

**Amendments to the
Cascade Station/Portland
International Center Plan District**
Amendments to Title 33, Planning and Zoning

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Section 1

Staff Report

A. Introduction and Background

In 1999, the City adopted a vision that calls for Cascade Station/Portland International Center (CS/PIC) to be developed into a vibrant mixed-use employment center. It is to be developed in a way that takes advantage of the two light rail stations built in CS/PIC as part of the extension of MAX to Portland International Airport. Its northern subarea is to be a distinctive urban setting with well-designed office, retail, and hospitality uses around the light rail stations and along the Park Blocks. Its southern subarea will have job-rich industrial and employment uses also designed to support transit use. The development is to capitalize on its proximity to the Portland International Airport by having airport-related uses and buildings that complement airport design. At build-out, CS/PIC is to create over 7,000 jobs and further encourage the already active light rail ridership.

The plans for Cascade Station were an outgrowth of a public/private partnership formed to build a 5.5-mile light rail line extension to the airport. In October 1997, the partnership -- City of Portland, Metro, TriMet, the Port of Portland (the property owner) and Cascade Station Development Company (CSDC) -- agreed to plan for the airport light rail line extension and the development of the 452-acre CS/PIC area. For its contribution of approximately \$42 million and annual development and land maintenance costs, CSDC and the Portland Development Commission (PDC) secured development rights to 120 acres in the northern portion of CS/PIC (Subarea A). The CSDC has exclusive development rights to this land, and ground leases between the CSDC and the Port of Portland will remain effective through 2084 with an option to extend through 2098.

The CS/PIC Plan District, adopted by City Council in February 1999, provided for the construction of the light rail extension, the two station areas, and an elaborate system of Park Blocks and infrastructure. The plan district also specified the amount of retail, office, hotel, and entertainment uses allowed in the development. The light rail line, stations, and Park Blocks have been constructed. However, no other development has occurred in Subdistrict A, and some light industrial development has taken place in Subdistrict B. The lack of development has led the CSDC and PDC to rethink the development program for the site. The revisions to the plan district are intended to allow for a new mix of uses and size of use that the site's developers believe are more feasible given the foreseeable market for the site. The revisions are also intended to require that the development take place in a way that accomplishes the essence of the original vision for CS/PIC especially in terms of design, support for transit, and economic benefit.

This report is the result of a collaborative effort between numerous stakeholders and input from the public. Development of CS/PIC is controlled by a variety of

regulatory tools and agreements. This report focuses on the CS/PIC Plan District in Title 33 of the city's zoning code and how the plan district works in conjunction with the Development Agreement between the PDC and CSDC (referred to as the "DA"). Because the plan district is located on land owned by the Port of Portland and is adjacent to the Portland International Airport, additional requirements include FAA review and lease approval by the Port.

The Bureau of Planning report on the CS/PIC Plan District, dated February 1999, contains additional information, including history, descriptions, and justification. The CS/PIC Plan District was amended by City Council in October 2000, in response to a request by a retail developer, primarily to change the configuration of the street alignment in the infrastructure plan.

B. What Is Changing?

The amendments in this report alter the mix of uses allowed in Subdistrict A and Subdistrict B. Specifically, up to 3 individual retail uses larger than 60,000 square feet (SF) of floor area per story are allowed in Subdistrict A (zoned Employment General 2 "EG2"). The private street system is better defined and regulated by adding street requirements for Subdistrict A to the plan district to clearly delineate required street location, type, and design. New specific development standards for the Mt. Hood Station Area (west station) are added similar to the existing Cascades Station Area (east station).

In preparing these amendments, staff diligently looked for opportunities to improve and simplify the language or add reasonable flexibility to make administration of the district more effective. An example of this is the total revision of the Transportation Capacity section, which has been greatly simplified and clarified. We also moved requirements out of the code and into the DA where possible. For instance, the approved plant list is deleted from the plan district and instead will be implemented through the DA. Other minor code changes clarify and simplify language or delete requirements that are no longer relevant, e.g., infrastructure requirements for facilities that were completed in 2001 and built to city standards.

As already noted, the zoning code amendments work in conjunction with the PDC's Development Agreement (DA) with CSDC. Attempts also were made to make the code and DA consistent with other controlling agreements such as the Port's lease agreement restrictions. In the CS/PIC area, design review is controlled by the DA. Changes to the DA strengthen the design review process and standards, including new guidelines for large-format retail uses. A revised development agreement will be executed between the PDC and CSDC concurrently with the zoning code amendments.

C. What Is Not Changing?

The framework of the public/private partnership and regulatory tools are not changing. The original vision of Cascade Station is being preserved in significant part while harnessing economic activity stimulated by a few large retail uses. Key provisions remain unchanged to ensure:

- quality development
- an active pedestrian environment that supports the investment in light rail and Park Blocks
- an overall system of open spaces and multimodal streets
- quality jobs and economic benefits (See Appendix A for more information)
- environmental protection
- same peak hour vehicle trips allowed to/from the development as approved in 1999 (See Appendix B for traffic impact analysis report summary)
- transit-oriented parking ratios that are well below Metro and citywide regulations

Additionally, the development will ensure consistency with airport operations.

D. Why Make Changes?

The CS/PIC originated as part of a creative solution to the region's goal of bringing light rail to the airport. In exchange for funding for light rail, the CSDC was granted development rights for the 120-acre Subdistrict A. The light rail extension was successfully completed in the fall of 2001, and although Cascade Station (Subdistrict A) has been "shovel ready" for over 3 years, no development has occurred.

The developers of the site offer several explanations for the lack of development. On the retail side, the original mix and amount of retail uses lacked a market base. The market typically provided by residential uses is limited. The CS/PIC cannot include residential development due to the proximity to the airport, and there are a relatively low number of residences nearby. The original center also did not include any true anchor stores. Having the right anchor can make up for the lack of residential base. Finally, the lack of progress in developing the site gave it a negative reputation among retailers. Potential tenant feedback has been consistent – the site is isolated from residential foot traffic, and without quality anchors that have a regional draw, small scale retail is not sustainable. On the office side, a recent study of the Portland office market identified vacancy rates around 15% in Portland (source Grubb & Ellis). There is a glut of available office space in the city.

The new development program adds a few large-format retail anchors and increases the overall amount of retail to what developers believe is more in line with the "critical mass" needed to stimulate complementary small scale retail and office development at Cascade Station. The differences between the previous and new development program are as follows:

| Cascade Station - Subdistrict A | | |
|--|----------------------|----------------------|
| Allowed Land Uses | 1999 | 2005 |
| Office | 1,325,000 SF | 1,115,000 SF |
| Retail and Theater | 500,000 SF | 807,500 SF |
| Hotel | 1,200 Rooms | 250 Rooms |
| Gas Station (one facility) | 12 Fueling Positions | 12 Fueling Positions |

E. Relationship of Changes to Nearby Centers

As part of this planning process, the PDC hired a consultant, Economic Research Associates (ERA), to conduct a retail study to assess the potential impacts of the recommended retail use changes within the Cascade Station development to other retail centers. ERA analyzed the development with 807,500 SF of retail space including 3 large-format retail uses (one is a regional draw). The study considered potential impacts to the following centers: Portland's City Center, Gateway Regional Center, Lloyd Center, Jantzen Beach, and Clackamas Town Center.

Study conclusions provided by ERA find that Cascade Station would support the recommended retail center with minimal impacts to the other centers including Gateway. It assumed a primary trade area of an 8-mile ring around the property. However, one of the large-format retailers is assumed to have a trade area of the four-county metropolitan area consisting of Multnomah, Clackamas, and Washington counties in Oregon and Clark County in Washington. The conclusions were supported by the following:

- The expected growth in population and income in the trade area over the next 20 years will support Cascade Station and not at the expense of other nearby centers;
- The distance of Cascade Station to the other retail centers minimizes impacts to the other centers; and
- The vision for Gateway Regional Center transitions this center away from larger retail uses to higher intensity mixed-use development that is transit supportive.

F. Metro Title 4

Metro's Title 4 of the *Urban Growth Management Functional Plan* addresses industrial and other employment areas. Its purpose is to protect sites for employment uses by limiting incompatible uses within industrial and employment areas. The CS/PIC is pertinent to this title because the land is designated with employment (Subdistrict A) and industrial (Subdistrict B) zones on Metro's Title 4 map.

One of the provisions of Title 4 limits single retail use per story to no more than 60,000 SF in employment areas. The amendments to the plan district alter this requirement to allow up to 3 individual retail uses larger than the 60,000 SF of floor area per story in Subdistrict A. No large-format retail is allowed in Subdistrict B, which has a maximum retail allocation of 30,000 SF.

Specifically, Title 4 of the Metro Code contains relevant language that was adopted by Metro and went into effect September 2003. The recently adopted amendments to Title 4 allow retail uses to have larger than 60,000 SF single retail use per story under certain circumstances, including if the development approval for those uses was accomplished prior to January 1, 2003. The CS/PIC Plan District with specific use approval for up to 400,000 SF of retail uses went into effect in February 1999. Section 3.07.440.E of the Metro Code provides the criteria for larger than 60,000 SF of single retail use per story for retail uses in an employment zone. These are that the changes to retail uses do not generate more than a 25% increase in site-generated vehicular trips above permitted non-industrial uses; and that the development meets maximum permitted parking ratios (Zone A requirements of Title 2). The CS/PIC amendments meet the Title 4 criteria as the retail uses do not significantly increase the site-generated vehicular trips during the peak period. In fact, overall vehicular trips from the development remain unchanged from the original approval in part due to the reduction of other permitted uses like office and hotel. The existing parking ratios in the CS/PIC Plan District are stricter than the Zone A parking ratios in Title 2. There are no amendments recommended to these parking ratios.

Andy Cotugno, Planning Director, Metro, sent a letter to City Planning Director Gil Kelley (October 26, 2004) on the amendments to Cascade Station/PIC plan district and stated that the amendments are consistent with Title 4. The Metro letter further stated that the design of buildings and the site should take full advantage of the light rail line by accommodating pedestrians who use transit. Ideas suggested were wrapping the large retail uses with smaller retail uses to create more of a street presence and locating as many buildings as possible adjacent to the light rail stations. Metro also requested that if a large format retailer moves from the nearby Industrial Sanctuary to this site that the Industrial Sanctuary land revert back to industrial uses.

G. Changes to the Plan District

The main change in the plan district is an increase in the total amount of retail sales and service uses, and new allowances for up to three retail buildings with a single retail use with over 60,000 SF of floor area per story. Other changes include:

- clarifying the Build-To-Line Area (BTLA) provisions and exempting the northwest quadrant from BTLA requirements;
- revising the section of the code that allows for transfers among types of uses allowed based on the transportation capacity cap for the site. The revisions are to improve the process, to simplify the table of exchange rates between use types, to prohibit trading “up” for additional retail, and to require transfers to be evaluated on the basis of a new transportation impact analysis.
- changing purpose statements throughout the chapter to reflect changes in market conditions and approach;
- adding a Street Plan illustration and revising the street types to insure a pedestrian network through the parking lots surrounding the buildings;
- exempting large-format retail uses and all buildings farther than 50 feet from a street from the ground floor window requirements;
- moving the CS/PIC plant list to the PDC DA while adding specifications for landscaping to address wildlife management issues and reduce bird strikes and other wildlife–airport conflicts;
- updating all the figures;
- adding new transit-oriented standards for the western light rail station (Mt. Hood Station Area); and
- adding a section on the role of Federal Aviation Administration (FAA) and clearly state their interest and authority for reviewing development on this site.

The changes to the plan district are in Section 3 of this report, along with commentary on the changes.

H. Changes to the Development Agreement

The Development Agreement (DA) between CSDC and PDC and the CS/PIC Plan District regulations work in tandem to guide development at Cascade Station (Subdistrict A). Revisions to the DA are to be finalized and executed by the parties by the effective date of this report. This because updated DA provisions are critical to meet the purposes of the Plan District. As the Planning Commission recommended in its letter to the Mayor and City Council (December 21, 2004), it is

critical that the revised DA be executed by the time that the CS/PIC Plan District amendments go into effect, since the two tools comprehensively guide how development should take place.

New provisions to the DA include the following:

- Subdistrict A (the district allowing retail) is divided into five subareas and master plans are required for each. Each master plan must contain site plan, urban design, phasing and other information sufficient to judge whether it is consistent with the vision for Cascade Station and whether it works well with the master plans for other subareas.
- These master plans and subsequent building designs will go through a design review process established for Cascade Station. There are three stages of design review: pre-design, preliminary plan and final plan review. A design review committee will be established with four members – PDC, Bureau of Planning, the Port and CSDC. The committee will be advised by Bureau of Development Services (BDS) and an architectural consultant hired by PDC. The committee will also seek the input of the City’s Design Review Commission through an informal briefing.
- The DA establishes design standards to be used to review the plans. These standards were designed to require high quality site planning, engineering, architecture, and landscaping. The standards are extensive and address pedestrian circulation, transit station area design, parking, loading, public and private streets, landscaping, building design including standards for large retail stores, lighting and signs. These standards supplement the standards of the plan district. Great attention was paid to the views of the site from two major gateways to the city — I-205 and Airport Way. The standards are intended to ensure that development at Cascade Station is screened and or, where visible, creates an attractive impression of the City consistent with Portland values.
- The City’s sign code in Title 32 acknowledges that signage within Subdistrict A of the CS/PIC Plan District will be regulated by a signage program approved under the Development Agreement. Signs will be subject to the design review process described above.

I. New Comprehensive Plan Policy

Section 2 of this report contains a new *Comprehensive Plan* policy that captures the overall economic development goals for Cascade Station and provides a direct linkage of a *Comprehensive Plan* policy to the CS/PIC Plan District.

J. Zoning Map Technical Corrections

Section 4 of this report illustrates amendments to correct a mapping misalignment between base zone and plan district boundaries. A recent survey and legal

description for Subdistrict A was used to reconcile the zoning and plan district boundaries.

K. Master Street Plan

Section 5 of this report provides a new master street plan for CS/PIC. The plan includes more detail on Subdistrict A because its mix of retail and office development creates a greater need for multimodal connectivity than the industrially zoned Subdistrict B. The master street plan covers all land-based modes of transportation. The master street plan will be added to the Transportation System Plan at the city's subsequent update of that plan. The Master Street Plan is different from the CS/PIC plan district street requirements in Subdistrict A, which is focused on street design within the plan district and does not focus on non-motorized facilities like trails, for example.

Section 2

Comprehensive Plan Policy

Portland's *Comprehensive Plan* is the city's broadest and most inclusive policy document. Adopted in 1980 and amended most recently in 2004, it 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.

Comprehensive Plan Policy 5.13 is a new policy statement that summarizes the intent and importance of the Cascade Station/Portland International Center development and will make it part of the *Comprehensive Plan*.

5.13 Cascade Station/Portland International Center

Encourage the development of Cascade Station/Portland International Center (CS/PIC) as a high quality, vibrant mixed-use employment center and gateway to Portland via light rail from Portland International Airport and Interstate 205. Design and development of CS/PIC will create jobs, capitalize on unique infrastructure: Park Blocks and light rail, provide a variety of uses including, office, retail, industrial, hospitality, and entertainment uses, be pedestrian-oriented, and complement its location at Portland International Airport.

Section 3

Amendments to Chapter 33.508, Cascade Station (CS)/Portland International Center (PIC) Plan District and New Section 33.807, CS/PIC Transportation Impact Analysis

Summary

This section includes revisions and commentary for two chapters of Title 33: Chapter 33.508, the Cascade Station/ Portland International Center (CS/PIC) Plan District and a new Chapter, 33.807, the Cascade Station/Portland International Center Transportation Impact Analysis Review. Commentary and legislative intent is included on the even pages and code revisions and text on the odd pages.

The changes are based on a year-long dialogue with interested parties, including the property owner (Port of Portland), long-term leaseholder (Cascade Station Development Company), city bureaus including the Bureau of Planning, the Bureau of Development Services, the Portland Development Commission, the Portland Department of Transportation, the Bureau of Environmental Services, and the Portland Water Bureau.

As described in detail in this report, the revisions expand the opportunities for additional retail capacity in terms of the overall amount of square footage allowed, including a limited number of larger format retail buildings. Throughout the plan other changes have been made that:

- rename the light rail stations from “East” and “West” to “Cascades” and “Mt. Hood” Stations;
- streamline procedures where possible, and edit text and figures for clarity; and
- standardize language and structure to other parts of Title 33.

New text to Title 33 is shown in underline while deleted text is shown in ~~strikethrough~~. Commentary is on the even pages in **comic sans** font that describes the rationale of the changes.

Chapter 33.508 CS/PIC Plan District Table of Contents

The table of contents has been updated to add one new subsection (Relationship to Other Regulations and Agencies), rename 3 subsections, and remove two sections, one of which, the CS/PIC Plant List, will be added to the PDC Development Agreement.

CHAPTER 33.508
CASCADE STATION/PORTLAND INTERNATIONAL CENTER (CS/PIC)
PLAN DISTRICT

(Added by Ord. No. 173131, effective 2/27/99. Amended by: Ord. No. 174263, effective 4/15/00;
Ord. No. 175022, effective 10/25/00; Ord. No. 176469, effective 7/1/02; Ord. No. 177368, effective
5/17/03; Ord. No. 177422, effective 6/7/03; Ord. No. 177404, effective 7/1/03; Ord. No. 178657,
effective 9/3/04.)

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- 33.508.330 Development Standards
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- ~~33.508.500 CS/PIC Plant List~~

Map 508-1 CS/PIC Plan District and Subdistricts

Map 508-2 Areas Where Environmental Transition Area is 0 Feet

33.508.010 Purpose Statement

The Purpose Statement has been rewritten to reflect the new development program. The new language explains the reasoning behind the greater amount of retail and the allowance for larger retail stores. The retail changes are needed to attract retail "anchors" that will drive both retail and office development in Subdistrict A. The development team and city staff agree that if large anchors come to the site then smaller retail uses and office development will also locate there. Following these site amenities, the area becomes attractive to additional office, hotel and entertainment uses. Language has also been added to reflect federal interest in avoiding conflicts with aviation functions.

33.508.020 Where These Regulations Apply

There are slight changes to the base Map 508-1 to revise the boundaries of Subdistrict A and the overall site boundary. These changes were coordinated with the Port's legal description and the city GIS staff.

General

33.508.010 Purpose

The Cascade Station/Portland International Center (CS/PIC) plan district regulations encourage the development of a commercially viable mix of ~~transit-supportive and pedestrian-sensitive~~ office, retail, hotel, entertainment, ~~retail~~ and industrial employment ~~centers~~ uses while protecting significant environmental and archaeological features of the area. The development of these uses ~~on an intense scale~~ fosters a vibrant, mixed-use environment served by two major regional transportation facilities: the Portland International Airport and the Airport Light Rail. Development is clustered around the plan district's two light rail stations, the Park Blocks and key streets throughout the area. Requirements for buildings along the Park Blocks and key focal intersections, increases the activity level at those areas and provides an attractive pedestrian environment.

All uses and activities allowed within the plan district complement and serve ongoing airport operations and related airport service uses both within and outside plan district boundaries. These regulations also minimize or eliminate conflicts with airport operations and related uses.

The plan district's proximity to the Columbia Slough and the Columbia Slough Trail are recognized by inclusion of special development guidelines and bicycle-pedestrian connections. The plan district regulations also protect significant identified environmental and open space resources within the plan district consistent with the requirements of airport operations, while maintaining or enhancing the capacity of public and private infrastructure within and serving the district.

The plan district has two distinct areas: Subdistricts A and B:

Subdistrict A is served with two light rail stations ~~and will develop into~~ is a vibrant mixed-use commercial area with strong ~~urban~~ design features, formal open space and multi-modal pedestrian activity. Uses will include both larger format anchor tenants and small scale retailers that support office workers and regional shoppers. The mix of uses allowed in Subdistrict A is intended to create a critical economic mass of commercial and office development.

The remainder of the plan district, which is Subdistrict B, allows a wide range of employment opportunities. The primary development objective in this area is to encourage a wide range of industrial and related uses, including services related to the Airport and other business and service/employment opportunities compatible with existing and future airport operations and related uses in the area. The addition of airport-related service uses and activities as allowed uses serves and strengthens the Portland International Airport as the primary air transportation hub within the region.

33.508.020 Where These Regulations Apply

The regulations of this chapter apply to the Cascade Station/Portland International Center plan district. The boundaries of the plan district are shown on Map 508-1 at the end of this chapter and on the Official Zoning Maps. The two subdistricts (A and B) are also shown on Map 508-1.

33.508.030 Relationship to Other Regulations and Agencies

This is a new section to clarify that the land within the plan district is owned by the Port of Portland and was purchased with federal grant funds, with the primary federal interest in the area being for airport supportive uses. Under the terms of the federal grants, allowable land uses and all development of any kind are subject to Federal Aviation Administration (FAA) review and approval, including review under the National Environmental Policy Act (NEPA). The primary federal interest is to verify that development of these lands will not be adverse to airport operations. The types and levels of land use within the CS/PIC Plan District have been developed with the intent of being consistent with these federal requirements. As development occurs in this plan district, the Port of Portland will work with potential developers to coordinate necessary federal reviews. Any proposal to change allowed land uses and densities from those adopted in this plan district is subject to review by the FAA in addition to any city, regional or state reviews.

In addition to the FAA review there are several other mechanisms that control development in the CS/PIC Plan District:

- Master Lease agreement between the Port of Portland (the Port) and Cascade Station Development Company (CSDC)
- Sublease documents and approval by the property owner, the Port
- Port/FAA Memorandum of Agreement
- Covenants Code and Restrictions (CC&Rs) between the Port and CSDC
- Development Agreement between Portland Development Commission (PDC) and CSDC
 - Master Plan and building design review
 - Coordinated Design Review with representatives from Portland's Bureau of Planning, PDC, the Port, CSDC and Portland's Bureau of Development Services
- Unified Development Standards that are incorporated by reference into each of these private agreements to prevent conflicting design and procedural requirements

33.508.040 Special Definitions

Street. A plan district specific definition of "Street" is added to make sure that references to "Street" in the plan district can include the private street network that is planned and regulated through 33.508.280.

