximum, could be earned consistent through amended code Section 33.510.200.C.

Existing map:



Proposed Map 510-4
Bonus Options Target Areas (Map 1 of 2)

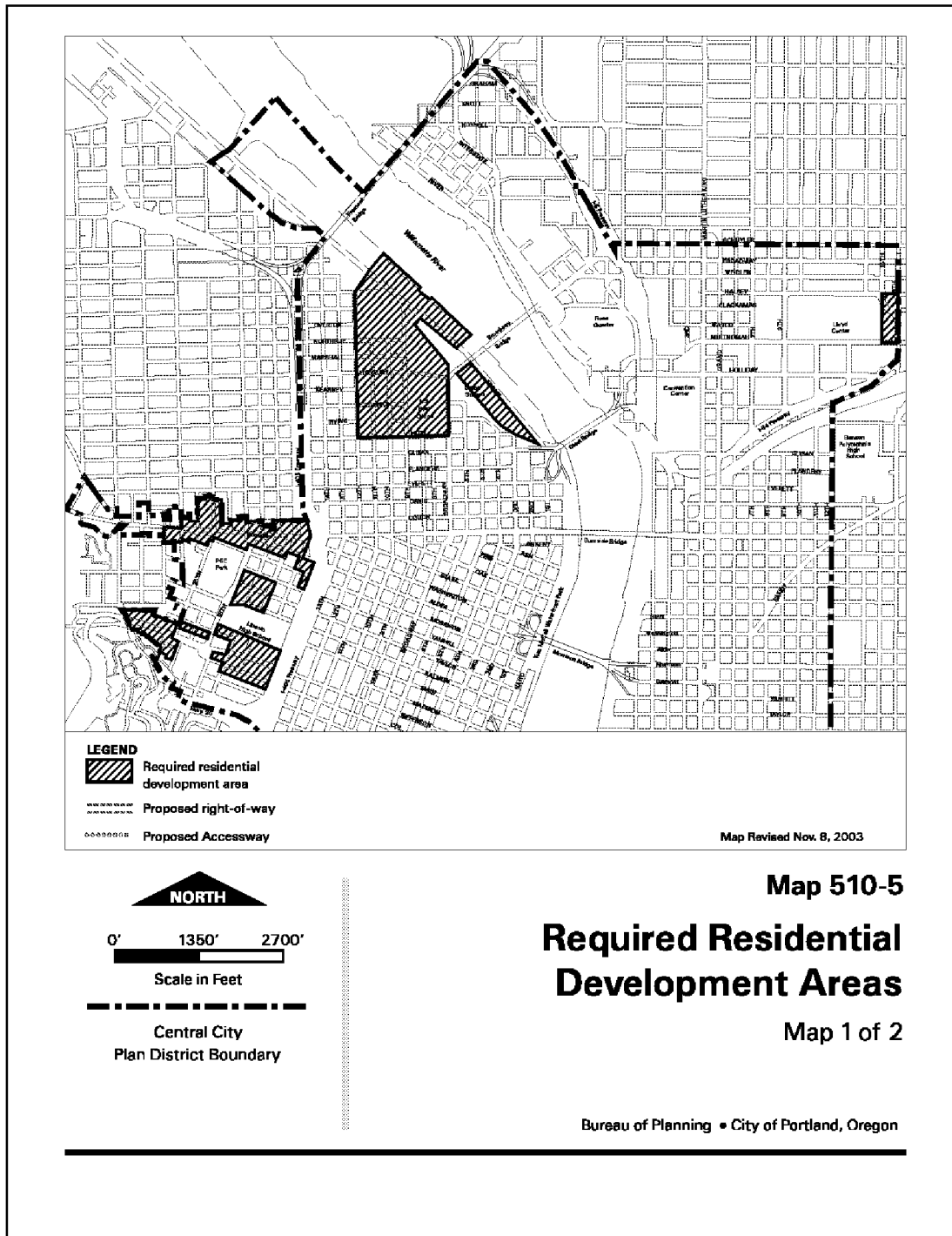


Map 510-5

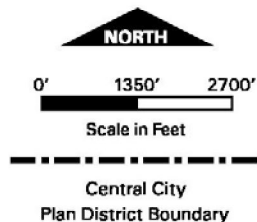
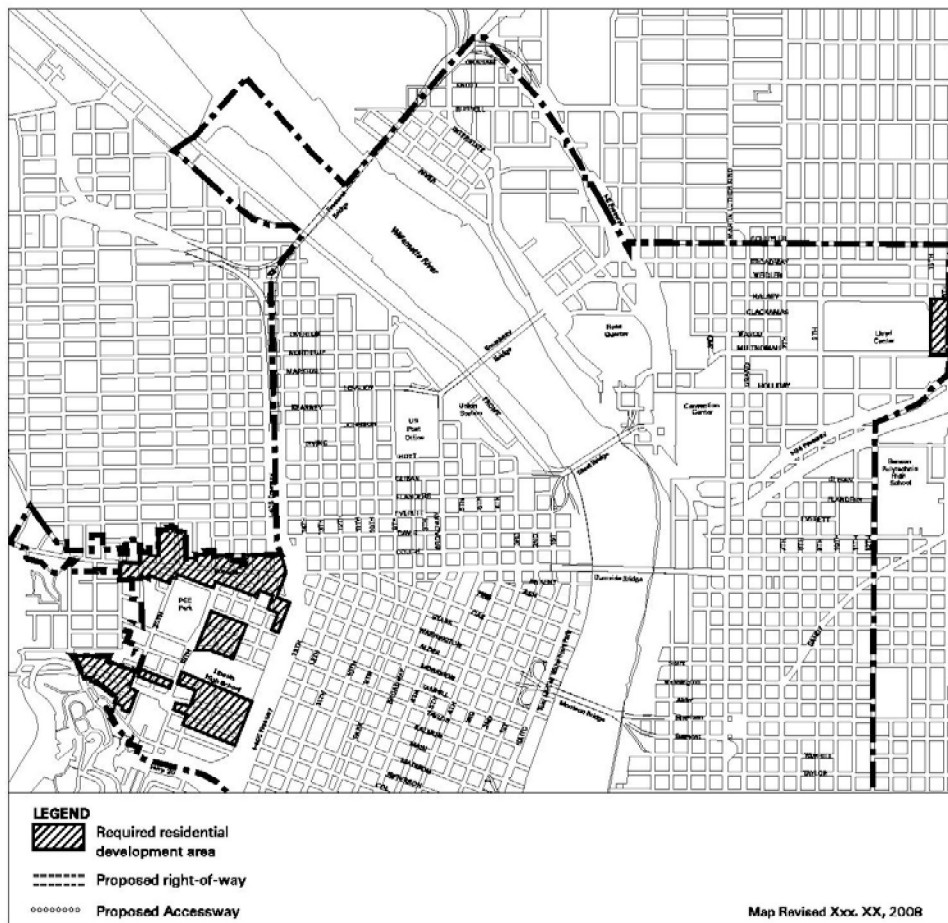
Required Residential Development Areas (Map 1 of 2)

Map 510-5 is proposed to be amended to implement the intent behind the amendments to Section 33.510.210.C. The Required Residential Development Area has been removed from other portions of the River District as these areas are either built out or housing is not desired as the primary use

Existing map:



Proposed Map 510-5
Required Residential Development Areas (Map 1 of 2)



Map 510-5
Proposed Required Residential
Development Areas

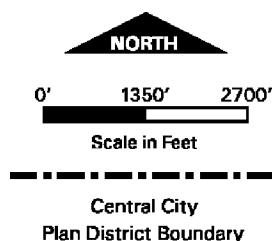
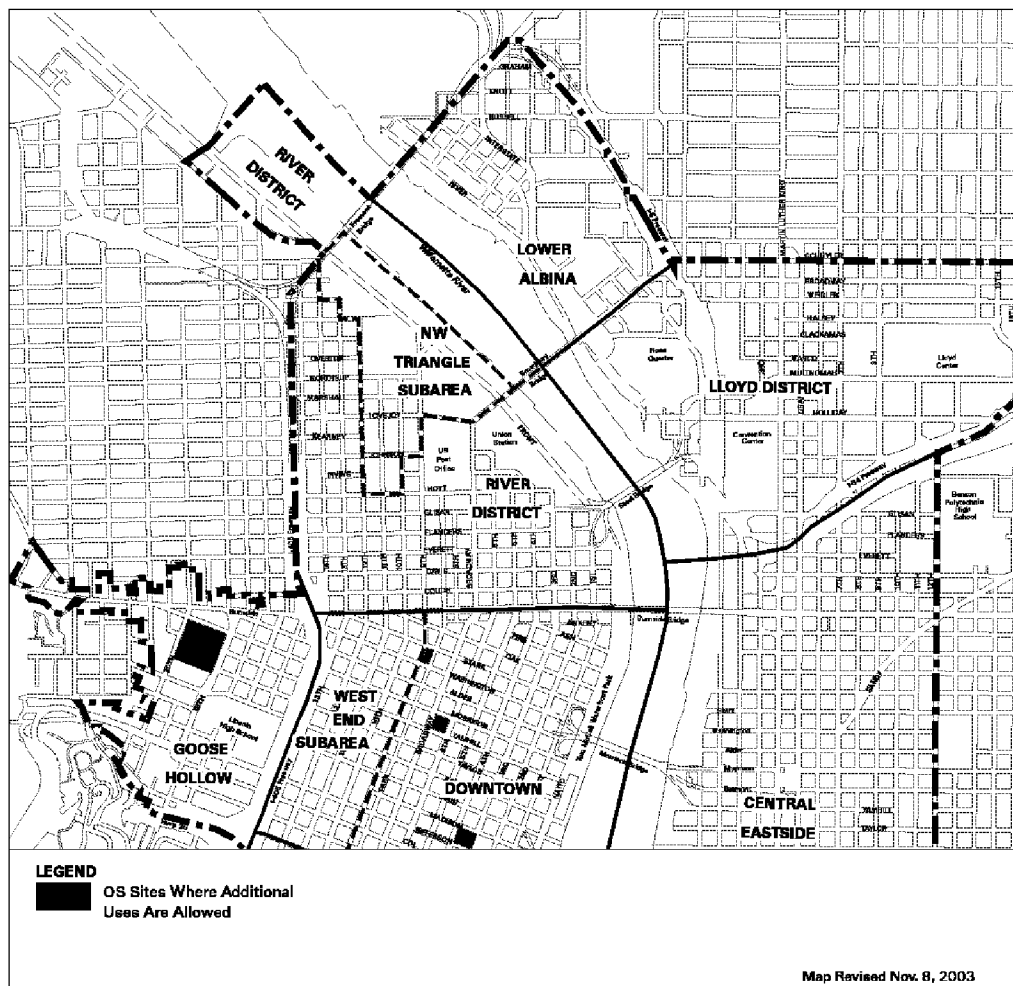
Map 1 of 2

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Map 510-10
Areas Where Additional Uses are Allowed in the OS Zone

All references to the *Northwest Triangle Subarea* in the Zoning Code have now been changed to *North Pearl Subarea*.

Existing map:

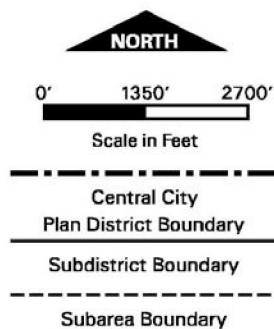
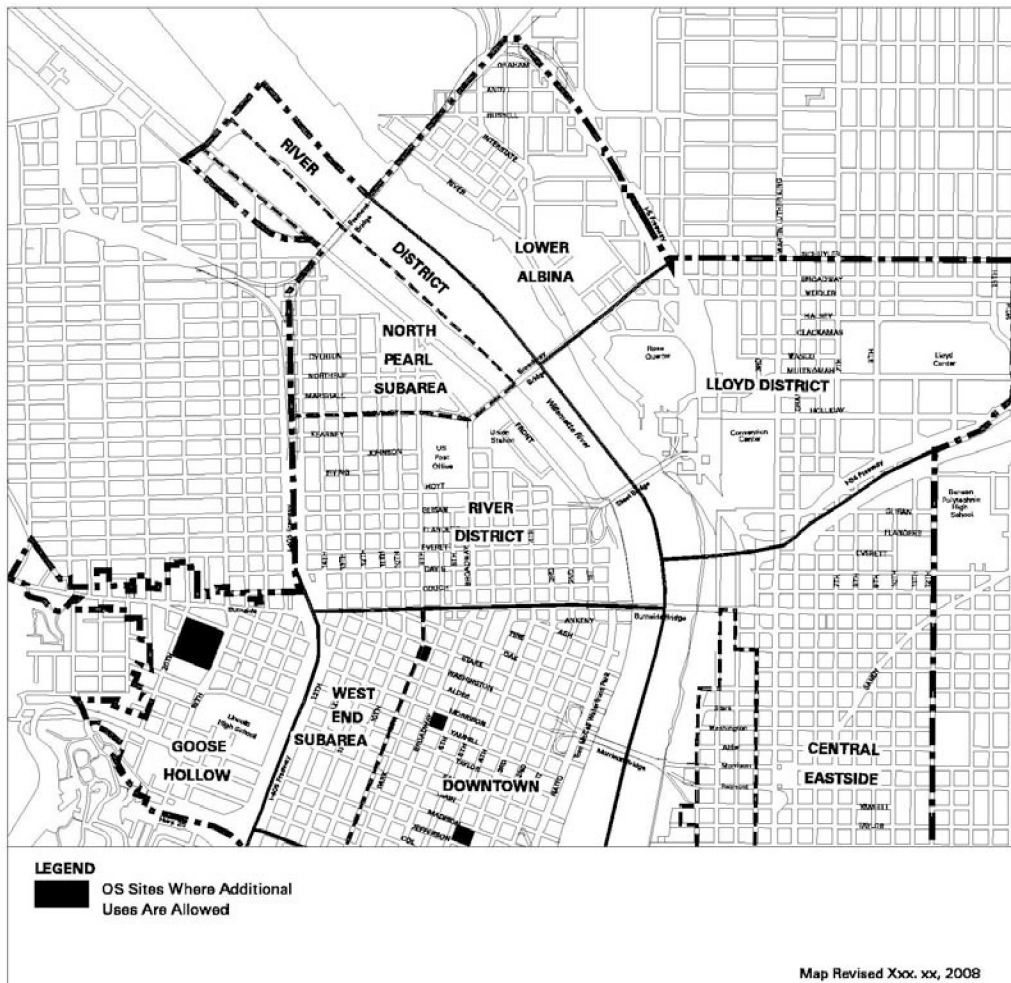


Map 510-10
Areas Where Additional Uses
are Allowed in the OS Zone

Map 1 of 2

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Proposed Map 510-10 (Map 1 of 2)
Areas Where Additional Uses are Allowed in the OS Zone



Map 510-10
Areas Where Additional Uses
are Allowed in the OS Zone

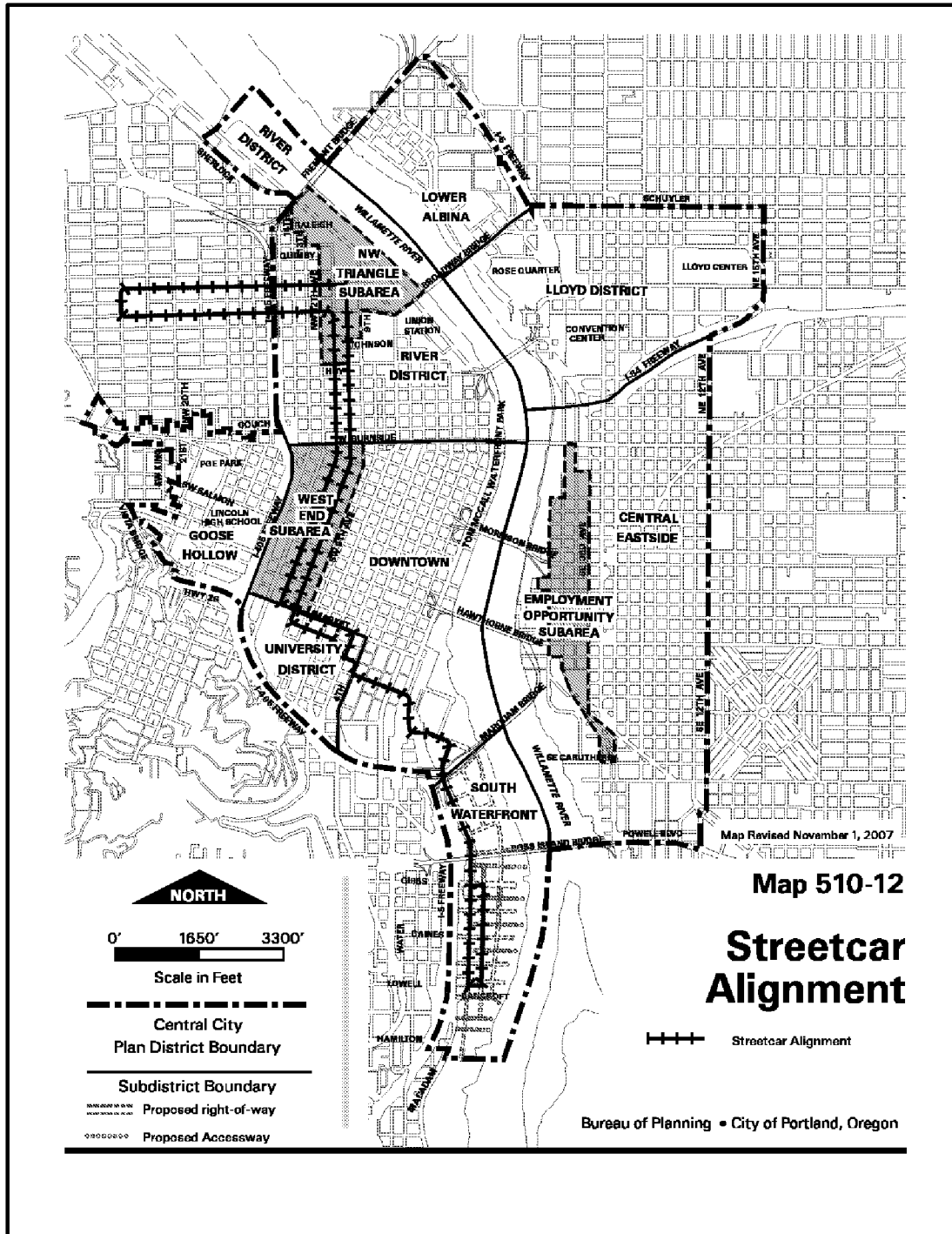
Map 1 of 2

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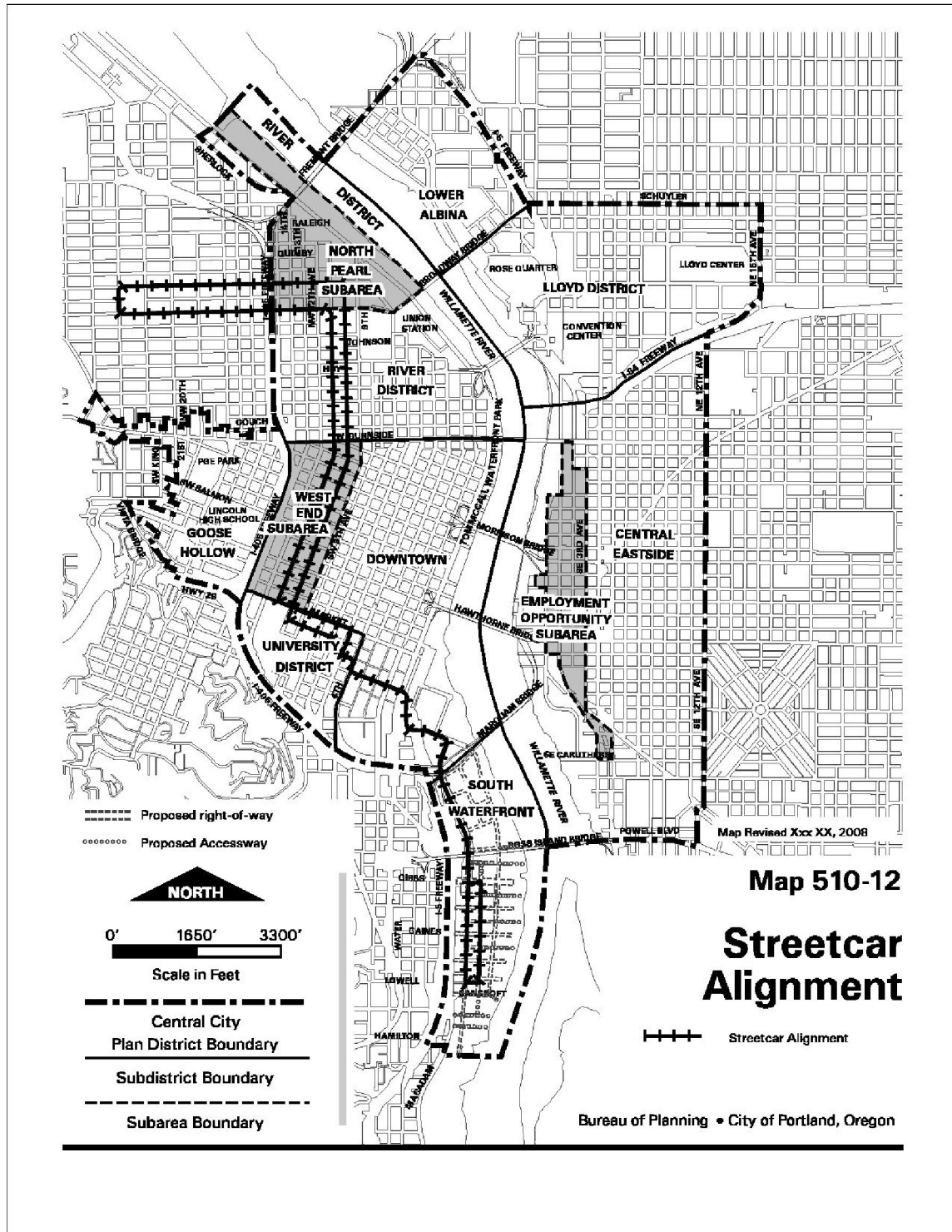
Map 510-12 Streetcar Alignment

All references to the Northwest Triangle Subarea in the Zoning Code have now been changed to North Pearl Subarea.

Existing map:



**Proposed Map 510-12
Streetcar Alignment**

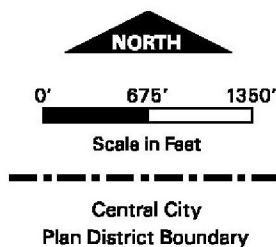


Map 510-16 (1 of 2)

Height Opportunity Area North Pearl

A new map, Map 510-16, illustrates the proposed Height Opportunity Area for the North Pearl Subarea, as described in proposed Section 33.510.205.H.

