



Lynda GROW <lynda.grow@multco.us>

Resolution for 11/18

1 message

Matthew LASHUA <matthew.lashua@multco.us>

Thu, Nov 4, 2010 at 2:31 PM

To: Lynda Grow <lynda.grow@multco.us>, KINOSHITA Carol <carol.kinoshita@multco.us>

Cc: elizabeth.davies@multco.us

Hello

Attached are the materials for the DSS-J Resolution on 11/18.

Carol - would you please review the resolution? Thanks. We know this resolution isn't necessary to approve the IGA but this is a good opportunity to report and update the board on this matter.

—
Matthew Lashua
Chief of Staff
Office of Commissioner Judy Shiprack
Multnomah County
501 SE Hawthorne, Suite 600
Portland, OR 97214
503 988 4105
www.multco.us

3 attachments

 **Resolution IGA DSSJ.doc**
38K

 **APR DSSJ.doc**
76K

 **DSS-J Strategic Action Plan JAN 2010.doc**
217K



Multnomah County Oregon

Board of Commissioners & Agenda

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Nov. 16 & 18, 2010 BOARD MEETINGS HIGHLIGHTS

REVISED

Tues. 11/16 @ 10:00 am - Animal Services Revenue Briefing.

10:50 am - Report Back on Results, Outcomes, and Lessons Learned from 30 Families in 30 Days

Thur. 11/18 @ 9:30 am - Opportunity for Public Comment on Non-Agenda Matters

9:30 am - Authorizing Settlement of *Alice Wheeler, Personal Representative of the Estate of Holly Jean Casey v. Multnomah County, et.al.* USDC Case No. 09-CV-12-1518AC. Presenter: Susan Dunaway, Assistant County Attorney (5 min)

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9:55 am - Approve Intergovernmental Agreement Amendment Number 2 with Oregon Department of Transportation (ODOT) for Sellwood Bridge

11:10 am - Briefing to the Board from the Homeless Youth Oversight Committee.

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Tuesday, Nov. 16, 2010 - 10:00 am
Board of Commissioners Meeting
Multnomah County, Oregon
Multnomah Building, Commissioners Board Room 100

BOARD BRIEFINGS

(Vice-Chair McKeel excused)

COMMUNITY SERVICES – 10:00 am

B-1 Animal Services Revenue Briefing. Presenter: Michael Oswald,
Director, Animal Services (30 min)

B-2 Annual Code Compliance Program Briefing (Land Use and
Transportation Program) Presenters: Bill Gotzinger and Michael
Grimmett, Code Compliance Specialists (20 min)

NON-DEPARTMENTAL – 10:50 am

B-3 Report Back on Results, Outcomes, and Lessons Learned from 30
Families in 30 Days. Sponsor: Commissioner Kafoury. Presenters:
Mary Li, Jean DeMaster, Marc Jolin (30 min.)

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- C-5 BUDGET MODIFICATION NOND-07, Reclassifying One Position in Information Technology

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- R-3 Approve Intergovernmental Agreement (IGA) Amendment Number 2 with Oregon Department of Transportation (ODOT) for Sellwood Bridge. Presenter: Ian Cannon, Engineering Services Manager, LUT – Bridges (15 min)

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COUNTY MANAGEMENT – 10:15 am

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ADJOURNMENT – Noon



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ADJOURNMENT – Noon



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 12/31/09)

Board Clerk Use Only

Meeting Date: 11/16/2010
Agenda Item #: B-1
Est. Start Time: 10:00 am

Agenda Title: FY11 Animal Services Revenue Briefing and Budget Note Update

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date:	November 16, 2010	Amount of Time Needed:	30 minutes
Department:	Community Services	Division:	Animal Services
Contact(s):	Mike Oswald		
Phone:	503-988-7387	Ext.:	25234
Presenter(s):	Mike Oswald	I/O Address:	B324

General Information

1. What action are you requesting from the Board?

Briefing on Animal Services FY11 revenues and Budget Note update

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

This briefing will cover two items: 1) a report on revenues for the first 4 months of the fiscal year; and 2) an update on the Budget Note concerning a temporary animal adoption center.

1) The FY11 Animal Services Division adopted budget incorporated an increase in pet license fees. The fee increase enabled the division to implement key recommendations from the City of Portland- Multnomah County Animal Services Taskforce report. The additional funding from the fee increase restored services, and enhanced license collection and marketing efforts. The Board adopted a resolution to raise pet license fees effective August 1, 2010. License revenue at the end of Period 4 (October) is at 86% of the budgeted year-to-date target for October. October was the highest license revenue month on record. And, internet license sales for the month of October were \$51,000—a record internet sales month.

2) The County's FY11 Adopted Budget included a Budget Note about an Animal Services Division's request for funding a temporary animal adoption center in the City of Portland. The Board set aside \$75,000 in contingency to be made available for the Pet Adoption Center in Portland once \$225,000 in private funding was raised by Animal Services. This briefing will provide the Board with an update and recommendation on the adoption center concept.