33.508.030 Relationship to Other Regulations and Agencies

This chapter contains only the City's regulations for the plan district. Activities which the City regulates through this chapter may also be regulated by other agencies. In particular, because the entire plan district is owned by the Port of Portland, and was originally purchased for aviation use, the Federal Aviation Administration (FAA) will review development proposals and amendments to this chapter to ensure that there will be no adverse impacts on airport operations. The regulations of this plan district have been designed to address FAA issues. City approval does not imply approval by other agencies.

33.508.040 Special Definitions

These definitions are used only in the CS/PIC Plan District.

Lot. In this plan district, a lot includes both “lot” as defined in Chapter 33.910, Definitions, and “lease lot.” A lease lot is a parcel of land that is created as a result of a ground lease or sublease and which is clearly defined by a metes and bounds legal description and is a recorded document in the public record. References to lot lines, lot area, percentage of lot, and so on, are based on this definition of lot, but otherwise have the same meanings as in Chapter 33.910.

Street. As defined in 33.910 but does not have to be a dedicated street or in a tract. Streets include those streets shown in Figure 508-8, Street Requirements in Subdistrict A.

Story. A single floor of activity—other than parking—in a building. A story is not defined by a particular height.

33.508.120 Additional Allowed Uses

The use section has been reformatted to make it easier to read and more consistent with other Use sections of Title 33. In addition, large-format retail is allowed for up to 3 buildings, which could be multistory. This change is consistent with city and regional policy because the plan district includes strict controls on the traffic impacts for the site and the allowed vehicle trips will not be higher than the existing trips, as shown in the Traffic Impact Analysis that is part of the revised plan district. The basis for the code language in this section is from Metro Title 4 language. The changes to this section can be summarized as:

- Allowing up to three single use retail buildings to exceed 60,000 SF per story (these large-format retail uses are allowable under Metro Functional Plan language in Metro Code 3.07.440.E)
- Specifying that one of the large-format uses is allowed up to 90,000 SF, one up to 185,000 SF, and one to 205,000 SF of first floor ("footprint") area.
- Specifying additional Prohibited Uses in Subdistrict A that are not allowed under the Use Allocations Table 508-1 such as Industrial, which are otherwise allowed under the base zone (EG2).

Use Regulations

33.508.120 Additional Allowed Uses

A. Subdistrict A. The following additional uses are allowed in Subdistrict A, up to the maximums allowed in Table 508-1:

- ~~1. Exhibition and meeting areas, if built in conjunction with a hotel;~~
- ~~2~~1. Office Uses;
- ~~3. Hotels, motels and theatres;~~
- ~~4. Other Retail Sales and Service Uses, up to 60,000 square feet of floor area for each use per story, and up to the maximums allowed in Table 508-1. A single use may occupy more than 60,000 square feet of floor area within a building, but may not occupy more than 60,000 square feet on any story; and~~
2. Major Event Entertainment, exhibition and meeting areas are allowed if built in conjunction with a hotel.
3. Retail Sales And Service
 - a. Hotels, Motels and Theatres
 - b. Other Retail Sales and Service with the following limitations:
 - (1) Generally, a single retail use may not occupy more than 60,000 square feet of floor area per story not including exterior display and storage;
 - (2) Exception. Three buildings that do not meet the standard of (1) above are allowed as follows:
 - One building may contain a single retail use that occupies up to 90,000 square feet of floor area per story;
 - One building may contain a single retail use that occupies up to 185,000 square feet of floor area per story; and
 - One building may contain a single retail use that occupies up to 205,000 square feet of floor area per story.
- 5 4. Quick Vehicle Servicing.

33.508.120 Additional Allowed Uses

Continued

B. Subdistrict B. The following additional uses are allowed in Subdistrict B, up to the maximums allowed in Table 508-1:

1. In the IG2 zone, the following additional uses are allowed:
 - a. Office Uses;
 - b. Aviation and Surface Passenger Terminals, except parking for passengers; and
 - c. Car rental facilities including operations, service, storage and refueling facilities.
2. In the EG2 zone, the following additional uses are allowed:
 - a. Office uses; and
 - b. Retail Sales and Service Uses.

33.508.130 Additional Prohibited Uses

A. In plan district. The following uses are prohibited in the plan district:

1. Household Living;
2. Group Living;
3. Self Service Storage;
4. Commercial Outdoor Recreation;
5. Community Service;
6. Schools;
7. Medical Centers;
8. Religious Institutions;
9. Vehicle Repair; and
10. Detention Facilities.

33.508.130.B Additional Prohibited Uses in Subdistrict A

There are two changes to this section. The first is a housekeeping change that removes vehicle repair uses (which is already prohibited throughout the plan district in the previous subsection) and adding a prohibition for industrial uses in Subdistrict A. This specific prohibition reflects the intention for nonindustrial uses in this subdistrict and makes the uses allowed/prohibited more consistent with Table 508-1, which does not include any square footage for industrial uses in Subdistrict A.

B. Subdistrict A. In Subdistrict A, the following uses are prohibited:

~~1. Vehicle Repair Uses;~~

1. Industrial Uses;

2. Sale or lease of consumer vehicles, including passenger vehicles, motorcycles, light and medium trucks, travel trailers, and other recreational vehicles. Offices for sale or lease of vehicles, where the vehicles are displayed or stored elsewhere are allowed; and
3. Commercial Parking.

C. Subdistrict B. In Subdistrict B, the following uses are prohibited:

1. Quick Vehicle Servicing; and
2. Parking for passengers using Aviation and Surface Passenger Terminals.

33.508.140 Use Regulations in the Park Blocks

All uses in the Park Blocks are subject to the use regulations of Chapter 33.100, Open Space Zone. See Section 33.508.215, Limitations on Development in the Park Blocks and Section 33.508.290, Open Space Plan.

33.508.200 Development and Design Standards – Purpose

The purpose statement is updated to reflect changes to the overall plan as described previously for Subdistrict A.

33.508.210.A Exterior Display and Storage

Planning staff considered a proposal to allow up to 1,000 SF of exterior display and storage to be allowed in an attempt to define what "pedestrian-oriented accessory uses" means. This term is used a few times throughout Title 33 but is not defined. After considering the proposal, the Planning staff opted not to make the change and the Planning Commission did not offer this amendment. Exterior storage and display remains prohibited in Subdistrict A of the CS/PIC Plan District.

Limitations on Quick Vehicle Service Stations

The limitation of where the gas station can be located is changed to allow this use to locate within 155 feet from the Park Blocks. This is to give more flexibility in planning the overall site layout of the northwest quadrant of Subdistrict A. In exchange for allowing the gas station to be closer to the Park Blocks, the change permits greater intensity of office development next to the Mt. Hood light rail station. There is no change to the provisions that direct drive-through uses away from the Mt. Hood light rail station.

As in the 2000 amendments, the location of the gas station is also limited by the Water Bureau. The gas station will have to meet the city's Columbia South Shore groundwater regulations. The gas station use was allowed in the original plan district, and the commentary at the time notes that, "The development of a gas station site by CSDC is a significant element of the financing package signed by the Public/Private partnership..."

33.508.215 Limitations on Development in the Park Blocks

Clarification language is offered to better explain the regulation.

Development and Design Standards

33.508.200 Purpose

These development standards help to foster mixed-use transit-supportive development within the plan district, particularly near the two light rail stations while also encouraging the development of a retail center that includes both large- and small-format retail users. Light rail and transit access help to ensure that the plan district will serve as a hub of activity and an important international gateway to Portland. An urban character with a connected street pattern and building orientation standards that orient development at the Park Blocks ~~oriented~~ to pedestrians is also an important objective for the district, particularly adjacent to the light rail stations.

A significant constraint on development in this plan district is potential future traffic congestion on the roads and interstate freeway surrounding the site, especially during the evening peak hour. To address this constraint, and to take advantage of the site's two light rail stations and its high level of regional accessibility, the square footage limitations in this chapter are linked to development capacity by square footage, and trip generation.

33.508.210 Prohibited Development in Subdistrict A

The following regulations apply to Subdistrict A:

- A. Exterior display and storage.** Exterior display and exterior storage are prohibited. Outdoor seating for restaurants, delis and pedestrian-oriented accessory uses, such as flower, food or drink stands, are exempt from this prohibition.
- B. Drive-through facilities.** Drive-through facilities are prohibited within 200 feet of a light rail station platform. Direct vehicular access to these facilities, including stacking lane entrances, from NE Cascades Parkway is prohibited.
- C. Quick Vehicle Service.** Quick Vehicle Service facilities are prohibited in the following locations:
 - ~~1. Within 155 feet of the Park Blocks;~~
 - ~~1.2.~~ South of NE Cascades Parkway; and
 - ~~2.3.~~ East of NE Mt. Hood Avenue.

33.508.215 Limitations on Development in Park Blocks

In order to preserve the sense of openness and views within the Park Blocks, but still allow for small-scale structures such as restrooms, utility sheds, and other such structures, not more than 500 square feet of total floor area may be built within the Park Blocks, shown on Figure 508-1.

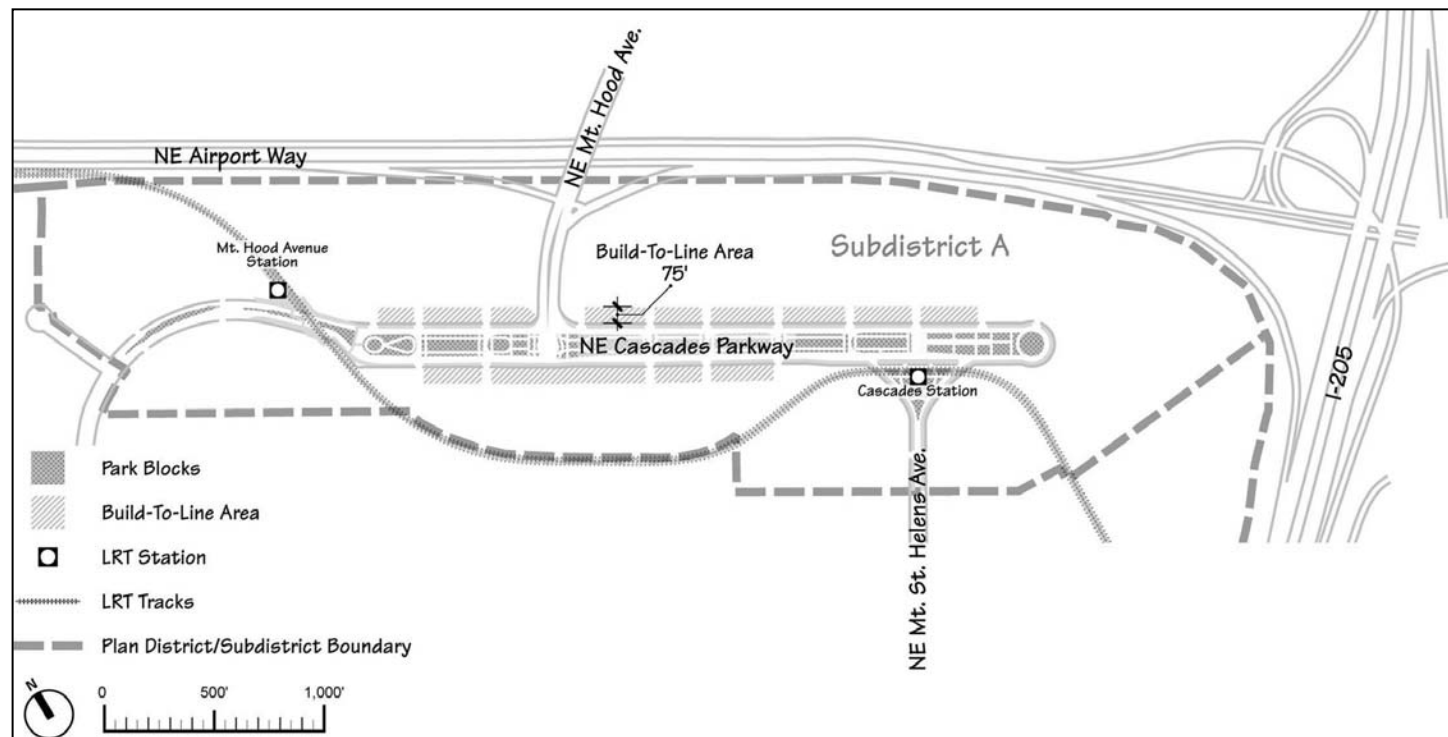
33.508.215 Limitations on Development in the Park Blocks

Figure 508-1 is replaced with a new figure with the following changes:

- Expand to include all of Subdistrict A
- Revise the Build-to-Line Area (BLTA) to remove it from the "U shaped" eastern end
- Change depth of BTLA area to match depth referenced in text (75'),
- Remove the former "triangle lot areas" so they no longer need a special exemption
- Base the illustration on the Park Blocks as they were actually constructed
- Improve and standardize the features of the illustration with other Title 33 figures.

Replace Figure 508-1 with updated Figure 508-1 shown below

Figure 508-1
Park Blocks and Build-To-Line Area



33.508.220 Transportation Capacity

This section is a new clarified version of what remains a complex policy that allows the amount of a use to be traded for a different use based on traffic impacts. The basic premise remains the same: to ensure that the traffic impact resulting from the total amount of development on site is within the defined capacity of the transportation system. The total amount of development allowed on site is limited by an overall number of trips. The mix of uses may vary within this cap based on the Transportation Capacity "options" and table of ratios of trip impact per square foot of development contained in the plan district regulations. The revisions to this section (Table 508-1) include:

- Increasing the amount of retail square footage allowed;
- Decreasing the amount of office and hotel rooms;
- Collapsing Tables 508-1 and 508-2 into one table;
- Simplifying the language and description of this section to remove the terms "options"; and
- Moving the Transportation Impact Analysis (TIA) land use review process to a new section (33.508.807).

Revisions to this section consolidate two tables into one and correlate the amount of square footage from one use category to another to allow for "trading" between the uses. As in 1999, there was a Transportation Impact Analysis (TIA) conducted to examine the impacts of the allowed uses on the transportation system. PDOT staff reviewed the TIA and the new tables and ratios reflect PDOT input. A key point for the new allocations of square footage among the uses is that the **total allowable p.m. peak-hour trips are no higher in this proposal than the existing plan district: 2,085 for Subdistrict A and 1,426 Subdistrict B.**

To date, some development has taken place in Subdistrict B with nearly 200,000 SF of office, 248 hotel rooms, over 1 million SF of industrial uses, and 23 acres of PDX employee parking. Some of these uses like office and hotel have exceeded the minimum allocation after trading, which means that the remaining base allocation can be traded to another allowed use in Subdistrict B per Table 508-1.

The Development Agreement under revision between PDC and CSDC includes a provision that gives PDOT the opportunity to discuss with the developers any remaining identified traffic mitigation needs that are anticipated to be triggered as the approved development is incrementally built. This would occur during the coordinated design review process.

33.508.220 Maximum Development/Transportation Capacity

- A. Purpose.** Development in the plan district is organized around ~~limited by~~ both transportation constraints and opportunities: the potential capacity of the ~~for traffic congestion on nearby streets and freeways,~~ and the two light rail stations within the plan district. The regulations of this section ensure that development will not overburden infrastructure, while creating a market incentive to encourage transit use and to choose a mix of complementary uses that maximize the potential for on-site local trips and spread auto trips throughout the day. ~~To achieve the desired character of the plan district, and to encourage transit use, this section limits the amount and type of development allowed in the district. The limits are tied to the amount of vehicle traffic generated by the various uses, with the focus on the evening peak traffic times. Applicants must use one of the three options in this section that are based on square footage allowed within the trip capacity of the plan district.~~

The regulations of this section limit the impact of the plan district's ~~ensure that development on the vehicular system by setting maximum allocations of allowable development in the district. The limits are based on different types of allocations (for example, square footage, acres or hotel rooms).~~ will not overburden infrastructure, while creating a market incentive to encourage transit use and to choose a mix of complementary uses that maximize the potential for on-site local trips and spread auto trips throughout the day.

B. Limitations on the amount of development allowed.

1. The regulations of this section address the amounts of each use that are allowed; all other regulations of this Title must also be met.
2. Adjustments to the regulations in this section are prohibited.
3. Development in the plan district is allowed as follows:
 - a. Proposals that are within the limits of Table 508-1 are allowed. No transportation analyses are required for development within the limits of Table 508-1;
 - b. Trades from one category to another are allowed as specified in Table 508-1;
 - c. Applicants may request approval of a proposal that exceeds the limits of Table 508-1 by submitting a Transportation Impact Analysis (TIA). See Subsection C.
4. As building permits are issued and when conversions are made as specified in Table 508-1, BDS will maintain records as to the amounts remaining in each use category.
5. Transferring trips or allocations between Subdistrict A and B is prohibited.

33.508.220 Transportation Capacity

Continued

Table 508-1: Use Allocations and Respective Allowable Conversion Relationships

| <u>Use</u> | <u>Base Use Allocations Allowed</u> | <u>Minimum Allocations after trades</u> | <u>Allowable Trades(3)</u> |
|---|--|--|--|
| <u>Subdistrict A</u> | | | |
| <u>Office, Meeting Rooms and Exhibition Areas greater than 20,000 square feet (1), Daycare, Colleges</u> | <u>1,115,000 sf</u> | <u>557,500 sf</u> | <u>370 sf office to 1 hotel room</u> |
| <u>Hotel, Meeting Rooms and Exhibition Areas less than 20,000 square feet (1)</u> | <u>250 rooms</u> | <u>250 Rooms</u> | <u>1 hotel room to 370 sf office</u> |
| <u>Quick Vehicle Servicing (2)</u> | <u>1 facility, up to 12 fueling positions</u> | <u>None</u> | <u>1 facility to 72,000 sf office (4)</u> |
| <u>Retail Sales And Service including Restaurants</u> | <u>807,500 sf</u> | <u>403,750 sf</u> | <u>900 sf retail to 700 sf office</u> <u>470 sf retail to 1 hotel room</u> |
| <u>Total Trips Subdistrict A: 2,085</u> | | | |
| <u>Subdistrict B</u> | | | |
| <u>Office, Meeting Rooms and Exhibition Areas greater than 20,000 square feet (1), Daycare, Colleges</u> | <u>304,000 sf</u> | <u>152,000 sf</u> | <u>100 sf office to 400 sf industrial</u> <u>370 sf office to 1 hotel room</u> |
| <u>Hotel, Meeting Rooms and Exhibition Areas less than 20,000 square feet (1)</u> | <u>260 rooms</u> | <u>130 rooms</u> | <u>1 hotel room to 370 sf office</u> <u>1 hotel room to 1500 sf industrial</u> |
| <u>Retail Sales And Service including Restaurants</u> | <u>30,000 sf</u> | <u>15,000 sf</u> | <u>900 sf retail to 700 sf office</u> <u>470 sf retail to 1 hotel room</u> |
| <u>Industrial Uses</u> | <u>2,100,000sf</u> | <u>1,050,000 sf</u> | <u>400 sf industrial to 100 sf office</u> <u>1500 sf industrial to 1 hotel room</u> |
| <u>Car Rental Facilities (including operations, service, storage and refueling facilities), Aviation and Surface Passenger Terminals, Commercial Parking.</u> | <u>100 acres (No maximum limit on building square footage)</u> | <u>None</u> | <u>None</u> |
| <u>Total Trips Subdistrict B: 1,426</u> | | | |
| <u>Total Trips Subdistricts A and B: 3,511</u> | | | |

33.508.220 Transportation Capacity

The notes to Table 508-1 have been rewritten, although numbers 1 and 2 remain the same as existing text.

Notes

| | |
|--|--|
| <p><u>(1) Conference facilities, such as exhibition and meeting areas, are classified as Major Event Entertainment Uses. In this plan district, they are allowed only if built in conjunction with a hotel (see 33.508.120.A). If the floor area devoted to these uses is less than 20,000 square feet, it is considered accessory to the hotel, and is regulated by this plan district as a hotel, so there is no maximum square footage. If, however, the floor area is 20,000 square feet or more, it is regulated the same as Office Uses, and is subject to the same maximum square footage as office uses.</u></p> | <p><u>(3)—Allowable trades read from left to right only. For example, Subdistrict A Retail can be traded to Subdistrict A Office at a ratio of 900 sf of retail to 700 sf of office. However, Subdistrict A Office cannot be traded to Subdistrict A Retail as there is no such ratio listed. Trades down to the minimums are allowed. Trades below the minimums are prohibited.</u></p> |
| <p><u>(2) Fueling positions are the maximum number of vehicles that can be fueled simultaneously. Therefore, 12 fueling positions would allow 12 cars to fuel at one time. For example, if each pump had two fueling areas/nozzles (one each side), there could be up to 6 pumps.</u></p> | <p><u>4) Quick Vehicle Service is not divisible; the facility may be converted to 72,000 sf of office, but fractions (such as trading 6 fueling positions to 36,000 sf of office) are not allowed.</u></p> |

33.508.220. Transportation Capacity

Subsections B, C and D have been simplified into the previous section A and new Table 508-1. In the existing code, subsection 33.508.220.E contained the submittal requirements, procedure, and approval criteria for a Transportation Impact Analysis (TIA). The new section C describes the TIA submittal requirements, which are slightly modified from the existing provisions. The land use review process and approval criteria for the TIA are moved to a new Chapter (33.807) that is included at the end of this text as a conforming amendment. The existing sections B, C, D, and E are deleted.

C. Cascade Station/Portland International Center Transportation Impact Analysis

Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in this subsection. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

1. Description of recommended development;
2. Delineation of the study area, and rationale for the delineation;
3. Description of existing uses and conditions in the study area.
 - a. The TIA must include buildout of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;
 - b. Any approved TIA must be reflected in the BDS tracking report.
3. Traffic forecasts and distribution;
4. Primary traffic access routes to and from the study area;
5. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways.
6. Evaluation of:
 - a. Impacts on street function, capacity and level of service;
 - b. Impacts on on-street parking;
 - c. Access requirements;
 - d. Impacts on transit operations and movements;
 - e. Impacts on pedestrian and bicycle routes and safety; and
 - f. Impacts on the immediate airport area and adjacent neighborhoods.

