



Appendix B. Language Documenting Consideration of Land Use in the Development of the I-5 Rose Quarter Improvement Project

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Central City 2035 N/NE Quadrant Plan, Adopted by City Council October 25, 2012 (City of Portland et al. 2012)	This partnership established a framework that addresses both improved safety on I-5, while supporting high-density, mixed-use development with safer and greater pedestrian and bicycle connectivity.	25
	WHEREAS, the N/NE Quadrant and I-5 Broadway/Weidler Plans project represents a unique collaboration between the State of Oregon and the City of Portland to integrate long-range land use, urban design and local transportation planning for the N/NE Quadrant of the Central City with planning for freeway improvements that address safety and operational issues on Interstate 5; and	Appendix H, Resolution, p. 1
	Whereas the N/NE Quadrant and I-5 Broadway/Weidler Plan project included the development of the N/NE Quadrant Plan and the I-5 Broadway/Weidler Facility Plan as two integrated and mutually supportive plans that together provide a vision for the future of the N/NE Quadrant of the Central City.	Appendix H, Resolution, p. 2
Central N/NE Quadrant and I-5 Broadway/Weidler Plans Project Sponsor Chartering Document, August 2010 (ODOT and City of Portland 2010)	The N/NE Quadrant and I-5 Broadway/Weidler Plans will address land use, urban design, transportation, public infrastructure and investment, and development entitlements.	1
	The City of Portland and ODOT will collaborate on combining the Portland Central N/NE Quadrant Plan with the ODOT I-5 Broadway/Weidler Plan to seek to identify both near-term and long-term land use, urban design, and transportation needs in the area. This unique opportunity will integrate land use and urban design planning with freeway planning and concept-level engineering.	1

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	<p>Joint ODOT and City of Portland Purpose</p> <p>1) Joint ODOT and City of Portland Purpose</p> <p>A) Integrate land use and urban design framework with freeway improvements designed to address safety, access, mobility, healthy neighborhoods, and local multi-modal connectivity.</p> <p>B) Address the interface of land use and transportation (e.g. principles for addressing the adequacy of services.) * * *</p> <p>2) City of Portland Purpose</p> <p>A) Produce the N/NE Quadrant and I-5 Broadway/Weidler Plans, scope of work, and guiding policy documents recognizing the need to balance social, economic/development, and environmental goals and policies. (E.g. City-County Climate Action Plan, City's Economic Development Strategy.)</p> <p>* * *</p> <p>v. Revisit, and if necessary, recommend comprehensive plan and zoning designations, development standards, and design guidelines that should be incorporated into the Central City 2035 Plan.</p> <p>* * *</p> <p>vii. Incorporate plans for a redeveloped Rose Quarter (conceptual plans under development concurrently with the larger N/NE Quadrant and 1-5 Broadway/Weidler Plans.)</p>	2
Ordinance adopting the Central City 2035 Plan (draft) (City of Portland 2018a)	<p>Section 1. The Council finds:</p> <p>* * *</p> <p>9. On October 25, 2012, Council adopted the N/NE Quadrant Plan (Resolution No. 36972). This was the first of three quadrant plans that would provide more detailed and specific land use, urban design, and transportation policies and implementing actions, including potential zoning proposals, for specific parts of the CC2035 plan area. The N/NE Quadrant Plan covered the Lloyd and Lower Albina districts. This plan, created in partnership with the Oregon Department of Transportation (ODOT), also included the I-5 Broadway/Weidler Interchange Improvements Facility Plan, which identifies improvements to safety and operations on the Interstate 5 freeway and multimodal local transportation facilities in the vicinity of the Broadway/Weidler interchange.</p>	3