Proposed New Map 510-16 (1 of 2)
Proposed Height Opportunity Area North Pearl



Map 510-16
Height Opportunity Area
Proposed North Pearl
Map 1 of 2

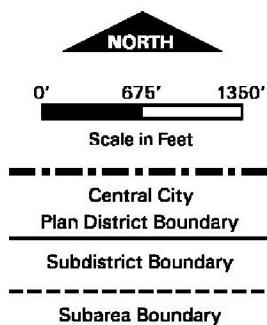
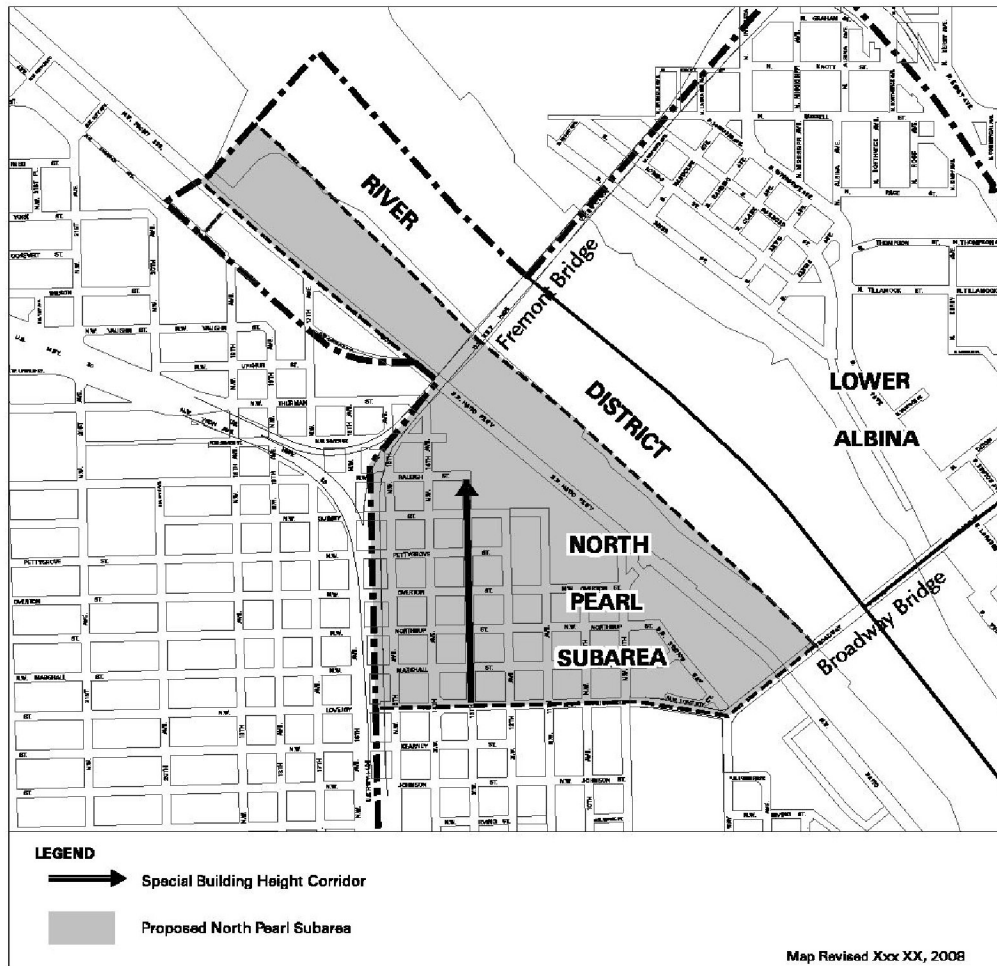
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New Map 510-19

North Pearl Subarea Special Building Height Corridor

This new map reflects the building height corridor along 13th Avenue from NW Lovejoy St to the southern edge of the intersection of NW Savier and NW 13th Avenue as required by Section 33.510.251.A.

**Proposed New Map 510-19
North Pearl Subarea Special Building Height Corridor**



Map 510-19

**Proposed North Pearl Subarea
Special Building Height Corridor**

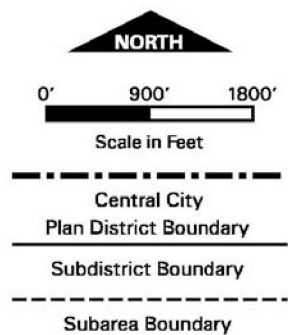
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New Map 510-20

Pearl Development Transfer Opportunity Area

Map 510-20 illustrates the propose Pearl Development Transfer Opportunity Area, as described in proposed Section 33.510.200.H

**Proposed New Map 510-20
Pearl Development Transfer Opportunity Area**



**Map 510-20
Proposed Pearl Development
Transfer Opportunity Area**

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RIVER DISTRICT DESIGN GUIDELINES



ADOPTED BY THE PORTLAND CITY COUNCIL 1996
AMENDED 1998
MAY 2008

CITY OF PORTLAND
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Introduction

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

When changes are considered to the design guidelines, these changes must enhance understanding of, or implementation of, the goals. The second and most common instance that will require reference to the goals occurs when an applicant requests waiver of one or more of the design guidelines. Requests for waiver of a design guideline will be granted when the applicant has demonstrated to the review body, in their application, that granting the waiver will better meet the goals than would a design that meets the specific guideline for which the waiver is sought. In cases where a waiver is requested, the goals act as the approval criteria for consideration of the requested waiver. If the design does not accomplish each of the goals, waiver of the design guideline will not be approved. Both the Central City and River District Goals must be addressed when considering a request for waiver of a design guideline.

Central City Design Goals

The Goals for Central City Design Review are located within the Central City Fundamental Design Guidelines, which are to be used in conjunction with this document. They apply within the River District as well as to the other Central City policy areas.

River District Design Goals

An additional set of goals for the design review process augment the Central City Fundamental Goals. These goals for design review are specific to the River District. River District Goals design goals are:

1. **Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.**
2. **Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.**
3. **Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.**
4. **Strengthen connections within the River District, and to adjacent areas.**

Introduction

Tiers of Design Guidelines

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

Because the River District is a subdistrict of Portland's Central City Plan District, the *Central City Fundamental Design Guidelines* apply throughout the River District. The fundamentals serve as the base set of design guidelines for all subdistricts of the Central City and address basic issues about the design of buildings in an urban environment. The Introduction chapter of the *Central City Fundamental Design Guidelines* contains a detailed description of the Central City's design guideline system and design review process.

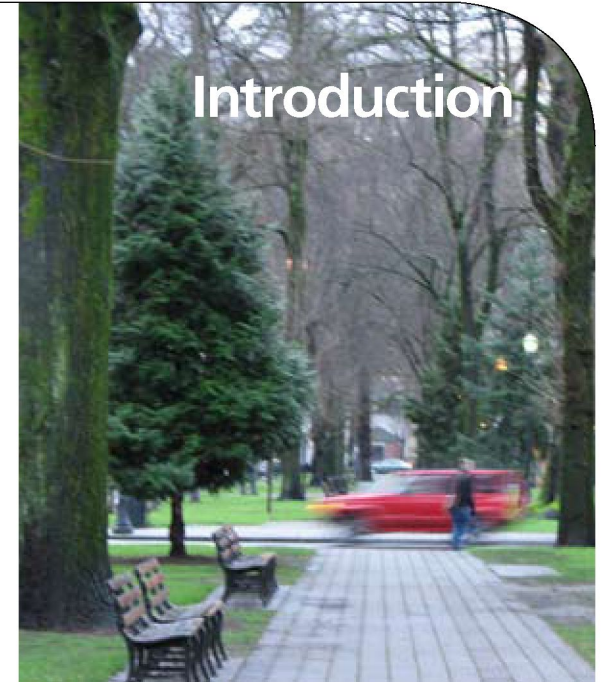
RIVER DISTRICT DESIGN GUIDELINES

This document contains the *River District Design Guidelines*, a supplement to the *Central City Fundamental Design Guidelines*. These guidelines add specificity to the fundamentals, addressing design issues unique to the River District.

Compliance with the design guidelines in this document can take many different forms for different proposals - discussion of proposed designs among the applicant(s), design review staff, and the Portland Design Commission is encouraged. Design guidelines are intended to state broad design objectives and to provide guidance; they should not be construed as prescriptive standards.

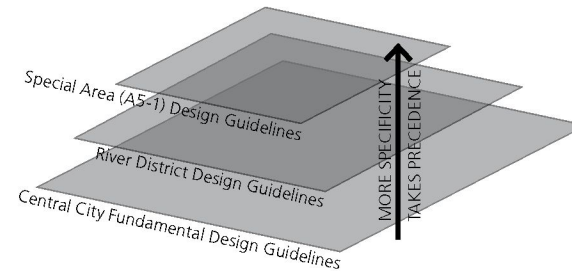
Special Area Design Guidelines. The River District is divided into several special areas (see map on page 7). For each of these special areas, additional guidelines have been created. Special area design guidelines are applied within the special area only, and are listed within A5-1 in this document.

In general, these tiers of guidelines build on each other. The *River District Design Guidelines* elaborate on themes established in the fundamental guidelines and provide guidance about how the fundamentals should be applied to sites within the River District. The special area guidelines also elaborate on the fundamentals, and to some extent the *River District Design Guidelines*. If there is a conflict between any of the *Central City Fundamental Design Guidelines*, *River District Design Guidelines*, or special area design guidelines, it will be resolved in favor of the more local or area-specific guideline. *River District Design Guidelines* take precedence over *Central City Fundamental Design Guidelines*. Special area guidelines take precedence over River District guidelines.





Introduction



Layering of Design Guidelines. This diagram shows tiers of guidelines within this document, and how they relate to the Central City Fundamental Design Guidelines. Special Area guidelines are more specific than River District guidelines, which are more specific than the fundamentals. Guidelines with higher degrees of specificity take greater precedence for approval.



HISTORIC DISTRICTS

There are historic districts within the River District (see map on page 7). *River District Design Guidelines* will not be applied to design review within historic districts if the historic district contains its own set of design guidelines. Historic design review will use the *Central City Fundamental Design Guidelines* and the historic district design guidelines specifically adopted for each historic district. Guidelines for historic districts are listed in separate documents. The review of proposals that include historic landmarks may require the application of additional approval criteria that are listed in Title 33 of Portland's Zoning Code.



Copies of the *Central City Fundamental Design Guidelines*, historic district design guideline documents, and Title 33 of the Portland Zoning Code are available at the Bureau of Planning.

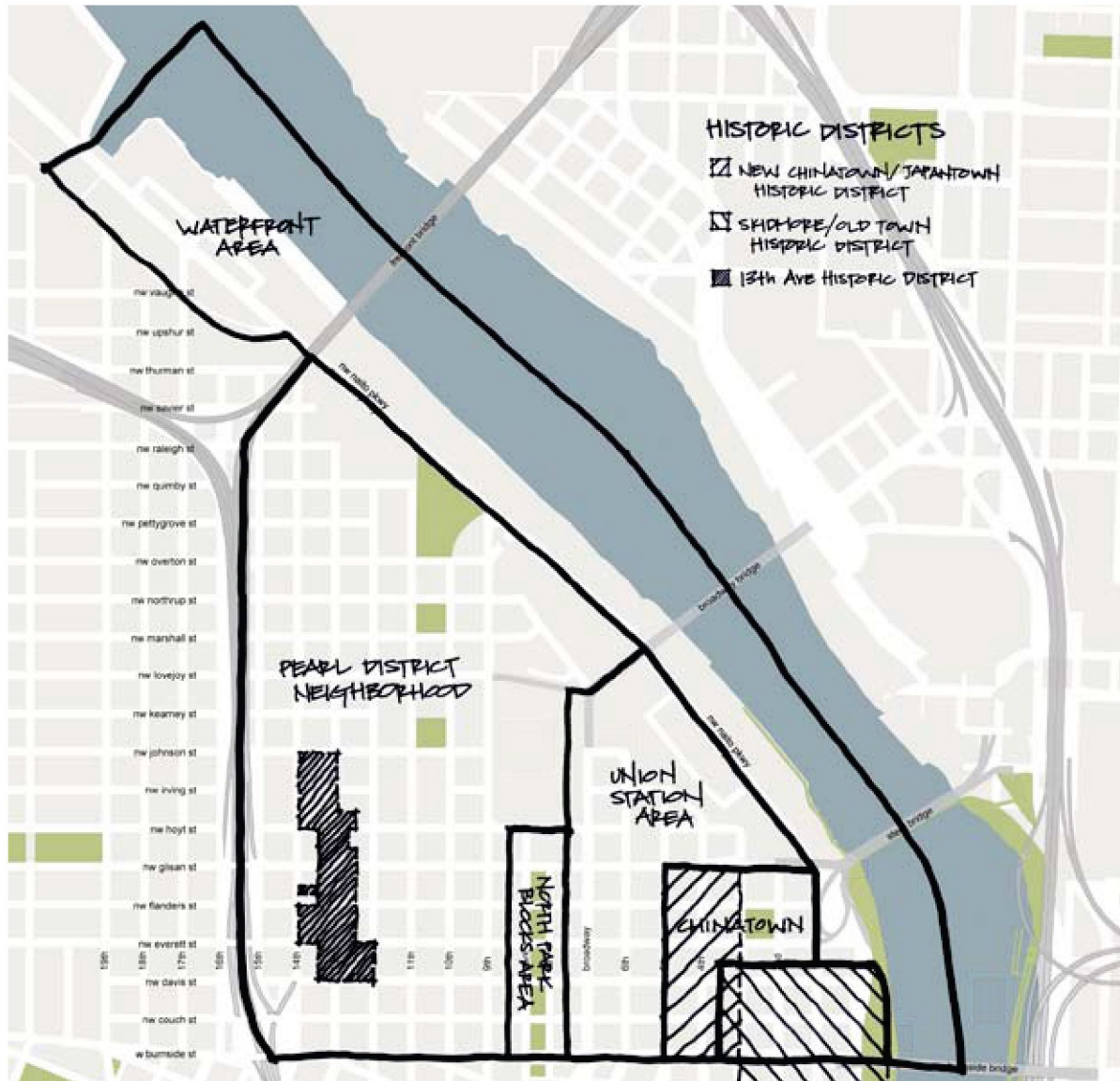
Please call 503-823-7700, or visit our web page at

www.portlandonline.com/planning

Copies of the documents can also be obtained from the City's Development Services Center, at 503-823-7526.

Introduction

Special Areas Within the River District





Introduction

Right-of-Way Standards

The *River District Design Guidelines* make reference to and describe the desired character of the various streets in the River District in a way that supports private development. However, specific design treatment and use of the public right-of-way is found in the *River District Right-of-Way Standards*.

The criteria, developed by the Office of Transportation with guidance and recommendations from the Design Commission, establish specific design parameters which provide for design consistency, coordination of public improvements and support for adjacent private development. Their intent is to establish a distinct urban character, expand and enhance the transportation system and provide an enjoyable and active pedestrian and bike environment. These Right-of-Way standards must be met by all new proposals.

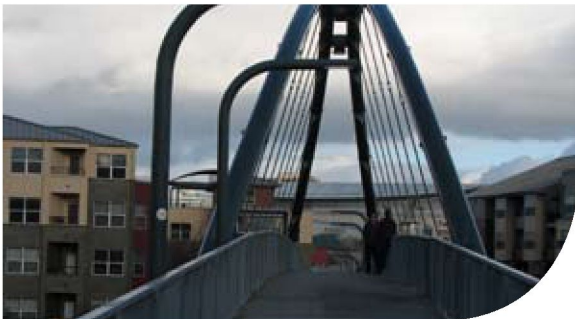
The criteria are organized by functions of the streets and detail use and materials to enhance circulation, transit, the pedestrian and bike environment, street furniture, street trees, lighting and underground facilities. The document may be obtained from the Portland Office of Transportation.



Other Relevant Documents

Other documents which may provide useful information and insight to the applicant are listed below. These documents are a resource only, and will not be used as approval criteria:

- ***North Pearl District Plan, 2008***
- ***North Pearl District Plan Policy Framework Analysis, 2007***
- ***North Pearl District Plan Urban Design & Development Charrette Summary, 2007***
- ***Pearl District Development Plan and Appendix, 2001 (PDC)***
- ***River District Park System Urban Design Framework Study (also known as Peter Walker Master Plan), 2001 (PDC)***



Copies of these documents are available at the Bureau of Planning, unless otherwise noted.

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Introduction

How To Use This Document

Each guideline addresses a single issue and has the same structural components:

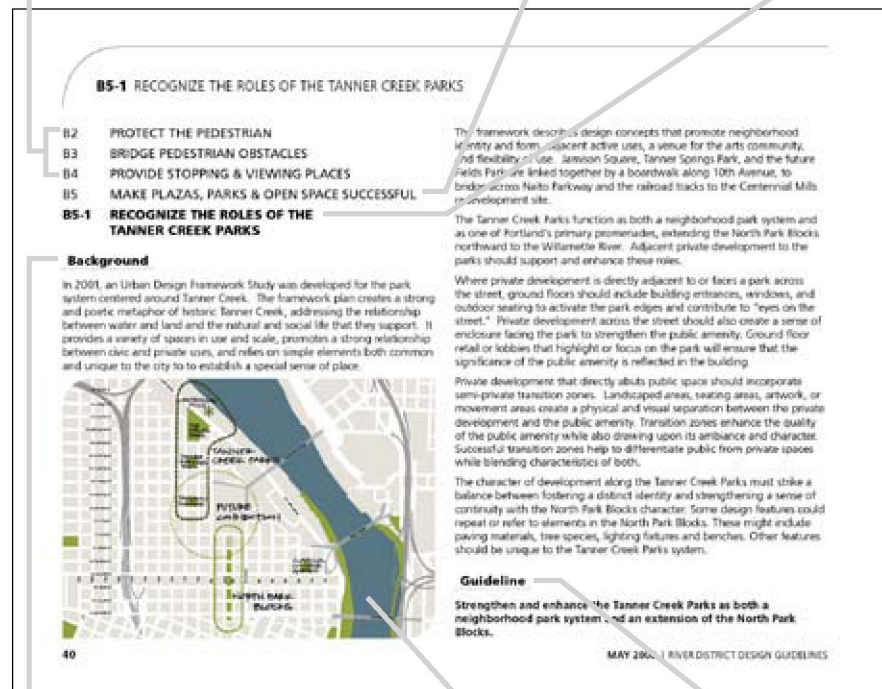
Where a River District Design Guideline has not been identified, the Fundamental Design guideline will serve as the approval criteria.

The Central City Fundamental Design Guideline states the broad objective.

The River District Guideline builds on the fundamental guideline.

Guideline may be accomplished by:
Examples of some of the various methods that can be used to address the intent of each guideline.

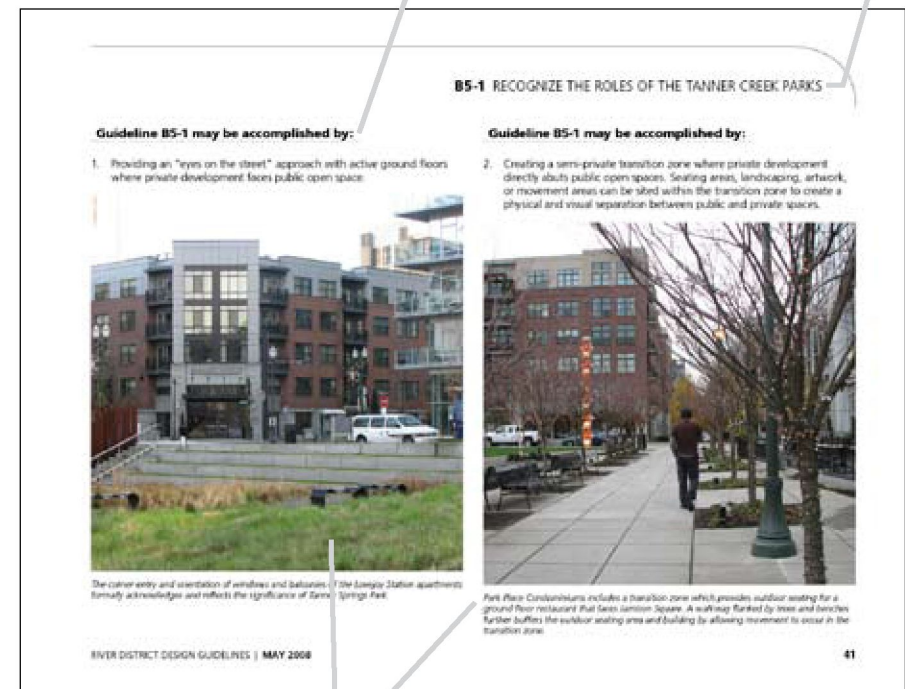
Heading identifies the guideline within the page



Background: The background statement describes the design problem or issue necessitating the design guideline.

Images which support the background statement

Guideline: The design guideline language serves as the approval criteria. It is the only part of the design guideline that is adopted by ordinance.



Graphic and written descriptions of the examples. The images provided are intended to illustrate a possible solution for each example, but should not be seen as the *only* solution.

Chapter 2

Design Guidelines

A PORTLAND PERSONALITY

A1 INTEGRATE THE RIVER

A1-1 LINK THE RIVER TO THE COMMUNITY

Background

Since the days of the first settlers, the Willamette River has provided Portland with pleasure, passage, and profit. Its connection to the Pacific Ocean allowed Portland to become an international port which nourished the growth of the city. The river has always been the focus for Portland. It is the central feature and reason for Portland's existence.



As new development in the River District pushes north towards the Willamette River, the opportunity arises to reflect the nearby presence of the river within the district. Although the river gets quite close to many sites, it is effectively cut off from most areas by Naito Parkway and the railroad. In addition, as the river is not easily visible, linking the river to the community visually and physically will lean heavily on the expression and orientation of streets and pedestrianways, buildings, and open spaces in order to celebrate the river's importance to the community.

Orienting buildings and towers perpendicular to the river signals a shift in the landscape that will foster an awareness of the river's presence for residents, commuters, workers, and visitors. Private pedestrianways and streets arranged perpendicular to the river and the greenway will create strong connections that orient people toward it. Open spaces that enhance views of the Willamette River or features associated with it, such as the greenway, bridges, or water-related uses will strengthen the river's significance within the district.

Guideline

Link the Willamette River to the community reinforcing the river's significance.

A1-1 LINK THE RIVER TO THE COMMUNITY

Guideline A1-1 may be accomplished by:

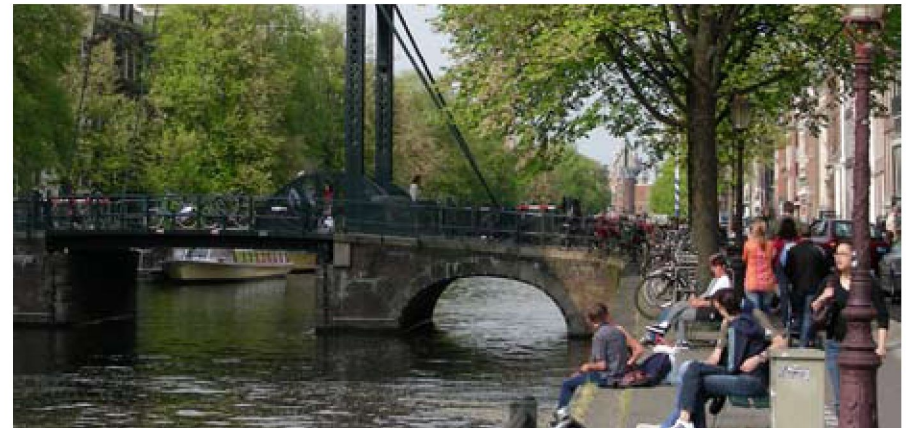
1. Organizing land areas and groupings of buildings to visually define the river's linkage to the community.