33.508.220 Transportation Capacity

Continued

B. ~~Options.~~ Generally, an applicant may choose any one of the three options described in this section. However, once an applicant uses Option 2 in a subdistrict, all other applicants in that subdistrict may choose only between Options 2 and 3; Option 1 may not be used by other applicants. Once an applicant uses Option 3 in either subdistrict, all other applicants in the plan district must use Option 3. The Development Services Center maintains records of which options have been used.

C. ~~Option 1.~~ The maximum square footage allowed for each use is shown in Table 508-1. The maximum square footage allowed is the total of existing square footage, square footage for which building permits have been issued, and recommended square footage. The maximum square footage does not include floor area used for parking. No traffic capacity analysis is required for proposals within these limits. In addition, no transportation improvements, beyond the basic public infrastructure, are required for proposals within these limits.

D. ~~Option 2.~~

- ~~1. Purpose. This option allows for flexibility but sets an upper limit on each use to ensure a mixture of uses to continue to encourage a high level of non-auto internal trips within the plan district. This option allows there to be an increase in one use if there is a proportionate decrease in another use. This option is an administrative review, with objective standards.~~
- ~~2. Method for calculating new maximum limitation. Where an applicant proposes to exceed the limits in Table 508-1, Table 508-2 may be used. Table 508-2 shows an Upper Limit percentage that allows uses to exceed the maximum limits in Table 508-1 by a certain amount, as long as there are trips remaining in the relevant Subdistrict. The method for calculating outbound trip generation and new maximum limits is shown in Table 508-2. The maximum square footage and trips is based on the total of existing square footage, square footage for which building permits have been issued, and recommended square footage. The maximum square footage does not include floor area used for parking.~~
- ~~3. Minimum square footage. The limitations of Table 508-1 may not be exceeded if it will result in a use having:
 - ~~a. Less than 50 percent of the maximum square footage for that use in Table 508-1; or~~
 - ~~b. Less than 50 percent of the trip allocation for that use in Table 508-2.~~~~
- ~~4. Under this option, transferring trips between the Subdistricts A and B is prohibited.~~
- ~~5. When this option is used, the applicant will submit information that the requirements of this Subsection are met. The Director of BDS will review the information, and use it to prepare a worksheet showing the remaining trips allowed for each use in each subdistrict. No transportation improvements, beyond the basic public infrastructure, are required for proposals using this option.~~

33.508.220 Transportation Capacity

Continued

| Table 508-1 Maximum Square Footage or Acreage Allowed by Use | | |
|--|--|--|
| Use | Maximum Square Footage or Acreage Allowed | |
| | Subdistrict A | Subdistrict B |
| Office; Major Event Entertainment [1], Daycare, Colleges | 1,325,000 sq. ft. | 304,000 sq. ft. |
| Quick Vehicle Servicing | 1 facility, with up to 12 fueling positions[2] | — |
| Hotel, Major Event Entertainment [1] | 1,200 rooms | 260 rooms |
| Retail Sales and Service, including Restaurants | 400,000 sq. ft. | 30,000 sq. ft. |
| Theaters | 24 screens | — |
| Industrial Uses | — | 1,756,000 sq. ft. |
| Car Rental facilities (including operations, service storage and refueling facilities); Aviation and Surface Passenger Terminals; Commercial Parking | — | 100 acres of land (No maximum limit on building square footage) |
| All other uses | No maximum | No maximum |

Notes:

- [1] Conference facilities, such as exhibition and meeting areas, are classified as Major Event Entertainment Uses. In this plan district, they are allowed only if built in conjunction with a hotel (see 33.508.120.A). If the floor area devoted to these uses is less than 20,000 square feet, it is considered accessory to the hotel, and is regulated by this plan district as a hotel, so there is no maximum square footage. If, however, the floor area is 20,000 square feet or more, it is regulated the same as Office Uses, and is subject to the same maximum square footage as office uses.
- [2] Fueling positions are the maximum number of vehicles that can be fueled simultaneously. Therefore, 12 fueling positions would allow 12 cars to fuel at one time. For example, if each pump had two fueling areas/nozzles (one each side), there could be up to 6 pumps.

E. Option 3.

1. Purpose. This option allows an applicant more flexibility than Option 2; but is more complex to use. In addition to the preparation of a Transportation Impact Analysis, this option requires a quasi-judicial review.
2. Method for determining new maximum limitation. An applicant may exceed the maximum limits in both Tables 508-1 and 508-2, or use different calculation methods or trip generation rates than those in Table 508-2 by requesting approval of a Transportation Impact Analysis (TIA). The TIA must include the elements listed in Subparagraph E.2.a, below, and must meet the approval criteria in Subparagraph E.2.c, below.
 - a. Elements of Transportation Impact Analysis (TIA):
 - (1) Description of recommended development;
 - (2) Delineation of the study area, and rationale for the delineation;
 - (3) Description of existing uses and conditions in the study area;

33.508.220 Transportation Capacity

Continued

- ~~(4) Traffic forecasts and distribution;~~
- ~~(5) Primary traffic access routes to and from the study area;~~
- ~~(6) Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~
- ~~(7) Evaluation of:~~
 - ~~• Impacts on street function, capacity and level of service;~~
 - ~~• Impacts on on-street parking;~~
 - ~~• Access requirements;~~
 - ~~• Impacts on transit operations and movements;~~
 - ~~• Impacts on pedestrian and bicycle routes and safety; and~~
 - ~~• Impacts on the immediate and adjacent neighborhoods.~~
- ~~b. Review Procedure. CS/PIC Plan District Traffic Impact Analysis is processed through a Type II procedure.~~
- ~~c. Approval Criteria for a Transportation Impact Analysis (TIA). The TIA will be approved if the review body finds that the applicant has shown that the following approval criteria are met:~~
 - ~~(1) The development is consistent with the purpose of the CS/PIC Plan District;~~
 - ~~(2) The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA;~~
 - ~~(3) A transportation demand management plan is recommended which includes measures to reduce the number of trips made by single-occupant vehicles during the peak commuting hours;~~
 - ~~(4) Adequate measures to mitigate on and off-site transportation impacts are recommended. These measures may include, but are not limited to the following: transportation improvements to on-site circulation, public dedication and improvement or private street improvements, intersection improvements, and transit stop improvements; and~~
 - ~~(5) Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if development is phased, will be available at each phase of the development is completed.~~

33.508.220 Transportation Capacity

Table 508-2 is deleted and replaced with the consolidated Table 508-1.

| Table 508-2 Trip Adjustment Calculations (Trips: PM Peak Hour Outbound Trips) | | | | |
|--|---|--|-------------------------------------|--|
| Use | Maximum Square Footage (Table 508-1) | Trip Allocation | Trip Generation Rate | Upper Limit Allowed (square footage or trips) |
| Subdistrict A | | | | |
| Office; Major Event Entertainment, Daycare, Colleges | 1,325,000 sq. ft. | 1,113 | 0.84 per 1,000 sq. ft. | 110% |
| Hotel | 1200 rooms | 264 | 0.22 per room | 150% |
| Retail Sales and Service, including Restaurants | 400,000 sq. ft. | 452 | 1.13 per 1000 sq. ft. | 125% |
| Quick Vehicle Servicing | 12 fueling positions | 64 | 5.32 per fueling position | none |
| Theaters | 24 screens | 195 | 8.11 per screen | 110% |
| Total Trips Allowed from Subdistrict A | | 2,088 | | |
| Subdistrict B | | | | |
| Office; Major Event Entertainment, Daycare | 304,000 sq. ft. | 255 | 0.84 per 1,000 sq. ft. | 110% |
| Hotel | 260 rooms | 57 | 0.22 per room | 150% |
| Retail Sales and Service, including Restaurants | 30,000 sq. ft. | 34 | 1.13 per 1000 sq. ft. | 125% |
| Industrial Uses | 1,756,000 sq. ft. | 457 | 0.26 per 1000 sq. ft. | 110% |
| Car Rental facilities (including operations, service storage and refueling facilities); Aviation and Surface Passenger Terminals; Commercial Parking | 100 acres | 457 for Car Rental 166 for other airport uses | Per Airport Master Plan | No upward adjustment allowed for this use |
| Total Trips Allowed from Subdistrict B | | 1,426 | | |
| Total Trips Allowed from plan district | | 3,514 | | |

33.508.230. Development and Design Standards in Subdistrict A

This section contains additional standards crafted to direct certain aspects of the development to be both pedestrian-oriented and transit-supportive, and to provide a sense of place. These standards are supplemented with development standards required by the PDC Development Agreement which require a coordinated design review with representatives from the Bureau of Planning, the Bureau of Development Services, the PDC, the Port, and CSDC reviewing all submittals. Furthermore, the development review process requires the submittal of subarea master plans for each subarea within Subdistrict A. Thus, there are several types of standards as summarized in the table below.

| Location | Type | Review |
|--|--|-------------------------------|
| Title 33.508.230 | Building Location - BTLA maximum setbacks | BDS |
| Title 33.508.230 | Limits on parking in the BTLA and station areas | BDS |
| PDC Development Agreement | Master Planning for sub areas | Coordinated Design Review |
| Title 33.508.230 | Architectural Standards | BDS |
| PDC Development Agreement | Architectural Standards | Coordinated Design Review |
| PDC Development Agreement | Large-format Retail Standards | Coordinated Design Review |
| PDC Development Agreement and application of Title 32 procedures | Sign Standards and permit process (Master Sign Plan) | Coordinated Design Review/BDS |
| Title 33.508.280 CS/PIC Street Plan and Master Street Plan | Street Standards and Master Street Plan | BDS/PDOT |

33.508.230.B Where these Regulations Apply

Clarifications are based on updated figures.

33.508.230.C.1 Building Height

All buildings are limited by the airport-related "h" overlay zone (33.400) which matches the height restrictions in the Federal Aviation Administration's Memorandum of Agreement with the Port of Portland (another document that restricts the property outside of Title 33). The height limits go from 50 feet on the west to 150 feet on the east. Generally, building height standards in this section have been edited for clarity.

Planning staff considered a proposal to reduce the two-story and 25'-height minimum for office uses, but rejected the proposal because it was inconsistent with the vision for quality office buildings, and conflicted with non-Title 33 requirements in the PDC Development Agreement. Edits were made to this section to try to clarify the required minimum building heights.

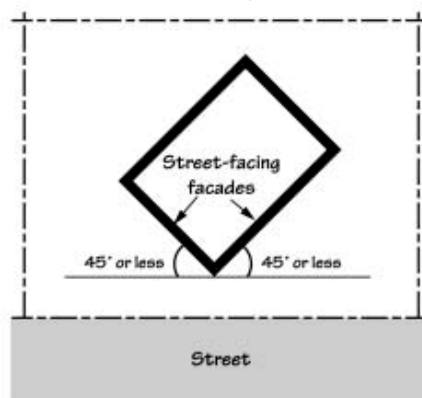
33.508.230 Development and Design Standards in Subdistrict A

- A. Purpose.** These provisions ensure that the location and scale of buildings, parking and circulation areas within Subdistrict A provide a convenient and attractive environment for pedestrians, ~~and transit users, customers and employees that come to the area. while fostering an urban environment within the plan district as a whole.~~ The focus for design in Subdistrict A includes the Cascades Parkway and Mt. Hood Avenue light rail station areas and the Park Blocks. Transit-supportive building and site design and pedestrian linkages are sought near the stations areas as a means to link the station areas and development elsewhere in the Subdistrict. The light rail stations, Park Blocks and retail, office, and entertainment uses work together to create a unique place.
- B. Where these regulations apply.** The regulations of Subsection C apply to all development in Subdistrict A of the plan district. The regulations of Subsection D apply to development in the Build-To Line Area shown on Figure 508-1. The regulations of Subsection E apply to development in the ~~East~~ Cascades Parkway Station Area shown on Figure 508-4. The regulations of Subsection F apply to development in the East Mt. Hood Avenue Station Area shown on Figure 508-5.
- C. All areas of Subdistrict A.** All development in Subdistrict A of the plan district must meet the following:
1. Building height.
 - a. Where all of the floor area is in Office uses, or where there is more than one use category in the building, the building must have at least two stories and be at least 25 feet high;
 - ~~b. Where there is more than one use category in the building, the building must have at least two stories and be at least 25 feet high;~~
 - ~~be.~~ Where all of the floor area is in a single use other than Office, Quick Vehicle Service or Retail Sales And Service uses, the building must be at least 25 feet high;
 - ~~cd.~~ Where all of the floor area is in Retail Sales And Service uses, the following must be met:
 - ~~(1) Buildings at the east Terminus of the Park Blocks must be at least 25 feet high. See Figure 508-5; Buildings at the corners of NE Mt. St. Helens and the northern NE Cascades Parkway must be at least 25 feet high. See Figure 508-4.~~
 - ~~(2) Buildings at the north Terminus of the portion of NE Mt. St. Helens Avenue north of the Park Blocks must be at least 18 feet high. See Figure 508-5;~~
 - (32) Buildings at all other locations must be at least 18 feet high.

33.508.230.C.2. Ground Floor Windows.

This standard applies to all buildings in the plan district that meet the applicability criteria. The change to this standard increases the amount of façade that would not be covered. Buildings and façades that are not within 50 feet of a street are exempt. Several exceptions were added to be clear about the streets that are not intended to be regulated by this section and to indicate that large-format retailers are exempt from the standards. The design of the building features are covered generally in the Development Agreement, and specifically, there will be "large-format retail" standards (described below) that will be applied through the coordinated design review process. The illustration below shows how "street facing façade" is defined. Applicants may apply for relief from this standard through an adjustment (33.805).

Figure 910-12
Street-facing Façade



Large-format Retail standards would be administered through the Coordinated Design Review (a provision of the Development Agreement) include requirements such as:

- Articulate façades longer than 100 feet;
- Vary color and materials along façades longer than 100 feet;
- Include prominent roof forms;
- Emphasize main entrances;
- Include weather protection at entrances;
- Include windows at the main entrances;
- Provide pedestrian networks throughout the site; and
- Encourage and prohibit building materials.

2. Ground Floor Windows.

a. Purpose. Blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

b. Required amount of window area. This standard must be met on street facing facades along all exterior walls on the ground level which ~~face~~ are 50 feet or closer to the curb of a street lot line. Windows must be at least 40 percent of the length and 20 percent of the ground level wall area. Ground level walls include all exterior wall areas up to 9 feet above the finished grade.

c. Qualifying window features.

- (1) Generally. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 3 feet above the adjacent exterior grade.
- (2) Hotel uses. Hotel room windows may be used to meet this standard along private streets. The bottom of the windows must be no more than 3 feet above the adjacent exterior grade.

d. Exceptions.

- (1) Where all of the floor area is in Quick Vehicle Service uses or Convention and Conference Facilities, the regulations of this paragraph section do not have to be met;
- (2) Buildings with more than 60,000 square feet of floor area in a single Retail Sales And Service use do not have to meet the regulations of this section; and
- (3) Street facing facades 50 feet or closer to NE Mt. Hood Avenue ramp, NE Airport Way, and I-205 right of way are not subject to the regulations of this section.

33.508.230.C.3. Awning at Main Entrance

Minor changes to this section are clarifications as requested by CSDC and BDS.

3. Awning at main entrance. There must be an awning or other projection from the building at the main entrance to provide weather protection. The awning or other projection must:
 - a. Cover at least 48 square feet;
 - b. Be at least 6 feet back from the curb of a street; and
 - c. Project at least 6 feet out from the building face. If the sidewalk is too narrow to allow 6 feet out from the building face and 6 feet back from the curb then both this provision and C.3.b to be met, the awning or other projection must project to a line 6 feet back from the curb.

Other awnings or projections are encouraged, but are not required to meet this standard.

33.508.230.C.4 Landscaping

Landscaping at this site is unique because of its proximity to the 28L runway approach at the Portland International Airport (PDX). Per Federal Aviation Authority mandate, the Port of Portland created the *PDX Wildlife Hazard Management Plan* to reduce wildlife habitat on and around the airport and to reduce aircraft-to-wildlife conflicts. Prevention of bird strikes of aircraft engines is especially important for the safety of airline passengers.

Changes to this section are to clarify the purpose and to add additional restrictions such specific spacing standards and limited use of evergreen materials. The existing section 33.508.500 is moved into the Development Agreement's Coordinated Design Standards because the primary design consideration for landscaping is based on the Port's *PDX Wildlife Hazard Management Plan*, and may change over time. The Bureaus of Planning and Environmental Services staff met with Port wildlife specialists to discuss the appropriate limitations, and these references reflect the most important ones for landscaping on this site.

Moving the CS/PIC Plant List out of Title 33 will allow for better coordination of landscape standards and will make any future changing of prohibited materials easier.

4. Landscaping.

a. ~~(1)~~ Purpose. Plant selection is an especially important component of the CS/PIC Plan District. Because the plan district is near the runways of Portland International Airport and existing natural features and ecosystems (such as the Columbia Slough), bird strikes are a significant hazard to aircraft. In an effort to reduce this hazard, the approved CS/PIC Plant List in ~~Section 33.508.500~~ provides a selection of plant materials which may be used in the plan district. These plants were selected because they do not attract wildlife; they do not provide attractive roosting habitat for species posing a threat to aviation safety and are generally non-seeding or non-fruiting.

b. Required landscaping. Other than landscaping required for parking lots, no landscaping is required.

~~b.c.~~ Parking lot landscaping. Parking lot landscape requirements are in Chapter 33.266, Parking and Loading and in C.4.d. below.

e.d. Allowed landscaping materials and plant spacing.

(1) All landscaping must use only plants listed in Section 33.508.500, the approved CS/PIC Plant List. In addition landscaping must not contain plants listed on the city of Portland's Prohibited or nuisance Plant Lists.

~~Purpose. Plant selection is an especially important component of the CS/PIC Plan District. Because the plan district is near the runways of Portland International Airport and existing natural features and ecosystems (such as the Columbia Slough), bird strikes are a significant hazard to aircraft. In an effort to reduce this hazard, the CS/PIC Plant List in Section 33.508.500 provides a selection of plant materials which may be used in the plan district. These plants were selected because they do not attract wildlife; they do not provide attractive roosting habitat for species posing a threat to aviation safety and are generally non-seeding or non-fruiting.~~

(2) All trees must meet the spacing standards listed in Section 33.508.500, the approved CS/PIC Plant List. Where meeting the spacing standards would result in fewer trees than required by other provisions of this Title, the number of trees required is reduced by the number needed to meet the spacing standard of the CS/PIC Plant List.

(3) No more than 50% of shrubs may be evergreen shrubs.

33.508.230.D Build-to-Line Area (BTLA)

As illustrated in Figure 508-1, the BTLA is an area 75-feet-deep that covers most of the frontage along the Park Blocks. The BTLA regulates the following:

- Building location - includes a maximum setback for each building
- Location of parking - limits long stretches of parking at lots fronting the Park Blocks
- Building entrances - requires main entrances to be at corners for certain locations and requires entrances to tenant spaces to be from streets and parking lots (rather than only parking lots) within the BTLA

This section was discussed extensively during this amendment process. The BTLA applies to the area as mapped and extends 75 feet back from the street lot lines abutting NE Cascades Parkway. The standards in the BTLA do not affect the rear of buildings other than to require tenant spaces to have doors at streets rather than only parking lots.

The developers requested reconsideration of the setback standard as requiring buildings on all corner lots constrains desired design flexibility and presents problems in creating a varied and interesting pedestrian environment. The new language for 230.D.1.c (3) and (4) provides some flexibility because where a lot fronts on both Cascades Parkway and a Type A, C, or D street, the buildings must come up to both frontages. However, where a lot fronts on both Cascades Parkway and a Type B street, the maximum setback only applies along Cascades; the side street is exempt. A new figure 508-3 illustrates this concept.

Additionally, a provision was added to allow for buildings in the northwest quadrant of the site to be excepted from the BTLA standards. If plans change for this quadrant, staff could request buildings closer to Cascades Parkway during the master planning and design review processes.

If an adjustment review for any of the Build-To-Line Area standards is requested by the developer, numerous factors would be considered based on the code's adjustment criteria (33.805), which include reviewing the plan district's purpose statement, such as the character of the pedestrian environment, and the cumulative effect of any other adjustments that are requested and have been approved.

Measurements for the length of the frontage of the lot do not include streets or sidewalks. Clarification added to text.

D. Build-To-Line Area. Buildings on lots with frontage on public or private streets within the Build-To Line Area shown on Figure 508-1 must meet the regulations of this Subsection. However, sites in Subarea 5 in Figure 508-8 are exempt from these regulations.

1. Building location.

- a. Purpose. These standards require buildings to be built around the Park Blocks ~~and along the portion of NE Mt. St. Helens Avenue north of the Park Blocks.~~ The Park Blocks and the adjacent Build-To-Line Area create ~~are the~~ focal points of the plan district, and the intent is to focus transit oriented development in these areas. In addition, these regulations foster an active pedestrian environment within the first 75 feet from NE Cascades Parkway and the portion of NE Mt. St. Helens Avenue north of the Park Blocks where buildings are located close to the street and there are limited gaps between buildings.
- b. Where these regulations apply. The regulations of this paragraph apply to development on lots where the frontage within the Build-To Line Area is more than 62 feet long.
- c. Setbacks.
 - (1) Minimum setback. The minimum building setback is 2 feet. The setback area must be paved with sidewalk materials to create an expanded sidewalk area;
 - (2) Maximum setback. For at least 80 percent of the length of the street lot line frontage of the lot, there must be a building wall or pedestrian amenity within 6 feet of the front lot line. Where a pedestrian amenity is used to meet this standard, areas up to 500 square feet or 20 feet deep may be used. Larger pedestrian amenities are allowed, but may not be used to meet this standard. See Figure 508-2. ~~,except where a pedestrian amenity area is provided. The pedestrian amenity area may be up to 500 square feet or may be up to 20 feet deep, measured from the front lot line.~~
 - (3) Corner lots. Except as specified in D.1.c. (4), buildings with more than one street lot line frontage must meet the standards of D.1.c. (1) and (2) on all street lot lines.
 - (4) Exception. Buildings with street lot line frontage on both NE Cascades Parkway and a Type B street must meet the standards of D.1.c.(1) and (2) on the NE Cascades Parkway street lot line frontage, but do not have to meet the standards on the Type B street lot line frontage. However, surface parking is not allowed within 50 feet of the street lot line frontage on the Type B street within the BTLA. See Figure 508-3.