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<p>Exhibit A: Central City 2035 Findings of Fact Report, ordinance adopting the Central City 2035 Plan (draft) (City of Portland 2018b)</p>	<p>In the section addressing compliance with Statewide Planning Goal 12, Transportation, the findings state:</p> <p style="text-align: center;">* * *</p> <p>Section 660-012-0060(1) of the TPR requires “amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation that would significantly affect an existing or planned transportation facility,” to ensure that allowed land uses are consistent with the identified function, capacity and performance standards of the affected facility. This requirement can be met by “adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.” These amendments support these requirements in the following manner:</p> <p>A. (1)(c). Significant transportation demand management, as defined in this rule, are present in the Central City 2035 Plan, including a rewrite of parking and transportation demand management policies and new zoning code provisions that significantly limit new parking allowed to be built in the Central City. These changes eliminate the significant effect of the amendment by reducing auto trips because of the plan to below the number of trips in the "base case", which is the model run for the 2016 adopted Comprehensive Plan.</p> <p>B. (8)(a)(B). MMAs are required to be designated as a “central city, regional center, town center or main street in the Portland Metropolitan 2040 Regional Growth Concept.” The Central City is designated under the Metro 2040 Regional Growth Concept as its own category, "central city", thus qualifying as part of this rule as a "mixed use, pedestrian-friendly center or neighborhood".</p> <p>C. (8)(b)(A). An MMA is required to “allow a concentration of a variety of uses.” The Central City Plan district is largely designated as Central Commercial (CX) and Central Employment (EX). These two base zones allow for high density development that allows for commercial office, institutions, residential, and retail uses. Further, even the industrial portions of the plan district allow for high density employment uses. Thus, this MMA requirement is met.</p> <p>D. (8)(b)(C). To qualify as an MMA’s the Central City Plan District should allow for “a commercial core area with multi-story buildings.” Most the Central City is, or has major corridors, designated as Central Commercial (CX) and Central Employment (EX). These two base zones allow for high density development that allows for commercial office, institutions, residential, and retail uses. Thus, this MMA requirement is met.</p> <p>E. (10) (a)(A). The MMA Rule (OAR 660-12-0060(10) notes that a proposed amendment qualifies to be an MMA if the amendment is: “a map or text amendment affecting only land entirely within” a MMA; is consistent with the definition of an MMA; is entirely within an urban growth boundary with adopted plans and development regulations; in an area that does not require off-street parking; and, located in one or more of specific ODOT classifications regarding intersections and interchanges. The Central City qualifies as a Multimodal Mixed-use Area under this section of 060, and meets the definition stated in (10) (b) (A through E) as noted below :</p>	<p>14</p>

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	<p>1) (10) (a)(A): Page 36 of Volume 2B contains a map of the MMA boundary</p> <p>2) (10) (a)(B): The study area is consistent with the definition of an MMA.</p> <p>3) (10) (b) (A:) MMA boundary provided in Volume 2B</p> <p>4) (10) (b)(B) MMA is located within the region's UGB.</p> <p>5) (10) (b)(D): Within an MMA "buildings and building entrances" are required "to be oriented to streets." The development standard of the Central City Plan District requires that buildings be oriented toward streets and contain main entrances and active ground floor uses to support a pedestrian and transit oriented public realm. Thus, this MMA requirement is met.</p> <p>6) (10) (b)(E)(i): There are several interchanges within one-quarter mile, including I-5, HWY 26, HWY 30, I-205 and I-84.</p> <p>7) (10) (b)(E)(iii): Within one-quarter mile of facilities owned by ODOT. The City has a letter of concurrency from ODOT for the Central City to designated as an MMA, found in Vol 2B, p38.</p>	

Sources:

ODOT and City of Portland. 2010. Central N/NE Quadrant and 1-5 Broadway/Weidler Plans Project Sponsor Chartering Document. August.

City of Portland. 2018a. Ordinance adopting the Central City 2035 Plan (draft).

City of Portland. 2018b. Exhibit A: Central City 2035 Findings of Fact Report, ordinance adopting the Central City 2035 Plan (draft).

City of Portland, Oregon Department of Transportation, and Portland Bureau of Planning and Sustainability. 2012. Central City 2035: N/NE Quadrant Plan. Adopted by City Council October 25, 2012. Available: <https://www.portlandoregon.gov/bps/article/422031> (accessed April 7, 2018).

Notes: HWY = Highway; I = Interstate; MMA = multimodal mixed-use area; ODOT = Oregon Department of Transportation; TPR = Transportation Planning Rule