(Top) The massing of the Strand development (larger group of buildings in the background) frame South Waterfront Park and the Willamette River while the RiverPlace development in the foreground aligns its Esplanade to the river's edge. (Bottom) The facades of buildings along the waterfront in Copenhagen focus on the activity below and the water beyond.

Guideline A1-1 may be accomplished by:

2. Focusing and articulating roadways and pedestrianways to emphasize the river.



People gravitate towards the water for resting, viewing, and gathering along Amsterdam's canal-focused pedestrian network. In Copenhagen, pedestrianways follow the waterfront, leading to docks along its edges.

A1-1 LINK THE RIVER TO THE COMMUNITY

Guideline A1-1 may be accomplished by:

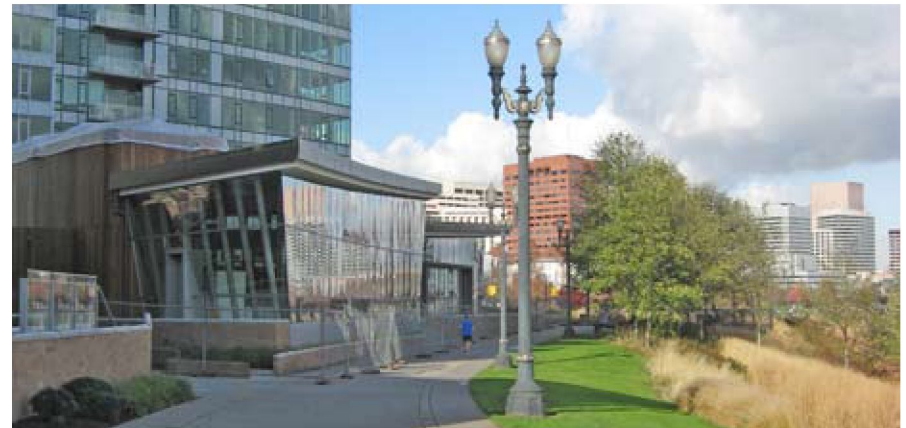
3. Developing projects that celebrate the river and contribute to creating centers of interest and activity that focus on the Willamette.



Development along the water in Vancouver, British Columbia contribute to celebrating and enhancing the water through art, gathering spaces, public viewpoints, and seating.

Guideline A1-1 may be accomplished by:

4. Connecting the internal areas of the District to the Willamette Greenway Trail.



The Strand's residential towers (top) physically connect to the greenway trail directly and through the gardens of South Waterfront Park. In Vancouver, British Columbia (bottom), pedestrian and bicycle connections to the waterfront trail cut through blocks with active ground floors and views of the water.

A2 EMPHASIZE PORTLAND THEMES

A3 RESPECT THE PORTLAND BLOCK STRUCTURES

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

Background

Incorporating pedestrian connections to the waterfront is critical to the River District as a mixed use residential community that successfully facilitates and accommodates the pedestrian. In order to improve the safety, convenience, pleasure, and comfort of pedestrians, development should support and enhance a pedestrian network throughout the District which provides easy connections with the adjacent neighborhoods and the waterfront.

These pedestrianways should be designed to be active, visible, and well lit, providing a safe and secure environment. Reusing or retaining cobblestone that was imported at the turn of the century to line the district's streets recognizes the historic character of the industrial area within pedestrianways while providing a level of texture that reinforces the pedestrian scale (Refer to Appendix for information about Cobblestones).



A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

Interstate 405 and West Burnside Street form barriers between the River District and the adjacent neighborhoods to the west and south. Design should strengthen the pedestrian character of the street connections located under raised portions of the interstate. Active building fronts should line Burnside. Orientation of buildings along Burnside and stronger connections across and along Burnside will better accommodate pedestrian life.

Creating physical and visual links across NW Front/ Naito Parkway is also key in strengthening the connection to the Willamette River. Buildings should orient to NW Front/ Naito with ground floor windows and entries located along the street to enhance the pedestrian environment and identify a more strengthened connection.

Development should also find ways to integrate open spaces and trails which further link the river and surrounding neighborhoods. Kearney and Irving provide dense pedestrianway networks throughout the district. Development along these streets should strengthen this network through the orientation of windows, entries, stoops, and other building elements which emphasize these linkages.

In addition to creating a dense pedestrian network, many streets in the River District provide a unique and historic or cultural role. Two festival streets located in Chinatown, Davis and Flanders, are curbless streets with bollards delineating the roadway from the pedestrian-only sidewalk. These streets allow space for the district to gather and celebrate during community events. NW 13th Avenue features hundred-year-old loft warehouses and also serves as an active, mixed-use pedestrian corridor, stretching beyond its historic district boundaries. NW 13th Avenue hosts a lively street fair on First Thursdays, populated with artists and musicians as well as patrons and residents. Development along these streets should encourage flexibility and creativity, reinforcing the sense of place that the streets embody.

Guideline

Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

Guideline A3-1 may be accomplished by:

1. Using visual and physical cues within the design of the building and building entries to express connections to the river and to adjacent neighborhoods.



The condominiums of Tanner Place (right) express the east-west connection along Irving through the orientation and relationship of windows, balconies, private patios, and stoops to the pedestrianway.

Guideline A3-1 may be accomplished by:

2. Orienting integrated open spaces and trails that physically and visually link the river and/or surrounding neighborhoods.



A pedestrianway behind the Elizabeth Tower provides storefront opportunities and convenient cross-block access to adjacent areas. The courtyard at the Sitka Apartment building is accessible to the public and offers another connection toward the river from the south, both physically and visually through glimpses of the Fremont Bridge.

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

Guideline A3-1 may be accomplished by:

3. Reusing or retaining cobblestone within the design of new development.



Cobblestone along the Bridgeport Brew Pub and Bakery on Marshall serves as a reminder of the district's history.

Guideline A3-1 may be accomplished by:

4. Encouraging flexibility and creativity along streets enhancing their historic or cultural role.



Portland State University's Urban Center serves a major transportation function - with streetcar running through it - but also is designed as a seamless public plaza flexible for people on foot through its provision of seating and open gathering space.

A3-1 PROVIDE CONVENIENT PEDESTRIAN LINKAGES

Guideline A3-1 may be accomplished by:

5. Creating visual and physical links across major corridors such as I-405, Burnside, and Front/Naito to strengthen connections to the river and other neighborhoods..



The Civic features an active ground floor along Burnside, while creating a visual and physical connection from Burnside across the site to PGE Park using articulation in scale and ground floor elements, such as awnings, lighting, seating, and plantings.

A5-1 REINFORCE SPECIAL AREAS

A4 USE UNIFYING ELEMENTS

A5 ENHANCE, EMBELLISH AND IDENTIFY AREAS

A5-1 REINFORCE SPECIAL AREAS

Background

The River District is composed of many distinct special areas (see map on page 7). Each of these areas is characterized by unique features, opportunities, or a special history. New development should enhance the qualities that make each area distinctive. Design should acknowledge the context of its surroundings, with an approach that responds to the character and identity of three blocks in every direction. While it is important to create stronger linkages between the various parts of the River District, it is also important that project designs capitalize on and enrich the qualities and opportunities which are unique to the “communities” within the River District.

Guideline

Enhance the qualities that make each area distinctive within the River District, using the following “Special Area Design Guidelines” (A5-1-1 – A5-1-5).

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

Background

The Pearl District is a vibrant urban neighborhood of mixed commercial and residential uses. Originally accommodating warehousing activities, many of the Pearl District's older, multistory buildings have been converted to mixed residential and retail use.



The area is an urban mix of old and new buildings and structures juxtaposed, with visual and physical references to its warehousing past. Many of the restored and newer buildings have achieved LEED certification, and many use recycled historic materials within the design of the site or the building itself. The Pearl District is characterized by views of the Fremont Bridge, a rich fabric of historic buildings, the

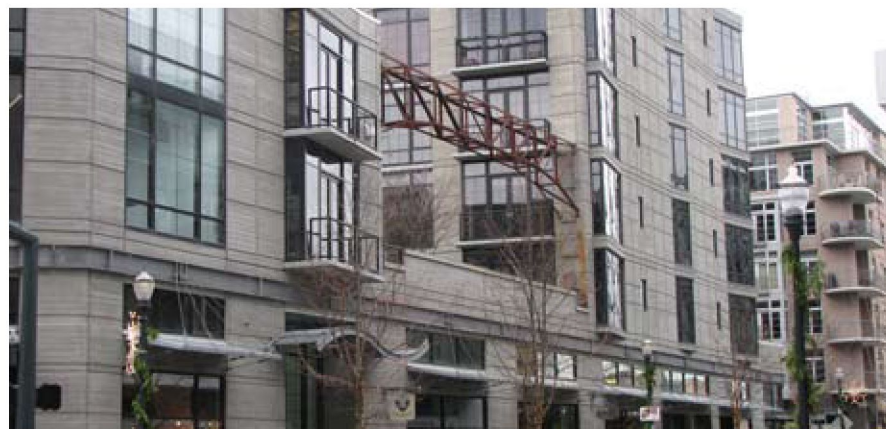
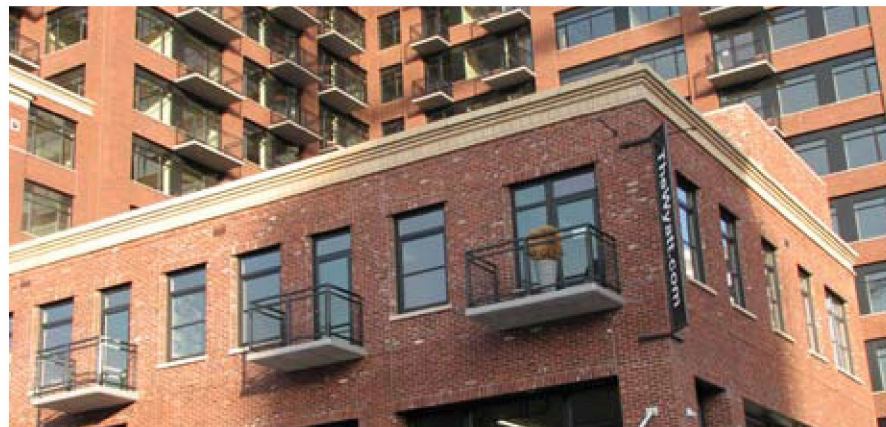
presence of streetcar, and the city's greatest concentration of art galleries. The Pearl District hosts a lively monthly "First Thursday" art walk featuring dozens of gallery openings. Design studios, interior showrooms and rehearsal lofts, along with loft living units, add to the arts population and warehouse feel.

Guideline

Reinforce the identity of the Pearl District Neighborhood.

Guideline A5-1-1 may be accomplished by:

1. Recognizing the urban warehouse character of the Pearl District when altering existing buildings and when designing new ones.



The Wyatt (top) recycles original red brick from the old Merchant Marine Warehouse which once stood on the Wyatt site. The Streetcar Lofts (bottom) incorporates external metal trusses, a nod to the former rail yard and warehousing past.

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

Guideline A5-1-1 may be accomplished by:

2. Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.



The Avenue Lofts (top) incorporates cobblestone into the pedestrian path where several residential entries front. Bay 13 (bottom), a restaurant located in the historic Crane Warehouse building, has maintained the old warehouse dock, incorporating it into a front entrance.

Guideline A5-1-1 may be accomplished by:

3. Designing buildings which provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines to acknowledge the historic building fabric.



The Old Town Lofts in Chinatown (left), a building constructed from the ground up, and the Marshall Wells Lofts (right), a reconstructed warehouse, each are characterized by a traditional tripartite composition.

A5-1-1 REINFORCE THE IDENTITY OF THE PEARL DISTRICT NEIGHBORHOOD

Guideline A5-1-1 may be accomplished by:

4. Adding buildings which diversify the architectural language and palette of materials.



The Edge, a LEED Gold building, defined by the use of concrete and glass, adds a different character to an area dominated by brick.

Guideline A5-1-1 may be accomplished by:

5. Celebrating and encouraging the concentration of art and art galleries and studios with design features that contribute to the Pearl District's "arts" ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the "arts" concentration.



Tikitotemoniki, a permanent art installation, features 30-foot aluminum totems. The totems reinforce a sense of creativity and whimsy that celebrates the Pearl District's art ambiance. The courtyard at the Lawrence Gallery presents an opportunity to showcase sculpture and other permanent works, strengthening the neighborhood's art presence.



A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA

A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA

Background



The North Park Blocks were rehabilitated in 1992–93 to a standard comparable to the South Park Blocks. They include a children's playground, basketball courts, horseshoe pits, and art. The extension of the North Park Blocks to the north is important in realizing a long-standing goal of connecting Downtown and the River District area to the Willamette River.

The area surrounding the North Park Blocks features a mixture of buildings - size, type, and style - as well as uses. Many of these buildings are characterized by brick and concrete, generous glass facades, decorative signs with painted exterior walls or neon, and contemporary glass and stucco additions to older structures. Signature architectural standouts include the Custom House, the 511 Federal Building, and the 8NW8 Housing Tower.

Sidewalks on blocks facing the adjacent Park Blocks are envisioned as patios surrounding the park, a place for sidewalk cafes and other activities which enhance the pedestrian atmosphere.

The city encourages a greater diversity of architectural styles, rooftops, materials, and colors among adjacent building facades within a block than what is found in other neighborhoods to reflect the variety which is evolving along the blocks framing the Park Blocks.

Guideline

Reinforce the identity of the North Park Blocks Area.

Guideline A5-1-2 may be accomplished by:

1. Creating a sense of enclosure for the North Parks Blocks with buildings which are at least two or preferably more stories in height.



Buildings facing the North Park Blocks south of NW Everett establish a diversified street wall and a sense of enclosure.

A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA

Guideline A5-1-2 may be accomplished by:

2. Locating garage entrances and driveways away from Park Block facades.



The Flanders Lofts' garage entrance is located along NW Flanders, away from the Park Blocks.

Guideline A5-1-2 may be accomplished by:

3. Using neon, or indirectly-lit signs, rather than internally-lit signs.



The neon sign for Powell's Technical Books (top) along the North Park Blocks and the painted Honeyman Hardware sign (bottom) embody the signage character for the North Park Blocks.

A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN

A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN

Background

The Central City's only visible ethnic district is identified by a people whose roots are in Portland's earliest history and by atmosphere rather than a specific architectural form or style. The district is on the National Register of Historic Places identified as "Portland New Chinatown/Japantown Historic District". Since the Asian appearance of the District is primarily the result of applied detail, streetscape appointments and graphics, it is important to maintain and enhance the District with this tradition of visual identity.

The Chinatown Gate at N.W. Fourth Avenue and Burnside marks the entry to the district. Located along Fourth Avenue between Burnside and Glisan, Chinatown has been the center of Portland's Asian community since the 1890s (at one time, it was second only to San Francisco as the largest Chinese community in the United States).



It is the home of dozens of Chinese restaurants, groceries, pharmacies, and cultural and family associations. Brightly animated signs make this one of the city's most visually cohesive and liveliest districts at night. Signs which contribute to the festive Chinatown atmosphere should be encouraged even though they may be at variance with Zoning Code sign regulations. (*Refer to Appendix for information on Signage in Chinatown.*)

Several public investments have been made in the District to strengthen its special identity. Ornamental street lights have been painted red and gold and they display special district banners. Specially designed street signs are in both Chinese and English. The CCBA Building (Chinese Consolidated Benevolent Association) has been restored and is now the District's center for cultural activities. The Classical Chinese Garden has become a new visual and physical icon, as well as a place for quiet repose. In addition, 3rd and 4th Avenues were rebuilt with new street trees, artwork, paving materials, and festival spaces along Flanders and Davis. To strengthen Chinatown as a special area in the Central City, and to maintain it as Portland's pre-eminent ethnic district, special care should be taken to develop and enhance design features that are appropriate to the area's ethnic history and character.

Guideline

Reinforce the identity of Chinatown.

A5-1-3 REINFORCE THE IDENTITY OF CHINATOWN

Guideline A5-1-3 may be accomplished by:

1. Emphasizing the Asian ambiance of Chinatown with visual and cultural design features that relate to, and are appropriate to, the District's ethnic history and character.



The roof tiles and the formal stone gate entrance of the Classical Chinese Garden contribute to the District's ethnic history and character.

Guideline A5-1-3 may be accomplished by:

2. Using ornate signs that enhance the ethnic character of the District.



The neon signs outside of the Republic Cafe and the House of Louie restaurant project the character and identity of Chinatown.

A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA

A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA

Background

The River District has a rich railroad history. It once housed expansive rail yards, with Union Station as the centerpiece. Union Station's distinguishing element is the 50-foot tall Romanesque clock tower, which, since the postwar era, has featured the signature "Go by Train" neon sign. Poised to be served by light rail, the Union Station Area is a symbolic link between the past and future of the River District.



As the River District transforms, recognition should be given to the railroad era and the significance it has had in Portland's transportation and industrial development. This may be accomplished in a variety of ways. For example, the station tower could be outlined and articulated at night with appropriately scaled lighting. In addition, new development should reflect a high quality of materials, architectural detail, and texture. Primary building massing of new development should be oriented away from the station.

Although the railroad heritage provides a focus and theme for the area, the existing main rail creates a linear barrier. In addition to the need for track crossings, the visual connection between the areas located on each side of the railway is important to the area's realization. Design solutions for development in the Union Station neighborhood should allow for future crossings of the tracks and should protect important views across the tracks of key district elements such as Union Station and other features. Appropriate buffering of the tracks should employ solutions that relate to the surrounding structures and maintain visual access across the tracks, such as wrought iron fencing, low masonry walls with open railings, and deciduous trees. In addition, setting buildings back from the rail corridor will also provide a degree of separation as well as create an area for other uses such as landscaping, open space, parking, and circulation.

Buildings located adjacent to the railroad corridor will be visible from Union Station and other neighboring properties. Architectural attention should be paid to these facades as well as the other building facades to avoid the sense that these buildings are turning their back on the railway.

Guideline

Reinforce the identity of the Union Station Area.

A5-1-4 REINFORCE THE IDENTITY OF THE UNION STATION AREA

Guideline A5-1-4 may be accomplished by:

1. Designing the massing of new development surrounding the station to highlight it as the area's centerpiece.



The building massing of this residential development in Vancouver, British Columbia highlights the adjacent park and pedestrianway by pushing back the highest massing to the edge furthest away orienting the smaller scaled buildings toward the park. This massing allows air and light into the park but also does not crowd it, giving the whole block some physical and visual “breathing room”.

Guideline A5-1-4 may be accomplished by:

2. Reflecting a high quality of materials, architectural detail, and texture in new development.



Though the Gregory (top) and Metropolitan (bottom) residential towers differ stylistically, both reflect a high level of quality in materials and details.

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

Background

Portland's waterfront is a rich evolving environment. The original shoreline of thickets and marsh flora supported a diverse ecology. The original settlers were drawn here, where a cut through the West Hills provided farmers with access to a deep-water harbor. A jumble of wooden buildings soon lined the shore, streets ended in skid roads and ferry landings, cranes reached out—accumulating, then diminishing great piles of lumber and imported goods. All manner of craft plied the river and the sky filled with plumes of steam and smoke. The waterfront was a crowded citizenry of workers.



Today's waterfront is quieter, but change is envisioned. The area is evolving into an urban greenway with adjacent housing and commercial ventures. These developments will again create a vital urban community; its vitality enhanced by the publicness of the greenway trail; its character enhanced through reference to the area's maritime, industrial and natural history.

The Waterfront area will serve as the face of the River District. This area offers the potential to recognize the maritime heritage of the District and the Central City by promoting waterfront uses and activities that contribute to its maritime character. This segment of Portland's waterfront is still a "working" harbor. New potential exists for maintaining this tradition, such as docking facilities for a cruise line.

In order to integrate the new public and private uses, development must be open and accessible. Buildings should orient towards the waterfront and adjacent parks. In addition, properties along NW Front/ Naito Parkway should face both the street as well as the greenway and river with generous fenestration and building entries facing onto these public spaces. Porches, decks, balconies and other transitional elements are encouraged. In addition, pedestrian and visual connections should be provided into and through larger developments, maintaining the greenway's publicness, and care should be taken to avoid undue shading of the greenway trail.

Although new development will transform the waterfront, the area should be viewed as a place with its own history and artifacts. There are many opportunities to create a diverse urban waterfront, accommodate a variety of compatible water and land uses, and make reference to its rich heritage.

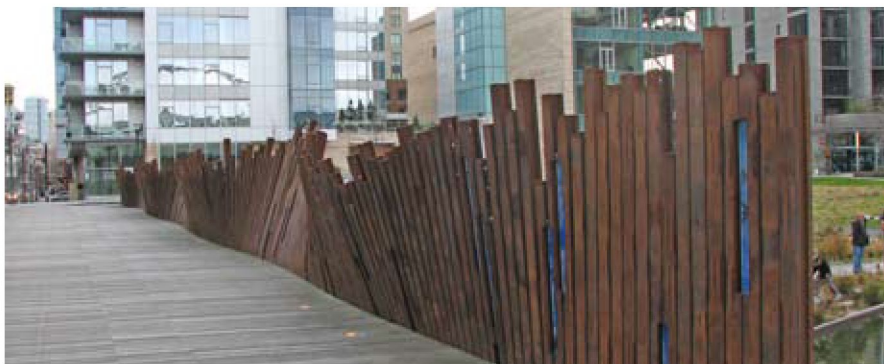
Guideline

Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the waterfront and acknowledge its heritage.

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

Guideline A5-1-5 may be accomplished by:

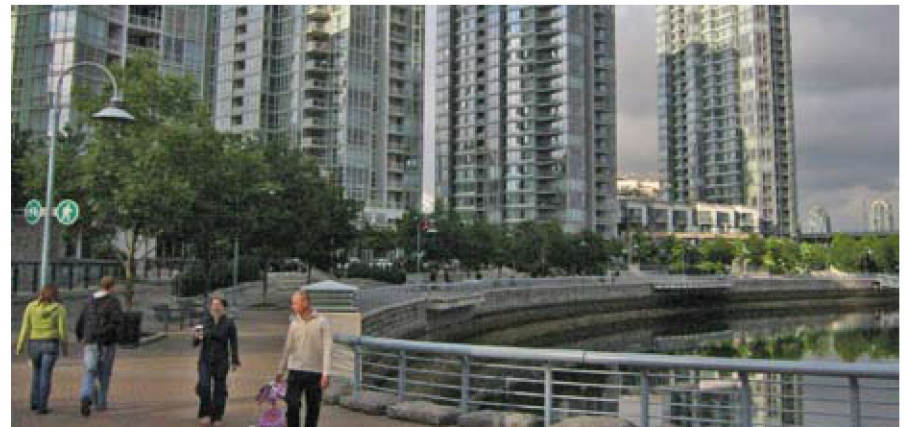
1. Recognizing the area's industrial history by incorporating remnants of maritime and rail infrastructure and/or providing docking facilities for a cruise line.



Albers Mill, a former grain mill converted into an office center, features restored painted signs and a remnant of the water tower. Tanner Springs Park incorporates a series of railroad tracks along its edge.