33.508.230.D Build-to-Line Area

A clarified figure 508-2 and new illustrative figure 508-3 correspond to new setback language for the Build-to-Line area provision.

- ~~(3) Buildings with more than one frontage within the Build To Line Area. Buildings with more than one frontage within the Build To Line Area are subject to the following:~~
- ~~• NE Cascades Parkway and one frontage is on the portion of NE Mt. St. Helens Avenue north of the Park Blocks, the standards of D.1.c(1) and (2) must be met on both frontages.~~
 - ~~• Where only one frontage is on NE Cascades Parkway or the portion of NE Mt. St. Helens Avenue north of the Park Blocks, the standards of D.1.c(1) and (2) must be met on the NE Cascades Parkway or NE Mt. St. Helens frontage. On the other frontage or frontages, the following must be met:~~
 - ~~— Minimum setback. The standard of D.1.c(1) must be met;~~
 - ~~— Maximum setback. For at least 75 feet, measured along the frontage of the lot, there must be a building within 6 feet of the front lot line.~~

Figure 508-2
Build-To-Line Setback Illustration

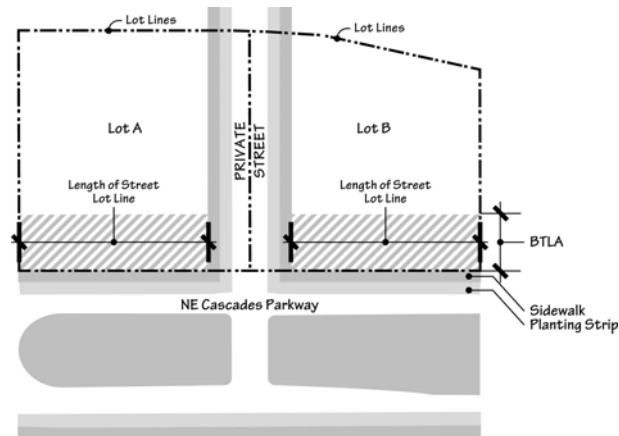
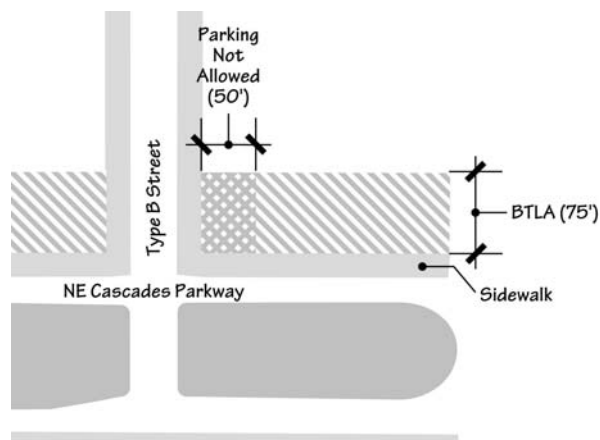


Figure 508-3
Build-To-Line Setback Exception Illustration



33.508.230.D Build-to-Line Area

The "triangle lots" have been removed from the BTLA so there is not a need to except them from standards.

2. Location of parking.

a. Structured parking. If any portion of a building is within the Build-To Line Area, and there is parking on the ground floor, the following must be met:

- (1) Purpose. These standards ensure that the ground level of buildings in the Build-To Line Area contain active uses to support the pedestrian character of the area.
- (2) The parking may not be in the portion of the building closest to the street lot line; there must be a use other than parking between the parking and the street lot line.
- (3) On corner lots, the parking may not be in the portion of the building closest to either street lot line. There must be a use other than parking between the parking and the both street lot lines.

b. Surface parking.

- (1) Required setback. Surface parking area must be set back at least 12 feet from street lot lines. Parking lot landscaping may be located within 12 feet of street lot lines.
- (2) Frontage limitation. Where surface parking areas are adjacent to a street lot line, the following must be met. Surface parking is considered to be adjacent to a street lot line, regardless of setback, when there is no building or pedestrian plaza between the street lot line and the parking area:
 - No more than 62 feet of the frontage, measured along the street lot line, may be used for surface parking areas; and
 - The 62 feet of frontage includes adjacent surface parking areas, driveways, and other areas for vehicle parking and maneuvering, where those areas also are adjacent to the street lot line. These areas must be separated by buildings.
 - ~~Exception. The triangular lots shown on Figure 508-5 are not subject to this limitation.~~

33.508.230.D.3 Build-to-Line Area - Main Entrances

A new provision for this subsection allows main entrances to face a pedestrian amenity or plaza instead of a street. However, no main entrances will be allowed from a plaza that opens up into a parking lot within the Build-To-Line Area. This provision allows additional flexibility as to where a main entrance may locate under certain conditions. It also allows a second entrance to occur into a parking lot. This concept would be reviewed for approval through the coordinated design review process in the PDC Development Agreement.

Also, street types are renamed per the Street Requirements in Subdistrict A section 33.508.280.

~~3. Building entrances.~~

- ~~a. Main entrance. Buildings must have a main entrance facing a street. Main entrances must either face the street, or be at an angle of up to 45 degrees from the street, measured from the street lot line, as shown in Figure 508-3. If there is more than one street frontage, the entrance must face streets in the following order of priority, from highest to lowest:~~

- ~~(1) NE Cascades Parkway;~~
- ~~(2) The portion of NE Mt. St. Helens Avenue north of the Park Blocks;~~
- ~~(3) Type P streets; and~~
- ~~(4) Type S and Type A streets;~~

- ~~b. Entrances to tenant spaces. Where there are exterior entrances to individual tenant spaces, those entrances must meet the regulations of this paragraph. The requirements of this subparagraph are in addition to the requirements of subparagraph D.3.a, above.~~

~~Tenant entrances must either face the street, or be at an angle of up to 45 degrees from the street, measured from the street lot line, as shown in Figure 508-3. If it is possible for the entrance to face more than one street, the entrance should face streets in the following order of priority, from highest to lowest:~~

- ~~((1) NE Cascades Parkway~~
- ~~(2) The portion of NE Mt. St. Helens Avenue north of the Park Blocks;~~
- ~~(3) Type P streets~~
- ~~(4) Type S and A streets~~

- ~~c. Unlocked during regular business hours. Entrances required to meet the standards of this paragraph must be unlocked during regular business hours.~~

33.508.230.D.3 Building Entrances

- a. Single tenant buildings. There must be at least one main entrance that meets the standards of D.3.c.

- b. Multi-tenant buildings. Multi-tenant buildings must meet the following:

- (1) Where there is a lobby or principal interior ground level circulation space, the main entrance that provides access to the lobby or circulation space must meet the standards of D.3.c.
- (2) Where there is not a lobby or principal interior ground level circulation space, each tenant space that is in the portion of the building within 10 feet of a street lot line must have at least one main entrance that meets the standards of D.3.c.

33.508.230.D Build-to-Line Area

Continued. See previous commentary.

c. Standards. The main entrance must:

(1) Face the street lot line;

(2) Be at an angle of up to 45 degrees from the street lot line street, measured from the street lot line, as shown in Figure 508-4; or

(3) Face a pedestrian amenity or plaza within the Build-To-Line Area.

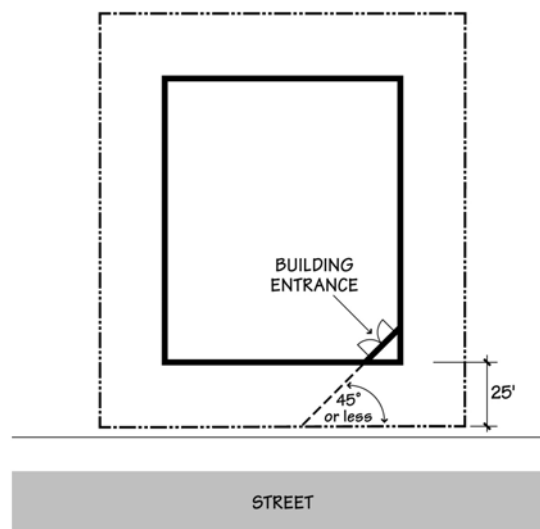
(4) If there is more than one street frontage, the main entrance must face streets in the following order of priority, from highest to lowest:

- NE Cascades Parkway;
- Type A streets;
- Type B streets;
- Type C streets; and
- Type D streets.

d. Unlocked during regular business hours. Entrances required to meet the standards of this paragraph must be unlocked during regular business hours.

Figure 508-3 replaced with updated Figure 508-4 below

**Figure 508-34
Building Entrances**



33.508.230.E Cascades Station Area

Edits to this subsection update the language given that the Park Blocks and station areas have been constructed. The code amendments also provide new standards for building entrances within the station area. The intent is to ensure that building entrances provide direct access to visitors coming from/going to light rail transit. Design standards and review process found in the PDC Development Agreement supplement this section.

Parking between building and street limitation. The current provisions prohibit parking between buildings and NE Mt. St. Helens Avenue, which strongly encourages development to move up to the street, making the area more active and human-scaled. The existing standard is not adjustable and is amended here to the term "not allowed" which would make it a standard that would be eligible for adjustment consideration under a Type II review. Both station areas have the same "not allowed" language. This proposal is not meant to encourage adjustments to the standard but allows consideration of unique circumstances that could include a limited amount of parking between a building and street as part of a specially designed development.

There is a clarification that parking limitations for buildings that are built 200 feet or more away from the street would not apply.

E. **Within Cascades Station Area.** All development within the ~~East Cascades~~ Station Area, shown on Figure 508-5, must meet the regulations of this Subsection.

1. Purpose. The ~~East Cascades~~ Station Area is a key area of the plan district, because of the location of the eastern light rail station which provides the gateway into the site for light rail transit riders, and its alignment with NE Mt. St. Helens Avenue through the Park Blocks. The ~~Cascades East~~ -Station Area includes a portion of the Park Blocks system and ~~should emphasize~~ the connection between the light rail transit station and the portion of NE Mt. St. Helens Avenue north of the Park Blocks. ~~Landscape features and pedestrian improvements should address the triangular form of the plaza south of the station, and the north-south axis from the station to the portion of NE Mt. St. Helens Avenue north of the Park Blocks through the Park Blocks as well.~~

~~A pedestrian oriented plaza south of the light rail transit station should be designed in a manner that will makes the East Cascades light rail station a focal point of the area with easy access to and from the activities and uses and the light rail station, as illustrated in Figure 508-5. The plaza should be designed so that it is attractive to pedestrians and allows them easy access to the commercial and transit services in the area. The central plaza within the "Y" of NE Mt. St. Helens Avenue area south of the East Station station platform may include a limited amount of area for vehicle area or parking area to serve retail uses in the station.~~

~~The design of the plaza should include seating areas, pedestrian-scaled lighting fixtures, decorative paving patterns and color, distinctive trees and shrubs, and a focal features such as a theme fountain or flag pavilion. Pedestrian path location and design should provide north-south and east-west connectivity to and from the light rail station and the adjacent developments, as illustrated in Figure 508-5.~~

2. Pedestrian connections. Pedestrian connections from the east and west ends of the light rail platform must provide for pedestrian movements to the Park Block pedestrian network, to the lots to the south, and towards the portion of NE Mt. St. Helens Avenue north of the Park Blocks. The connections must be in the general location shown on Figure 508-4.
3. Sidewalks. Sidewalks within 200 feet of the light rail platform must be at least 12 feet wide.
4. Pedestrian plaza. ~~A central, pedestrian plaza must be built in the area between the East Station and NE Mt. St. Helens Avenue. The plaza should be designed with the types of pedestrian amenities described in the purpose statement of this Subsection.~~
- 4.5. Parking limitations. In order to create a pedestrian-friendly area around the light rail station, parking is prohibited not allowed between buildings and NE Mt. St. Helens Avenue. However, if a building is set back at least 200 feet from NE Mt. St. Helens Avenue, parking is allowed between that building and NE Mt. St. Helens Avenue.

5. Entrances.

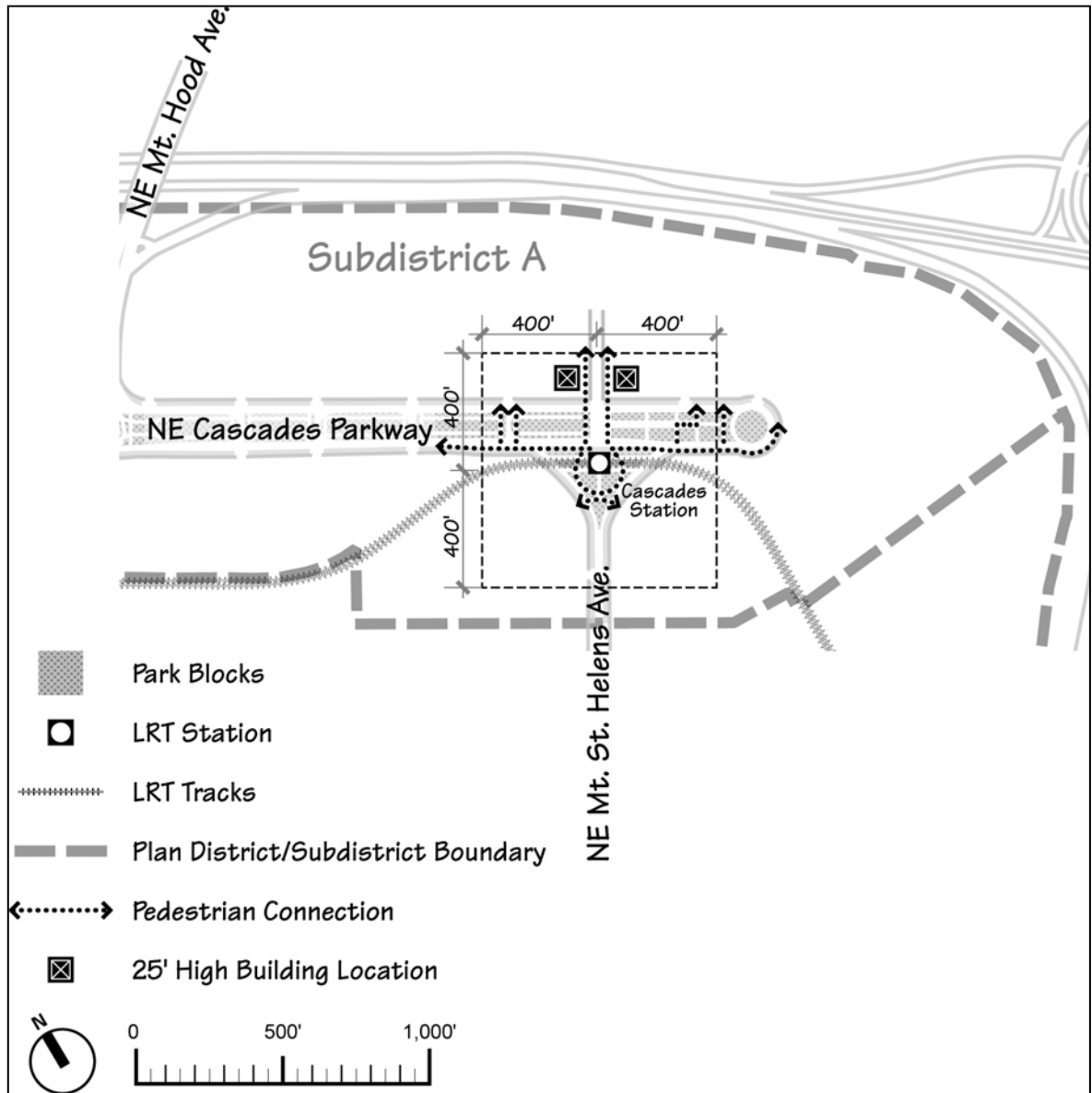
- a) Portions of a building that are within 200 feet from NE Mt. St. Helens Avenue must have an entrance facing Mt. St. Helens Avenue or be within 45 degrees of the street.
- b) Buildings at the corner of NE Mt. St. Helens Avenue and the northern NE Cascades Parkway must have the main entrances facing the corner of NE Mt. St. Helens Avenue and NE Cascades Parkway.

33.508.230.E Cascades Station Area

Continued

Figure 508-2 replaced with updated Figure 508-5 below

Figure 508-5
Cascades Station Area



33.508.230.F Mt. Hood Station Area (new section)

Given the emphasis on station areas in lieu of emphasizing the entire BTLA, this section is added to create standards for the Mt. Hood Station Area that parallel those that apply to the Cascades Station Area. There is a new Figure 508-6 that shows the area included under this provision. These standards are supplemented by provisions for master planning and design elements in the PDC Development Agreement.

It is appropriate for the proposed trail connection from the south to the Mount Hood Station Area as depicted in Figure 508-13 be built when the area south of the station area develops.

F. Within Mt. Hood Station Area. All development within the Mt. Hood Station Area, shown on Figure 508-6, must meet the regulations of this Subsection.

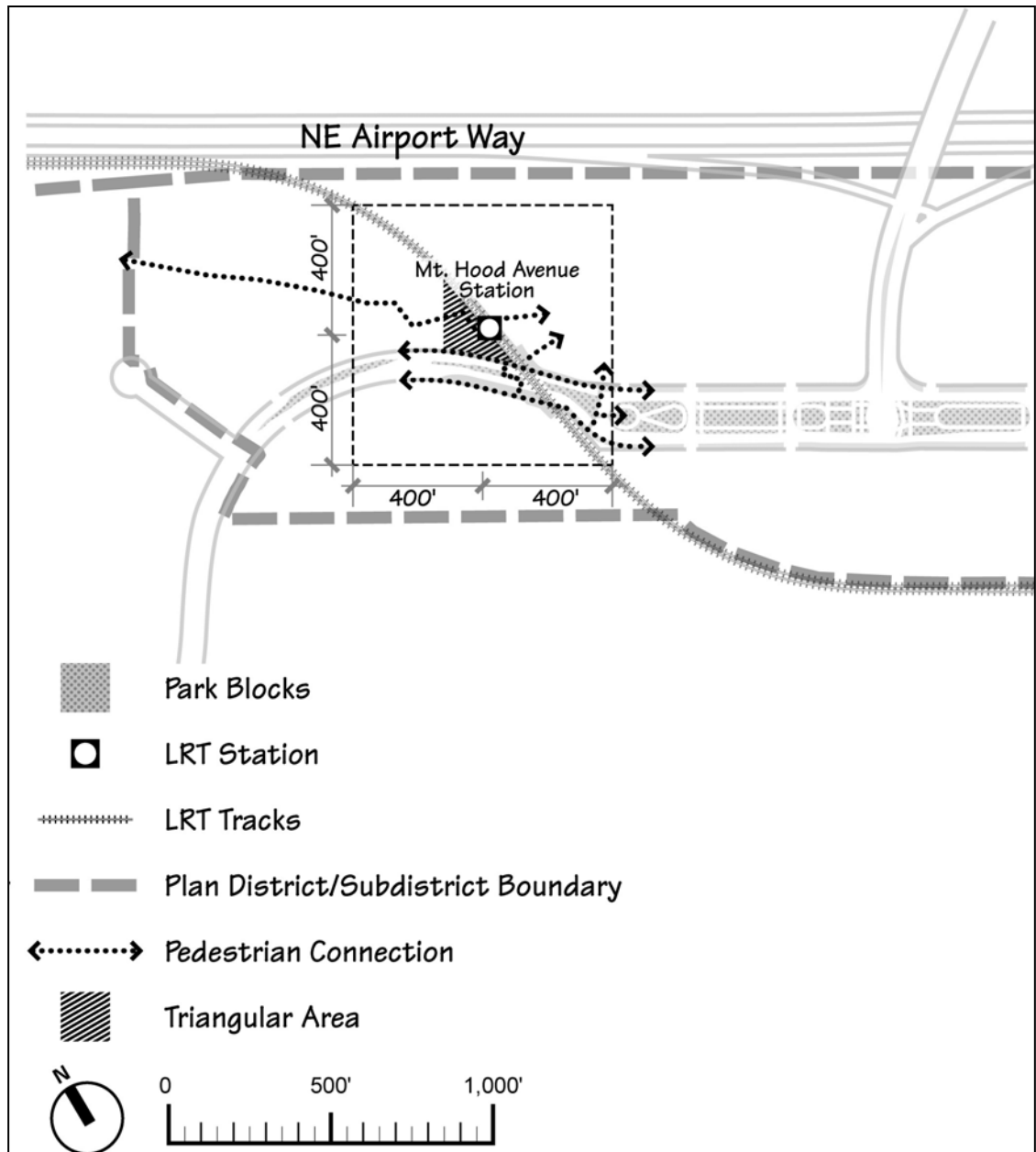
1. Purpose. The Mt. Hood Station Area is a key area of the plan district, because of the location of the western light rail station provides the gateway into the site for light rail transit riders arriving from the airport. It is not immediately adjacent to the Park Blocks and the lot and roadway configuration provides development challenges due to acute angles and the location of the light rail tracks through this area. Nevertheless, the light rail station should have development and uses that are oriented towards it and the transit riders who will embark and disembark from this area. Pedestrian plaza and path location and design should provide connectivity to adjacent areas, as illustrated in Figure 508-6.
2. Pedestrian connections. Pedestrian connections from the light rail platform must provide for pedestrian movements to the Park Block pedestrian network, to the lots to the south across NE Cascades Parkway. The connections must be in the general location shown on Figure 508-6.
3. Sidewalks. Sidewalks within 200 feet of the light rail platform must be at least 12 feet wide.
4. Parking limitations. In order to create a pedestrian-friendly area around the light rail station, parking is not allowed between buildings and NE Cascades Parkway. However, if a building is set back at least 200 feet from NE Cascades Parkway, parking is allowed between that building and NE Cascades Parkway. This standard does not apply to triangular area shown on Figure 508-6.
5. Entrances. Portions of a building that are within 200 feet from NE Cascades Parkway must have an entrance facing NE Cascades Parkway or be within 45 degrees of the street.

33.508.230.F Mt.Hood Station Area (new section)

Continued. See previous commentary.