3. Explain the fiscal impact (current year and ongoing).

The fee resolution established a new license fee for cat and dog licensing. The one year pet license fee will increase from \$18 to \$25 for dogs, and from \$8 to \$12 for cats. The fee resolution establishes a 20% discount for a 2-year license, and a 33% discount for a 3-year license. The new fees were projected to raise an additional \$517,000 revenue in FY11, and similar amounts in future years. This will be used to restore services and fund service enhancements. Total pet license revenue for FY11 is projected to be \$1,625,000.

4. Explain any legal and/or policy issues involved.

Chapter 13 of the County Code authorizes pet licensing fees. The City – County Animal Services Task Force recommendations, which included raising fees, was accepted by the Board of County Commissioners in May 2008.

5. Explain any citizen and/or other government participation that has or will take place.

The license fee changes were part of the recommendations from the City of Portland – Multnomah County Animal Services Task Force. The Task Force met over a 18 month period. The membership included representatives from three City Bureaus, the Portland Veterinary Medical Association; nonprofit animal welfare organizations; the ASFCME labor Union; Dove Lewis Emergency Medical Hospital; and interested citizens. The Task Force engaged citizens and pet owners in three community forums, and four focus group sessions.

Required Signature

**Elected Official or
Department/
Agency Director:**



Date:



Multnomah County Animal Services
Board Briefing Nov 16, 2010





FY11 Budget Actions for Animal Services

Raise pet license fees to fund restored services (City-Multco Animal Services Taskforce)

- ☐ Aug 1st - Increased Pet License Fees
 - \$500,000 in new revenue (Budgeted in FY11)
- ☐ Enhance Pet License Compliance Efforts
 - Sep 15 - Added License Compliance Specialist position
 - Aug 1 – Notices of Infraction by Mail
- ☐ Marketing & Development
 - Oct 18 – Hired Marketing & Development coordinator
- ☐ Restore Neighborhood Service Levels
 - July 1 – Two Officer positions restored
- ☐ Establish a Spay/Neuter Fund
 - Low income residents



Multnomah County Animal Services - Board Briefing Nov 16, 2010



Aug 1st – Increased Pet License Fees

■ Total License Revenue is up 28%

- \$369,894 (FY10 – Oct YTD)
- \$473,102 (FY11 – Oct YTD)

■ License revenue Oct FY11

\$154,932 (*Record Month*)

■ Internet License Sales Oct FY11

\$51,116 (*Record Month*)

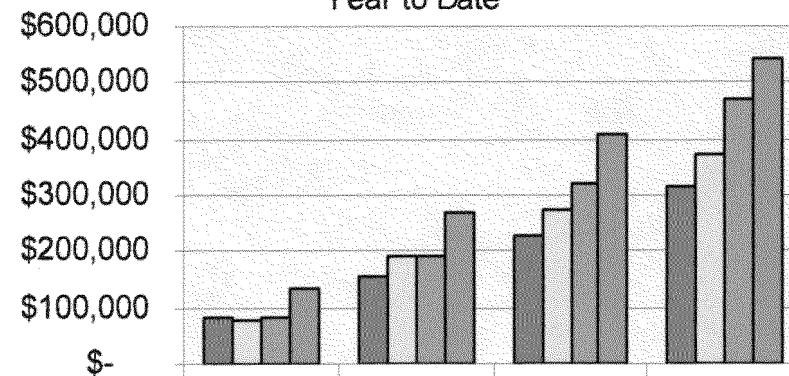
■ 86% of projected revenue

- 93% Since fee increase

■ Total Licensing is up 10%

- 76,281 (FY10 - Oct)
- 83,650 (FY11 - Oct)

Pet License Revenue
Year to Date



	July	Aug	Sept	Oct
■ FY09	\$81,530	\$154,556	\$225,366	\$314,833
□ FY10	\$79,376	\$190,985	\$276,016	\$369,894
■ FY11	\$83,918	\$193,498	\$318,170	\$473,102
■ FY11 Bud	\$135,416	\$270,832	\$406,248	\$541,664





FY11 Budget Note: Portland Adoption Center

FY11 Adopted Budget

- The Board adopted Program Offer #91024 to create a Fundraising Development position for Animal Services.
 - Identify, develop, pursue, and acquire private donations and grants to help support the division's critical animal care and facility needs.
- The Board did not adopt a Program Offer #91023 requesting \$300,000 to fund a Pet Adoption Center located in the City of Portland

Budget Note

- The Board set aside \$75,000 in contingency for the Pet Adoption Center. The Board will release when Animal Services raises \$225,000 in private funding.





FY11 Budget Note: Portland Adoption Center

Challenge

- We believe the Portland Pet Adoption Center concept is not sustainable.
- Most private donors are interested in donating funds for direct animal care and/or facilities to house and provide services to animals - not for the purpose of operations.
- Ongoing operating costs would likely fall to the General Fund.