Guideline A5-1-5 may be accomplished by:

2. Orienting buildings toward the waterfront and adjacent parks and trails.



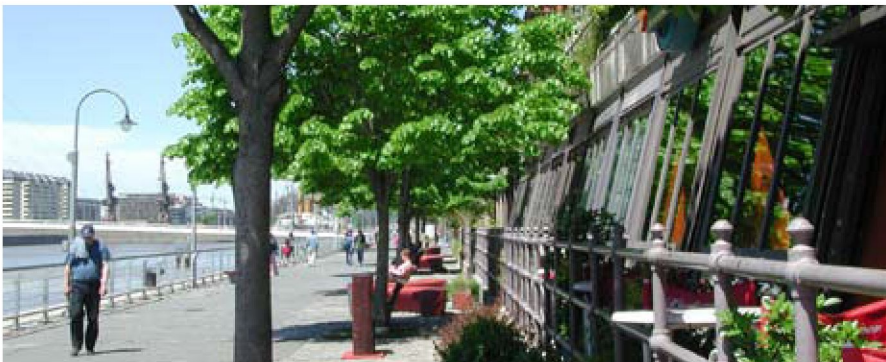
Active ground floors of RiverPlace (top) are oriented towards the Esplanade and Willamette River. Towers along the waterfront in Vancouver, British Columbia (bottom) are oriented to maximize views of the river, while lower-level platforms face open space and trails that lead to the water.

A5-1-5 REINFORCE THE IDENTITY OF THE WATERFRONT AREA

A5-2 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS

Guideline A5-1-5 may be accomplished by:

3. Integrating an active mix of uses along the waterfront and making development open and accessible in order to maintain the publicness of the greenway.



In Amsterdam (top), restaurants and cafes line the waterway, creating a lively and well-populated waterfront. Cafes facing the waterfront in Buenos Aires (bottom) incorporate glass windows that can be opened, creating an active edge to the promenade and water beyond. Opportunities to sit and gather maintain the waterfront's publicness.

A5-2 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS

Background

Broadway is the city's premier "bright lights" avenue. North of Burnside, it functions as a primary gateway to the Central City and a lively and meaningful boundary between the Old Town/Chinatown Neighborhood and the Pearl District Neighborhood. There are many residential hotels, lofts and apartments on N.W. Broadway. South of Burnside, it features a concentration of theaters, restaurants and hotels. The special qualities of "Broadway" on both sides of Burnside should be emphasized.

For exceptional signs that are well integrated with building design, the City will allow greater latitude in sign area, lighting and materials, in keeping with the concept of a "Bright Light District" extending from an illuminated Broadway Bridge to Burnside and connecting to S.W. Broadway.

Guideline

Emphasize N.W. Broadway's bright lights.*

**The A5-2 guideline is to be applied to projects on sites located adjacent to or within 100 feet of Broadway. Projects at other locations need not address this guideline.*

A5-2 EMPHASIZE N.W. BROADWAY'S BRIGHT LIGHTS

Guideline A5-2 may be accomplished by:

1. Making use of theatrical, exuberant, and flamboyant architectural forms, details, lights, and signs.



The Kreielsheimer Promenade, a public plaza entry into McCaw Hall in Seattle, integrates theater, lighting, landscape, and architecture. A series of transparent scrims hang overhead, reminiscent of theater backdrop panels, which reflect theatrical lighting at night. Three large, thin reflecting pools within the entry promenade echo the theatrical setting.



Guideline A5-2 may be accomplished by:

2. Incorporating innovative lighting of buildings and signs that highlight the character and ambiance of Broadway, including signature vertically-oriented and vibrantly illuminated signs.



The Arlene Schnitzer Concert Hall features a 65-foot "Portland" sign that has approximately 6,000 theatrical lights, a visual icon of the last surviving historic theater on Broadway. Two newer signs, the animated neon Saucebox sign and Pop Art's bold LED lights incorporate innovative lighting that embody the active bright lights district.



A5-3 INCORPORATE WATER FEATURES

A5-3 INCORPORATE WATER FEATURES

Background

Water features are one of the trademarks of Portland. Several have garnered international recognition for their design excellence and interactivity. Water features such as pools, sprays, jets, fountains and sculpture are spread throughout the Downtown contributing to the quality of the city's outdoor spaces. People respond positively to such features. Running water offers both visual and auditory relief from the busy activity of a dense urban environment.

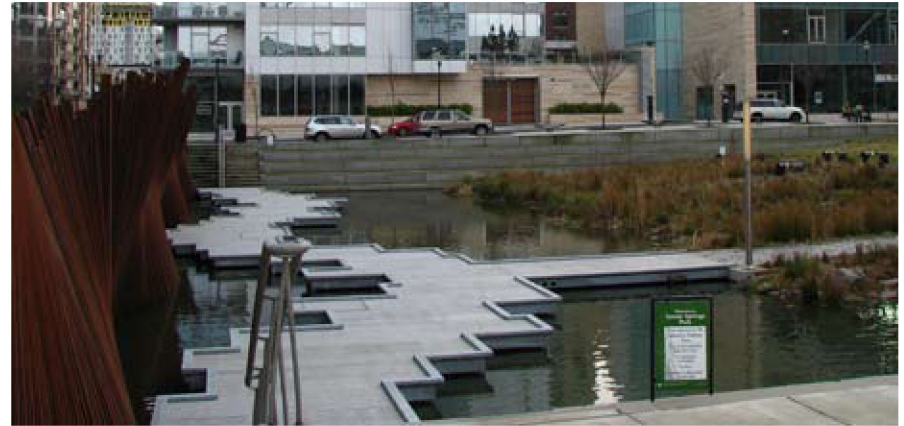
Extending this Portland tradition to the River District has enhanced the quality of the District's pedestrian spaces. Water features should be provided in outdoor public spaces where appropriate. These features should not be isolated elements in the urban landscape, but rather they should be functionally and visually integrated with the overall design of waterways, plazas, parks, and courtyards. Water features should be designed to be attractive with or without water.

Guideline

Incorporate water features or water design themes that enhance the quality, character, and image of the River District.

Guideline A5-3 may be accomplished by:

1. Using water features as a focal point for integrated open spaces.



Water serves as a centerpiece for both Tanner Springs Park and Jamison Square. The water features within these open spaces provide a symbolic connection to the Willamette River, opportunities for gathering or contemplation, and the sound and tranquility of water in a vibrant urban environment.

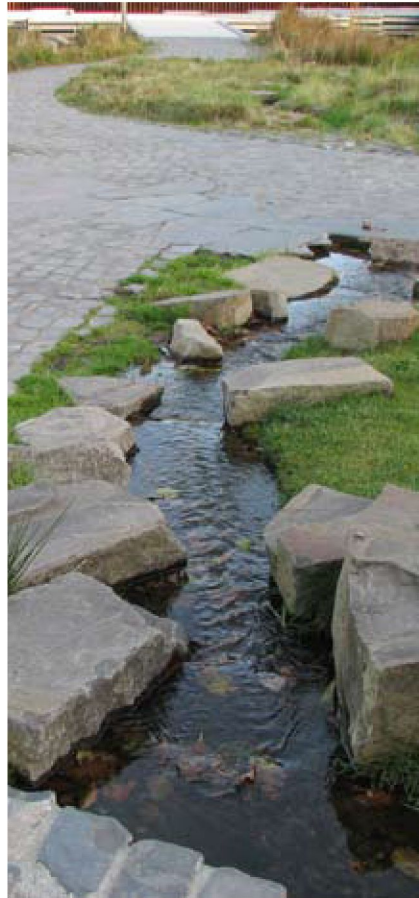
A5-3 INCORPORATE WATER FEATURES

Guideline A5-3 may be accomplished by:

2. Taking cues from the river, bridges, and historic industrial character in the design of structures and/or open space.



A rooftop rainwater collection system on SE Division Street features salmon swimming upstream on an arching metal water body. The water feature of Tanner Springs Park alludes to Tanner Creek, making its way to a larger pool of water at the eastern end of the park.



Guideline A5-3 may be accomplished by:

3. Integrating stormwater management into the development.



Both the Meriwether (top) and Atwater Place (bottom) include stormwater catchment areas along Pennoyer Street. The design of the landscape allows the areas to serve as both a water feature, landscaped buffer, and critical stormwater function that is attractive with or without water.

A5-4 INTEGRATE WORKS OF ART

A5-4 INTEGRATE WORKS OF ART

Background

Portland has a long-standing commitment to public art. The prominence of public art demonstrates the city's cultural maturity and sophistication. Works of art integrated into buildings add a human dimension and make them stimulating places to experience. Glass work, sculpture, banners, murals, etc., increase the use and enjoyment of urban neighborhoods.



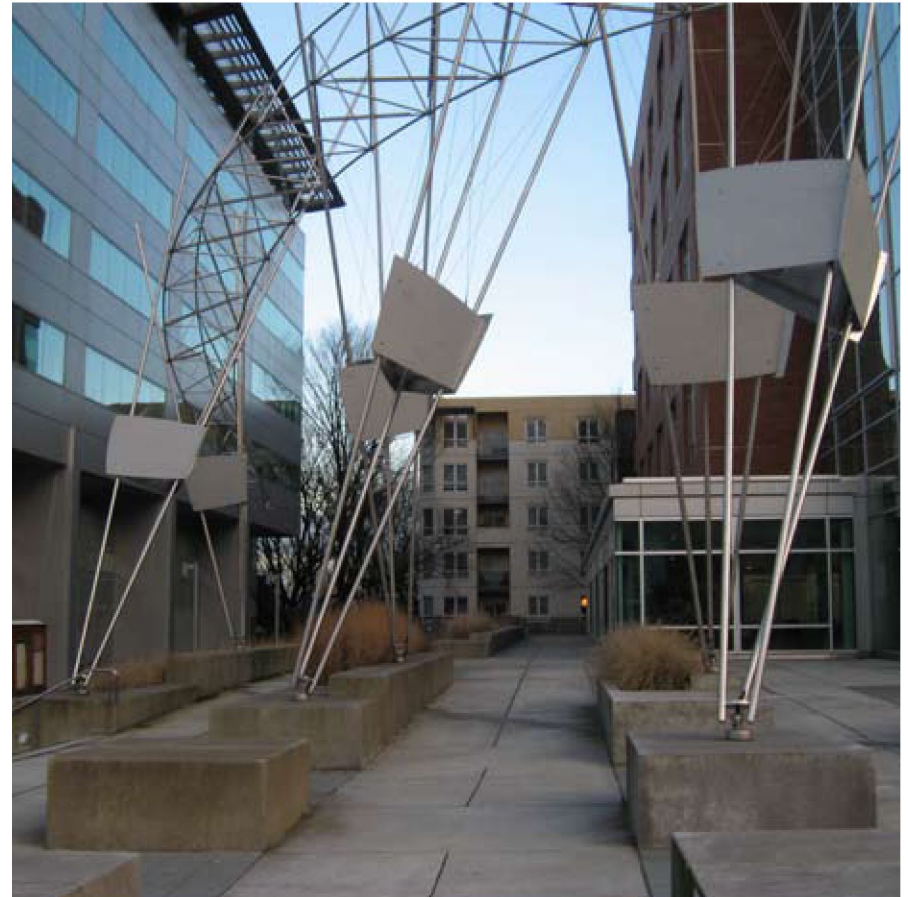
Works of art should be included in the development of outdoor and indoor spaces accessible to the public. Gateways, passageways, plazas, parks, waiting places, the street furniture zone, transit platforms, and other unique sites offer numerous opportunities to integrate artwork into the District. (Refer to Appendix for information on Public Art.)

Guideline

Integrate works of art or other special design features that increase the public enjoyment of the District.

Guideline A5-4 may be accomplished by:

1. Integrating art into open spaces or along pathways.



"Tecotosh", a stainless steel sculpture, illustrates four engineering principles, a gesture to Portland State University's Maseeh School of Engineering and Computer Science. It curves between the school and the 1900 Building on SW 4th, leading visually towards Lovejoy Fountain behind the two buildings.

A5-4 INTEGRATE WORKS OF ART

Guideline A5-4 may be accomplished by:

2. Incorporating art within the structure of the building.



The Rocket Building on East Burnside features window coverings (top) that function as both operable window shades and art that adds interest to passersby. Parking garage screening for Chown Pella (bottom) provides art and a creative solution for masking the garage at the ground floor.

Guideline A5-4 may be accomplished by:

3. Using “found objects” that are remnants from the area’s history.



Rail yard remnants (top) are placed along the sidewalk as a nod to the area’s former industrial days. The plaza of the Elizabeth Tower (bottom) features the Lovejoy columns, a series of paintings on pillars of the old Lovejoy Ramp, created from 1948 to 1952 by a watchman for the SP&S Railroad. The artwork celebrates a period in the district’s history, showcasing the art for a broader audience.

A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER

A6 REUSE/REHABILITATE/RESTORE BUILDINGS

A7 ESTABLISH & MAINTAIN A SENSE OF URBAN ENCLOSURE

A8 CONTRIBUTE TO THE CITYSCAPE, STAGE AND THE ACTION

A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER

Background

Where buildings are set back from the sidewalk edge, low fences, walls and gateways can provide a threshold between public and private space. A low fence furnishes comfortable separation while encouraging interaction between residents and passersby. In contrast, taller separations evoke a sense of fortification and create isolated enclosures.

Guideline

Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.

Guideline A8-1 may be accomplished by:

1. Elevating building entries higher than the public sidewalk or path.



Johnson Street Townhomes (top) and this condominium building in Vancouver, British Columbia (bottom) feature residential entries along the street which are elevated higher to create a comfortable separation between residents and passersby.

A8-1 DESIGN FENCES, WALLS AND GATEWAYS TO BE SEEN OVER

Guideline A8-1 may be accomplished by:

2. Creating a low fence or wall to visually separate but not hide semi-private spaces.



The Pearl Townhouses incorporate railing between private patios and landings which physically separates the public sidewalk and roadway but allows for social interaction.

Guideline A8-1 may be accomplished by:

3. Using a low or stepped-down planting area or terraces to separate private development from a public sidewalk.



Park Place Condominiums uses heavily planted areas and terraced walls both as a buffer to screen certain ground floor functions (top) and to separate building entries and private patios from public sidewalks leading to Jamison Square (bottom).

A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT



A9 STRENGTHEN GATEWAYS

A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT

Background

Key entry points to the Central City and River District should be celebrated with gateway designs that are appropriate and related to significant District characteristics. Gateways should provide a distinct sense of entry and exit and relate to the special qualities of districts and sub-districts. Gateways to and between special areas of the River District should emphasize the special importance and character of these areas. Orienting the building massing towards the street and integrating art or structures at a particular intersection can provide a sense of entry and exit from distinct areas.

Guideline

When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT

Guideline A9-1 may be accomplished by:

1. Orienting building massing and form towards the intersection of a major district entrance.



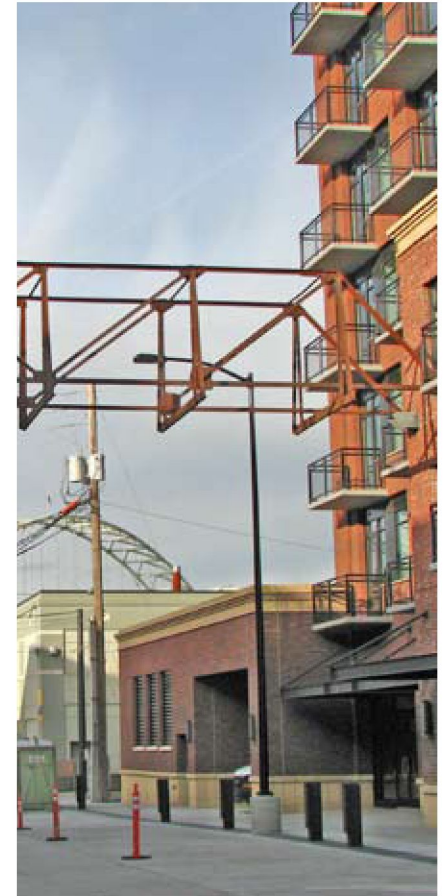
The corner entry of the Pinnacle as well as its building massing reinforce its location as a significant entry point into the district.

Guideline A9-1 may be accomplished by:

2. Creating structures or art or using special historic structures to frame a key district or special area entry.



The arches marking the entrance to Laurelhurst, constructed in 1910, serve as a symbolic and physical portal for the neighborhood. The historic truss reconnected between the Wyatt and the Bridgeport Pub and Bakery arches over the street, creating a sense of arrival into the district.



B-1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS



B PEDESTRIAN EMPHASIS

B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

B1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS

Background

In order to reinforce and enhance the pedestrian system in the River District, buildings have a responsibility to contribute to pedestrian comfort and enjoyment. Buildings adjacent to walkways should provide human scale and relationships which support pedestrian needs and interests. This can be accomplished with appropriate building configuration, details, proportions, materials, and activities.

In particular, door, window and wall treatments adjacent to pedestrianways should relate and contribute to pedestrian interest and enjoyment. Large expanses of mirrored glazing and blank flat walls are discouraged due to their impersonal character. Variation and sensitive detailing, related to the pedestrian environment, is especially encouraged within building bases. Ground floors should be prominent at the street level, with ceiling heights that are taller than the floors above. Porches and balconies are particularly encouraged. These elements provide human scale, allow for interaction between residents and passers-by, and allow for informal surveillance of the street.

Guideline

Provide human scale and interest to buildings along sidewalks and walkways.

B-1-1 PROVIDE HUMAN SCALE TO BUILDINGS ALONG WALKWAYS

Guideline B-1-1 may be accomplished by:

1. Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.



The Bridgeport Condominium Building on NW 11th creates a fine-grained pedestrian environment by providing outdoor seating and large windows to its ground floor retail. Tall ground floor ceiling heights as well as a differentiated brick color add prominence to the ground level. Residential balconies offer some weather protection and articulation.

Guideline B-1-1 may be accomplished by:

2. Providing stoops, windows, and balconies within the ground floors of residential buildings.



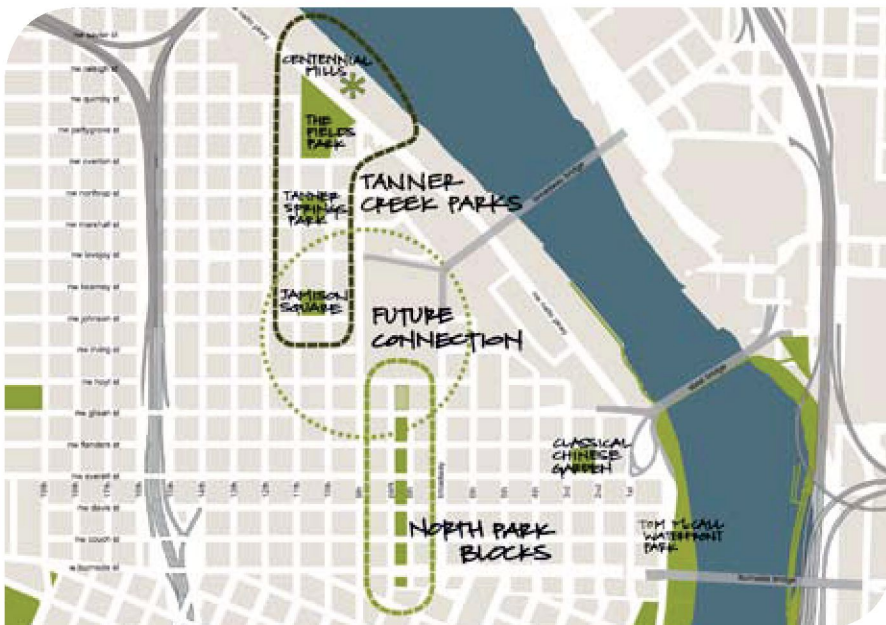
Large windows, ceiling heights, balconies, private porches, and stoops along ground floor residential units in the Johnston Street Townhomes (top) and the Avenue Lofts (bottom) allow social interaction between residents and passersby.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS

- B2 PROTECT THE PEDESTRIAN
- B3 BRIDGE PEDESTRIAN OBSTACLES
- B4 PROVIDE STOPPING & VIEWING PLACES
- B5 MAKE PLAZAS, PARKS & OPEN SPACE SUCCESSFUL
- B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS**

Background

In 2001, an Urban Design Framework Study was developed for the park system centered around Tanner Creek. The framework plan creates a strong and poetic metaphor of historic Tanner Creek, addressing the relationship between water and land and the natural and social life that they support. It provides a variety of spaces in use and scale, promotes a strong relationship between civic and private uses, and relies on simple elements both common and unique to the city to establish a special sense of place.



The framework describes design concepts that promote neighborhood identity and form, adjacent active uses, a venue for the arts community, and flexibility of use. Jamison Square, Tanner Springs Park, and the future Fields Park are linked together by a boardwalk along 10th Avenue, to bridge across Naito Parkway and the railroad tracks to the Centennial Mills redevelopment site.

The Tanner Creek Parks function as both a neighborhood park system and as one of Portland's primary promenades, extending the North Park Blocks northward to the Willamette River. Adjacent private development to the parks should support and enhance these roles.

Where private development is directly adjacent to or faces a park across the street, ground floors should include building entrances, windows, and outdoor seating to activate the park edges and contribute to "eyes on the street." Private development across the street should also create a sense of enclosure facing the park to strengthen the public amenity. Ground floor retail or lobbies that highlight or focus on the park will ensure that the significance of the public amenity is reflected in the building.

Private development that directly abuts public space should incorporate semi-private transition zones. Landscaped areas, seating areas, artwork, or movement areas create a physical and visual separation between the private development and the public amenity. Transition zones enhance the quality of the public amenity while also drawing upon its ambiance and character. Successful transition zones help to differentiate public from private spaces while blending characteristics of both.

The character of development along the Tanner Creek Parks must strike a balance between fostering a distinct identity and strengthening a sense of continuity with the North Park Blocks character. Some design features could repeat or refer to elements in the North Park Blocks. These might include paving materials, tree species, lighting fixtures and benches. Other features should be unique to the Tanner Creek Parks system.

Guideline

Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS

Guideline B5-1 may be accomplished by:

1. Providing an “eyes on the street” approach with active ground floors where private development faces public open space.



The corner entry and orientation of windows and balconies of the Lovejoy Station apartments formally acknowledges and reflects the significance of Tanner Springs Park.

Guideline B5-1 may be accomplished by:

2. Creating a semi-private transition zone where private development directly abuts public open spaces. Seating areas, landscaping, artwork, or movement areas can be sited within the transition zone to create a physical and visual separation between public and private spaces.



Park Place Condominiums includes a transition zone which provides outdoor seating for a ground floor restaurant that faces Jamison Square. A walkway flanked by trees and benches further buffers the outdoor seating area and building by allowing movement to occur in the transition zone.

B5-1 RECOGNIZE THE ROLES OF THE TANNER CREEK PARKS

Guideline B5-1 may be accomplished by:

3. Repeating or referring to design elements in the North Park Blocks.



Design features of the North Park Blocks include strong cross-block views, use of large deciduous and evergreen tree canopies, wide planting strips abutting the street, and square pavers. Art, play areas, and pedestrian furniture are also included in the North Park Blocks design vocabulary.

Guideline B5-1 may be accomplished by:

4. Fostering an identity along the edges of the Tanner Creek Parks that celebrates the distinct character of the River District.



Edges surrounding the Tanner Creek Parks afford opportunities to celebrate the area's unique character, industrial history, water, and art. The Park Place Condominiums, for example, feature a boardwalk along 10th Avenue connecting Jamison Square to Tanner Springs (top), and a pedestrianway through the site which leads physically and visually to Jamison Square (bottom).

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

Background

The Classical Chinese Garden is a unique open space asset within the River District. This introverted downtown open space provides opportunities for contemplative passive recreation, while promoting the understanding and appreciation of Chinese culture.