New Figure 508-6

Figure 508-6
Mt. Hood Station Area



33.508.240.C Development and Design Standards in Subdistrict B – Landscaping

*Changes offered to landscaping standards that parallel those made for Subdistrict A.
See commentary for 33.508.230.C.4.*

33.508.240 Development and Design Standards in Subdistrict B

The regulations of this section apply to all development in Subdistrict B of the plan district.

A. Setbacks. There are no minimum setbacks.

B. Awning at main entrance. There must be an awning or other projection from the building at the main entrance to provide weather protection. The awning or other projection must:

1. Cover at least 48 square feet;
2. Be at least 6 feet back from the curb; and
3. Project at least 6 feet out from the building face. If the sidewalk is too narrow to allow both this provision and B.2 to be met, the awning or other projection must project to a line 6 feet back from the curb.

Other awnings or projections are encouraged, but are not required to meet this standard.

C. Landscaping. Purpose. Plant selection is an especially important component of the CS/PIC Plan District. Because the plan district is near the runways of Portland International Airport and existing natural features and ecosystems (such as the Columbia Slough), bird strikes are a significant hazard to aircraft. In an effort to reduce this hazard, the approved CS/PIC Plant List in Section 33.508.500 provides a selection of plant materials which may be used in the plan district. These plants were selected because they do not attract wildlife; they do not provide attractive roosting habitat for species posing a threat to aviation safety and are generally non-seeding or non-fruiting.

1. Required landscaped area. The minimum landscaped area is 7.5 percent of each lot.
2. Parking lot landscaping. Parking lot landscape requirements are in Chapter 33.266, Parking and Loading and in C.3.b. below.
3. Allowed landscaping materials and plant spacing.

a. All landscaping must use only plants listed in Section 33.508.500, the approved CS/PIC Plant List. In addition, landscaping must not contain plants listed on the City of Portland's Prohibited or nuisance Plant Lists.

~~Purpose. Plant selection is an especially important component of the CS/PIC Plan District. Because the plan district is near the runways of Portland International Airport and existing natural features and ecosystems (such as the Columbia Slough), bird strikes are a significant hazard to aircraft. In an effort to reduce this hazard, the CS/PIC Plant List in Section 33.508.500 provides a selection of plant materials which may be used in the plan district. These plants were selected because they do not attract wildlife; they do not provide attractive roosting habitat for species posing a threat to aviation safety and are generally non-seeding or non-fruiting.~~

b. All trees must meet the spacing standards listed in Section 33.508.500, the approved CS/PIC Plant List. Where meeting the spacing standard would result in fewer trees than required by other provisions of this Title, the number of trees required is reduced by the number needed to meet the spacing standard of the CS/PIC Plant List.

c. No more than 50 percent of shrubs may be evergreen shrubs.

33.508.260 Parking

The new standard prohibits adjustments to parking limits for large-format retailers to ensure consistency with Metro Title 4 found in Metro code 3.07.440.E.2. The parking ratios in Table 508-2 for retail are stricter than those required in Title 2 of the Metro code but are consistent with ratios for retail uses elsewhere in Portland. Title 2 of Metro code allows up to 5.1 spaces per 1,000 for retail, and Table 508-2 in the CS/PIC Plan District only allows up to 4.54 per 1,000 SF. Currently in the plan district and elsewhere in the city, adjustments to the maximum ratios may be requested. However, because the Metro code is particularly concerned about parking for large-format retailers, the new language does not allow adjustments for such uses.

33.508.260 Parking

- A. Purpose.** In Subdistrict A, on-street parking is encouraged on both public and private streets, to reduce the size of parking lots and to provide a buffer between pedestrians and moving cars. There is no required parking, which helps to encourage shared parking. Shared parking is encouraged to promote an active, mixed-use development and reduce the total number of off-street parking spaces required. Adjacent uses with different peak parking utilization periods can share parking areas and allow more efficient use of parking areas throughout the day.
- B. Minimum required parking.** There are no minimum parking requirements in the plan district.
- C. Maximum allowed parking.**
1. Subdistrict A. The following regulations apply in Subdistrict A:
 - a. Structured parking. The maximum allowed parking for parking in structures is in Chapter 33.266, Parking and Loading.
 - b. Surface parking.
 - (1) Office Uses and Retail Sales ~~And~~ Service Uses. Parking on surface lots for Office Uses and Retail Sales ~~And~~ Service Uses is limited to the maximum ratios in Table 508-~~23~~.
 - (2) Fleet, carpool, and rental car parking. There is no maximum for parking on surface lots for fleet, carpool, and rental car parking.
 - (3) Other uses. Maximum allowed parking on surface lots for other uses is in Chapter 33.266, Parking and Loading.
 - (4) Adjustments. Where there is a single retail use that occupies more than 60,000 square feet of floor area in a single story, adjustments to Table 508-2 are prohibited. Hotels, motels, restaurants and theaters are not subject to this limitation.
 2. Subdistrict B. The maximum parking allowed in Subdistrict B is in Chapter 33.266, Parking and Loading.

| Table 508- 23 Subdistrict A Surface Parking: Maximum Allowed Parking | |
|---|---------------------------------------|
| Use | Maximum Allowed Parking |
| Office | 1 space per 294 sq. ft. of floor area |
| Retail Sales and Service, except Hotels, Motels, Restaurants, and Theaters | 1 space per 220 sq. ft. of floor area |
| Hotels, Motels (1) | 1.5 spaces per room |
| Restaurant | 1 space per 58 sq. ft. of floor area |
| Theaters | 0.4 spaces per seat |

- [1] When there are accessory uses in Hotels and Motels, parking is based on the square footage of the accessory uses. To determine the ratio, find the use category in this table. For example, a restaurant inside a hotel would be limited to 1 parking space per 58 square feet of floor area. This parking would be in addition to that allowed for the hotel.

33.508.260 Parking

The internal circulation standards for large parking lots are waived in Subdistrict A to deal with the site's long and narrow configuration and to help minimize the amount of land area taken up by parking lots. This exemption is ameliorated by the Street Requirements in Subdistrict A Standards, which require private street connections throughout the parking areas. In addition to the Street Plan, the Development Agreement requires master planning that will review and require pedestrian connections in accordance with the Coordinated Design Standards.

Allowing accessory parking to be located anywhere within Subdistrict A allows more flexibility within the overall parking ratios allowed. The maximum parking ratio for any one building within Subdistrict A may be exceeded to accommodate shared and accessory parking so long as the maximum parking ratios are not exceeded for the entire subdistrict. If it makes sense for one parking area to be clustered around one building rather than another, and if the number of parking spaces allowed for both buildings together is within the maximum allowed, such a configuration should be allowed.

33.508.267 Signs

As a note, this section refers to Title 32. Title 32 includes allows the following exemptions in anticipation of the Sign Program, which is included as an exhibit in the PDC Development Agreement:

32.34.030.H Cascade Station plan district

1. Where this regulation applies. The regulation of this subsection applies to signs in Subdistrict A of the Cascade Station plan district.
2. Sign standard. When a Cascade Station Sign Program has been approved, signs are exempt from the provisions of Chapter 32.30 through 32.38 of this Code. Until such time as a Sign Program is approved, signs will be subject to the provisions of Chapters 32.30 through 32.38.

As part of the revision and consolidation of the Development Agreement, Development Standards, and CC&Rs, inconsistencies are being resolved between conflicting requirements, and a process to approve an overall Cascade Station Sign Program is being created. A master sign plan will be reviewed and approved through the Coordinated Design Review Committee.

- D. **Large Parking Areas in Subdistrict A.** Parking areas in Subdistrict A are exempt from the internal accessway requirements of 33.266.
- E. **Location of Parking.** Accessory Parking for uses in Subdistrict A may be located on any lot in Subdistrict A.

33.508.267 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.508.275 Basic Public Infrastructure

The infrastructure required by this section has already been constructed and the section is recommended for deletion. The existing Figure 508-4 is replaced with a new Figure 508-7.

The provision for a potential future public street north/south connection from NE Cascades Parkway to NE Alderwood Drive is deleted. Originally this was to allow for a future extension of NE 92nd Avenue. Portland Department of Transportation (PDOT) staff have concluded that this connection was not needed. This conclusion is based on the following:

- A connection would break up several large industrial sites in Subdistrict B;
- There may be problems with getting another at-grade crossing of the LRT line;
- Industrial and retail/office traffic may be incompatible;
- There doesn't appear to be any operational benefit to other key intersections;
- The existing transportation analysis would have to be completely revisited to analyze the impact of this new connection; and
- Bike and pedestrian connections between Subdistrict A and Subdistrict B should be maintained.

33.508.270 Sumps, Septic Tanks, and On-Site Disposal Systems

New sumps, septic tanks, cesspools, and other on-site disposal systems for sanitary or industrial are prohibited. All on-site storm water must be disposed of into a system approved by the Bureau of Environmental Services.

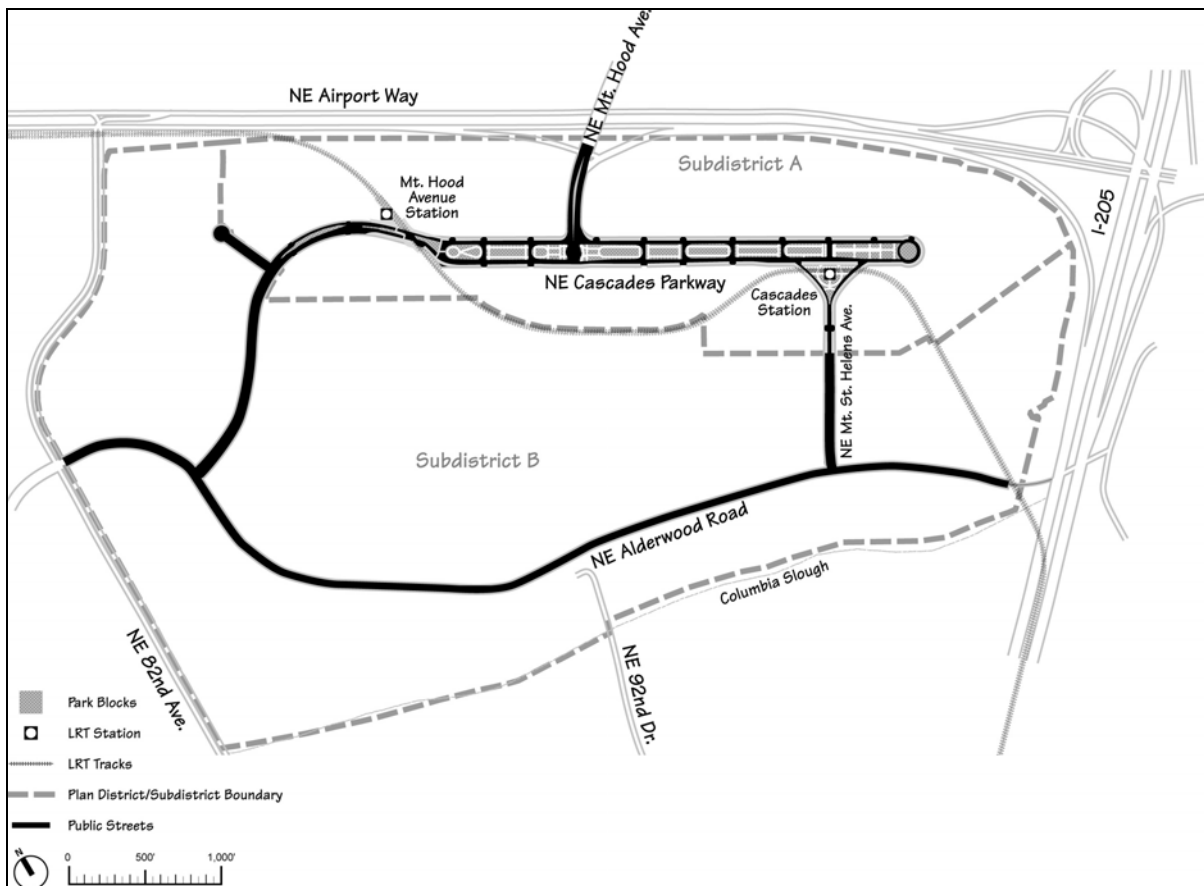
33.508.275 ~~Basic Public Infrastructure~~

~~The public streets and open spaces shown in Figure 508-4 are the basic public infrastructure in the plan district, and are required. The streets must be dedicated to the public. Included are the overpass connection over Airport Way, the NE Cascades Parkway couplet, the Park Blocks, Mt. St. Helens Avenue, Mt. Hood Avenue, and three traffic signals.~~

~~There also is the potential for a future public street connecting NE Cascades Parkway and Alderwood Road, located to the west of NE Mt. Hood Avenue.~~

Replace Figure 508-4 with Figure 508-7 below that does not include East-West "loop street" and two public streets north of NE Cascades Parkway, and move figure to subsection 33.508.280.A

Figure 508-7
Basic Public Infrastructure



33.508.280 Street Requirements for Subdistrict A

This section underwent a major revision after extensive meetings and discussions between PDOT, CSDC, PDC and Planning. Several goals were sought in the revisions: (1) improve the existing Street Plan Figure (508-5 in existing text); (2) provide more certainty about the connections and connectivity; and (3) allow private streets to make up the bulk of the circulation system in Subdistrict A but provide standards for those streets that include pedestrian facilities throughout.

BDS and PDOT will review recommended development against the Street Plan. PDOT worked closely with CSDC to develop a street network of private streets.

Key provisions remain from the former text such as streets that intersect NE Cascades Parkway are to be built with curb returns to ensure that the private streets do not look like driveways.

It should be noted that most of the public streets have been completed and dedicated. However, NE Mt. St. Helens Avenue in Subdistrict B and NE 92nd Avenue have not yet been constructed and dedicated.

~~33.508.280 Street Requirements in Subdistrict A~~

~~The requirements in this section apply to all streets in Subdistrict A.~~

33.508.280 Street Requirements in Subdistrict A

These requirements help create a clear and efficient street system connecting to the Park Blocks providing the feel of an urban environment and encouraging pedestrian activity by breaking up the long distances along the Park Blocks between the light rail stations. Figure 508-8 shows the Street Requirements in Subdistrict A and the five Subareas within it.

The requirements of this section apply to all streets in Subdistrict A.

A. Location of streets.

~~1. Public streets. The locations for public streets are shown on Figure 508-4.~~

A. Public streets. Public streets are shown on Figure 508-7. Some of these streets have been completed and dedicated.

~~2. Private streets.~~

~~a. Generally. The approximate locations for most private streets are shown on Figure 508-5; streets shown must be located within 50 feet of the location shown, measured centerline to centerline.~~

~~b. Exception. The private streets shown on Figure 508-5 as “location to be determined” do not have to be located at the location shown.~~

~~3. Streets that intersect NE Cascades Parkway. All streets that intersect NE Cascades Parkway must meet the following:~~

~~a. Minimum interval. Streets must be at least 190 feet from other streets and driveways that intersect NE Cascades Parkway, measured from the edges of the streets; and~~

~~b. Maximum interval. Streets must be located so as to allow all streets that intersect NE Cascades Parkway to be a maximum of 530 feet apart, measured from the edges of the streets. A particular street may be more or less than 530 feet from another, but the location cannot preclude this requirement being met for the entire NE Cascades Parkway.~~

33.508.280 Street Requirements in Subdistrict A

The street requirements, especially the number of connections, reflect the street pattern that is desired at build-out. The Street Requirements are not intended to make applicants build the street system prior to development of the site. Generally, streets will be required to be built when buildings adjacent to the recommended street are constructed.

The Street Requirements in Subdistrict A (Figure 508-8) will be used and enforced by BDS and PDOT and also used by the Coordinated Design Review process, as the subareas match up with the required master planning subareas.

The street requirements are codified in Title 33. The exact placement of the streets and buildings will be determined during the coordinated design review and building permit processes. A Master Street Plan, which is a multimodal plan that includes the plan district street plan plus bicycle and pedestrian facilities such as trails, will also be adopted through the ordinance adopting this report. It will subsequently be included in the Transportation System Plan at its next update.

Measurements for the streets identified in this section are generally from centerline to centerline. For measurements south of NE Cascades Parkway, this means the centerline of the southern roadway in the couplet. For measurements north of NE Cascades Parkway, this means the centerline of the northern roadway of the couplet.

B. Private streets.

1. Generally.

- a. The approximate locations for private streets are shown in the Street Plan, Figure 508-8.
- b. The Portland Office of Transportation and BDS determine the extent and timing of street improvements.
- c. Buildings and other improvements must be located so that they do not preclude creation of streets in conformance with the Section.
- d. All measurements in the Section are from centerline to centerline, unless specified otherwise.

2. In Subareas 1 and 5:

- a. Streets connecting to NE Cascades Parkway must line up with the existing Park Block intersections. However, where those existing Park Block intersections are at least 350 feet apart, a connecting street may be built mid block and must be at least 100 feet from an existing Park Block intersection; and
- b. Streets not connecting to NE Cascades Parkway must be located within 50 feet of the locations shown in Figure 508-8.

3. In Subarea 2, streets must be located within 150 feet of the locations shown in Figure 508-8.

4. In Subarea 3:

- a. At least five Type B streets must connect NE Cascades Parkway to the street that is south of Cascades and runs east-west. These streets can be no more than 530 feet apart as measured from edge of street to edge of street;
 - (1) At least three of these streets must line up with the existing Park Block intersections;
 - (2) Streets that do not line up with the existing Park Block intersections must be at least 100 feet from such an intersection;
- b. Streets not connecting to NE Cascades Parkway must be located within 150 feet of the locations shown in Figure 508-8, and in no case closer than 100 feet to NE Cascades Parkway;

5. In Subarea 4:

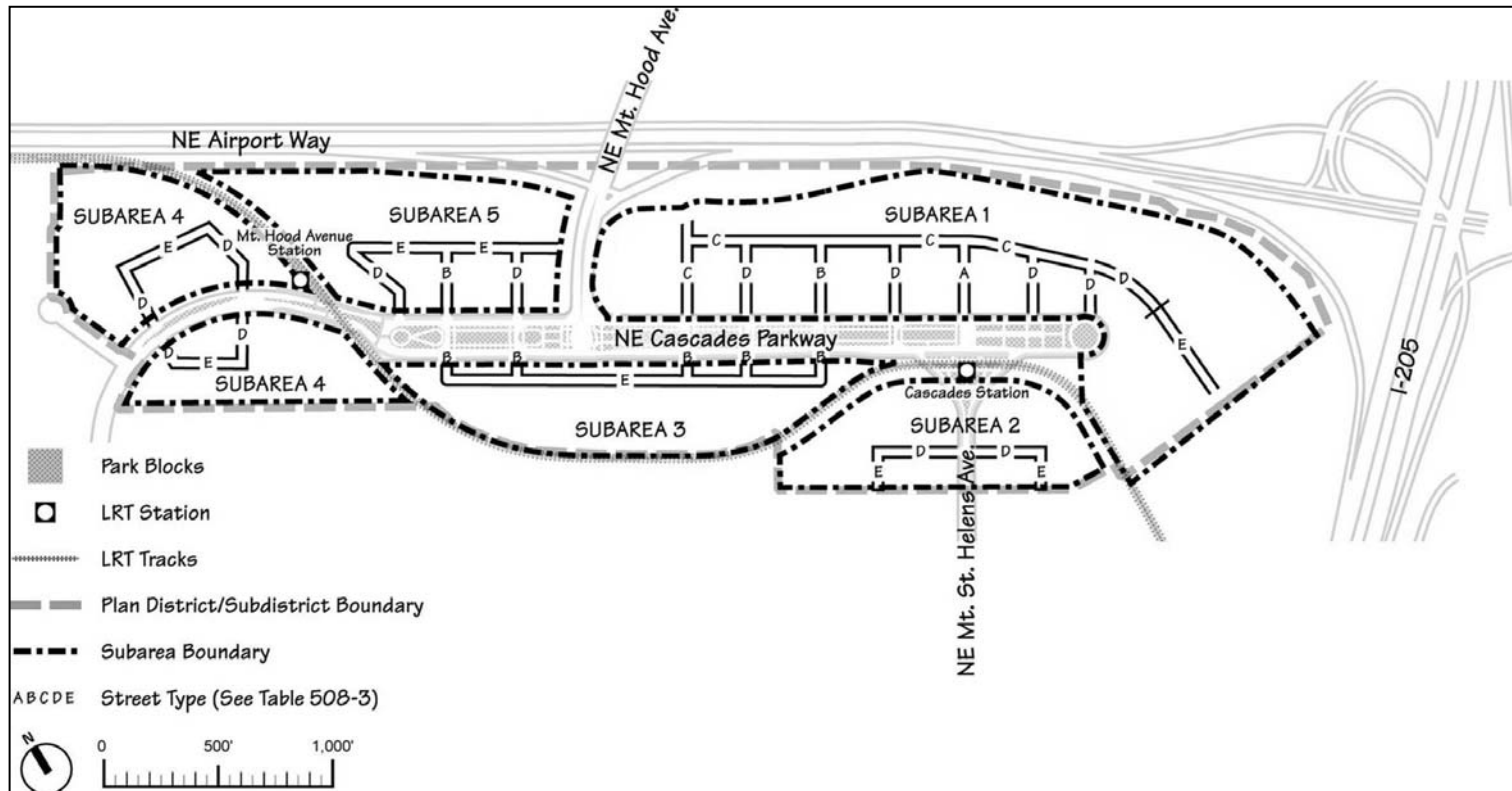
- a. Streets must be located within 150 feet of the locations shown in Figure 508-8.
- b. Streets connecting to NE Cascades Parkway must line up with any existing streets in the Subarea that also connect with NE Cascades Parkway.

33.508.280 Street Requirements in Subdistrict A

Continued

Figure 508-5 replaced with updated Figure 508-8 Street Plan shown below

Figure 508-8
Street Requirements in Subdistrict A



33.508.280 Street Requirements in Subdistrict A

The design requirements for private streets identified in this section are defined in new Table 508-3. They have similarities with public street designs. There are 5 different street types that reflect the different modal importance of the identified streets. For example, street Types A and C are intended to be critical pedestrian corridors to/from the Cascades light rail station and along the retail main street. Street types B, D, and E are generally accessways for autos with pedestrian facilities. Roadway dimensions vary to allow for the possibility of on-street parking.

Table 508-3 provides clarity on how private streets should be designed and are illustrated in new Figures 508-9 through 508-12.