Opportunity

- The County needs a modern, adequate facility to meet increasing animal services needs, while maintaining a regional shelter presence at the Troutdale site to serve East County.
 - Current Troutdale shelter is one of the lowest rated facilities in Multnomah County's inventory
 - The shelter's current location is an obstacle for increasing adoptions
 - Physical size and floor plan inhibits our ability to meet the growing demand for service
 - A permanent replacement has been proposed in past years with little success due to funding constraints





Policy Recommendation

Build a New Animal Services Facility in Portland

- Focus fund development efforts on MCAS long-term capital need for a new shelter and service facility located within the City of Portland.
- As was proposed for FY2008 and FY2009, the "Shelter Dreams" Concept Plan would become a private-public capital campaign partnership to site, fund, and build a new centrally located facility centrally located in the City of Portland.
- The facility concept design would be a LEEDs certified





MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Board Clerk Use Only

Meeting Date: 11/16/2010
Agenda Item #: B-2
Est. Start Time: 10:30 am
Date Submitted: 11/3/2010

Agenda Title: Code Compliance Program Briefing (Land Use and Transportation Program)

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 16, 2010
Amount of Time Needed: 20 minutes
Department: Community Services
Division: Land Use and Transportation Program
Contact(s): Bill Gotzinger
Phone: 988-5050 **Ext.** 26747 **I/O Address:** 455/116
Presenter Name(s) & Title(s): Bill Gotzinger and Michael Grimmett, Code Compliance Specialists

General Information

1. What action are you requesting from the Board?

No action requested.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

In 2004, the County re-initiated the Code Compliance program with one FTE. In 2007, the County approved and hired an additional FTE for the program. The program enforces land use and grading and erosion control regulations in the unincorporated areas of the County, and right-of-way regulations for all roads and public access areas under County jurisdiction. This briefing will satisfy the Board's request for regular program updates. The Code Compliance office is located within the Land Use and Transportation Program.

3. Explain the fiscal impact (current year and ongoing).

None.

4. Explain any legal and/or policy issues involved.

None.

Agenda Placement Request
Submit to Board Clerk

5. Explain any citizen and/or other government participation that has or will take place.

A similar briefing will be provided to the Planning Commission.

Required Signature

Elected Official or
Department/
Agency Director:



Date:

Agenda Placement Request
Submit to Board Clerk



Multnomah County

Department of Community Services
Land Use & Transportation Program
Code Compliance

Code Compliance Program Briefing
to the
Board of County Commissioners

November 16, 2010

Code Compliance Program Briefing

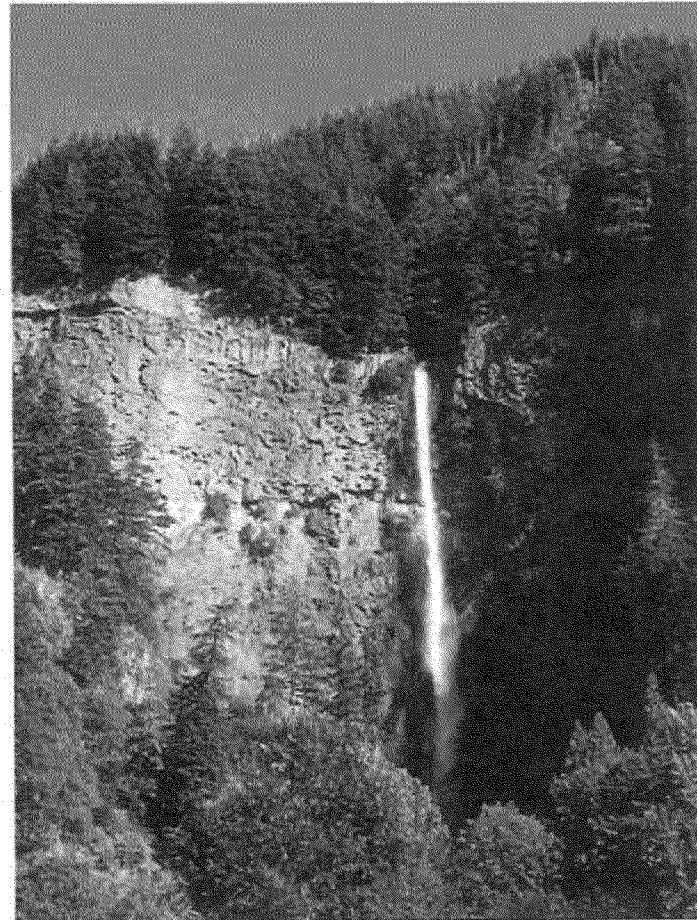
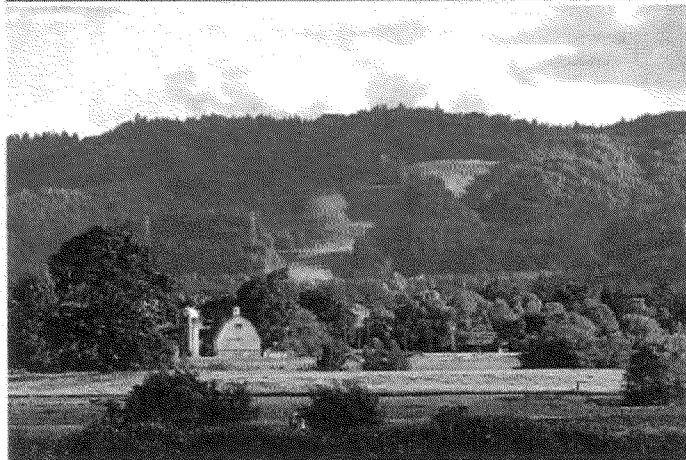
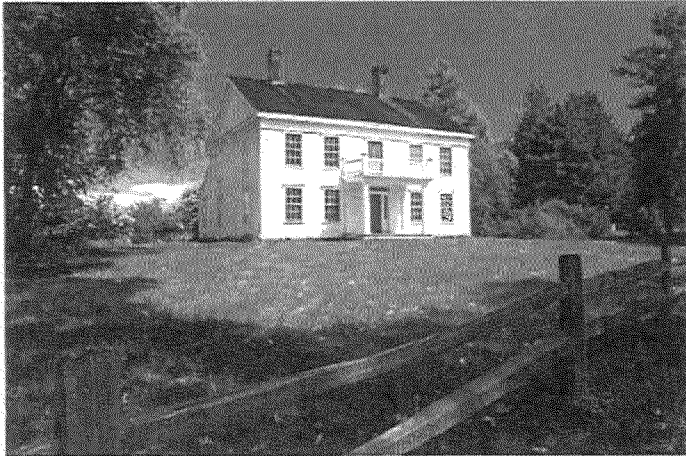
- Background and Philosophy
- Benefits of Code Compliance
- Operations Summary
- Review of Fiscal Year 2009-10 Activity