The Classical Chinese Garden entry courtyard at NW 3rd and Everett, physically and visually accessible to the public, features a large stone gate which marks the formal entrance. A large planting bed exhibits a Lake Tai rock that symbolically represents Portland's relationship with Suzhou, our sister city, as well as "three friends of winter", a pine tree, a clump of bamboo, and a plum tree. Outer walls enclose the rest of the garden, blocking the sight of surrounding streets and nearby buildings from inside. "Leak windows", filled with decorative patterns, shed some of the view and light from the city. "Borrowed views" of the outside incorporate the sky and the tops of trees and other corner plantings outside the garden walls.

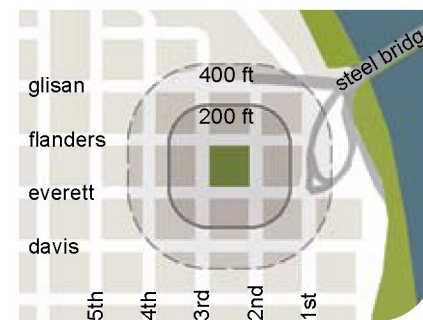
New development on the blocks surrounding the Classical Chinese Garden should strengthen the park's importance within Chinatown and the River District. Building elements, such as entrances, lobbies, balconies, terraces, windows, and active use areas should be oriented toward the Classical Chinese Garden. Special treatment should be garnered toward the exterior public faces of the garden, such as the corner planting areas, the entrance at NW 3rd and Everett, and the Tower of Cosmic Reflections façade on NW Flanders.

The palette of materials and colors of surrounding buildings should be light and muted, to deemphasize the height and mass of the buildings surrounding the garden. Primary building masses should be oriented away from the garden, allowing light and air in, as well as views outside from the garden.

The blocks surrounding the Classical Chinese Garden should strive to reflect the level of fine articulation and architectural detail of the garden. Attention to material quality, craftsmanship, and texture will also enhance the relationship of new development to the garden.

Guideline

Strengthen the significance of the Classical Chinese Garden.



**The B5-2 guideline is to be applied to projects on sites located adjacent to or within 200 feet of the garden and visible from the garden within 400 feet. Projects at other locations need not address this guideline.*

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

Guideline B5-2 may be accomplished by:

1. Orienting surrounding building entrances, lobbies, terraces, windows, and active use areas to the Classical Chinese Garden.



The Bridgeport Condominiums' entrance, windows, balconies, and storefronts face Tanner Springs Park, clearly reflecting the significance of the adjacent public amenity and its relationship to the building.

Guideline B5-2 may be accomplished by:

2. Using muted, light, or reflective building materials.



The muted colors of Pacific Tower (top) allow the roof forms of the Classical Chinese Garden's Tower of Cosmic Reflections to stand out and become the defining feature of the block face. Reflective building materials allow buildings like the Edge (bottom) to blend, reflecting the sky.

B5-2 STRENGTHEN THE SIGNIFICANCE OF THE CLASSICAL CHINESE GARDEN

Guideline B5-2 may be accomplished by:

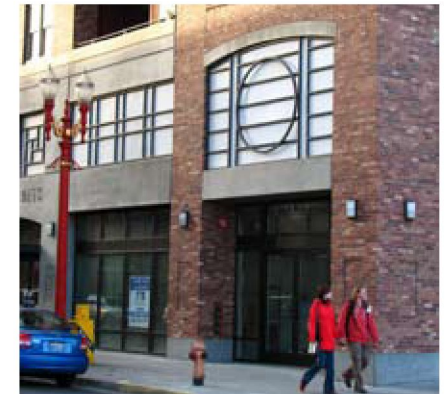
3. Orienting primary building masses away from the garden.



The massing of Park Place Condominiums steps away from Jamison Square, allowing light and air to filter into the open space.

Guideline B5-2 may be accomplished by:

4. Reflecting an Asian-influenced level of articulation and architectural texture and detail in new development surrounding the Classical Chinese Garden.



The Classical Chinese Garden features many layers of design to draw from. A paving detail (top left) shows an intricate assembly of stone pieces to create a beautiful complex walking surface. The garden's surrounding walls feature "leak windows" (top right), allowing air and light into the space, as well as providing a delicate lens from which to view the garden. Pacific Tower (bottom left) and Old Town Lofts (bottom right) each feature Asian-inspired details in the ground level of their buildings.

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

- B6 DEVELOP WEATHER PROTECTION
- B7 INTEGRATE BARRIER-FREE DESIGN

C PROJECT DESIGN

C1 ENHANCE VIEW OPPORTUNITIES

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

Background

The renewed focus for the District is the Willamette River and its associated components and activities. It provides an image and orientation for the District's future. Each development opportunity should, in its initial conceptual design phase, determine how the project will acknowledge the Willamette River. One of the ways is to maximize river view opportunities. Designers of projects are encouraged to innovate and capitalize on view opportunities in order to emphasize and focus the overall ambiance for the entire District. They should consider project orientation and the use of plazas, terraces, balconies, roof gardens, and other vantage points. Landscape design can help accent view corridors and maximize views. Designs should be thorough and creative, and maximize the opportunities to view the Willamette River. Projects should also consider means to enhance their neighbor's views of the river.

Urban centers achieve urbanity when they provide coherent order which is understandable to both the visitor and resident. It is important when designing viewing and stopping places that the solution is helpful in orienting and informing those who use these places.

Guideline

Increase river view opportunities to emphasize the River District ambiance.

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

Guideline C1-1 may be accomplished by:

1. Designing and locating development projects to visually link their views to the river.



The planters in front of the John Ross building in South Waterfront point directly through the buildings along Penney, visually linking the Willamette River.

Guideline C1-1 may be accomplished by:

2. Providing public stopping and viewing places which take advantage of views of River District activities and features.



Back-to-back seating north of the Marquam Bridge provides an opportunity for viewing activity along the greenway trail as well as quiet contemplation of the Willamette River.

C1-1 INCREASE RIVER VIEW OPPORTUNITIES

Guideline C1-1 may be accomplished by:

3. Designing and orienting open space and landscape areas to emphasize views of the river.



South Waterfront Park, which is visually and physically accessible from the Strand residential towers and RiverPlace, emphasizes views to the Ross Island Bridge and ultimately to the Willamette River.

C3-1 INTEGRATE PARKING

C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT

C3 RESPECT ARCHITECTURAL INTEGRITY

C3-1 INTEGRATE PARKING

Background

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 visual compatibility with the adjacent buildings and environment.

Active uses at the sidewalk level of parking structures are encouraged. The incorporation and enhancement of active ground-level uses in parking structures helps create a more interesting and attractive environment for pedestrians. Such incorporation in new and modified parking structures near active retail and pedestrian areas will substantially improve pedestrian linkages and enrich the District's cityscape. However, if active uses cannot be initially incorporated, the design of the sidewalk level of parking structures should be done to allow for future conversion of active uses.

Portions of the street edge of parking facilities can be pedestrian activated with vending booths. This is particularly appropriate in proximity to other retail and office uses.

The siting and location of parking should minimize traffic movement and circulation throughout the River District to lessen pedestrian conflict.

Guideline

Design parking garage exteriors to visually integrate with their surroundings.

C3-1 INTEGRATE PARKING

Guideline C3-1 may be accomplished by:

1. Designing street facing parking garages to not express the sloping floors of the interior parking.



The sloping floors of the parking garage for the Hilton Expansion are masked with the building facade's use of regularly spaced windows that mimic the hotel windows of the floors above.

Guideline C3-1 may be accomplished by:

2. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians.



Retail and facade ornamentation on the lower levels of the Elizabeth mask a parking structure, effectively screening views of parked cars and providing an active street environment for the pedestrian.

C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS

- C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS
- C5 DESIGN FOR COHERENCY
- C6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES
- C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS
- C8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS
- C9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES
- C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS**

Background

Residential units with garages fronting on the pedestrian environment can have a negative impact. Garage doors create “blank wall” areas, and multiple accesses exacerbate pedestrian/vehicle conflict. In contrast, residential character is enhanced when living spaces, home offices, studios, workshops, etc. are located at the ground-floor level. Providing garage access from alleys permits active uses to be located along the street edge.

In order to allow for flexibility in accommodating townhouse development, exceptions should be allowed where a street hierarchy is employed. Multiple garage entries can be allowed on less trafficked streets which are located interior to the development site. Human scale should be maintained by locating windows in the garage doors and by employing pedestrian-scaled features at the ground floor level. Where extensive areas are developed in this manner, a respite from vehicle activity should be provided through the provision of pedestrian-only spaces, such as courtyards and galleries.

Guideline

Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.

Guideline C9-1 may be accomplished by:

1. Locating residential unit garage access on alleys.



Residential garages for Pearl Lofts and Pearl Townhouses are located within a shared alley on NW Hoyt.

C9-1 REDUCE THE IMPACT OF RESIDENTIAL UNIT GARAGES ON PEDESTRIANS

2. Locating garage access on less trafficked streets.



The parking garage for the Edge Building is accessed by its entries on Kearney and Johnson, which are within physical and visual proximity to the freeway, rather than on 14th, the building's pedestrian entrance.

- C10** INTEGRATE ENCROACHMENTS
- C11** INTEGRATE ROOFS & USE ROOF TOPS
- C12** INTEGRATE EXTERIOR LIGHTING
- C13** INTEGRATE SIGNS



APPENDIX—OTHER CONSIDERATIONS

1. Signage in Chinatown

Lighted signs may be approved which exceed maximum area, number, projection, height and lighting regulations, or which flash or include exposed incandescent lamps, provided they constructively add to the festive atmosphere of the District. Traditional sign lighting methods, such as incandescent lamps and neon tubing are preferred. If internal lighting is used, letter forms should be illuminated brighter than the sign background. The background should use a predominance of deep toned color.

Signs that are not lighted, and which conform with regulations governing projection but exceed maximum number, area, and height regulations, may be approved. Signs made of impermanent materials which can be moved by the wind, such as banners, flags, and ornaments, may be permitted if found to be consistent with Chinatown's character.

2. Public Art

The Regional Arts & Culture Council (RACC) is the steward of Portland's cultural environment. It oversees the City's and Multnomah County's Percent for Public Art Program. Additionally, RACC is a resource to communities throughout the region. The Council helps make aesthetic and material decisions, and assists in the selection process for suitable art. Public art can best be integrated into River District development by including artists and arts professionals at the earliest possible opportunity. The Regional Arts & Culture Council can assist in identifying artists with appropriate expertise and in the selection process.

There should be representation from the River District when there is a RACC review involving the River District.

Art should be selected based on:

- artistic excellence
- appropriateness to site and project
- meaningfulness to community served

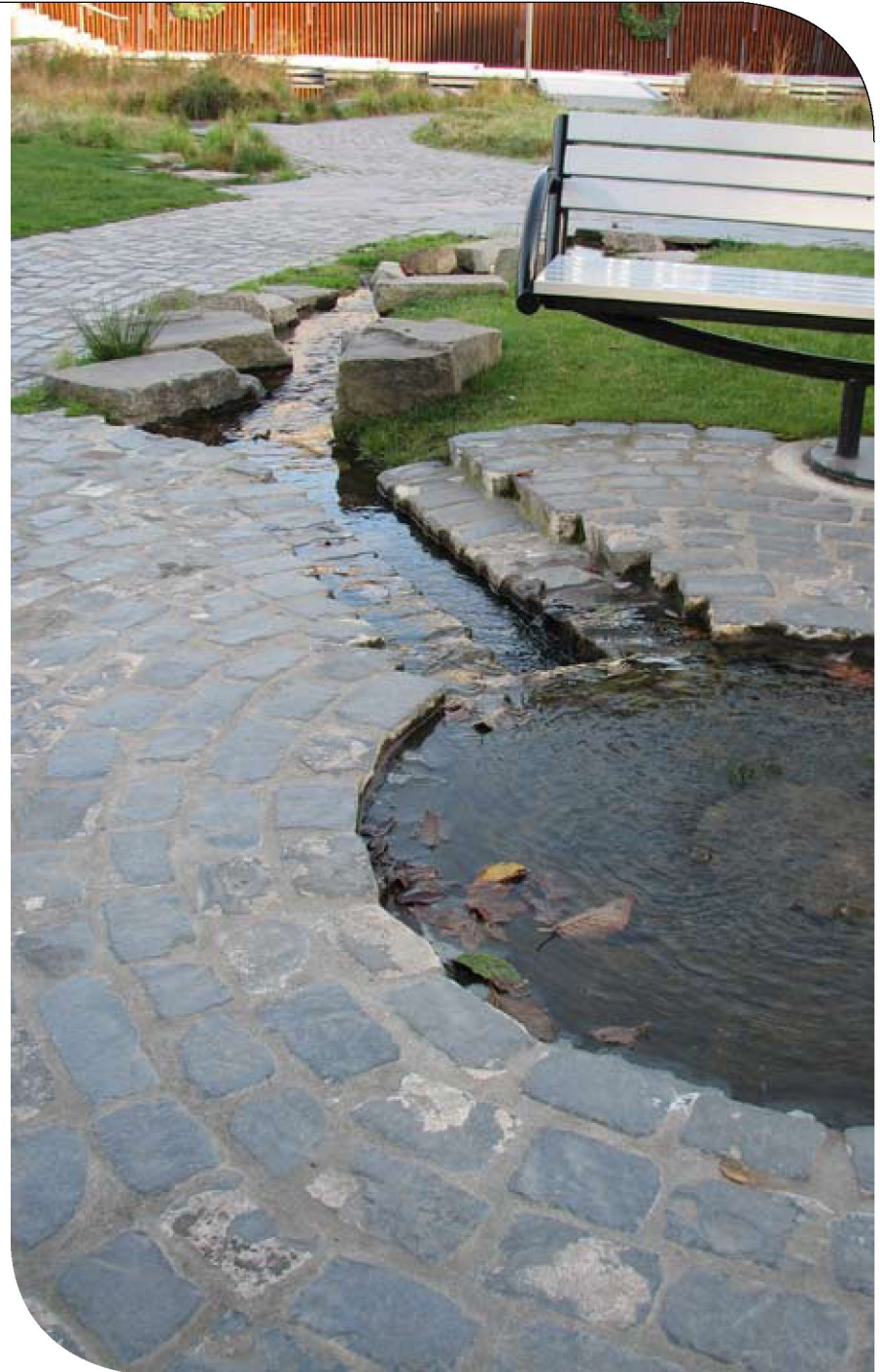
- scale
- location within the District
- form and materials
- relationship to other art
- safety of installation
- maintenance requirements

3. Cobblestones

Ordinance No. 139670, passed in 1975, required that the Bureau of Parks pick up, clean, and store cobblestones as they were excavated from city streets. The Ordinance further required that “The deployment of stored cobblestones shall be determined by the Portland Historical Landmarks Commission. Criteria for deployment shall be established by the Commission.”

The two deployment criteria developed by the Commission in 1975, which remain the criteria today are:

- **Cobblestones should be reused primarily in districts or areas of the City where they were originally used.** Historic Districts and Historic Landmarks where cobblestones were originally used as the paving material should receive first priority.
- As a general policy, **cobblestones should be used for large paving areas, primarily in public pedestrian spaces where the special character of cobblestone texture would be meaningful.** The use of cobblestones as small decorative elements in unrelated or isolated projects should be discouraged, as these uses are usually insignificant or inappropriate.



ORDINANCE NO. 169822

North Pearl District Plan Transportation Analysis

1. Project Purpose

The North Pearl District Plan is a neighborhood plan intended to direct public and private development and investment in the portion of the Pearl District north of NW Lovejoy Street. Map 1 below indicates the study boundary, with NW Lovejoy St to the south, the Willamette River to the north and I-405 to the west. A section of the area west of the Fremont Bridge along Naito Parkway is also included.

Map 1. North Pearl District Plan Study Area.



The plan was developed over an 18 month period through an extensive public outreach process, engaging a diverse group of stakeholders. As part of the planning process, several land use and transportation scenarios were tested, including additional floor area in different parts of the study area. Additionally, the plan included a strong emphasis on sustainability, and as such it recommends increasing the area's mode split goals for non auto trips and the creation of a balanced multimodal system via an updated street hierarchy map and action items calling for changes to the parking section of the zoning code to decrease the reliance on the automobile.

PDOT completed transportation analysis of the proposed zoning amendments recommended in the plan based on different land use scenarios. The following summarizes the analysis.

2. Background

This section addresses transportation analysis, including the description of the transportation model used and the basic assumptions built into the model.

a. Transportation Model Information

PDOT relied on Metro's Regional Travel Forecasting 2005-2030 Model for the analysis, which is a macro level regional demand model used for regional projects. The model included household and employment land use assumptions for the 2005 Base year and 2030 Forecast year. The land use information is distributed geographically in the model by transportation analysis zones (TAZ's).

The North Pearl District Plan relied on the Metro model developed for the South Corridor Phase II Light Rail Project: Portland to Milwaukie. PDOT staff customized and calibrated this model for the North Pearl District Plan to have a finer level of transportation analysis zones (TAZs) and a more detailed street network in the study area.. The model is calibrated and tested using the year 2005 as a base. The model forecasts traffic volumes for the two-hour peak period (PM-2) and assigns traffic onto the street network to analyze the impacts.

Operational level traffic engineering analysis were performed at different intersections, including at ODOT's I-405 on and off ramps and the City's main portals, including NW Lovejoy St, NW 14th Ave, NW Everett St, and NW Glisan St.

b. Transportation Infrastructure Assumptions

Below are the main transportation infrastructure assumptions used in the model as it impacts the study area. In the year 2030, the transportation system will have implemented the following projects:

- Milwaukie Light Rail
- Eastside Streetcar
- Burnside Couch Project
- Bus transit improvements identified in the RTP. For the study area, no additional bus service is expected.
- Transportation projects included in the financially constrained Regional Transportation Plan

c. Transportation Policies

Table 1 below lists the street classifications in the study area based on the Transportation System Plan (TSP). The TSP guides how streets in the City, including the Central City, should function. As can be seen, many of the streets are local (intended for local use within the River District). A number of streets serve as portal, bringing people in and out of the River District by way of different transportation modes. They are classified as Major City Traffic Access Streets and Traffic Access Streets. Through traffic (non local) is discouraged in Traffic Access Streets.

The major portals into the study area include Naito Parkway, NW 14th and NW 16th, NW Thurman, NW 10th, NW 11th, NW Lovejoy and the Broadway ramp and Bridge, NW 9th north of NW Lovejoy and NW Broadway.

Table 1. City of Portland Street Classifications

Street	Traffic	Transit	Bicycle	Pedestrian	Freight	Emergency	Design
Broadway Bridge	Major City Traffic	Transit Access	Off-Street Path	City Walkway	Major Truck	Major Emergency	Regional Corridor
NW Broadway	Traffic Access	Transit Access	City Bikeway	City Walkway		Major Emergency	Community Main Street
NW 8 th	Local	Local	Local	Local	Local	Local	Local
NW 9 th	Local	Transit Access	City Bikeway	City Walkway		Major Emergency	Local
NW 10th	Traffic Access	Transit Access	Local	CC Transit/Pedestrian	Local	Major Emergency	Community Main Street
NW 11th	Traffic Access	Transit Access	Local	CC Transit/Pedestrian		Local	Community Main Street
NW 12th	Local	Local				Local	Local
NW 13th	Local		Local	City Walkway		Local	Local
NW 14th	Major City Traffic	Local	City Bikeway	Local	Truck Access	Major Emergency	Local
NW 15th	Local	Local		Local			Local
NW 16th	Major City Traffic	Community Transit	City Bikeway	Local	Truck Access	Major Emergency	Local
NW Naito Parkway	Traffic Access	Transit Access	City Bikeway	City Walkway	Local	Major Emergency	Community Main Street
NW Thurman	Major City Traffic	Community Transit	City Bikeway	Local	Local	Local	Local
NW Savier	Local	Local	Local	Local	Local	Local	Local
NW Raleigh	Local	Local	City Bikeway	Local	Local	Local	Local
NW Quimby	Local	Local	Local	Local	Local	Local	Local
NW Pettygrove	Local	Local	Local	Local	Local	Local	Local
NW Overton	Local	Local	City Bikeway	Local	Local	Local	Local
NW Northrup	Local	Transit Access	Local	City Walkway	Local	Local	Community Main Street
NW Marshall	Local	Local	Local	Local	Local	Local	
NW Lovejoy	Traffic Access	Transit Access	City Bikeway	City Walkway		Major Emergency	Community Main Street
Waterfront			Bike and Ped Path	Bike and Ped Path			

3. Land Use Scenarios

The transportation analysis compared the transportation impacts of the proposed land use concepts with Metro's household and employment for the 2005 Base Year and the 2030 Forecast Year that were used for the Metro's Milwaukie LRT Project.

a. 2005 and 2030 Land Use Assumptions

Table 2 below summarizes the land use assumptions assumed in Metro's Milwaukie model for the study area, the City of Portland, and the Portland region. The allocation is based on an econometric model called Metroscope as well as an allocation of jobs and households agreed upon by the different jurisdictions. In 2005 the model indicates that there are about 1,800 households and 4,500 employees in the study area. By 2030 the model predicts a doubling of the number of employees and more than a tripling in the number of households.

Table 2. Land Use Model Projections.

	2005		2030		2030-2005	
	Households	Employment	Households	Employment	Households	Employment
North Pearl District	1,806	4,455	6,160	8,724	241%	96%
City	234,740	442,742	299,526	603,110	28%	36%
Region	766,849	1,031,982	1,134,069	1,691,874	48%	64%

The North Pearl Land Use Scenarios were developed by the Bureau of Planning and the Portland Office of Transportation. The scenarios were based upon technical evaluation of development capacity, forecast development trends to 2030, and community inputs. Two land use concepts evolved from the project's urban design charrette, held in November of 2007. Refer to Appendix C more information about the land use assumptions. The scenarios are included in Table 3 below, with households and employment numbers by TAZ. The land use scenarios focused on additional housing development in the study area.

Table 3. Land Use Scenarios

TAZ	2030 Base		2030 Scenarios	
	Employment*	Households	Land Use 1 Households	Land Use 2 Households
89	604	929	890	1,027
1901	281	232	536	603
90	472	620	502	616
91	434	569	160	205
92	213	280	334	429
97	1,218	300	1,632	2,099
1902	1,096	270	1,527	1,527
1903	1,259	310	863	1,028
1904	487	120	0	0
125	1,164	570	1,575	1,575
96	432	574	574	574
95	336	436	436	436
94	329	431	431	431
93	399	519	519	519
Total	8,724	6,160	9,979	11,069

*Note: Employment remains unchanged for 2030 scenarios.