C. Design of private streets. Design requirements for private streets are in Table 508-3.

| Table 508-3 Design Requirements for Private Streets | | | | | |
|--|----------------------------------|--|--|--|-----------------------------|
| <u>Street Type</u> | <u>Roadway Dimensions</u> | <u>Sidewalk required on one side or both?</u> | <u>Minimum unobstructed sidewalk width</u> | <u>Landscape strip</u> (To the L1 standard) | <u>Figure number</u> |
| <u>A</u> | <u>24-36 feet</u> | <u>Both sides</u> | <u>12 feet if parallel to and within 50 feet of a building; otherwise 8 feet</u> | <u>Minimum 4 feet wide, on both sides of street. If next to a building, must be adjacent to curb; otherwise may be on either edge.</u> | <u>508-9</u> |
| <u>B</u> | <u>24-36 feet</u> | <u>Both sides</u> | <u>8 feet if parallel to and within 50 feet of a building; otherwise 6 feet</u> | <u>Minimum 4 feet wide, on both sides of street, adjacent to curb.</u> | <u>508-10</u> |
| <u>C</u> | <u>24-36 feet</u> | <u>Both sides</u> | <u>15 feet if parallel to and within 50 feet of a building; otherwise 6 feet</u> | <u>If next to a building, none required; otherwise minimum 4 feet wide, may be on either edge.</u> | <u>508-11</u> |
| <u>D</u> | <u>24-36 feet</u> | <u>One side</u> | <u>6 feet</u> | <u>Minimum 4 feet wide, may be on either edge.</u> | <u>508-12</u> |
| <u>E</u> | <u>20-32 feet</u> | <u>One side</u> | <u>8 feet</u> | <u>None required</u> | <u>No Figure</u> |

33.508.280 Street Requirements in Subdistrict A

Continued

~~B. Design of streets.~~ There are three types of streets in the plan district: Type P, Type S, and Type A. The design requirements for each type are as follows:

~~1. Type P streets. Type P streets must meet the following requirements:~~

~~a. Sidewalks. Sidewalks are required on both sides of the street as follows. See Figure 508-6;~~

~~(1) Within the Build To Line Area, the sidewalks must be at least 12 feet wide.~~

~~(2) Outside the Build To Line Area, the following must be met:~~

- ~~• Generally. Sidewalks adjacent to a building or within 200 feet of the East Station light rail platform must be at least 12 feet wide.~~
- ~~• Exception. Where a sidewalk abuts or runs through a parking area, and is more than 200 feet from the East Station light rail platform, it must be at least 6 feet wide, although wider sidewalks are encouraged. Sidewalks may have to be wider in some places to accommodate both the required street trees and the requirements of the Americans With Disabilities Act (ADA).~~

~~b. Street trees. Street trees must be planted adjacent to the street and must meet the following:~~

~~(1) Spacing. The trees must be spaced from 20 to 40 feet, on center, depending on the species, canopy size, specific site considerations, and requirements for landscaping on lots adjacent to the street. Where trees are required on adjacent lots, the trees on the lot and the street trees should be offset to create a triangular spacing pattern.~~

~~(2) Tree wells. Trees must be planted in the center of tree wells. Street trees must be surrounded by an unpaved area that is at least 18 square feet, with a minimum dimension of 3 feet. The unpaved area may be covered with a grate approved by the City.~~

33.508.280 Street Requirements in Subdistrict A

Continued

- ~~2. Type S streets. Type S streets within the Build To Line Area must be built to the following. The applicant may choose to meet the standards for Type P streets instead of the standards of this paragraph. These requirements provide for flexibility in development of sites, pedestrian access to buildings, and trees and landscaping that are visible to vehicle traffic on the NE Cascades Parkway couplet. See Figure 508-7:~~
- ~~a. Maximum width. Maximum width of travel lanes is 26 feet, with two 13-foot wide travel lanes.~~
- ~~b. Landscaping and sidewalks required. Landscaping and sidewalks are required as specified in this subparagraph. The applicant must choose one of the options below:~~
- ~~(1) Option A. A sidewalk at least 8 feet wide is required on one side of the street, and a landscaped area at least 4 feet wide is required on the other side. The landscaped area must be planted with either two high shrubs or three low shrubs per 400 square feet of landscaped area. Shrubs may be grouped. Ground cover plants must fully cover the remainder of the landscaped area.~~
- ~~• On streets to the north of NE Cascades Parkway, landscaping must be on the west side of the street, and the sidewalk must be on the east side of the street.~~
 - ~~• On streets to the south of NE Cascades Parkway, landscaping must be on the east side of the street, and the sidewalk must be on the west side of street.~~
- ~~(2) Option B. A sidewalk at least 10 feet wide is required on one side of the street, with street trees as required for Type P streets.~~
- ~~• On streets to the north of NE Cascades Parkway, the sidewalk and street trees must be on the west side of the street.~~
 - ~~• On streets to the south of NE Cascades Parkway, the sidewalk and street trees must be on the east side of the street.~~
- ~~(3) Option C. A sidewalk at least 8 feet wide is required on one side of the street, and an area at least 25 feet by 25 feet with at least 4 trees is required on the other side. The 25-foot by 25-foot area must be at the corner of NE Cascades Parkway.~~
- ~~• On streets to the north of NE Cascades Parkway, the 25-foot by 25-foot area must be on the west side of the street, and the sidewalk must be on the east side of the street.~~
 - ~~• On streets to the south of NE Cascades Parkway, the 25-foot by 25-foot area must be on the east side of the street, and the sidewalk must be on the west side of street.~~

33.508.280 Street Requirements in Subdistrict A

Continued

- ~~3. Type A streets. Type A streets within the Build To Line Area must meet the following. The applicant may choose to meet the standards for Type P streets instead of the standards of this paragraph. See Figure 508-8:~~
- ~~a. Maximum width. The maximum width for all Type A streets is 84 feet, measured from the outside edges of required improvements. The maximum width of the vehicle lanes is 24 feet.~~
 - ~~b. Parking required. Parking is required on both sides of the street.~~
 - ~~c. Sidewalks required. Sidewalks are required on both sides of the street. The sidewalks must be at least 12 feet wide, with street trees as required for Type P streets.~~

33.508.280 Street Requirements in Subdistrict A

Continued

Illustration Figures 508-7 and 508-8 are deleted and replaced with new figures 508-9 and 508-10 as part of the street requirements described in this section and new Figure 508-8 and Table 508-3.

Figure 508-6 replaced with new Figure 508-9 shown below

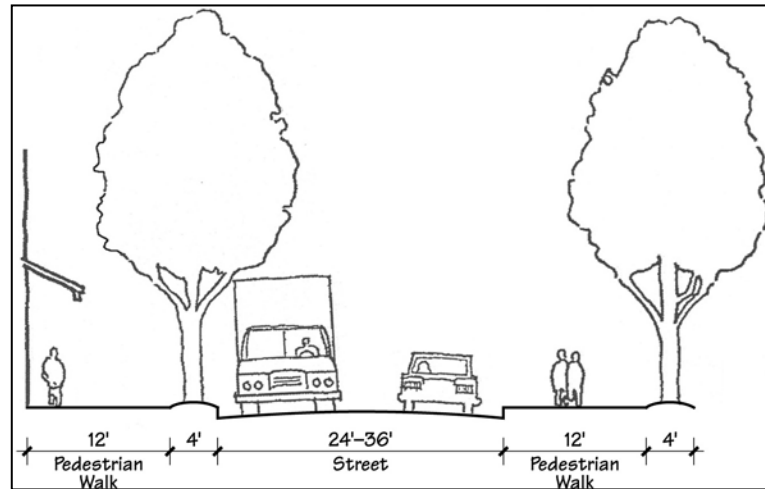


Figure 508-9
Type A Street

Figure 508-7 replaced with new Figure 508-10 shown below

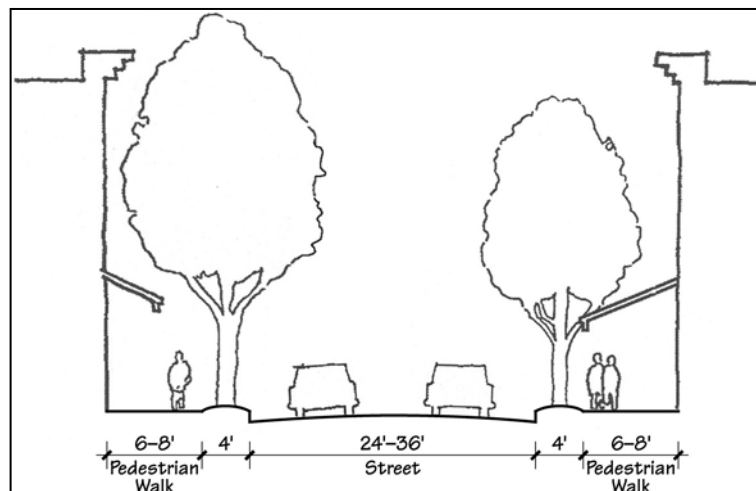


Figure 508-10
Type B Street

33.508.280 Street Requirements in Subdistrict A

Continued

New illustrative Figures 508-11 and 508-12 are added as described in this section and new Figure 508-8 and Table 508-3.

New Figure 508-11 shown below

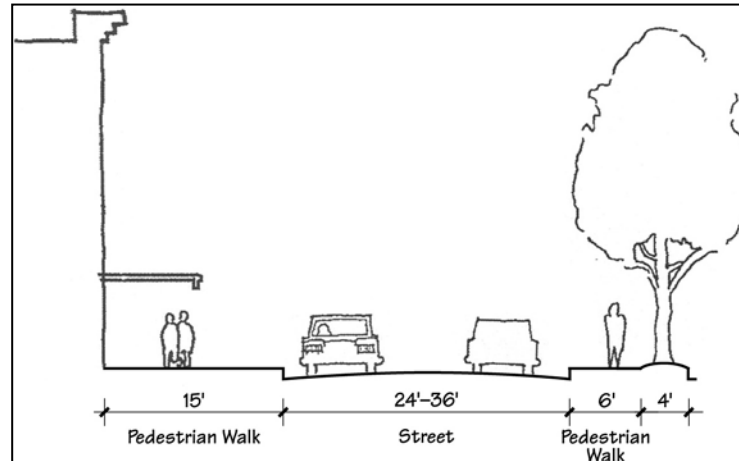


Figure 508-11
Type C Street

New Figure 508-12 shown below

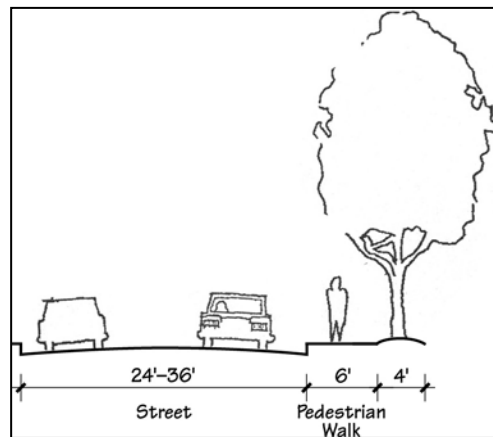


Figure 508-12
Type D Street

33.508.280 Street Requirements in Subdistrict A

Continued

Minor clarifications are made to the existing zoning code language to update street type references and allowing for one driveway specifically for truck access in Subdistrict A.

CD. Additional requirements.

1. Street lighting. Light standards on public streets must meet city specifications. Light standards on private streets and in the Park Blocks must be no taller than 20 feet. All lights must direct light downward so as to not directly illuminate the sky.
2. Street entries to NE Cascades Parkway. Street entries to NE Cascades Parkway must be an at-grade entry, with no driveway apron or grade change. The entry must have the same appearance and materials as the public street, including curb returns, except that the entry itself must be of a different material. The material, which must be concrete or another durable material that contrasts with asphaltic concrete paving, must be placed in the approximate location of the pedestrian crosswalk. On street entries within 200 feet of a light rail station, the paving material used at the entry must continue the same paving material and texture found within the Cascades Parkway East or West Mt. Hood Avenue Station area.
3. Public access easement on private streets. ~~Private-Type A, B, C, and D~~ streets must be within a public access easement that assures ~~free~~ reasonable public access at all times.
4. Driveways. Driveways are not allowed to intersect NE Cascades Parkway except for one truck access in Subarea 1. See Figure 508-1. ~~and the portion of NE Mt. St. Helens Avenue north of the Park Blocks access to the triangular lots shown on figure 508-5.~~

33.508.290 Open Space Plan

The changes to this section update the figure reference number, clarify text, and delete the Park Blocks requirement since the Park Blocks have been built. The basic information shown in the figure remains unchanged.

33.508.290 Open Space Plan

A. Park Blocks.

1. Purpose. The Park Blocks are both the primary open space of the plan district and the focus of development in Subdistrict A. These open spaces ~~will~~ provide visitors and employees with leisure and recreational opportunities as well as a pleasant visual environment. The Park Blocks open the site to views of Mt. Hood and link the two transit station areas with a grand urban space in the tradition of Portland's downtown Park Blocks. The location of the Cascade Station Park Blocks is shown on Figures 508-1, ~~and 508-8.~~
- ~~2. Park Blocks required. The Park Blocks are part of the basic public infrastructure in Subdistrict A, and are required.~~
- ~~3~~ 2. Uses and development. Uses and development in the Park Blocks are regulated by Section 33.508.140, Use Regulations in the Park Blocks, and Section 33.508.215, Limitations on Development.

B. Pedestrian and bicycle circulation system.

1. Purpose. The Columbia Slough Trail, shown on Figure 508-~~9~~13, is a significant open space resource as well as a means of pedestrian and bicycle access. Trails in this area run along the Columbia Slough and provide an inviting environment to run, walk, or bike. Bike routes (bike lanes and signed routes) must work in an integrated way with this existing resource to form an extended network of trails.
2. Public recreational trail requirements. All sites designated on Figure 508-~~9~~13 as ~~an~~ off-road public recreational trails must meet the requirements of this Subsection ~~and Chapter 33.272~~. Figure 508-~~9~~13 illustrates the general location of the CS/PIC Bicycle and Pedestrian system, which provides for additional off-road trails and connections to the Columbia Slough Trail.

If the trail is located within an Environmental Overlay zone, the trail must also comply with the requirements in Sections 33.508.300 through .340.

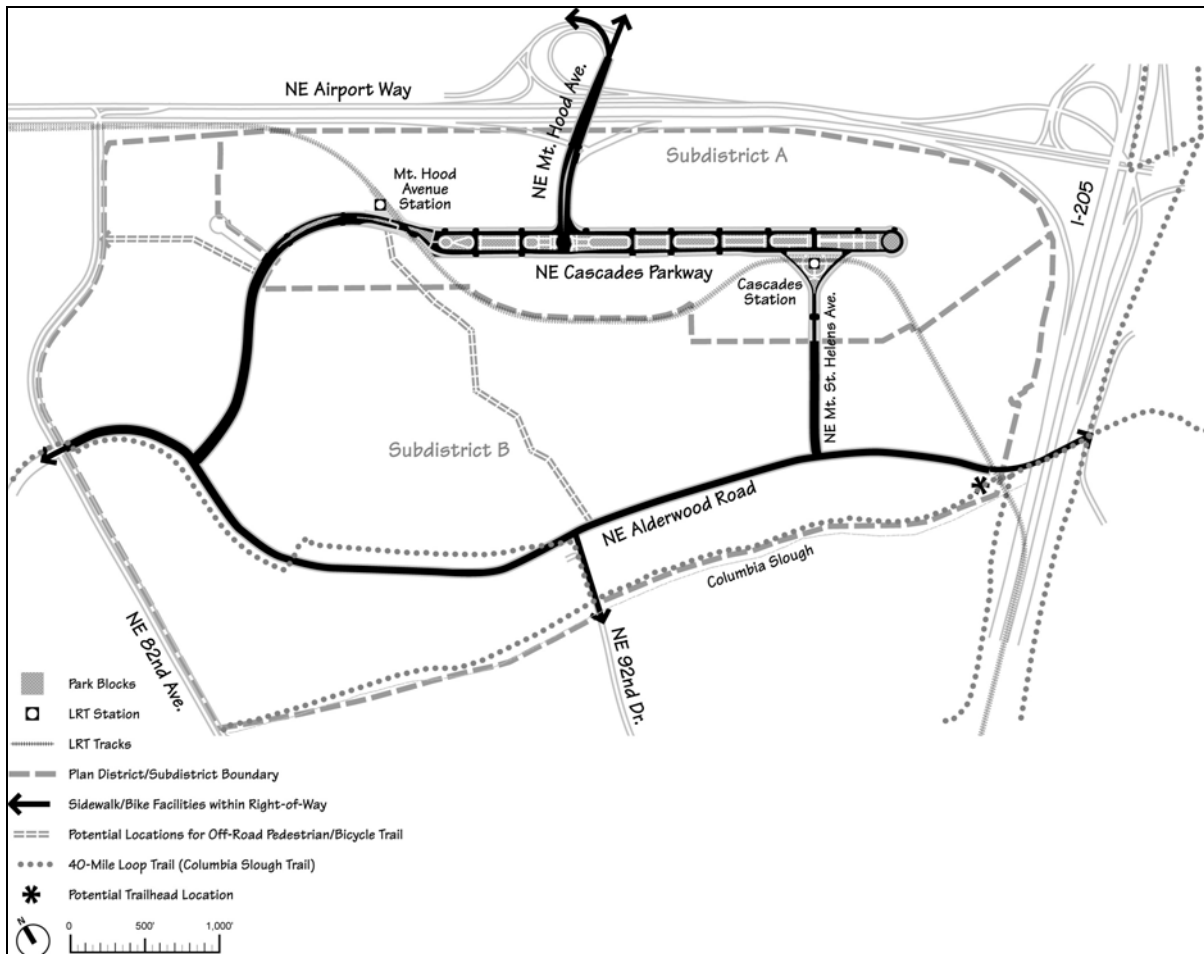
- a. Trail requirement. Prior to occupancy of any new building on a lot containing a trail designation, the owner must make the full trail improvement on that lot. The trail location and construction specifications must be shown on the site plans when a building permit is requested.
- b. Trail and easement location.
 - (1) In Environmental Overlay Zones the following must be met:
 - If a trail or easement exist on an adjacent site, the trail and easement must connect to them;
 - If there is not an easement or trail on an adjacent site, the easement must be located in the outer 25 feet of the environmental zone. The trail improvement must be at least 5 feet from the outer edge of the environmental zone.
 - (2) Outside of Environmental Overlay Zones the trail route must be as generally shown on Figure 508-~~9~~13.

33.508.290 Open Space Plan

Continued

Figure 508-09 replaced with updated Figure 508-13 shown below

Figure 508-09~~13~~
Bicycle and Pedestrian Circulation Plan



33.508.295 Archaeological Resource Protection

Archaeological evidence has confirmed that American Indians used the plan district area prior to entry of EuroAmericans to the Portland area. Before 1999 this plan district was part of the Columbia South Shore plan district, and all confirmation testing required by that plan district was completed before this plan district was created. As a result, there are no regulations in this plan district that relate to protection of archaeological resources.

Although the zoning code does not address new discoveries of archaeological resources found during project construction, applicants should be aware of state and federal regulations that apply to such discoveries.

33.508.310 Overlay Zones

The environmental provisions of this section remain unchanged. The figure citation in subsection 33.508.310. B has been updated.

Environmental Zones

33.508.300 Purpose

The purpose of the environmental regulations in the CS/PIC Plan District is to:

- Protect inventoried significant natural resources and their functional values in the CS/PIC Plan District, as identified in the Comprehensive Plan;
- Implement the Comprehensive Plan environmental policies and objectives;
- Encourage coordination between City, county, regional, state, and federal agencies concerned with natural resources; and
- Protect inventoried significant archaeological resources where those resources overlap with an environmental protection zone or environmental conservation zone.

33.508.305 Where These Regulations Apply

The regulations of Sections 33.508.305 through 33.508.340 apply to all lots or sites which contain an Environmental Zone on any portion of them, and any portion of a right-of-way which contains an Environmental Zone which are within the CS/PIC Plan District.

33.508.310 Overlay Zones

A. General. Natural resources values in the District have been inventoried. Because some natural resource areas have greater public benefits than others, the two environmental overlay zones have different emphases.

1. The Environmental Protection overlay zone is applied to areas with the highest functional values and where the natural resource is so significant that almost all development would have detrimental impact. The regulations of the environmental protection zone are intended to preserve the resource and its values.
2. The Environmental Conservation overlay zone is applied to areas with high functional values where development may be allowed if adverse impacts are mitigated. The regulations of the environmental conservation zone are intended to conserve the resource and its values.