[Background and Philosophy]

- Current program started in May 2004.
- Program philosophy
 - ***Voluntary Compliance***
 - *Complaint based*
 - *Non-revenue generating*

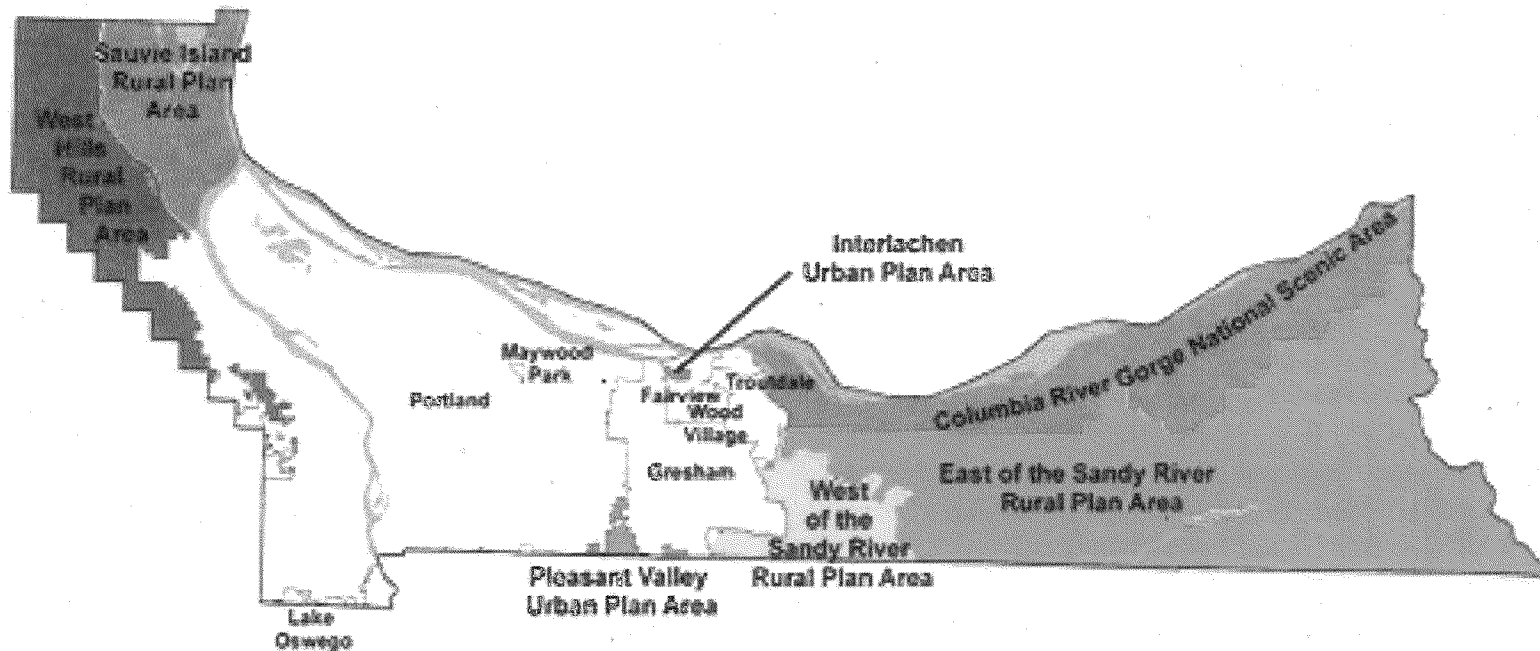
Benefits of Code Compliance

Protect and Preserve our rural lands.