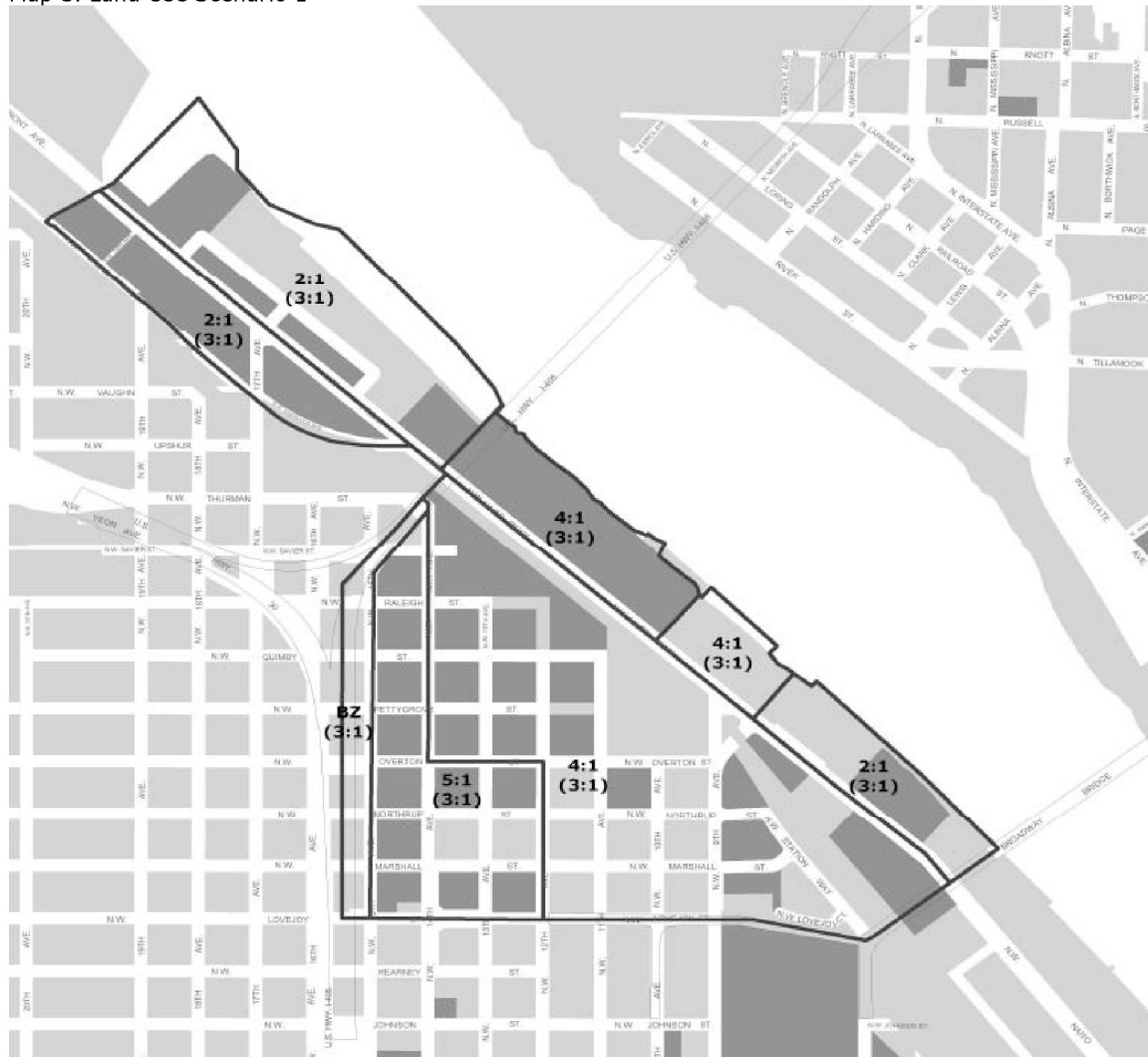
Map 2. Transportation Analysis Zones.



b. Land Use Scenario 1

Land Use Scenario 1 would provide for a maximum 8:1 FAR, which would include a base FAR plus bonuses. Map 3 below shows the distribution of FAR in the study area by TAZ. The 8:1 scenario resulted in a total of about 10,000 households.

Map 3. Land Use Scenario 1



c. Land Use Scenario 2

Land Use Scenario 2 tested a 9:1 FAR scenario, again, using the bonus system to go beyond the base FAR. Map 4 below shows the distribution of FAR in the study area by TAZ.

[illegible]

4. Modeling Results

The information below summarizes the transportation results of the different land use scenarios, including the 2005 and 2030 Base scenarios which set the foundation for comparing land use changes.

a. 2005 and 2030 Land Use Base Transportation Analysis

Mode Split

Metro's Regional Forecasting Model includes a Travel Mode Model that distributes the travel demand by transportation modes. Table 4 shows the daily trips by different modes in 2005 and 2030. The 2030 forecasts over 200% increase in trips, with non auto trips showing the greatest increase, with transit, bike nearly tripling and walk trips almost quadrupling while auto trips will increase by approximately 180 percent.

Table 4: Daily Trips

	Auto		Transit		Bike		Walk		Total
	Trips	%	Trips	%	Trips	%	Trips	%	Trips
2005	19,108	74.6	2,581	10.1	540	2.1	3,382	13.2	25,611
2030	54,038	65.2	10,200	12.3	2,013	2.4	16,596	20.0	82,847
% Growth	183%		295%		272%		391%		223%

Table 5 shows the mode share for commute trips to different districts in 2005 and 2030. In the study area in 2005, only 17 percent of trips were by transit, reflecting the transition from industrial use to mixed use and the lack of transit service in the area. In 2030, the transit mode split increases to 26 percent. Despite the increase, the transit mode share in 2030 is significantly lower (26 percent) than the transit mode split for the area of the River District south of the study area (40 percent).

Table 5. 2005 MODE SPLIT FOR DAILY HBW ATTRACTIONS TO THE CENTRAL CITY (per person trips, includes all regional and inter-district trips)

2005	SOV		Transit		Bike		Walk		HOV		TOTAL
District	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Per Trips
CBD	61,894	52.7%	39,057	33.3%	2,818	2.4%	2,198	1.9%	11,464	9.8%	117,431
Albina	3,106	83.3%	284	7.6%	18	0.5%	14	0.4%	307	8.2%	3,729
Lloyd	21,303	71.4%	5,080	17.0%	319	1.1%	272	0.9%	2,871	9.6%	29,845
Central East Side	22,193	82.1%	2,144	7.9%	202	0.7%	206	0.8%	2,280	8.4%	27,025
North Macadam	8,002	85.4%	474	5.1%	47	0.5%	29	0.3%	814	8.7%	9,367
Goose Hollow	7,811	76.9%	1,148	11.3%	107	1.1%	253	2.5%	841	8.3%	10,161
River District*	15,595	60.2%	6,309	24.4%	598	2.3%	874	3.4%	2,528	9.8%	25,904
River District South*	11,979	58.7%	5,334	26.1%	477	2.3%	692	3.4%	1,942	9.5%	20,423
North Pearl*	3,616	66.0%	975	17.8%	121	2.2%	182	3.3%	586	10.7%	5,480
Central City Total	139,903	62.6%	54,497	24.4%	4,110	1.8%	3,845	1.7%	21,106	9.4%	223,461

NOTE: Intra-district trips are excluded

Table 6. 2030 MODE SPLIT FOR DAILY HBW ATTRACTIONS TO THE CENTRAL CITY (per person trips, includes all regional and inter-district trips)

2030	SOV		Transit		Bike		Walk		HOV		TOTAL
District	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Per Trips
CBD	56,406	35.9%	75,126	47.9%	4,957	3.2%	6,058	3.9%	14,399	9.2%	156,945
Albina	3,658	77.8%	538	11.4%	32	0.7%	46	1.0%	426	9.1%	4,699
Lloyd	21,260	55.8%	11,687	30.6%	604	1.6%	504	1.3%	4,079	10.7%	38,135
Central East Side	24,916	68.2%	6,776	18.6%	491	1.3%	466	1.3%	3,871	10.6%	36,521
North Macadam	13,152	61.7%	4,622	21.7%	452	2.1%	201	0.9%	2,879	13.5%	21,306
Goose Hollow	6,207	47.1%	4,244	32.2%	393	3.0%	883	6.7%	1,457	11.1%	13,184
River District*	15,233	42.6%	13,207	36.9%	1,244	3.5%	2,596	7.3%	3,515	9.8%	35,794
River District South*	10,359	40.6%	10,281	40.3%	832	3.3%	1,634	6.4%	2,380	9.3%	25,486
North Pearl*	4,873	47.3%	2,926	28.4%	412	4.0%	962	9.3%	1,135	11.0%	10,308
Central City Total	140,834	45.9%	116,199	37.9%	8,172	2.7%	10,754	3.5%	30,626	10.0%	306,584

NOTE: Intra-district trips are excluded

*River District is a combination of River District South and North Pearl.

Origins and Destinations

Table 7 summarizes the anticipated growth in trips that originate and trips that are attracted to the North Pearl Study area.

Table 7. Origins and Destinations

	2005		2030		2030-2005 (O&D)	
	Origin	Destination	Origin	Destination	Total	Growth
North Pearl District	1,305	870	3,831	3,683	5,340	245%

The results of growth in the Portland region, City of Portland and within the North Pearl area include increase vehicle traffic. Table 8 summarizes the traffic growth along screen-lines that border the study area.

Table 8. Network screen-line traffic growth (PM peak 2-hours)

	Line 1		Line 2		Line 3	
	Outbound/ EB	Inbound/ WB	Outbound/ SB	Inbound/ NB	Outbound/ WB	Inbound/ EB
2005	5,410	3,750	4,040	4,650	3,050	2,820
2030	6,060	5,480	6,540	6,600	4,290	4,870
Growth	650	1,730	2,500	1,950	1,240	2,050
	12%	46%	62%	42%	41%	73%

Line 1 – Broadway and Steel Bridges

Line 2 – S/ Lovejoy from Naito PKWY to 16th Ave.Line 3 – w/ 16th St. from Front to Lovejoy

Table 9 shows the top five districts with the highest traffic origin and destination patterns in the study area, from 23 districts region-wide. These areas are the downtown, the Northwest district, the River district south of the study area, Northeast Portland and Beaverton/Hillsboro. Compared to other districts, these districts (except for Beaverton/Hillsboro) are relative very small areas. This indicates a concentration of close-in traffic.

Table 9. Origin and Destinations by District

2005			2030		
Area	Volume	%	Area	Volume	%
Downtown	2,500	13	Downtown	8,700	16
NW District	2,100	11	NW District	700	13
Beaverton/Hillsboro	1,800	9	River District	6,600	13
NE Portland	1,800	9	Beaverton/Hillsboro	4,700	8
River District	1,600	8	NE Portland	4,200	8

Table 10 shows that the North Pearl Study area traffic uses mainly three routes to access other areas of the City and region. The three routes are: NW 16th Ave. and NW 14th Ave. couplet, the Broadway Bridge, and NW Naito Parkway. In 2005 the three routes carry about 62 percent of district's total in-out PM peak 2-hour traffic. The model estimates that in 2030 the traffic could reach 71 percent. The district traffic would take a larger share of the total traffic on those portal streets and occupy more percentage of their total capacity. Of the three main access routes, only the traffic on NW 14th and 16th is mainly freeway bound traffic. For example, about 80% of the traffic on NW 14/16th Ave. is coming from or going to I-405, while only about 29% of the Broadway Bridge traffic was connecting to I-5/I-84.

Table 10.

		District related Volumes	% of the district traffic	% of the link total traffic
2005	NW 16 th & 14 th n/ Glisan	545	25.1%	20.6% SB 18.3% NB
	Broadway bridge	484	22.3%	9.5% EB 7.0% WB
	NW Naito PKWY s/ Broadway	316	14.5%	7.4% SB 7.4% NB
2030	NW 16 th & 14 th n/ Glisan	1282	24.0%	36.2% SB 46.5% NB
	Broadway bridge	1289	24.1%	16.2% EB 20.4% WB
	NW Naito PKWY s/ Broadway	1201	22.5%	36.2% SB 29.3% NB

Through traffic impact to the district

According to the City of Portland's Transportation System Plan's traffic street classifications, only NW 14th and 16th couplet streets and Broadway Bridge within the district are Major City Traffic Streets. Naito Pkwy, NW Lovejoy St., NW Overton St, and NW 9th St. are Traffic Access Streets, intended for trips beginning and ending in the River District (and discouraging through trips). The 2005 model estimates that about three-fourths of the total traffic within the district boundary are through traffic (meaning outside the study area). On the three main access route links, the through traffic accounts for 80 to 93 percent. In 2030, the percentage of the through traffic on the district streets would be reduced to 60 percent as local traffic increases.

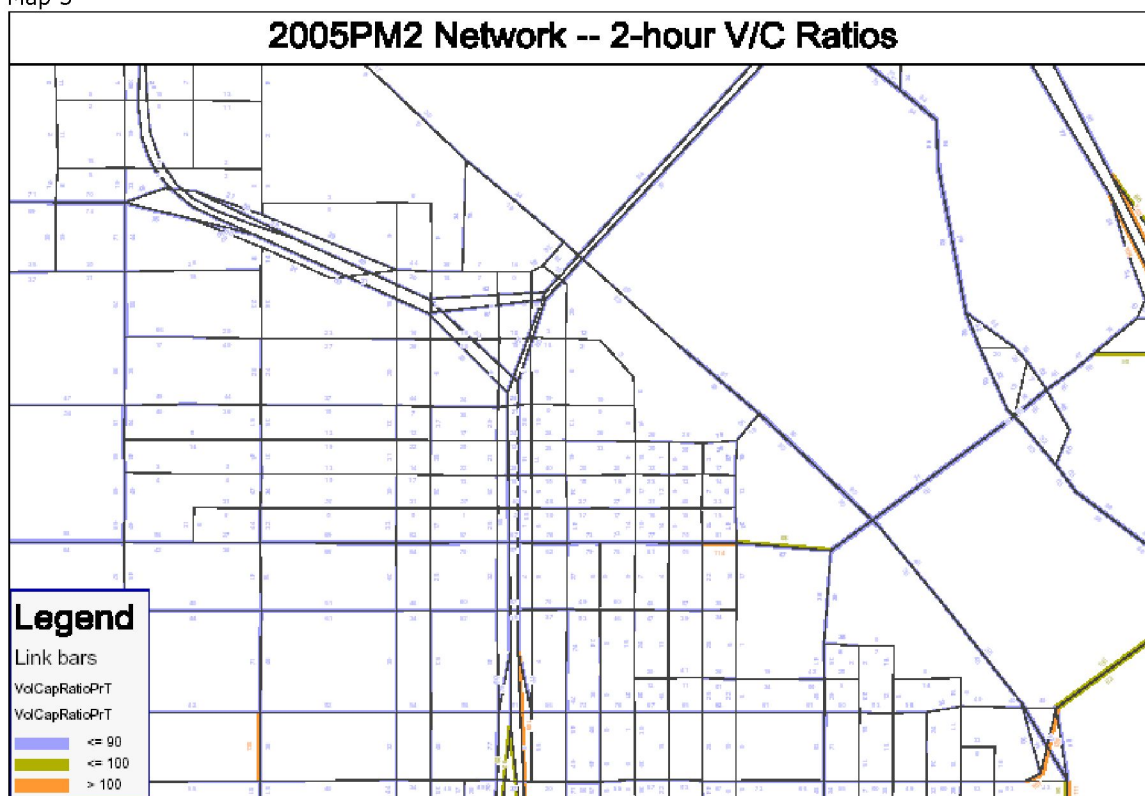
Congested segment links

The 2030 Base will result in over 7,500 trips to and from the district, with 33,800 auto trips on the district's street network. As such, the majority of trips would be external to the study area. Total vehicle miles in the study area are over 10,400, with about 2,800 vehicle-miles being under congested conditions, or about 27 percent. As a comparison, in 2005 only one percent of vehicle-miles were congested, and the district generated only 2,100 trips.

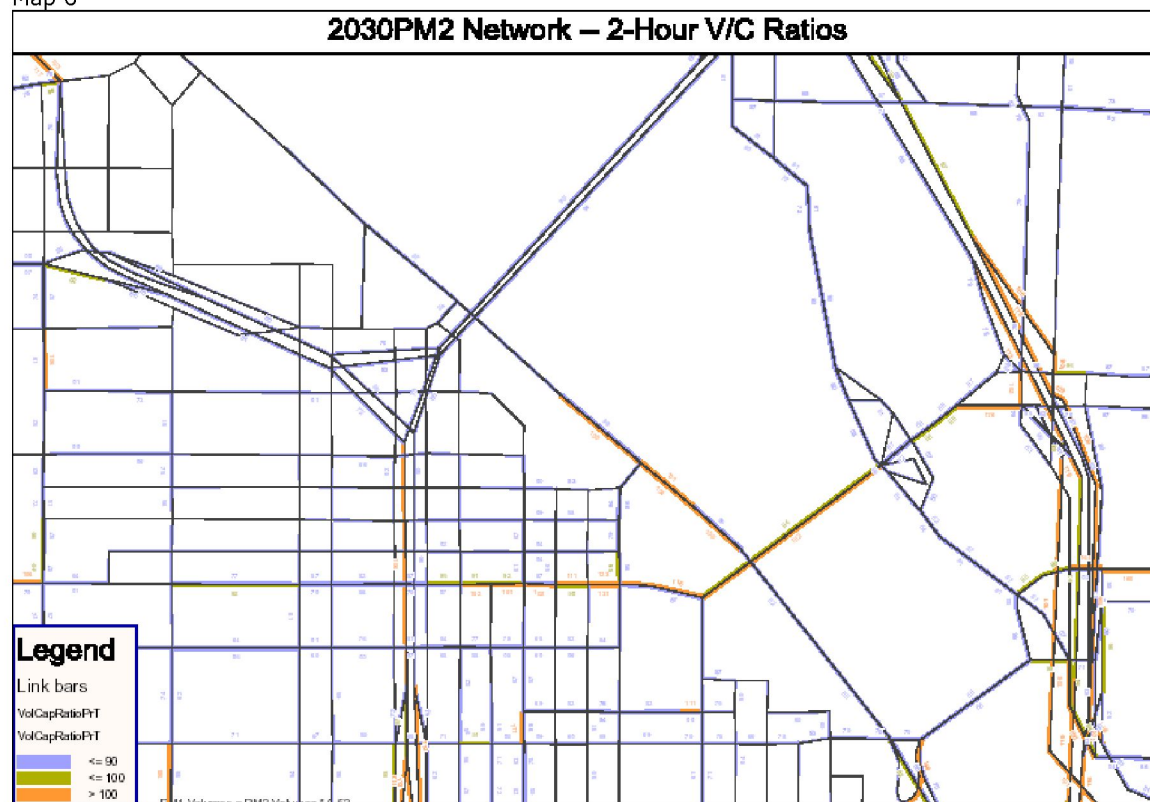
Volume to Capacity Ratios

Map 5 and 6 show the volume to capacity ratios for 2005 the 2030 Base. Generally speaking, volume to capacity ratios (v/c ratio) higher or equal to 1 indicates congestion as auto demand meets and exceeds the link's capacity to handle traffic. In 2030, NW Lovejoy St. would become increasingly more congested, with congested links eastbound extending from the Broadway Bridge to NW 14th St. The area of highest congestion would be the intersection of NW Lovejoy St and NW 9th St. and the Broadway Bridge ramp, with v/c ratios of 1.31 eastbound and 1.23 westbound. Naito Parkway at NW 9th Avenue also shows congested links, with v/c ratios ranging from 1.01 to 1.05. As a comparison, in 2005 only one link was over capacity, eastbound at the intersection of NW Lovejoy St and NW 9th St, at the end of the Broadway ramp.

Map 5



Map 6



NW Lovejoy Street between NW 9th Ave. and NW 16th Ave.

The section of NW Lovejoy St. in the study area is classified as a Traffic Access Street under the City's TSP, functioning as the east-west portal to the district. Currently, it is a two-lane street, one for each direction, with short intersection distance, heavy pedestrian flow, and parking on both sides. Retail stores are located along the street.

PDOT used a Synchro model to analyze traffic operation conditions along the corridor. The existing traffic demands of the model are from balanced field counts at the intersections, and links, and the future demands are derived from adding the growth volumes projected by the City's North Pearl District macro model. The results from the Synchro model are listed in Table 11.

At three intersections NW Lovejoy shows LOS F, at NW 9th, NW 10th and NW 15th in 2030 under the 2030 Base Case.

Table 11.

	LOS					95 th Queue (ft)*	
	Intersections		Movement			EB	WB
	LOS	Delay(s)	LOS	Delay(s)	Move.		
2005PM2							
Lovejoy @ 9th	C	31.8	E	61.9	SBL	535	230
Lovejoy @ 10th	B	13.2	B	16.0	EBT	385	45
Lovejoy @ 11th	B	12.1	B	16.5	SBT	370	235
Lovejoy @ 12th	A	8.8	C	21.7	SBL	10	65
Lovejoy @ 13th	A	5.6	B	14.9	NBL	55	165
Lovejoy @ 14th	B	13.1	C	26.4	NBT	35	120
Lovejoy @ 15th	A	1.6	C	16.5	SBT		
Lovejoy @ 16th	B	15.9	B	18	SBT	230	249
2030PM2							
Lovejoy @ 9th	F	105.8	F	187.8	SBL	M#640	#665
Lovejoy @ 10th	E	78.2	F	225.1	NBT	M455	M30
Lovejoy @ 11th	C	30.4	D	44.7	SBT	460	M285
Lovejoy @ 12th	B	19	D	51.5	SB	300	150
Lovejoy @ 13th	A	8.5	B	14.7	NB	50	170
Lovejoy @ 14th	B	13.7	C	26.6	NB	90	120
Lovejoy @ 15th	D	12	F	59.3	SB		
Lovejoy @ 16th	C	20.1	C	26	WB	305	#335

* 95th Queue Length = the longest queue among all movements from an approach link

b. 2030 Land Use Scenario 1 Transportation Analysis

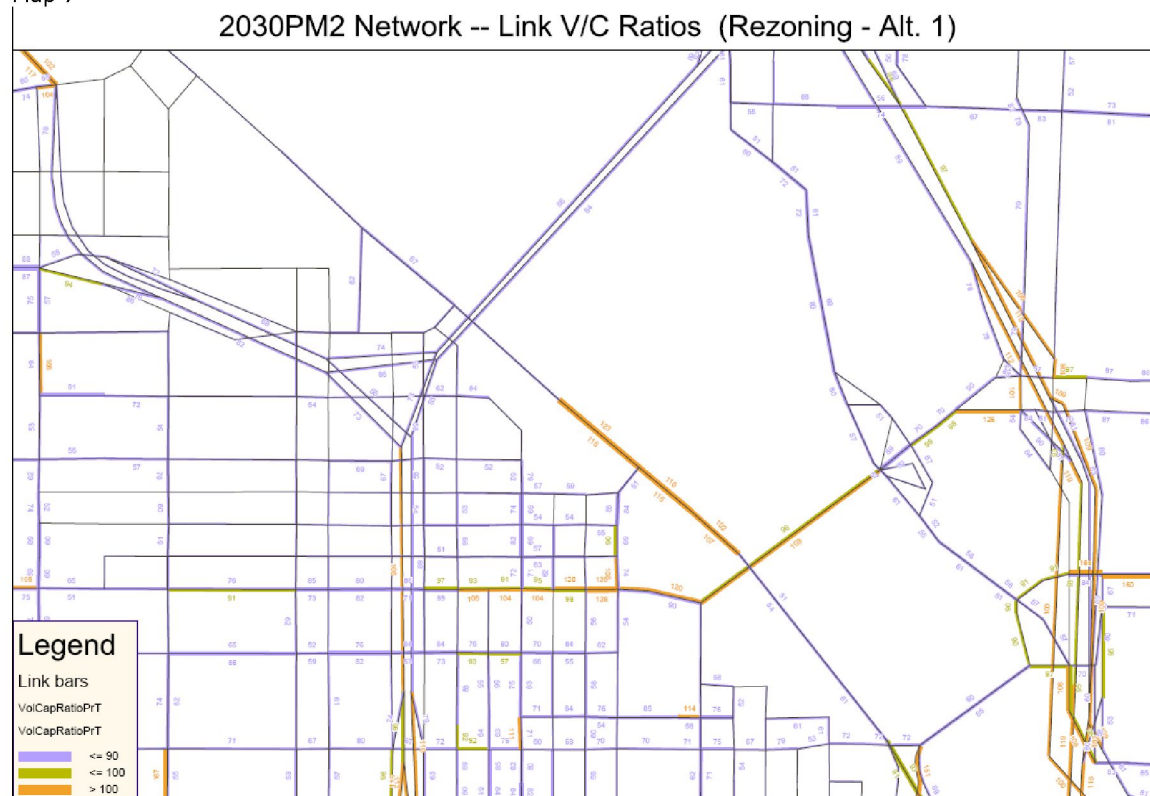
Congested segment links

The 2030 Land Use 1 could result in about 11,000 trips from and to the district. This represents a 45 percent over the 2030 base. This scenario could result in approximately 30 percent of the links with a volume to capacity ratio equal or higher than 1.0.