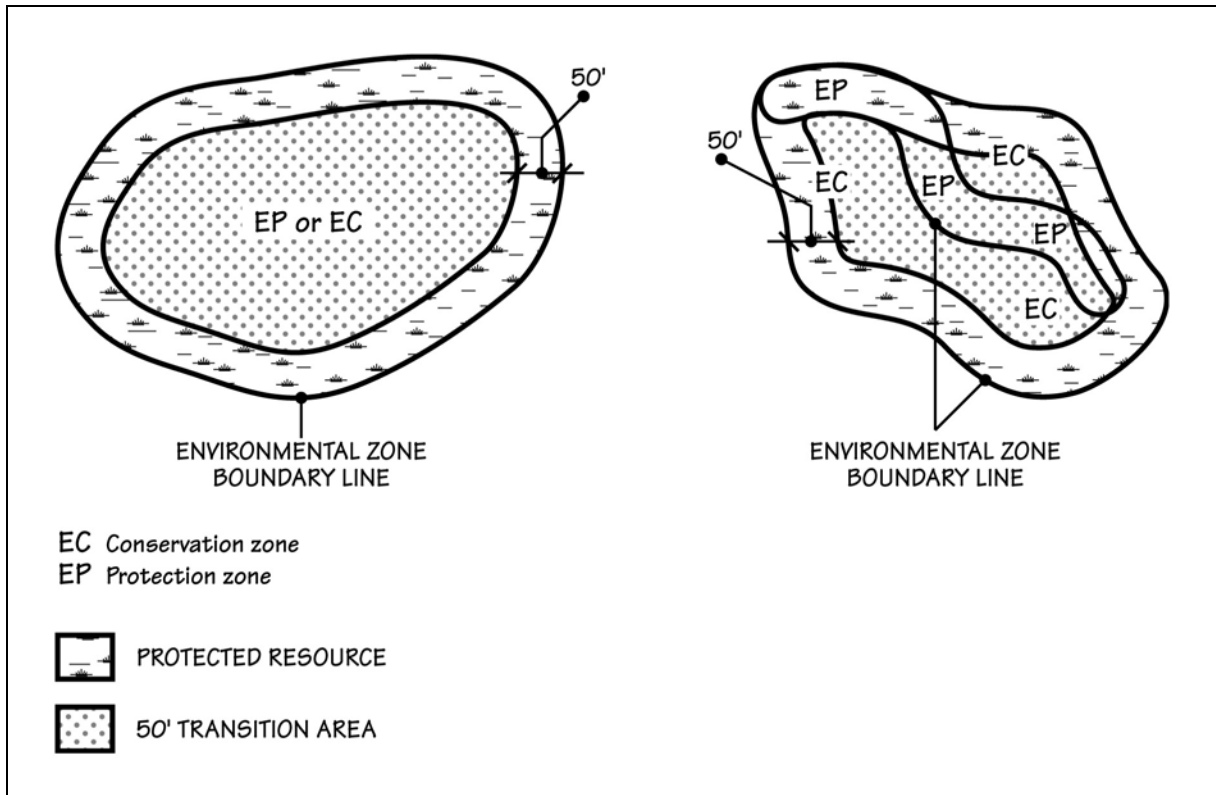
B. Subareas of the Environmental Zone in the CS/PIC Plan District. Each environmental zone in the CS/PIC Plan District contains a protected natural resource and a transition area surrounding the protected resource. The purpose of the transition area is to protect the adjacent natural resource. The transition area provides a buffer between the protected resource and impacts of adjacent development. The transition area is the outer 50 feet of the environmental zone except as shown on Map 508-2. Figure 508-1014 illustrates two different situations: when either the environmental conservation or environmental protection zone is applied, and when the two zones are applied together and border each other.

33.508.310 Overlay Zones

Continued

Figure 508-10 replaced with Figure 508-14 shown below

Figure 508-1014
Environmental Zone Subareas



33.508.312 Items Subject to These Regulations

Note: no changes to existing regulation

33.508.314 Items Exempt From These Regulations

Note: no changes to existing regulation

33.508.320 Use Regulations

New figure number reference is made due to other figure number changes.

33.508.320 Use Regulations

A. Permitted uses. The following uses and activities are allowed if they comply with the development standards of Section 33.508.330:

1. In areas without environmental overlay zones, uses and development allowed by the plan district regulations.
2. In environmental zones:
 - a. Planting required vegetation;
 - b. Removal of vegetation identified as nuisance or prohibited plants on the *Portland Plant List*;
 - c. Resource maintenance;
 - d. Stormwater discharge;
 - e. Sewer connections to individual lots;
 - f. Water quality monitoring facilities;
 - g. Construction of the Columbia South Shore Slough Trail or trails shown on Figure 508-~~9~~13, CS/PIC Pedestrian and Bicycle Circulation Plan;

33.508.320 Use Regulations

Continued

- h. Water-based drainageway maintenance, including construction of staging areas;
 - i. Maintenance of the water level in the Columbia Slough system;
 - j. The addition of sidewalks and bicycle lanes to public rights-of-way with existing paved travel lanes; and
 - k. Land divisions.
3. In the transition area:
- a. Overhead and underground utilities;
 - b. Planting native vegetation if not required; and
 - c. Recreation or trail facilities identified in the *Columbia South Shore Slough Trail Master Plan* or on Figure 508-913, CS/PIC Pedestrian and Bicycle Circulation Plan.

B. Review required. The following uses are allowed if they comply with the development standards of Section 33.508.330 and subject to review, as set out in Section 33.508.340. However, overhead and underground utilities that are subject to review because they do not meet the requirements of 33.508.330.B.9 are exempt from that standard:

1. In environmental zones:
- a. Fill or destruction of a resource in an environmental conservation zone;
 - b. Removal of vegetation, which is not identified as nuisance or prohibited plants on the *Portland Plant List*;
 - c. Planting non-native vegetation;
 - d. Other resource enhancement or alteration;
 - e. Fencing;
 - f. Dedication of a public right-of-way;
 - g. New construction, widening, and relocation of roads in a public right-of-way;
 - h. Recreation or trail facilities not identified in the *Columbia South Shore Slough Trail Master Plan* or Figure 508-913, CS/PIC Bicycle and Pedestrian Circulation Plan;
 - i. Other drainageway activities or facilities for stormwater conveyance, including flood control structures;
 - j. Light rail transit corridors; and

33.508.320 Use Regulations

Continued.

33.508.330 Development Standards

Clarifications are made to language related to an approved *CS/PIC* Plant List.

- k. Overhead and underground utilities except sewer connections to individual lots.
- 2. In the protected resource:
 - a. Planting native vegetation if not required;
 - b. Overhead and underground utilities except sewer connections to individual lots; and
 - c. Recreation or trail facilities identified in the *Columbia South Shore Slough Trail Master Plan*, or Figure 508-913, CS/PIC Bicycle and Pedestrian Circulation Plan.

C. Prohibited. All other uses and development are prohibited.

33.508.330 Development Standards

- A.** Except for temporary uses, and as specified in Paragraph A.6, land uses and activities on lots or lease areas which contain an environmental zone on any portion of them require revegetation of the vegetated transition area as follows:
 - 1. Species must be classified as native on the *Portland Plant List*, not be classified as prohibited or nuisance plants, and be listed in the approved Section 33.508.500, CS/PIC Plant List.
 - 2. Three different native shrub species are required at a minimum 1-gallon size or bare root, planted at a density of 3 plants per 10 square feet.
 - 3. The remaining area must be planted with native groundcover using a minimum of four-inch pots at a density of 8 plants per ten square feet.
 - 4. Below the top-of-bank on slopes greater than 30 percent or in riprap areas, live stakes, ½ to 1½ inches in diameter, may be substituted for the requirements of D.1 and D.2 above. Stakes must be installed at a density of 2 to 4 stakes per square yard. Detailed specifications for installing live stakes are found in Chapter 18 of the United States Department of Agriculture Engineering Field Handbook (entitled Soil Bioengineering for Upland Slope Protection and Erosion Reduction, October 1992).
 - 5. Plants used for revegetation may also count towards other landscaping requirements.
 - 6. Exception for sites with an existing nonconforming use, allowed use, limited use, or conditional use. Sites with an existing nonconforming use, an allowed use, a limited use, or a conditional use are subject to the following regulations:
 - a. Required improvements. When alterations are made to a site that does not meet the standards of A.1-5, above, the site must be brought into conformance with the standards of A.1-5. The cost of meeting the standards of A.1-5 may be counted toward the cost of upgrades required by Subsection 33.258.070.D. However, the standards of A.1-5 must be met first.

33.508.330 Development Standards

Continued

- b. Area of required improvements. Except as provided in 33.258.070.D.2.c(2), Exception for Sites With Ground Leases, required improvements must be made to the entire site.
 - c. Timing and cost of required improvements. The timing and cost of the required improvements is specified in 33.258.070.D.2.d. However, where 33.258.070.D.2.d refers to the standards listed in 33.258.070.D.2.b, the standards of A.1-5 are also included.
- B.** Land uses and activities within an environmental zone must meet the following standards:
- 1. Revegetation in a vegetated transition area must meet the following:
 - a. Species must be classified as native on the *Portland Plant List*, not be classified as prohibited or nuisance plants, and be listed in the approved section 33.508.500, CS/PIC Plant List.
 - b. Three different native shrub species are required at a minimum 1-gallon size or bare root, planted at a density of 3 plants per 10 square feet.
 - c. The remaining area must be planted with native groundcover using a minimum of four-inch pots at a density of 8 plants per ten square feet.
 - d. Below the top-of-bank on slopes greater than 30 percent or in riprap areas, live stakes, ½ to 1½ inches in diameter, may be substituted for the requirements of D.1 and D.2 above. Stakes must be installed at a density of 2 to 4 stakes per square yard. Detailed specifications for installing live stakes are found in Chapter 18 of the United States Department of Agriculture Engineering Field Handbook (entitled Soil Bioengineering for Upland Slope Protection and Erosion Reduction, October 1992).
 - e. Plants used for revegetation may also count towards other landscaping requirements.
 - 2. Revegetation in a protected resource must meet the following:
 - a. Species must be classified as native on the *Portland Plant List*, not be classified as prohibited or nuisance plants, and be listed in the approved Section 33.508.500, CS/PIC Plant List.

Note: No changes recommended to rest of 508.330.

33.508.340 CS/PIC Environmental Review

No substantive changes recommended to this section. Only changes to revise figure number.

33.508.340 CS/PIC Environmental Review

A. Purpose of the review. Environmental review of uses and development in the Environmental zones is intended to provide adequate protection for the identified natural resources. The review provides for flexibility and reasonable development opportunities when development is sensitive to the special environmental concerns of the site. Within the CS/PIC Plan District, the applicant should be aware that if an archaeological resource exists on an area to be removed from environmental zones, the protection measures of 33.508.295 still apply.

B. Modifying Environmental Zone boundaries. Environmental zone boundaries may be modified by the City as the result of and concurrent with approving development in a natural resource area. The boundaries may be modified for either of the two situations stated below. All other requests for boundary changes are processed as a change of an overlay zone, as stated in Chapter 33.855, Zoning Map Amendments.

1. Creation of new resource areas. The Environmental Protection zone will be expanded as part of the environmental review to include areas identified for mitigation.
2. Loss of existing resource areas. The environmental zone may be removed from an existing natural resource zoned EC where approved development will eliminate the natural resource. The zoning designation will not be removed until after all required mitigation measures have been completed.

C. Procedures. All required reviews are processed through a Type II procedure.

D. Approval criteria.

1. Fill or destruction of a natural resource in an EC zone will be approved if the review body finds that:
 - a. All resource values listed in Figure 2-3 of the *Natural Resources Protection Plan for the Columbia South Shore* being altered or destroyed will be replaced through mitigation. If the mitigation site is within a protected resource, values that already exist do not count towards mitigation.
 - b. The mitigation area is in the Columbia South Shore plan district or the Cascade Station/Portland International Center plan district and abuts or is within a protected resource.
 - c. If the mitigation area abuts a protected resource, the mitigation area will be at least 110 percent of the size and values of the altered resource area.
 - d. If the mitigation area is within a protected resource:
 - (1) The mitigation area will be at least 330 percent of the size of the altered area; and will replace at least 110 percent of the values of the altered resource area; and

33.508.340 CS/PIC Environmental Review

Continued

- (2) Mitigation will be provided for all resource values lost, including those lost in the protected resource as part of mitigation efforts.
 - e. The maintenance plan insures the maintenance and protection of resource mitigation areas and associated functions and values for 5 years after success has been achieved. The 5-year period will begin when the Bureau receives and approves a report from the applicant that describes the manner in which mitigation success has been achieved. Success shall be defined in the approved mitigation plan to include:
 - (1) Full achievement of required resource values; and
 - (2) Compliance with development standards of Section 33.508.330.
 - f. Except for public improvement projects undertaken by the City, a performance guarantee which meets the requirements of Section 33.700.050, Performance Guarantees, for construction, monitoring, and maintenance of the mitigation site in accordance with the mitigation plan will be filed with the City Auditor prior to issuance of any development or building permit.
2. Removal of vegetation in an environmental zone or planting of native vegetation if not required in a protected natural resource will be approved if the review body finds that all activities will result in no loss of resource values identified in Figure 2-3 of the *Natural Resources Protection Plan for the Columbia South Shore*.
 3. Planting non-native vegetation in an environmental zone will be approved if the review body finds that the vegetation:
 - a. Provides food or other values for native wildlife that cannot be achieved by native vegetation; and
 - b. Is not classified as a nuisance or prohibited plant on the *Portland Plant List*.
 4. The following activities will be approved if the review body finds that the criteria of this paragraph are met: other resource enhancement or alteration or road improvements in public rights-of-way in an environmental zone; light rail transit corridors in an environmental zone; or overhead utilities, underground utilities, or recreation or trail facilities identified in the *Columbia South Shore Slough Trail Master Plan* or trails shown on Figure 508-913, CS/PIC Pedestrian and Bicycle Circulation Plan; in the protected resource:

No changes recommended to 33.508.340.5-6.

7. Recreation or trail facilities not identified in the *Columbia South Shore Slough Trail Master Plan* or Figure 508-913 the CS/PIC Pedestrian and Bicycle Circulation Plan, and other activities or drainageway facilities for stormwater conveyance, including flood control structures will be approved if the review body finds that:
 - a. The proposal is dependent upon and relates directly to the resource.

33.508.340 Environmental Review

Continued

- b. The proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.
- c. All detrimental environmental impacts are mitigated in the following manner:
 - (1) All resource values listed in Figure 2-3 of the *Natural Resources Protection Plan for the Columbia South Shore* for the site being altered or destroyed will be replaced at the mitigation site. If the mitigation site is within a protected resource, values that already exist do not count towards mitigation;
 - (2) The mitigation area abuts or is within a protected resource;
 - (3) If the mitigation area is within a protected resource, mitigation will be provided for all resource values lost, including those lost in the protected resource as part of mitigation efforts; and
 - (4) All detrimental impacts on resource values listed in Figure 2-3 of the *Natural Resources Protection Plan for the Columbia South Shore* for the site on which the use or activity is taking place will be replaced at the mitigation site.
- d. The maintenance plan insures the maintenance and protection of resource mitigation areas and associated functions and values for 5 years after success has been achieved. The 5-year period will begin when the Bureau receives and approves a report from the applicant that describes the manner in which mitigation success has been achieved. Success shall be defined in the approved mitigation plan to include:
 - (1) Full achievement of required resource values; and
 - (2) Compliance with development standards of Section 33.508.330.
- e. Except for public improvement projects undertaken by the City, a performance guarantee which meets the requirements of Section 33.700.050, Performance Guarantees, for construction, monitoring, and maintenance of the mitigation site in accordance with the mitigation plan will be filed with the City Auditor prior to issuance of any development or building permit.

33.508.500 CS/PIC Plant List

Section 33.508.500 is deleted from Title 33 and moved into the Coordinated Development Standards section of the PDC Development Agreement. This will facilitate any further updates to the plant list based on the Port's *PDX Wildlife Hazard Management Plan*.

A few plants are deleted as suggested by Port of Portland environmental management staff because they promote bird activity that might conflict with airplane operations at the airport.

| | |
|-----------------------------|---------------------|
| <i>Crataegus suksdorfii</i> | Black Hawthorne |
| <i>Pinus nigra</i> | Austrian Black Pine |
| <i>Juniperus</i> 'Variety' | Juniper |

33.508.500 CS/PIC Plant List

Landscaping within the plan district must use only plants listed in this section. In addition, landscaping must not contain plants on the City of Portland's Prohibited or Nuisance Plant Lists.

A. ~~Parking Lot and Deciduous Shade Trees~~

| | |
|--|--|
| Acer rubrum 'Variety' | Red Maple (many varieties available) |
| Carpinus betulus | European Hornbeam |
| Fagus sylvatica 'Riversii' | Rivers Beech (Restrict use in height critical areas) |
| Fraxinus americana 'Autumn Purple' | Autumn Purple Ash (Restrict use in height critical areas) |
| Fraxinus pennsylvanica 'Variety' | Green Ashs (Seedless varieties only) |
| Ginkgo biloba | Ginkgo (males only) |
| Gleditsia triacanthos | Thornless Honeylocust (may require use of a root barrier) |
| Liquidambar styraciflua 'Rotundiloba' | Rotundiloba Sweetgum (Fruitless) |
| Platanus acerifolia | London Planetree (Restrict use in height critical areas) |
| Pyrus 'Variety' | Non-Fruiting Flowering Pear |
| Quercus coccinea | Scarlet Oak (Restrict use in height critical areas) |
| Quercus frainetto 'Schmidt' | Forest Green Oak |
| Quercus garryana | Oregon White Oak (from local genetic stock—not California origin) |
| Quercus rubra | Northern Red Oak (Restrict use in height critical areas) |
| Tilia sp. 'Variety' | Linden |

B. ~~Evergreen Trees~~

| | |
|--|---|
| Chamaecyparis obtusa 'Gracilis' | Slender Hinoki Cypress |
| Cryptomeria japonica | Japanese Cryptomeria (dwarf varieties) |
| Juniperus spp. | Hollywood and Skyrocket |
| Metasequoia glyptostroboides | Dawn Redwood |
| Pinus nigra | Austrian Black Pine |
| Pinus ponderosa | Ponderosa Pine |

C. ~~Ornamental Trees~~

| | |
|--|--|
| Acer buergeranum | Trident Maple |
| Acer campestre | Hedge Maple |
| Acer ginnala | Amur Maple |
| Acer griseum | Paperbark Maple |
| Acer palmatum | Japanese Maple |
| Corylopsis glabrescens | Fragrant Winterhazel |
| Fagus sylvatica 'Tricolor' | Tricolor European Beech |
| Magnolia seoulangiana 'Variety' | Saucer Magnolia varieties |
| Malus 'Spring Snow' | Spring Snow Crabapple |
| Oxydendron arboreum | Sourwood |
| Parrotia persica | Persian Parrotia |
| Prunus sp. 'Variety' | Non-fruiting Flowering Cherries |
| Prunus sp. 'Variety' | Non-fruiting Ornamental Pears |

33.508.500 CS/PIC Plant List

Continued

D.—Shrubs

| | |
|---|--|
| <i>Abelia x grandiflora</i> ‘Prostrata’ | Prostrate Glossy Abelia |
| <i>Acer circinaum</i> | Vine Maple |
| <i>Aucuba japonica</i> ‘Nana’ | Dwarf Japanese Aucuba |
| <i>Azalea</i> | Azaleas (native azalea recommended) |
| <i>Berberis thunbergii</i> ‘Crimson Pygmy’ | Crimson Pygmy Barberry (do not use in large masses) |
| <i>Berberis thunbergii</i> ‘Atropurpurea’ | Red Leaf Japanese Barberry (do not use in large masses) |
| <i>Berberis verruculosa</i> | Warty Barberry (do not use in large masses) |
| <i>Buxus</i> sp. | Boxwoods |
| <i>Ceanothus</i> sp. | Wild Lilac (hardy varieties only) |
| <i>Chamaecyparis obtusa</i> ‘Nana Lutea’ | Dwarf Lutea Hinoki Cypress |
| <i>Chamaecyparis obtusa</i> ‘Nana Gracilis’ | Dwarf Gracilis Hinoki Cypress |
| <i>Continus coggygria</i> | Smoke Tree |
| <i>Cornus stolonifera</i> ‘Lelsey’ | Kelsey Dwarf Dogwood |
| <i>Daphne</i> sp. | Daphne |
| <i>Enkianthus campanulatus</i> | Redvein Enkianthus |
| <i>Erica</i> | Heath |
| <i>Euonymus</i> sp. | Euonymus |
| <i>Forsythia</i> sp. | Forsythia |
| <i>Hemerocallis</i> hybrid | Day Lilly |
| <i>Hydrangea</i> sp. | Hydrangea |
| <i>Juniperus</i> ‘Variety’ | Juniper |
| <i>Kerria japonica</i> | Kerria |
| <i>Leucothue fontanesiana</i> | Drooping Leucothue |
| <i>Pinus mugo mughus</i> | Mugo Pine (dwarf only) |
| <i>Potentilla fruticosa</i> | Bush Cinquefoil |
| <i>Prunus laurocerasus</i> ‘Otto Luyken’ | Otto Luyken Laurel |
| <i>Rhododendron</i> | Dwarf (or Low Growing) Rhododendrons |
| <i>Rhus typhina</i> ‘Laciniata’ | Cut Leaf sumac |
| <i>Rosa</i> Hybrid Ornamentals | Rose (Ornamental varieties with low rose hip production only, no native varieties) |
| <i>Salix purpurea</i> ‘Nana’ | Dwarf Alaskan Blue Willow |
| <i>Skimmia japonica</i> | Japanese Skimmia (male only) |
| <i>Taxus baccatta</i> ‘Variety’ | Yew |
| <i>Viburnum davidii</i> | David Viburnum |

E.—Ornamental Grasses

| | |
|--|-----------------------------|
| <i>Festuca ovina</i> ‘Glauea’ | Blue Sheep Fescue |
| <i>Ophiopogon japonicus</i> ‘Nanus’ | Dwarf Mondo Grass |
| <i>Pennisetum alopecuroides</i> ‘Hameln’ | Hameln Dwarf Fountain Grass |
| Other Ornamental grasses with colored or variegated foliage that do not produce forage seeds | |

33.508.500 CS/PIC Plant List

Continued

F. Groundcovers

| | |
|--|---------------------------------------|
| Ajuga repens | Carpet Bugle |
| Aretostaphylos uva-ursi 'Massachusetts' | Massachusetts Kinnikinnick |
| Calluna vulgaris | Heather |
| Euonymus fortunei | Wintercreeper Euonymus |
| Genista pilosa | Pilosa Broom |
| Iberis sempervirens | Evergreen Candytuft |
| Juniperus horizontalis 'Variety' | Juniper |
| Pachysandra terminalis | Japanese Spurge |
| Paxistima canbyi | Canby |