Operations Summary- Jurisdiction

- Multnomah County Rural/Urban unincorporated areas
- Multnomah County maintained public right-of-ways



Operations Summary- Agency Coordination

- Coordination with:
 - other Multnomah County offices
 - local City jurisdictions
 - Columbia River Gorge Commission
 - State and Federal Agencies

Operations Summary- Case Priority Criteria

- Significant Environmental Impact
- Public Health, Safety and Welfare
 - including Right-of-Way (ROW)
- Property Owner request to resolve a complaint or a violation.

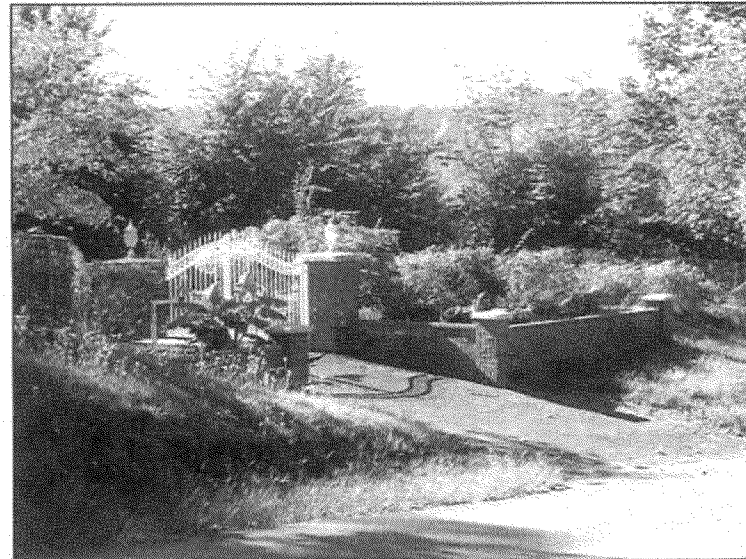
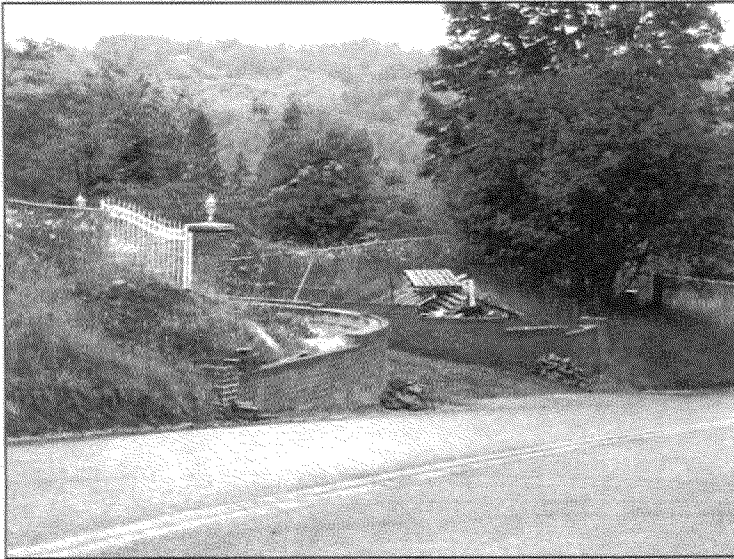
[Case Priority Criteria Categories- Significant Environmental Impact]