Volume to Capacity Ratios

Map 7 shows volume to capacity ratios for 2030 Land Use Scenario 1. The link at NW Lovejoy St at NW 9th remains significantly congested, with a volume to capacity of 1.28 and congestion spreading to NW 14th St. As land uses intensify in the areas north of Lovejoy and particularly north of NW Naito, there is forecasted additional demand on NW Naito Parkway and NW 9th St. Volume to capacity ratios at NW 9th and NW Lovejoy (southbound) increase to 1.08 from the 2030 Base (v/c of 0.95) and v/c ratios at Naito Parkway at and near NW 9th increase significantly, ranging from 1.02 to 1.22. Auto volumes increase by about 100 additional trips at NW 9th St (southbound) and by 200 on Naito Parkway from the 2030 Base.

Map 7



c. 2030 Land Use Scenario 2 Transportation Analysis

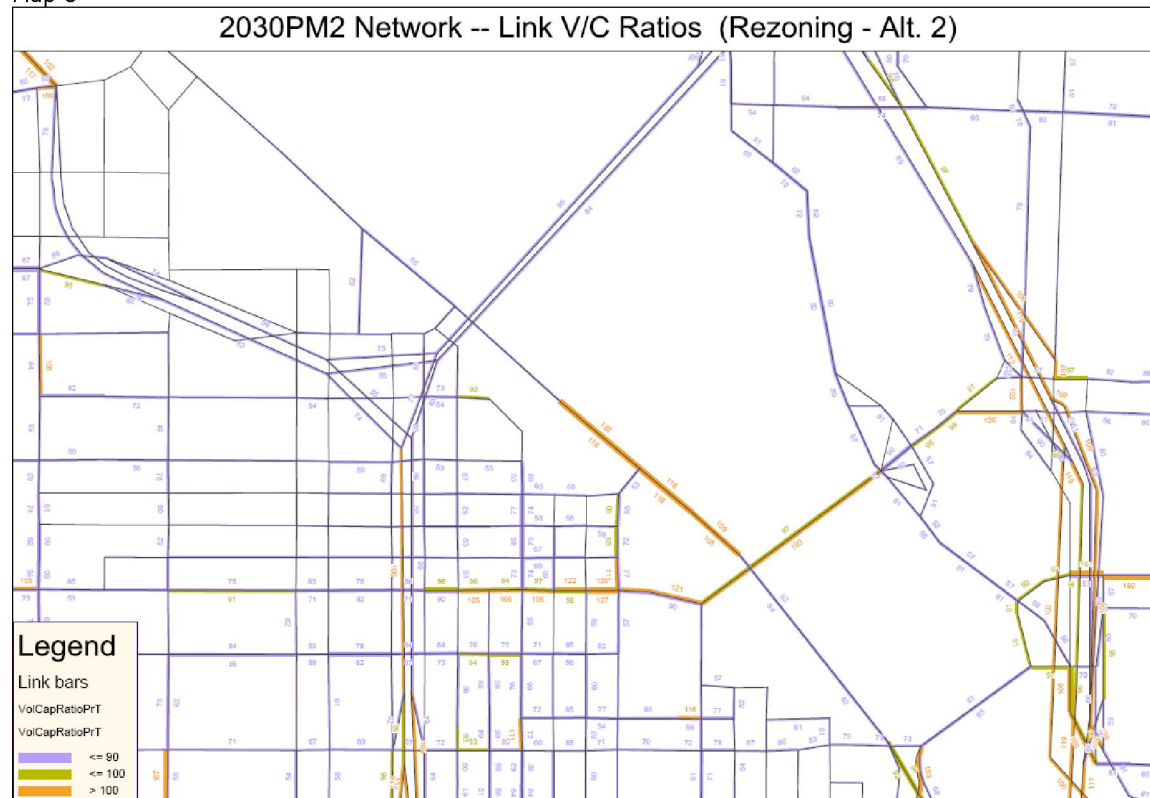
Congested segment links

The 2030 Land Use 1 could result in close to 12,000 trips from and to the district. This represents a 55 percent increase to the 2030 Base. This scenario could result in approximately 30 percent of the links with a volume to capacity ratio equal or higher than 1.0

Volume to Capacity Ratios

Map 8 shows volume to capacity ratios for 2030 Land Use Scenario 2. The link at NW Lovejoy St at NW 9th remains significantly congested, with a volume to capacity of 1.27 and congestion spreading to NW 14th St. As with Land Use Scenario 1, this scenario results in a intensification of land uses in the areas north of NW Lovejoy and particularly north of NW Naito, resulting in additional demand on NW Naito Parkway and NW 9th St. Volume to capacity ratios at NW 9th and NW Lovejoy (southbound) increase to 1.11 and from NW Marshall St to NW Overton St reach the 0.9-1.0 range. V/c ratios at Naito Parkway at and near NW 9th increase significantly, ranging from 1.03 to 1.23. Auto volumes increase by about 150 additional trips at NW 9th St (southbound) and by 250-300 on NW Naito Parkway from the 2030 Base.

Map 8



5. Land Use and Transportation Mitigation

The analysis of the land use scenarios above reveal that even in the 2030 Base case there is significant congestion on much of the study area's links, primarily due to non-local or through traffic. As the area redevelops, the percentage of congested links increases from 2005 to 2030, going from one percent to 27 percent of the study area's street network. NW Lovejoy St. becomes increasingly congested under the 2030 Base case, and under Land Use Scenarios 1 and 2 congestion extends northward along NW 9th and Naito Parkway. The auto demands for those links under each scenario in the mentioned links are significantly higher than the capacity of the links to accommodate the additional demand. The result is heavy congested portals at the eastern end of the district, with congestion on NW Lovejoy St extending westward.

a. Transportation Mitigation Options

In reaction to the forecasted v/c ratios exceeding 1.0 as identified in the 2030 Base and Land Use 1 and 2 scenarios, two transportation scenarios were introduced to mitigate traffic impacts. They included:

- **Couplet Concept.** A couplet system from NW 16th to NW 10th, using NW Lovejoy St. one-way eastbound and NW Northup St. one-way westbound. This concept allows for operational capacity improvements (as with two lanes generally provide for more traffic throughput) to relieve future traffic on NW Lovejoy. The couplet's added operational capacity is not expected to shift trips from transit to the automobile, as the actual number of lanes in the district remains unchanged and portal capacity (in and out of the district) remains unchanged. Furthermore, the capacity improvements also help transit operations on NW Lovejoy St., including the Portland Streetcar.

- **Transportation Demand Management.** As indicated above, there is a significant difference in transit use between the study area and the area of the River District south of NW Lovejoy St. The project's urban development framework and the plan calls for an extension of the character of the Pearl District northward, with mixed use development at higher densities than current uses. As such, the plan expects that transit service is significantly improved as redevelopment occurs. This scenario assumes that the transit mode split in the area north of NW Lovejoy St for commute trips will be equal to the rest of the Pearl District, with about 40 percent of trips by transit (see the implementation section below for actions that help achieve this mode split level). This leads to a reduction of traffic on the street network. The plan includes action items to achieve this goal.

b. Land Use Mitigation Options.

In addition to the transportation mitigation options, a new land use scenario was developed. Land Use Scenario 3 that maintains the FAR increase to 9:1 south of the railroad and offers no change from the 2030 Base north of the railroad tracks. This is achieved by using a combination of the 2030 Base north of Naito Parkway and Land Use 2 south of the railroad tracks. This scenario could result in an increase of 8,209 households. Table 12 compares the three alternatives.

Table 12. Land Use

TAZ	2030 Base		2030 Scenarios		
	Employment*	Households	Land Use 1 Households	Land Use 2 Households	Land Use 3 Households
89	604	929	890	1,027	1,027
1901	281	232	536	603	603
90	472	620	502	616	616
91	434	569	160	205	205
92	213	280	334	429	429
97	1,218	300	1,632	2,099	2,099
1902	1,096	270	1,527	1,527	270
1903	1,259	310	863	1,028	310
1904	487	120	0	0	120
125	1,164	570	1,575	1,575	570
96	432	574	574	574	574
95	336	436	436	436	436
94	329	431	431	431	431
93	399	519	519	519	519
Total	8,724	6,160	9,979	11,069	8,209

*Note: Employment remains unchanged for 2030 scenarios.

6. Alternatives analysis

a. Traffic and Land Use Alternatives Analysis

Table 13 summarizes the three land use scenarios including the summary traffic indicators.

Table 13

	2005 Base	2030							
		Base	Alternatives						
			Base + Couplet	Land Use 1	Land Use 2	Couplet + Land Use 1	Couplet + Land Use 2	Couplet + Land Use 1 + TDM ⁵	Couplet + Land Use 3+TDM ^{5,6}
Land Use									
Households	1,810	6,160	6,160	9,980	11,070	9,980	11,070	9,980	8,210
Employment	4,460	8,720	8,720	8,720	8,720	8,720	8,720	8,720	8,720
District Veh PM2 Demand									
Total Trips to/from district ¹	2,200	7,500	n/c	10,900	11,700	10,900	11,700	8,800	7,600
Average link traffic ²	410	680	670	790	820	780	800	730	670
outline total traffic ³	23,700	33,800	33,500	36,800	37,400	35,700	36,300	34,200	33,500
District Link Traffic									
total vehicle- miles	6,900	10,400	10,400	11,900	12,000	11,900	12,100	11,200	10,500
congested vehicle-miles ⁴	70	2,780	350	3,570	3,610	3,250	3,350	2,940	2,090
% of congested links	1%	27%	3%	30%	30%	27%	28%	26%	20%

1. District defined as above.

2. Links included in district area.

3. Outlines included the area just west of I-405, the area just south of NW Lovejoy St and the Broadway Bridge

4. Congested links defined as link v/c >= 1.0

5. TDM assumes PM2 40% of total district trips use transit with couplet network

6. Also referred as "recommended concept."

Note: Numbers are rounded.

a. 2030 Base + Couplet

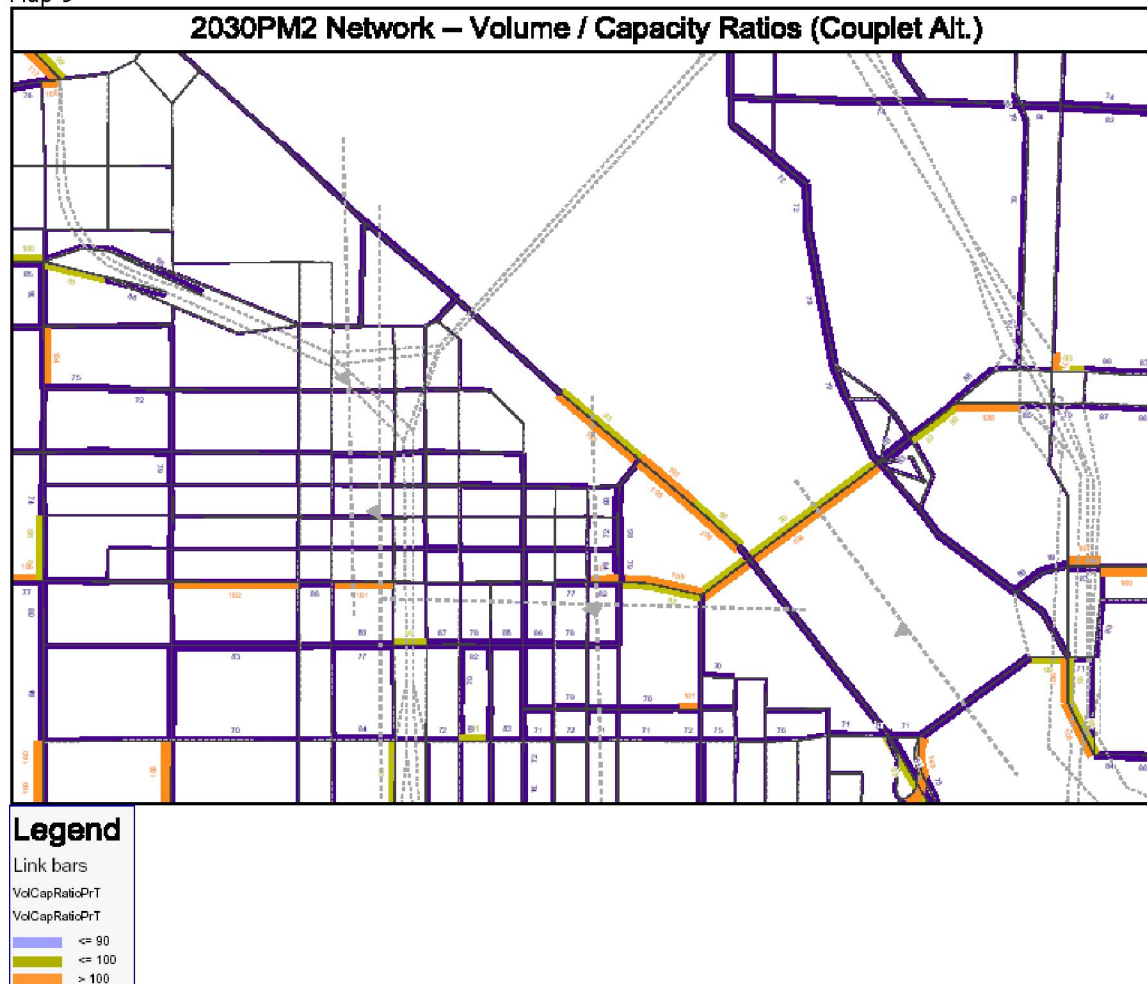
Congested segment links

Compared to the 2030 Base, the 2030 Base + Couplet scenario could result in the same number of total trips to and from the district, and about 33,500 auto trips on the district's street network. As such, the majority of trips will be external to the study area. Total vehicle miles in the study area are over 10,400, like the 2030 Base, but with about significantly fewer vehicle-miles being under congested conditions, 351 vehicle-miles, or about 3 percent.

Volume to Capacity Ratios

Map 9 shows volume to capacity ratios for the 2030 Base + Couplet scenario. As can be seen, in 2030 the congestion on NW Lovejoy St. is greatly decreased with the couplet, with only the block eastbound between NW 9th St. and NW 10th St. congested and the bridge ramp, with a v/c ratio of 1.04. Naito Parkway at NW 9th Avenue also shows congested links of about the same magnitude as the 2030 Base. As a result of the couplet, NW Lovejoy St. becomes congested west of I-405 and at NW Vaughn/NW 23rd/I-405 ramp. This is analyzed further in a subsequent section.

Map 9



b. Couplet with Land Use 1 and TDM

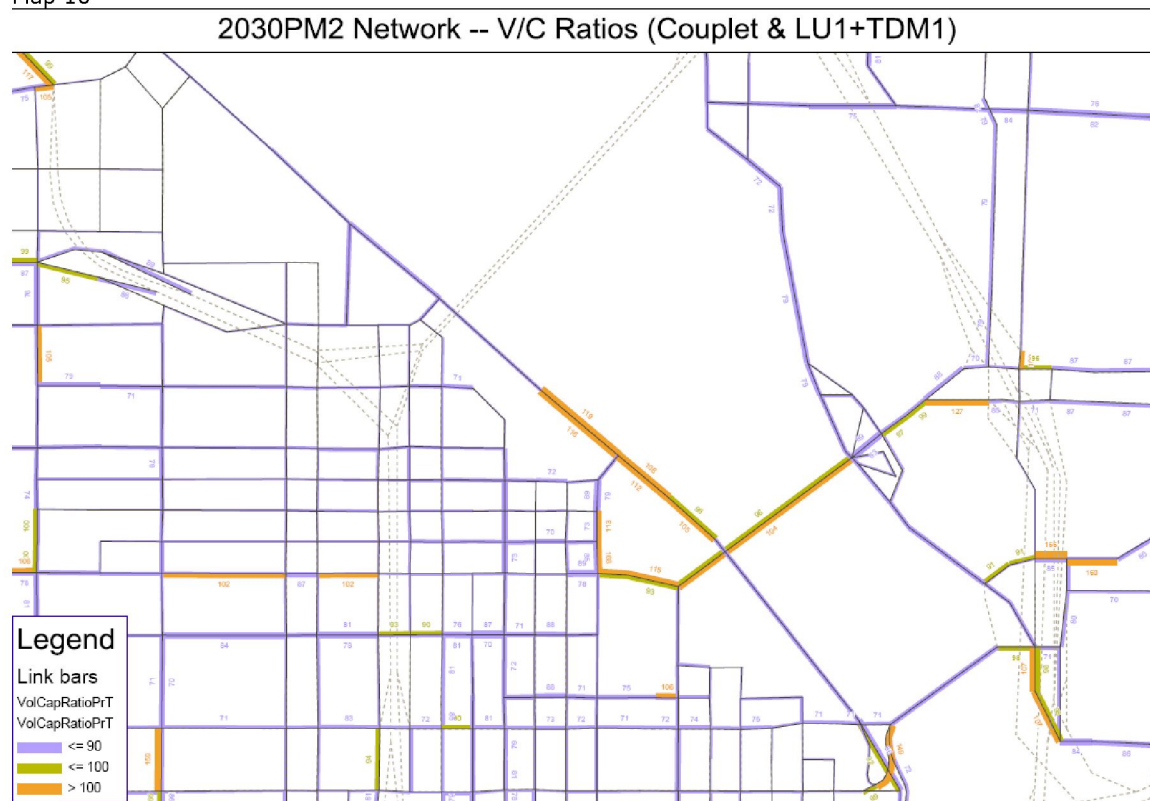
This scenario tested a land use concept, about 8:1 FAR in the study area. This translated in over 11,000 households, or 80 percent over the 2030 base case. It also relied on transportation demand management strategies (increase transit service, less allowable parking) to encourage alternative modes of transportation and decrease the traffic impact in the study area.

Model results indicate that, while the total number of trips from and to the study area decreased from almost 11,000 to about 8,900, the cutline traffic was over 34,000, which was about 1 percent higher than the 2030 Base. In terms of percentage of congested links, the scenario had almost 3,000 congested vehicle-miles, or 26 percent of total vehicle-miles- or 5.5 percent increase over the 2030 base.

Volume to Capacity Ratios

In terms of volume to capacity ratios, Map 10 shows that congestion levels remained high in the corridor from the Broadway ramp, to NW 9th north of NW Lovejoy St. to the intersection of Naito Parkway and NW 9th Ave. Naito Parkway experiences the highest congestion levels, with 1.19 and 1.16 north of NW 9th. NW 9th at NW Lovejoy St. shows congestion levels between 1.06 and 1.13. The Broadway ramp continues to be over capacity, with a v/c of 1.15.

Map 10



Intersection level analysis at Naito/NW 9th Avenue and NW 9th Avenue at NW Lovejoy Street.

Additional analysis was performed using intersection level analysis. Results indicated that there is capacity at Naito in the present street configuration to handle additional traffic. However, the future street configuration of Naito is yet to be determined.

While Naito is wide, with about 87 feet of right-of-way, it is possible that street capacity may be reduced as a result of future improvements on Naito. PDOT recommends that FAR increases not be granted until the future street classification and street design of Naito are determined, which will be examined as part of the Central Portland Plan.

The City's transportation model indicates that 20 percent of trips generated north of the railroad tracks head to NW 9th and NW Lovejoy. PDOT estimates that adding FAR increases over the 38-acre area north of the railroad tracks would lead to increases in traffic on NW 9th Avenue headed to NW Lovejoy and the Broadway Bridge.

Intersection level analysis showed significant congestion at NW 9th Avenue at NW Lovejoy St. The intersection in 2030 would perform at a LOS F (failing to meet City standards, see table 11 above) even without the recommended land use changes. There are more trips heading south on NW 9th (and particularly making a left turn onto the Broadway Bridge) than the intersection's ability to clear them. As a result, cars queue, eventually blocking additional streets (NW Marshall eastbound, NW 10th northbound and NW Lovejoy east and westbound), leading to gridlock in this critical portal to the River District.

To address the congestion issues in the Lovejoy corridor and NW 9th, PDOT recommends that land use changes do not add additional trips to the southbound NW 9th Avenue.

c. Land Use Scenario 3 with TDM Strategies and Couplet

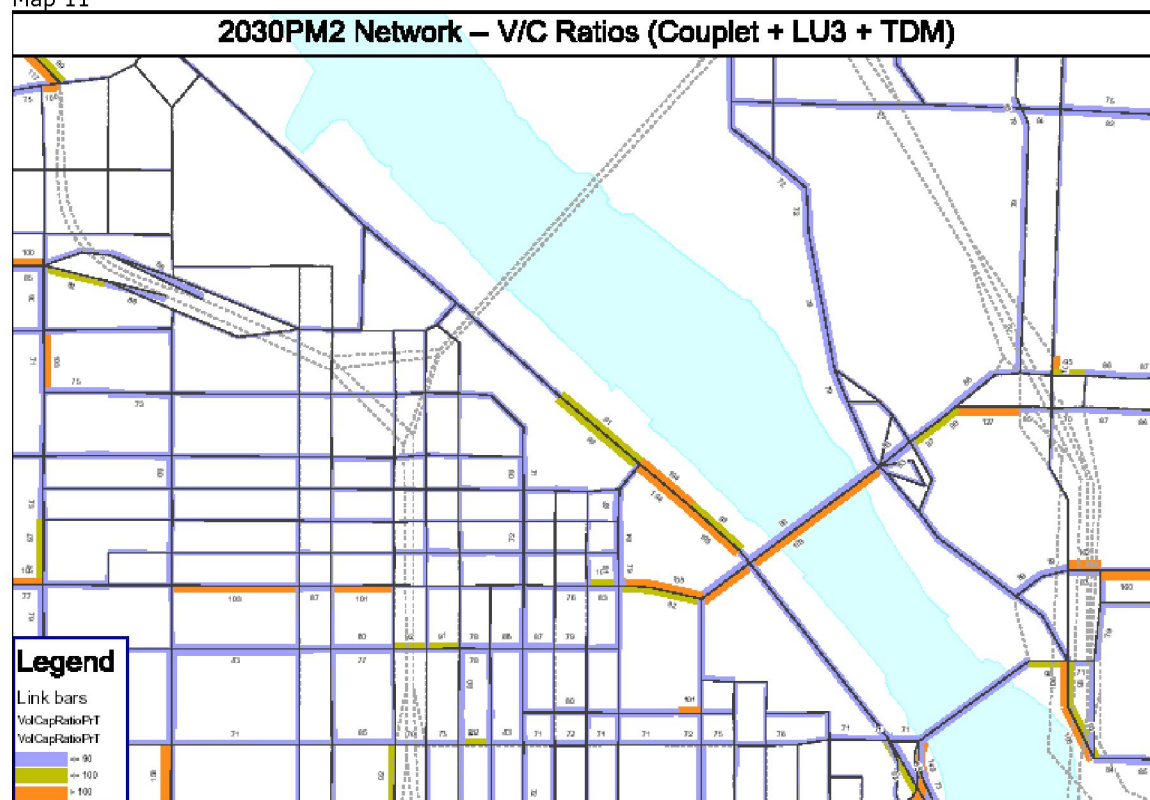
Land Use 3 with TDM strategies and the couplet increases households in the area to about 8,200. It represents a maximum FAR of 9:1 south of the railroad tracks and no FAR increase north of the tracks. Due to a shift to transit, total trips to and from the area remain very similar to the 2030 Base case, with 7,500 trips (a change of less than one percent). Total traffic in the study area's street network is 33,500, below the 2030 Base case (a decrease of about one percent).