33.508.500 CS/PIC Plant List

Continued

G.—Water Quality/Drainage Feature Areas

| | |
|--|--|
| <i>Acer circinatum</i> | Vine Maple |
| <i>Acer macrophyllum</i> | Bigleaf Maple (Restrict use in height critical areas) |
| <i>Alnus rubra</i> | Red Alder (Limit mass planting, Restrict use in height critical areas) |
| <i>Aster</i> sp. | Aster (Native species) |
| <i>Brodiaea coronaria</i> | Harvest Brodiaea |
| <i>Brodiaea howellii</i> | Howell's Brodiaea |
| <i>Brodiaea hyacintha</i> | Hyacinth Brodiaea |
| <i>Bromus carinatus</i> | California Brome Grass |
| <i>Bromus sitchensis</i> | Alaska Brome |
| <i>Bromus vulgaris</i> | Columbia Brome |
| <i>Carex</i> sp. | Sedges (natives only) |
| <i>Cornus stolonifera</i> | Creek Dogwood |
| <i>Crataegus suksdorfii</i> —— | Black Hawthorne |
| <i>Elocharis</i> sp. | Creeping Spike Rush |
| <i>Elymus glaucus</i> | Blue Wildrye |
| <i>Euonymus occidentalis</i> | Western Wahoo |
| <i>Festuca occidentalis</i> | Western Fescue |
| <i>Festuca rubra</i> | Red Fescue |
| <i>Festuca subulata</i> | Bearded Fescue |
| <i>Festuca subulifera</i> | Coast Range Fescue |
| <i>Fraxinus latifolia</i> | Oregon Ash (Restrict use in height critical areas) |
| <i>Glyceria occidentalis</i> | Western Mannagrass |
| <i>Holodiscus discolor</i> | Oceanspray |
| <i>Juncus</i> sp. | Rushes (natives only) |
| <i>Poa compressa</i> | Canada Bluegrass |
| <i>Poa grayana</i> | Gray's Bluegrass |
| <i>Poa howellii</i> | Howell's Bluegrass |
| <i>Polystichum munitum</i> | Sword Fern (other ferns as appropriate for planting circumstances) |
| <i>Populus trichocarpa</i> | Black Cottonwood (Restrict use in height critical areas) |
| <i>Potentilla anserina pacifica</i> | Silverweed |
| <i>Quercus garryana</i> | Oregon White Oak (from local genetic stock—not California origin) |
| <i>Salix Fluvialis</i> | Columbia River Willow |
| <i>Salix lasiandra</i> | Pacific Willow |
| <i>Salix rigida</i> | Rigid Willow |
| <i>Salix piperi</i> | Piper's Willow |
| <i>Salix scouleriana</i> | Scouler's Willow |
| <i>Salix sessilifolia</i> | Soft leaved Willow |
| <i>Salix sitchensis</i> | Sitka Willow |
| <i>Scirpus microcarpus</i> | Small fruited Bulrush |
| <i>Spiraea douglasii</i> | Douglas Spiraea |
| <i>Symphoricarpos alba</i> | Snowberry (limit masses) |
| Versatile, Low Maintenance Biofilter/Water Quality Turf Mixtures | |

33.508.500 CS/PIC Plant List

Continued

~~**H. Turf Grass.** Versatile Turf Mixtures that meet the requirements of the Port of Portland Wildlife Hazard Management Plan (ability to be maintained at a 6”-8” height with little or no seed production).~~

~~**I. Vines**~~

| | |
|--|-------------------------------|
| Clematis armandii | Evergreen Clematis |
| Clematis ‘Ornamental Deciduous’ Varieties | Flowing Clematis |
| (vitalba and ligusticifolia not allowed) | |
| Parthenocissus tricuspidata | Boston Ivy |
| Jasminum sp. | Jasmine |

33.807 Cascade Station/Portland International Center Transportation Impact Analysis Review (new chapter)

Development in the CS/PIC Plan District area is limited by maximum allocations of allowable development (square footage maximums, for example). These use limitations are included in the plan district as Table 508-1. When there is a proposal for development that exceeds the allocation limitations of Table 508-1, an applicant may seek to exceed the allocation maximums set forth in Table 508-1 by submitting a Transportation Impact Analysis (TIA) that proposes new use limitation maximums. A TIA may also seek to modify the development capacity of the plan district by providing different ratios of trips-to-area allocation amounts. However, the TIA may not be used for changing the Total Trips for Subdistricts A and B.

CHAPTER 33.807
CASCADE STATION/PORTLAND INTERNATIONAL CENTER TRANSPORTATION
IMPACT ANALYSIS REVIEW

Sections:

33.807.010 Purpose

33.807.100 Procedure

33.807.110 Approval Criteria

33.807.010 Purpose

Cascade Station/Portland International Center Transportation Impact Analysis Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.

33.807.100 Procedure

Cascade Station/Portland International Center Transportation Impact Analysis Reviews are processed through a Type II procedure.

33.807.110 Approval Criteria for Cascade Station/Portland International Center Transportation Impact Analysis Reviews

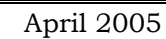
The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A.** The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA;
- B.** A transportation demand management plan is recommended which includes measures to reduce the number of trips made by single-occupant vehicles during the peak p.m. commuting hours;
- C.** Adequate measures to mitigate on- and off-site transportation impacts are recommended. Measures may include, but are not limited to the following: transportation improvements to on-site circulation, public dedication and improvement or private street improvements, intersection improvements, and transit stop improvements; and
- D.** Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if development is phased, will be available at each phase of the development is completed.

Section 4: Zoning Map Corrections

As stated in the introductory section of this report, Planning staff realized that base zone and plan district boundaries were not in alignment and that there were a few minor discrepancies with these delineations as represented on City GIS maps. Staff researched this issue with assistance from the Port of Portland, the owner of Cascade Station/PIC land. The Port provided Planning staff with a recent survey and legal description for Subdistrict A, which was used to reconcile the base zone and plan district overlay boundaries.

The following zoning maps show the existing and adopted base zone and plan district overlay boundaries.



Section 5: Cascade Station/Portland International Center Master Street Plan

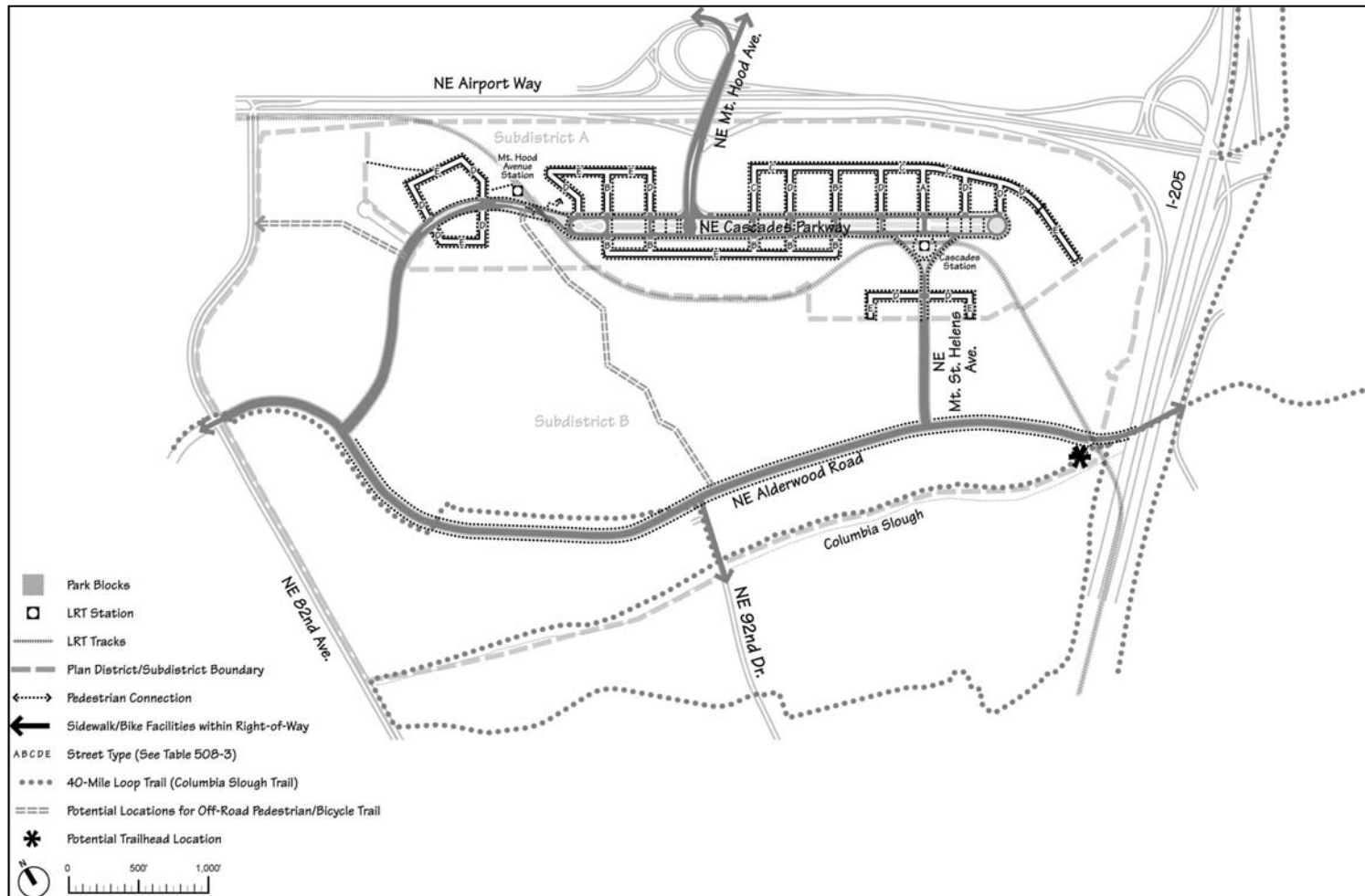
The Cascade Station/Portland International Center Master Street Plan identifies existing and future preferred multimodal street and off-road pedestrian and bicycle facilities. It provides guidance for increased connectivity. Generally, implementation of desired connections would occur at the time that properties adjacent to the desired connections develop. These facilities would be considered for implementation at the time of coordinated design review and building permit processes.

The CS/PIC Master Street Plan shown on the following page was adopted as part of this report. It will be incorporated into the first update of the city's Transportation System Plan.

The purpose of the multimodal plan is to maximize the efficiency of the transportation system through increased street and off-road connectivity. The grid system developed for Cascade Station/PIC will more evenly distribute automobile trips and will provide pedestrians and bicyclists more choices to reach on-site destinations. This includes transit users who exit light rail from either the Mt. Hood or Cascades Parkways stations, and venture to on-site work, shopping, hospitality and entertainment venues, and vice versa.

Enhanced street connectivity is also a benefit for emergency response times. Police, fire and ambulances have more direct access to destinations.

Cascade Station/PIC Master Street Plan



Appendix A

Economic Impacts of Cascade Station/PIC – Subdistrict A

At the request of the Portland Development Commission (PDC), E. D. Hovee & Company performed an analysis of the recommended development in Subdistrict A to evaluate the fiscal impacts of the recommended development in regards to tax revenue creation and job creation. The analysis assumed 807,500 square feet of retail space, a gas station, 1,115,000 square feet of office space, and 250 hotel rooms.

Analysis results demonstrate that at full build-out of Subdistrict A, the City of Portland will collect over \$2.4 million annually. This is based on property tax revenues, utility franchise fees, business license fees, and the City's lodging tax, using the latest available taxing rates and levies. Other taxing jurisdictions outside of the City were not included in this analysis.

| | |
|------------------------|--------------------|
| Property Tax | \$1,234,000 |
| Utility Franchise Fees | \$108,000 |
| Business Tax Fees | \$751,300 |
| Lodging Tax | <u>\$345,000</u> |
| <i>Total</i> | <i>\$2,438,300</i> |

Other results estimate that the project would directly employ about 4,920 workers with an annual payroll of just under \$188 million. Further, these new jobs are expected to generate additional indirect job growth at Cascade Station/PIC's mixed-use employment center, equal to 55% of the number of employees who will actually work, or an additional 2,710 jobs for a total of 7,630 new jobs. This data is based on average employment densities in Metro's 1999 Employment Density Study.

The original concept for Subdistrict A was projected to generate comparable City revenues, but approximately 30% more jobs. However, this comparison is of limited benefit, as that concept has not been successful in attracting end users and thus generating these revenues and jobs.

Appendix B

Summary of Traffic Impact Analysis for Changes to Cascade Station/PIC (excerpted sections of report)

Cascade Station Master Plan

July 2004

Prepared by:

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Project Principal: Marc Butorac, P.E.



Introduction

This report presents a traffic analysis for a revised master plan for Subdistrict A of the Cascade Station/Portland International Center Plan District. Under the existing 1998 master plan, land uses in Subdistrict A are limited by total square footage,¹ building size (60,000 square feet per story for individual retail uses), and total site trip generation (2,088 outbound p.m. peak hour trips). Under the recommended master plan, the allowed amount of retail would be increased to a maximum of 807,500 square feet, with no (or fewer) limitations on building size, but the total site trip generation would remain at or below 2,088 outbound p.m. peak hour trips.

This report evaluates two scenarios for the revised master plan. Under the first, “recommended,” scenario, the total trip generation for Subdistrict A would be capped at the same level allowed under the existing master plan: 2,088 outbound p.m. peak hour trips. Under the second, “unconstrained,” scenario, requested by the City of Portland but not necessarily desired by either the developer or the Port of Portland, development in Subdistrict A would be limited only by parking, building height, landscaping, and similar code requirements, and not by trip generation.

All of the scenarios have been evaluated based on current traffic engineering practice, with input from City of Portland, Port of Portland, and ODOT staff. Based on staff direction, the trip generation methodology used in this report for the recommended master plan is not the same as the one built into the existing plan district code. The change in methodology is due to evolving transportation engineering practices (e.g., the internal trip-making methodology), updated reference data (e.g., trip generation rates published by the Institute of Transportation Engineers), and staff direction that certain trip generation assumptions (e.g., trip generation credit for transportation demand management measures) that were used for the existing master plan not be used for the recommended master plan.

The major differences between the 1998 methodology used for the existing master plan, and the methodology used in this report for the recommended master plan are:

- *Internal trips.* The existing master plan methodology assumes a greater number of internal trips than does the methodology used for the recommended master plan. This means that a more intensely developed site can be built under the existing master plan while staying within the 2,088 weekday p.m. peak hour outbound trip limit.
- *Pass-by trips.* The analysis used for the existing master plan did not explicitly model pass-by trips (trips already on the adjacent street system which in the future will include a stop at the development), which results in

¹ Base square footage limits are: office/daycare/large meeting facilities/colleges, 1,325,000 square feet; hotel, 1,200 rooms; retail/restaurant, 400,000 square feet; quick vehicle servicing, 12 fueling positions; and theaters, 24 screens. Some variation in maximum square footage is allowed up to an absolute limit (e.g., 500,000 square feet of retail), subject to the total outbound p.m. peak hour trip generation remaining at or below 2,088 trips.

differences between the existing and recommended conditions in the traffic patterns at the Alderwood/NE 82nd Avenue, Alderwood/Cascades, and Airport Way eastbound ramps/Mt. Hood Avenue intersections, and within the Airport Way weaving areas.

- *Transportation Demand Management (TDM)*. The existing master plan methodology included a 5% reduction in office trip generation due to TDM measures, while the recommended zoning methodology does not (due to staff direction). This difference also means a more intensely developed site can be built under the existing master plan.

While this report identifies mitigation projects at study area intersections that will be needed by the year 2024 to meet applicable City, Port, and/or ODOT traffic operations standards (not necessarily as a result of the recommended changes to the subdistrict), it does not identify the particular year when those projects will be needed. Project timing is dependent on the development schedule for Cascade Station, the schedule for airport expansion, and local and regional traffic growth. A separate memorandum will address project timing and responsibility issues.

Executive Summary

An exception to the land use regulations for Subdistrict A of the Cascade Station/Portland International Center Plan District is recommended that would increase the amount of retail development allowed from the current maximum of 400,000 (potentially up to 500,000) square feet to a new maximum of 807,500 square feet. In addition, the limit on building size (no more than 60,000 square feet per floor for retail uses) would be changed to allow larger retail buildings. Metro allows “a city or county [to] authorize new commercial retail uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses: (1) generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and (2) meet the Maximum Permitted Parking—Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan” (Metro Code 3.07.440 (E)).

If the subdistrict’s trip generation is constrained to the same level allowed under the existing plan, as the revised plan proposes, a total of 1,205,000 square feet of office and/or hotel uses could be developed. In an unconstrained scenario, where the maximum development size is set by other requirements, a total of 1,764,000 square feet of office and/or hotel uses could be developed in addition to the retail uses. Based on these assumptions, the recommended master plan would generate the same number of weekday p.m. peak hour outbound trips and approximately 70 more weekday p.m. peak hour inbound trips, compared to the existing master plan. Because of differences in trip distribution patterns between retail and employment uses, and differences in the way pass-by trips are treated in the analyses for the existing and recommended master plans, there are some small differences in traffic operations at the study area intersections between the two plans. However, the amount of mitigation required to meet the City’s level-of-

service (LOS) standards under the existing and recommended master plans is identical.

The following off-site improvements would be required to meet the City's LOS standards during the 2024 weekday p.m. peak hour under either the existing or recommended master plan:

- *Airport Way/I-205 southbound ramps*: a second right-turn lane produces LOS C operations, but with a volume-to-capacity (v/c) ratio just over capacity (1.01). A free-flowing right turn would be required to produce below-capacity operations.
- *Airport Way/I-205 northbound ramps*: a free-flowing loop ramp from eastbound Airport Way to northbound I-205 would be required. The intersection would go away as a result.
- *Airport Way/Holman-Glenn Widening*: a third northbound lane (left, left/through, and right-turn lanes), accompanied by split traffic signal phasing on the north and south approaches, produces LOS D operations.
- *Clark/Holman*: this intersection would need to be signalized in conjunction with development of Cascade Station, with protected-permitted traffic signal phasing on the northbound approach. The intersection would operate at LOS D or better.
- *Alderwood/NE 82nd Avenue*: even with the addition of a southbound right-turn lane, an additional westbound lane (2 left, through, through/right), and a longer traffic signal cycle length, the best operations that can be achieved are LOS E conditions (v/c of 1.03 existing, 0.99 recommended).

The following on-site improvements will be required to meet the City's level-of-service (LOS) standards during the 2024 weekday p.m. peak hour under either the existing or recommended master plan:

- *Alderwood/Cascades*: this intersection would need to be signalized in conjunction with development of Cascade Station, and would operate at LOS B or C with a traffic signal.
- *Alderwood/Mount St. Helens*: this intersection would need to be signalized in conjunction with development of Cascade Station, and would operate at LOS B with a traffic signal.
- *Mt. Hood Avenue/Airport Way eastbound ramps*: a free-flowing right-turn lane serving northbound Mt. Hood Avenue traffic (with the exception of occasionally serving the pedestrian crossing) would be required, and would result in LOS B operations. A single lane may be insufficient to accommodate the turning volume; consequently, right turns would also need to be allowed at the traffic signal, or the on-ramp would need to be widened.

The Port of Portland requested that the amount of queue storage provided on the right-turn lane from eastbound Cascades Parkway to southbound Mount St. Helens Avenue (crossing the light rail tracks) be analyzed. This lane is sufficiently long to store the average weekday p.m. peak hour queue in 2024 under the existing or recommended master plans, but would need to be lengthened from 200 to 325

feet to accommodate 95th-percentile queues. Left-turn lanes at traffic signals are typically designed to accommodate 95th-percentile queues; however, traffic signals typically have 30 to 40 cycles per hour, with queues developing in each cycle. In contrast, the grade crossing would be in use only 8 to 12 times per hour (i.e., fewer queues developing per hour) and the duration of the queues would be considerably less (45-50 seconds, compared to a typical 75-105 seconds for a left-turn lane at a traffic signal). Furthermore, cars slowing or stopping in the right lane is something that drivers expect (e.g., due to cars parking or turning into driveways). Therefore, no change in the length of the right-turn lane is recommended.

The unconstrained scenario would generate 505 more outbound trips during the weekday p.m. peak hour, compared to the existing master plan, and 160 more inbound trips. The following additional locations would require mitigation, beyond those listed above for the existing and recommended master plans:

- A ramp braid would be required both eastbound and westbound on Airport Way between Mt. Hood Avenue and I-205, as the weaving areas would otherwise operate at LOS E during their respective peak hours.
- Additional mitigation would be required at the Airport/Holman-Glenn Widing intersection to provide under-capacity operations.
- Additional mitigation would be required at the Alderwood/NE 82nd Avenue intersection to provide under-capacity operations.
- The cycle length at the Cascades Parkway (North)/Mt. Hood Avenue intersection would need to be lengthened to provide under-capacity operations.

Even more importantly, the unconstrained scenario adds trips to I-205, compared to the existing and recommended master plans. The 2000 Regional Transportation Plan identifies unfunded year 2020 needs on I-205 (e.g., the need for auxiliary lanes between Airport Way and I-84). As ODOT's standard is to avoid further degradation of traffic operations when its usual performance standard cannot be met, the unconstrained scenario would have a "significant affect" on I-205, as that term is used in Oregon's Transportation Planning Rule.

The recommended master plan would result in 20 to 55 fewer vehicle trips being converted to light rail trips during the weekday p.m. peak hour, compared to the existing master plan. (An exact determination is difficult to make, due to differences in the two plans' trip generation methodologies.) The completion of Mount St. Helens Avenue to Alderwood in conjunction with development on the Cascade Station site will open a pedestrian and bicycle connection to areas east of I-205, as well as to the I-205 bike path. The Subdistrict A portion of the north-south multiple-use path indicated in the plan district's circulation plan should be constructed in conjunction with development on the Cascade Station site. As Subdistrict B develops and the path is completed, direct access to the Mt. Hood Avenue light rail station would be available from the central portion of Subdistrict B.

Direct comparisons of the traffic operations results provided in this report with the results provided in the technical memoranda that preceded the development of this report are not advised, due to two methodological differences. First, previous memos used the Port's version of the Metro model, which includes a much more detailed zone structure in the study area than does the City version of the model used in this analysis. For this analysis, Subdistrict B trips have been added manually to the network. Trips to and from the future rental car facility in Subdistrict B, in particular, result in higher amounts of traffic using the Airport Way/Mt. Hood Avenue interchange than previously modeled.

Second, this analysis looks at year 2024 conditions during an average weekday p.m. peak hour. To meet Port of Portland requirements, prior memos looked at year 2020 conditions during the p.m. peak hour of the 15th-busiest day of the year. There are also likely some minor differences in the approaches taken to developing and balancing the future-year volume forecasts, as the previous memos relied on the work performed by the Port's traffic consultant. However, the prior memos reached the same conclusion as this report: that there is no significant difference between the traffic impacts of the existing master plan and the impacts of the recommended master plan.



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