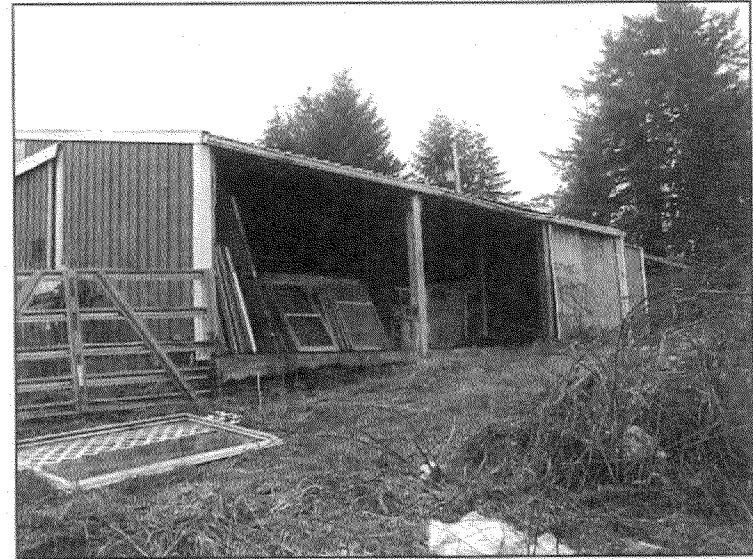
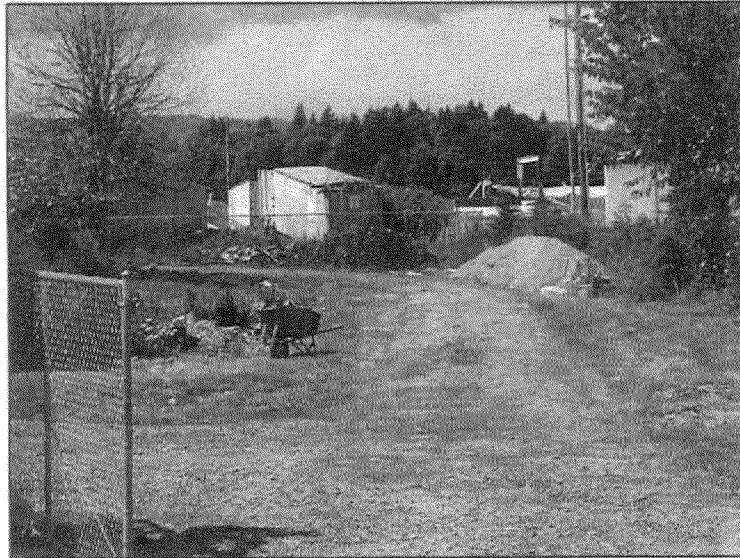
[Case Priority Criteria Categories- Public Health, Safety & Welfare]



Case Priority Criteria Categories- Right-of-Way & Public Safety



[Case Priority Criteria Categories- Owner Request for Resolution]



Fiscal Year Review- Performance Measures

- Number of Cases resolved without enforcement (Goal = 100%).

FY 09-10 = 100% (60 of 60)

FY 08-09 = 99% (71 of 72)

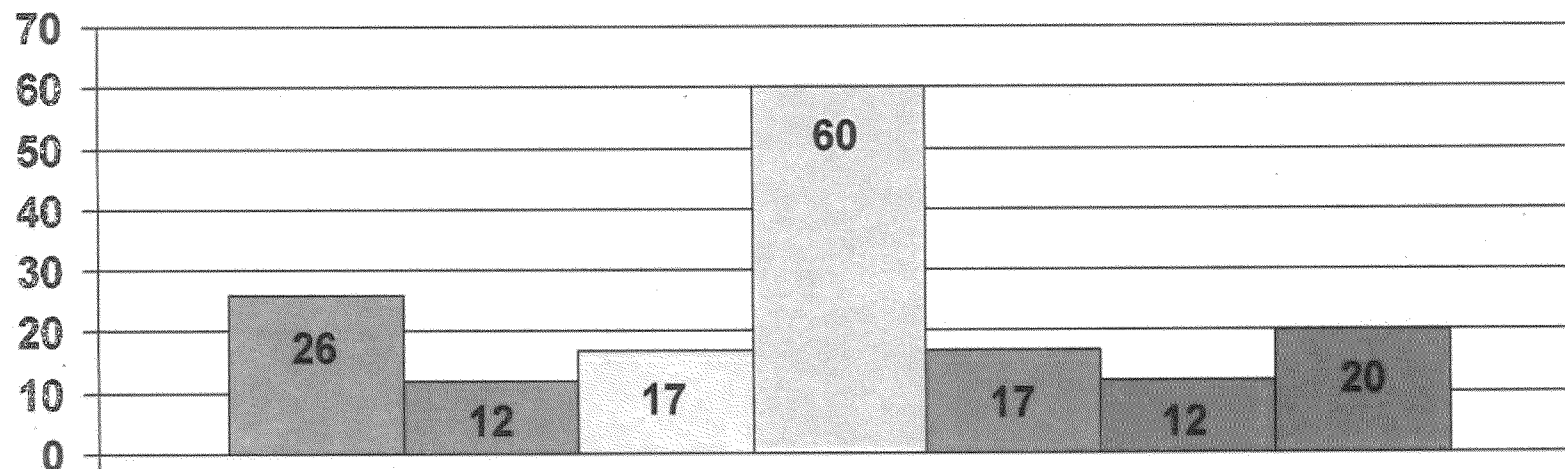
- Number of Complaints received.