The area experiences about 10,500 total vehicle-miles, only about 110 additional vehicle-miles from the 2030 Base. The scenario shows 2,094 congested vehicle-miles, or 20 percent of total vehicle-miles. This is an improvement over the 2030 Base.

Volume to Capacity Ratios

In terms of v/c ratios, the recommended concept shows v/c ratios and traffic volumes very similar to the 2030 Base case with couplet along NW Lovejoy St and like the 2030 Base case along NW 9th St and Naito Parkway. As such it does not worsen the situation in the NW 9th St-Naito Parkway corridor while greatly improving NW Lovejoy St over the 2030 Base. Map 11 shows the v/c ratios for this alternative.

Map 11



7. System wide Traffic Impacts

Map 12 shows the volume difference between this scenario and the 2030 Base case.

Map 12



Based upon the analysis above, the Land use scenario 3 with TDM Strategies and the Lovejoy-Northrup Couplet is recommended as the preferred option for the North Pearl District Plan.

The following are the findings for this recommended scenario.

a. Transportation Planning Rule Compliance

Impacts on the I-405 Freeway ramps connecting the River District are negligible, with about 35 additional trips for the I-405/NW Glisan St. off ramp and 90 fewer trips for the on-ramp. For the I-405 off ramp at NW Everett St, the model shows no significant change, with about 10 additional trips. All ramps mentioned have sufficient storage capacity to handle the impact of the Recommended Concept, based on the Synchro analysis for the 2030 Base (see Appendix A). About 70 trips are added on I-405 off ramp/NW Vaughn/NW 23rd intersection and about 20 additional trips at the NW Nicolai I-30 off ramp in the 2 hour PM peak period. The added trips do not originate or terminate in the study area. Therefore, PDOT finds that there is no significant effect on ODOT's transportation facilities as a result of the Plan's recommendations. The following section addresses these issues.

b. Redistribution of trips to and from Northwest Portland

Due to the forecasted growth in the Portland region, and very little infrastructure investments in the freeway and arterial system, the overall traffic system is congested. The proposed couplet system redistributes trips to and from the Northwest District based on the regional transportation model. Additionally, the couplet also affects NW Lovejoy St. west of I-405, leading to congested segments between NW 18th St and NW 16th eastbound.

Below are the key impacts.

Traffic from River District to Northwest District. PDOT analyzed the difference in traffic between the 2030 Base case and the recommended concept to estimate traffic impacts to the Northwest district. Using a cutline analysis (which measured along the west of I-405 from south Naito Parkway to NW Burnside, without including freeway links), the model indicates that the recommended concept results in a net decrease of traffic from the 2030 base, with about 700 fewer trips, from 13,900 trips in the PM peak 2 hour to 13,200 trips.

- **NW Lovejoy St. at NW 16th and NW 18th St.**

The operational improvement of the couplet improves the travel time on NW Lovejoy in the Pearl District by about 40+/- seconds eastbound from NW 16th to NW Broadway during the PM peak. This draws more trips from the Northwest district to the study area headed east, resulting in some links reaching congestion level in NW Lovejoy St. west of I-405. The volume increase is very similar with or without land use changes in the study area. As can be seen in table 14, the couplet results in about 11 to 18 percent more traffic on NW Lovejoy St. over the 2030 Base, resulting in about 100 to 200 additional vehicles in the two hour pm peak period.

Table 14

	Lovejoy @ NW 16th		Lovejoy @ NW 18th	
	Volume	% Increase from Base	Volume	% Increase from Base
2030 Base	1,026	N/A	1,104	N/A
2030 Base with Couplet	1,207	18%	1,223	11%
Recommended Concept	1,215	18%	1,232	12%

Note: Recommended concept includes TDM strategies, Land Use scenario 3 and the couplet.

The Recommended Concept is very similar to the 2030 Base with the couplet. On NW Lovejoy at NW 18th, volumes are slightly higher, 1,232 (or 9 additional vehicles) for the two hour PM peak period. On NW Lovejoy at NW 16th St. volumes are slightly higher, with 1,215 or 8 additional vehicles. This indicates that the couplet is causing additional through trips from the northwest district onto NW Lovejoy St, not the land use changes proposed under the Recommended Concept.

Traffic using the I-30 off ramps

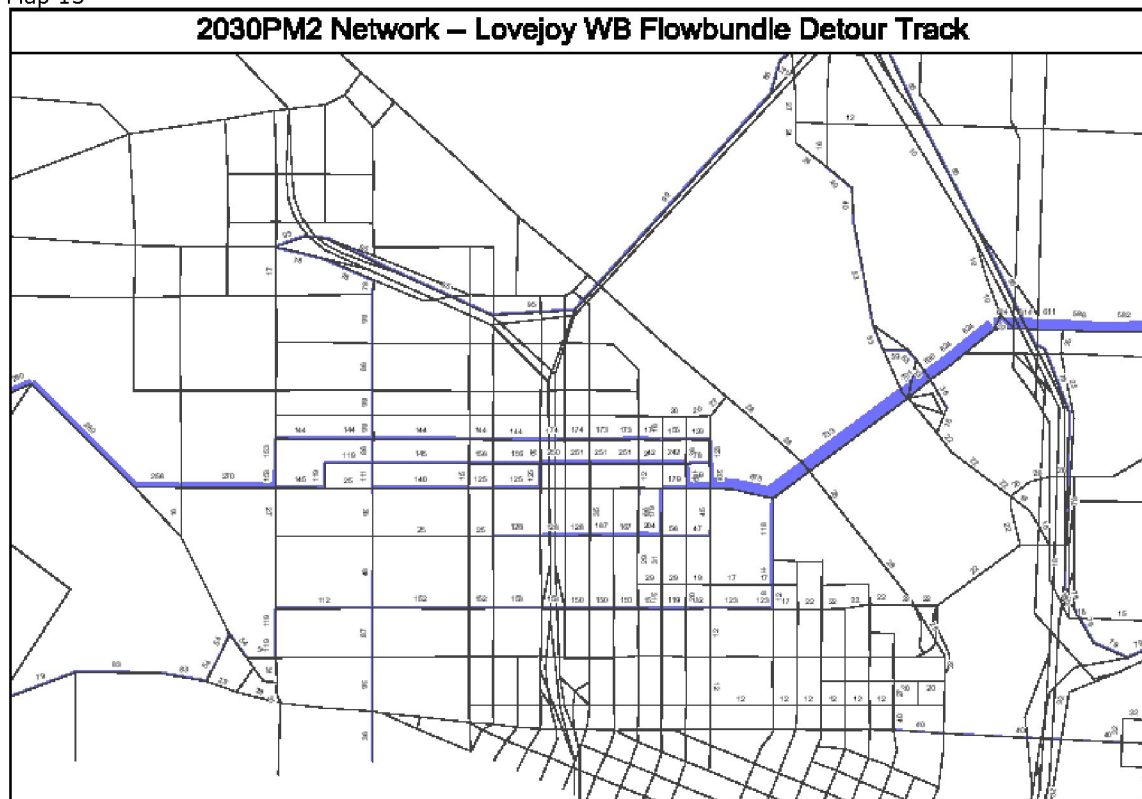
The recommended concept, as result of the couplet, shows a redistribution of through traffic compared to the 2030 Base without the couplet. Non-local River District traffic that previously relied on NW Lovejoy as a short-cut to the Northwest area and Northeast Portland, among others, redistributed on the freeway system, according to the forecast model. This affected the I-30 ramps in the Northwest District.

Select link analysis indicated that the great majority of diverted trips are local to the Northwest district that previously were on I-84 and exited at the Rose Quarter to use NW Lovejoy. Based on the transportation evaluation, these trips continue onto I-5/Fremont Bridget to access NW Portland. This redistribution of trips is consistent with Regional and City policy.

- **I-30 Off Ramp at NW Vaughn/NW 23rd**

The majority of the increased westbound traffic on I-30 off-ramp east of NW 23rd Ave in the Recommended Concept does not directly come from the westbound NW Lovejoy traffic in 2030PM2 base network. It is the ripple effect of the congested regional transportation system. Of the new cars at the link, about 100 are from the original Lovejoy westbound traffic (see map 13).

Map 13



The model indicates that travel westbound under the couplet (via NW Northup) adds marginal travel time (less than 20 seconds). This leads vehicles to divert and use the freeway system instead to NW 23rd into the Northwest District. Traffic from the I-30 off ramp disperses within the Northwest District, mainly via NW 21st. In real life conditions, this small level of delay may not be perceived by drivers. It is likely that the model is over estimating the traffic diversion.

From a policy perspective, NW Lovejoy St is designated a Traffic Access Street, intended to serve traffic from and to the River District and discourage through traffic. The recommended concept, by decreasing the amount of through traffic, is consistent with City policy.

Table 15 shows the impact of the couplet in redistributing traffic to the intersection. The volume increase at this off ramp is very similar with or without recommended land use changes in the study area. As can be seen, the couplet results in 19 percent more traffic at the ramp and about 13 percent on NW Vaughn St, or about 3,500 trips. Under the Recommended Concept, an additional 624 vehicles (about 21 percent), or 3,600 total vehicle trips use the intersection. This is an increase of 64 trips over the 2030 Base with the couplet. The model does not identify the I-30 ramp link as congested under any of the scenarios (V/C .92).

Table 15

	NW Vaughn @ NW23rd		I-30 off ramp at NW 23rd		I-30 off ramp at NW Nicolai	
	Volume	% Increase from Base	Volume	% Increase from Base	Volume	% Increase from Base
2030 Base	1,590	N/A	2,968	N/A	4,400	N/A
2030 Base with Couplet	1,793	13%	3,528	19%	4,021	-9%
Recommended Concept	1,800	13%	3,592	21%	4,036	-8%

Note: Recommended concept includes TDM strategies, Land Use scenario 3 and the couplet.

This indicates that the couplet is causing additional through trips from the northwest district onto NW Lovejoy St, not the land use changes proposed under the Recommended Concept.

• **I-30 off ramp at NW Nicolai**

In comparing traffic volume changes, the model shows that network changes lead to an increase in traffic at this ramp and a significant reduction of traffic using I-30 north of NW Vaughn, at the I-30 ramp at NW Nicolai. At that link, the recommended concept shows a decrease of 364 vehicles, or 8 percent below the 2030 Base.

Comparing the net changes on ODOT's I-30 ramps serving the Northwest District traffic, the recommended concept increases vehicle traffic by 260 vehicle trips, a 3.5 percent increase over the almost 7,400 vehicles using the two ramps in the 2 hour PM peak under the 2030 Base.

• **NW Vaughn at NW23rd**

The recommended concept increased the v/c ratio for one leg of the intersection to 1.0 (NW Vaughn westbound). It should be mentioned that while the model flags this link as congested, in reality the one block link would not be congested as the block has two lanes westbound (or double the assigned capacity in the model). At NW Vaughn St, the 2030 Base with couplet leads to a 13 percent increase in traffic, to 1,793. Under the Recommended Concept, traffic increases negligibly, by 7 trips over the 2030 with couplet.

• **Additional analysis using the NW Remand land use model assumptions**

As part of the transportation model developed for the NW Remand plan process, PDOT fine tuned the land use side of the transportation model in the areas west of I-405. This resulted in new, smaller TAZs than the ones used for the North Pearl District Plan, allowing for more precise analysis of transportation impacts. PDOT reran the North Pearl District Plan model using this new TAZ system. The new results showed a significantly smaller impact on the Vaughn and Nicolai I-30 ramps during the 2 hour PM period. The model calculated about 70 additional vehicles over the 2030 base case at the Vaughn/I-30 off ramp, about a two percent increase. On the Nicolai ramp, there was an increase of 20 trips, less than a one percent increase over the 2030 base case. As in the previous model run, the additional trips do not generate or terminate in study area.

8. Implementation of Recommended Concept

Appendix B below contains the transportation policy language for the North Pearl District Plan. Included are specific recommendations to achieve a mode split consistent with the transportation findings in this report. They include goals and action items that address the following:

- Increase non auto share of travel for commute trips in 2030 to 40 percent transit, 20 percent for pedestrian trips and 10 percent for bicycle trips.

- Initiation of a Transportation Management Association.
- Working with TriMet to increase transit service in the study area.
- Limiting parking ratios in the area in the zoning code to levels equal to the rest of the Pearl District.
- Improving the bicycle network and bicycle parking in the area.
- Improving pedestrian and bicycle connections in the area, including the creation of a green street and improved rail crossings.
- Limiting on-street parking to short term uses.
- Implementation of an operations plan to improve circulation in the Pearl district and implement the couplet concept.

Please refer to Appendix B for the actual policy language.

9. Conclusion

PDOT, after analyzing transportation impacts of different land use alternatives in the study area, considers that the Recommended Concept (using Land Use 3, the couplet, and TDM strategies) meets the needs of the project goals, is consistent with The Transportation System Plan and the Central City Transportation Management Plan in maintaining system wide capacity in the district, meeting street connectivity standards and increasing alternative mode split goals and transportation choices within as well as to and from the district. The project complies with the state's TSP and Transportation Planning Rule by reducing the amount of parking per capita and by not directly affecting regional facilities as a result of the proposed land use changes and transportation infrastructure and projects. The North Pearl District Plan contains policy directives and action items that implement the Recommended Concept.

Appendix

A. Traffic Operation Conditions

As described above, the majority vehicles on NW 14th and 16th Ave. are bounded for I-405. Most use the Everett ramps, and only very small percentage rely on the NW Glisan St ramps. According to PM peak model assignment, of 299 NW 16th SB traffic, 261 vehicles use I-405 SB Everett entry ramp heading to south, while 248 NW 14th NB traffic, 174 are from I-405 south.

All other freeway ramps spend a very small share of their capacity to serve the North Pearl District traffic, and the percentage of the district's traffic to total link traffic is less than 5 percent. It is determined that the impacts from the district traffic to those freeway facilities are not significant.

2005 PM Peak 2-Hour Freeway Ramp Usages of N Pearl traffic

	2005 conditions			Projected 2030 dist. Volumes
	District traffic	Total link volumes	%	
I-405 SB Everett entry	261	2139	12%	547
I-405 NB Everett Exit	174	2153	8%	674
I-405 NB Glisan Entry	28	937	3%	63
I-405 SB Glisan Exit	16	705	2%	44
I-5 SB Wheeler Entry	109	2780	4%	68
I-5 SB Vancouver Exit	30	1939	2%	99
I-5 NB Weidler Exit	52	2483	2%	32
I-405 EB Vaughn/23 rd Entry	6	2308	<1%	64
I-405 WB Vaughn/23 rd Exit	57	2577	2%	180

The State's Transportation Planning Rules (TPR) requires that local plans, including the North Pearl District Plan, do not significantly affect ODOT's regional facilities. Based on above data, the most likely traffic impacts of the North Pearl land use changes could only happen to the I-405 NB Everett exit ramp, with the possibility of northbound delay and spillback to block freeway flow on mainstream. I-405 NB off-ramp at the intersection of NW Everett St. and NW 14th Ave. is a 2-lane facility of about 470 feet in length. It merges with NW 14th Ave. at about 150 feet south of NW Everett Street and becomes a three-lane urban street before it reaches the intersection. There are no traffic control signs at the merge point on either freeway ramp or NW 14th Ave.

NW Everett St. between NW 14th Ave. and 16th Ave. was modeled using Synchro to evaluate the traffic operational conditions at freeway I-405 entry and exit ramps. The evaluation is based on the signal timing plan currently applied at the intersection. The results are shown in the table below.

	2005	2030
@ 14 th / Exit ramp		
Total approach volumes	1960	2275
Intersection LOS	B	B
Intersection delay (s)	10.4	11.2
NB movement total vol	1195	1290
NB total delay (s)	12.9	14.3
NB LOS	B	B

NB V/C ratio	0.58	0.63
NB 95 th Queue Length (ft)	143	167
@ 16 th / Entry ramp		
Total approach volumes	2350	2835
Intersection LOS	B	C
Intersection delay (s)	16.0	22.2
EB Approach total vol	1085	1265
EB total delay (s)	20.1	30.9
EB LOS	C	C
NB V/C ratio	0.80	0.93
NB 95 th Queue Length (ft)	248	370

The results indicate that under current 2030 land use plan, the impacted freeway ramps will operate at LOS C or better conditions during average weekday PM peak hours. No northbound exit traffic will be expected to spillback to the main stream of I-405 northbound lanes in 2030. So long as the land use changes resulting from the plan do not significantly increase volumes at this intersection, the plan should not affect ODOT's facilities.

B. North Pearl District Plan language

Transportation Policy

Create a transportation system that provides a full range of options for the movement of people, goods and services, supports livability and development of the area, and meets the sustainability goals of reducing gas emissions, energy consumption, environmental degradation and the reliance of the automobile.

Objectives

1. Achieve a mode split goal for commute trips for the year 2030 of at least 40 percent transit, 20 percent walking and 10 percent bicycle trips.
2. Provide for a safe and convenient access to transit.
3. Promote increased use of transit by residents, employees and visitors by increasing transit options and provide better transit coverage, quality and level of service.
4. Promote incentives and education to residents, employees and visitors to use non-auto means of travel.
5. Enhance main streets, green streets, pedestrian bridges and the streetcar alignment as key pedestrian corridors.
6. Support increased bicycle use in the district by providing better facilities from, to and within the district, such as an expanded bicycle network, parking and signage.
7. Preserve local circulation to meet the residential, commercial, cultural and social needs of the district.
8. Prohibit private-access only streets in the district.
9. Encourage the use of on-street parking for retail and visitor purposes and discourage it for commute parking.
10. Regulate off street parking policy to encourage alternative means of travel to the automobile.
11. Strive for the highest design standards for the public right-of-way as a space to accommodate all users and encourage public gatherings.

Action Chart: Transportation

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
T1	<u>Update modal target for Study area:</u> For commute trips to the area, establish targets for non auto modes of transportation for the year 2030 Transit trips: 40 percent Walk trips: 20 percent Bicycle trips: 10 percent	✓				PDOT, Planning
T2	<u>Transit improvements:</u> Work with TriMet to explore expanding bus service to the area, including Centennial Mills.		✓			PDOT, TriMet

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
T3	<u>Long range transit improvements</u> : Explore new rail connections as part of Central Portland Plan and Portland Streetcar System Plan.			✓		PDOT, Planning, TriMet
T4	<u>Create Transportation Management Association (TMA)</u> : Encourage employers, employees, residents and visitors to use alternative modes of transportation to reach a 10 percent reduction in auto trips.			✓		PDOT, Private sector
T5	<u>Pedestrian/bicycle bridges</u> : Build connections across railroad tracks and Naito via pedestrian and bicycle bridges, one over Fields Park and tracks (extension of the Boardwalk) and one from NW Marshall across railroad tracks.		✓			PDOT, PDC, Planning
T6	<u>NW Pettygrove Green Street</u> : Work with the community to design street standard for NW Pettygrove as a green street and explore green street concept for NW Raleigh Street.		✓			PDOT
T7	<u>Extension of NW 13th Avenue</u> : Work to implement extension of NW 13 th Avenue north with bridge connection over Naito to waterfront area.				✓	PDOT, PDC, Planning

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
T8	<u>Extend bicycle network in the study area:</u> Use the Platinum Bicycle Master Plan, the Central Portland Plan and the Capital, Circulation and Operations plan for the Pearl District to further explore bicycle connections identified in this plan. Explore NW Pettygrove, NW Marshall, NW 15 th , NW 12 th as bikeways.			✓		PDOT
T9	<u>Circulation and operations:</u> Circulation, operations and capital improvement plan for Pearl District area.			✓		PDOT
T10	<u>Circulation and operations improvements:</u> Recommend couplet concept with Northrup Lovejoy from NW 16 th to NW 10 th .			✓		PDOT
T11	<u>Circulation and operations improvements:</u> Extension of one way on NW 10 th and NW 11 th to NW Overton.			✓		PDOT
T12	<u>On-street parking:</u> Transition long-term (4 hours or more) on-street parking to short-term parking and metered parking.			✓		PDOT
T13	<u>Bicycle Parking:</u> Provide more on-street and off-street bicycle parking in the study area as the area develops.		✓			PDOT

No.	Action	Timeline				Implementers
		Adopt with Plan	On-Going	Next 5 Years	6 to 20 Years	
PROJECTS						
T14	<u>Quiet Zone program:</u> Explore and implement Quiet Zone program in the study area to regulate train horns at railroad crossings.			✓		PDOT
REGULATIONS						
T15	<u>Title 33 Amendment:</u> Amend to adjust parking ratios in study area.	✓				PDOT, Planning
T16	<u>Transportation System Plan (TSP) Amendments:</u> Recommend amendments of streets in the study area.			✓		PDOT, Planning
T17	<u>River District Right-of-Way (ROW) Standards:</u> Explore alternative ROW design standards for identified streets.			✓		PDOT, Planning

Specific Recommended Regulation Changes

1. Amend Title 33 Central City Plan to reduce the number of parking spaces allowed for residential growth parking in parking sectors River District 1 and 2 to levels equal to parking district River District 4 (1.7 spaces per dwelling unit).
2. Amend Title 33 Central City Plan to reduce the number of parking spaces allowed for commercial growth parking in parking sectors River District 1 and 2 to levels equal to parking district River District 4 (Office 2.0, Retail 2.0, Medical and Schools 2.0).
3. Recommend amendments of Transportation System Plan (TSP) to include:
 - NW Northup Street: Traffic Access Street from NW 10th to NW 16th
 - NW Pettygrove Street: City bikeway and City walkway
 - NW Marshall Street: City bikeway
 - NW 15th Street: City bikeway
 - NW Overton Street: remove bikeway designation from NW 12th to NW 16th
 - NW 12th Avenue: City bikeway from NW Lovejoy to NW Pettygrove
4. Explore alternative River District Right-of-way (ROW) Standards. Street candidates include:
 - NW Pettygrove Street as green street.
 - NW Raleigh Street as green street.
 - NW 15th Street as bikeway.
 - Naito Boulevard/Front Street north of NW 9th Street as a boulevard.

C. Land use Assumptions

Recommended Concept