FY 09-10 = 164

FY 08-09 = 106

Fiscal Year Review- Complaint Trends

164 Total Complaints Received



■ Non-Permitted Dwellings
■ Ground Disturbance
■ Environmental
■ Miscellaneous

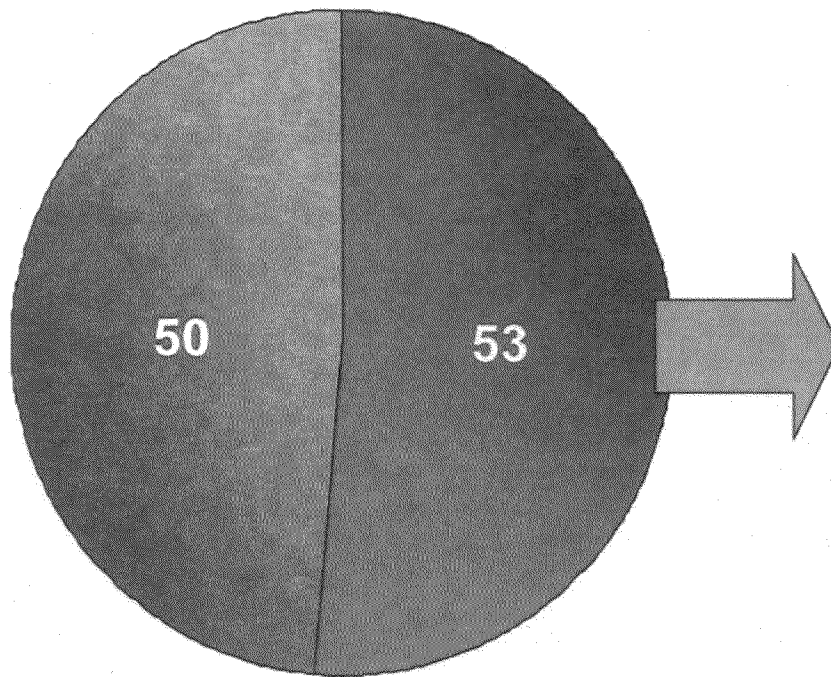
■ Non-Permitted Development
■ Commercial
■ Right-of-Way

[Fiscal Year Review- New Cases]

- The 164 complaints received resulted in 103 new compliance cases being opened.
 - 94 – Land Use Complaint cases
 - 9 – Right-of-Way cases

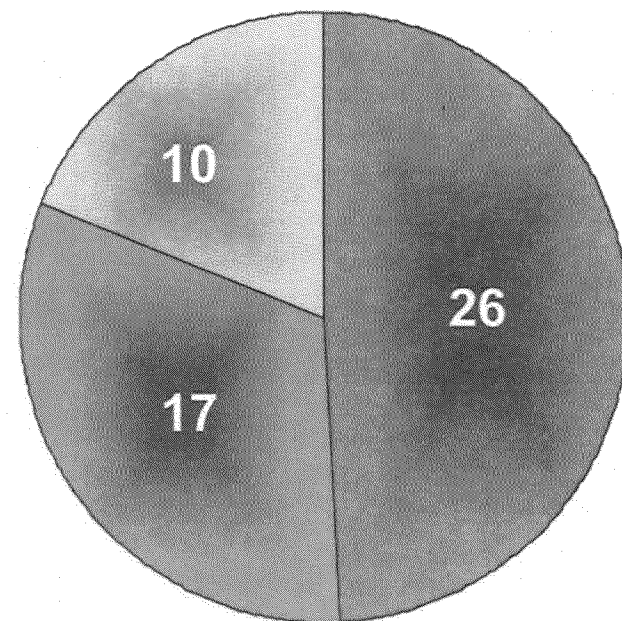
Fiscal Year Review- New Case Criteria Breakdown

New Case Categories



■ Active Priority Cases
■ Non-Priority Cases

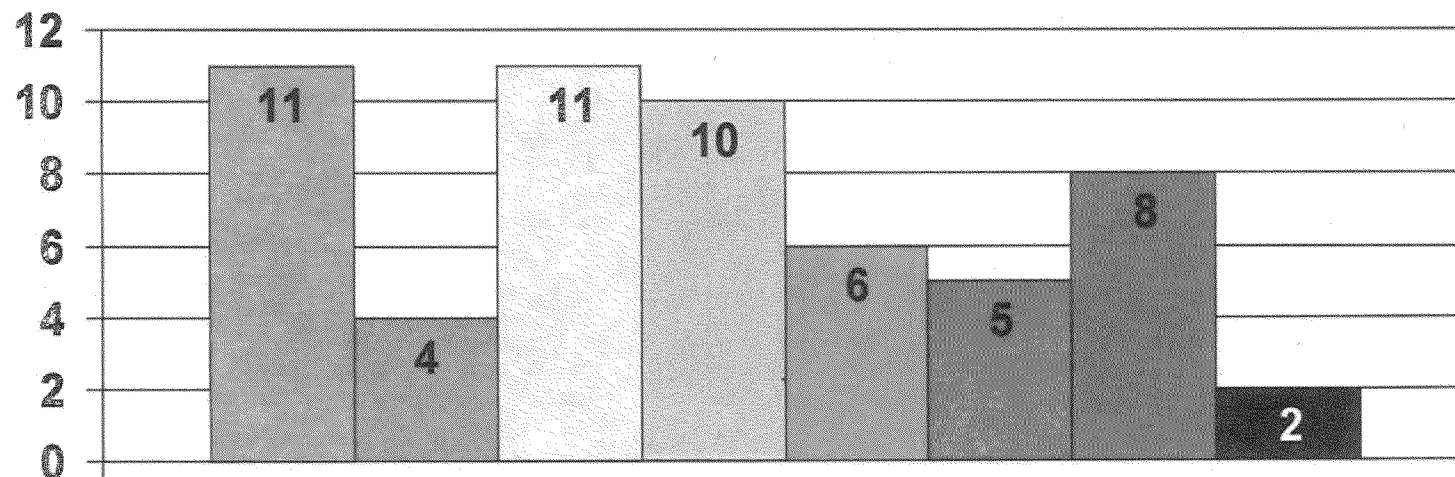
Types of Priority Cases



■ Environmental
■ Safety/Welfare/ROW
■ Owner Request

Fiscal Year Review- Closed Cases

60 – Total Closed Cases



■ Non-Permitted Dwellings

■ Ground Disturbance

■ Environmental

■ Miscellaneous

■ Non-Permitted Development

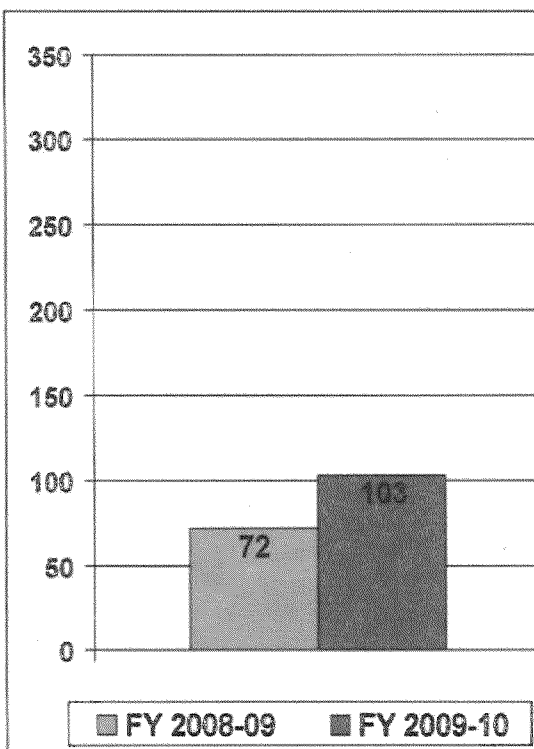
■ Commercial

■ Right-of-Way

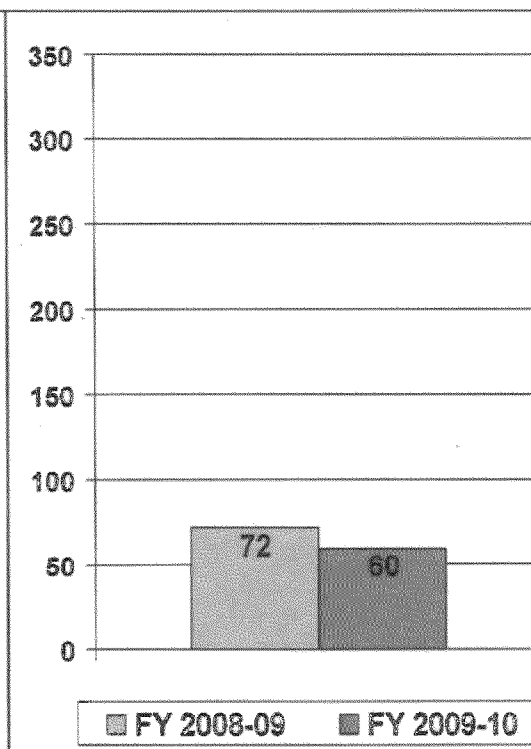
■ Zoning Violations

Fiscal Year Review- Case Load Trend

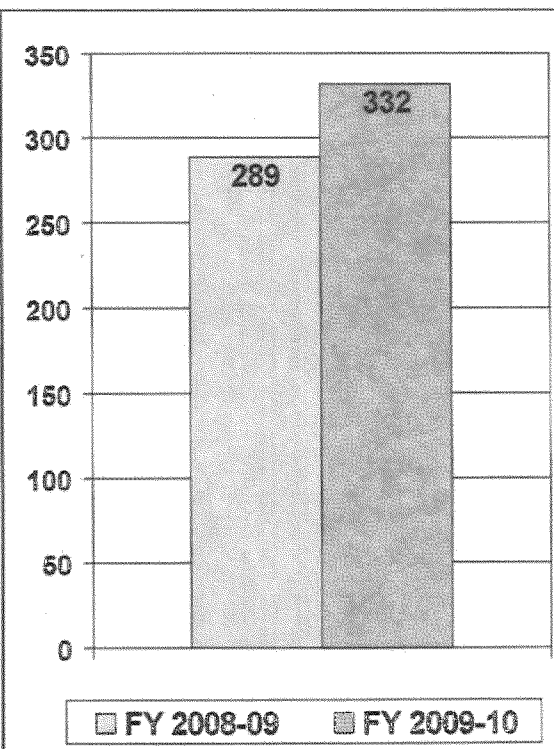
New Cases



Closed Cases



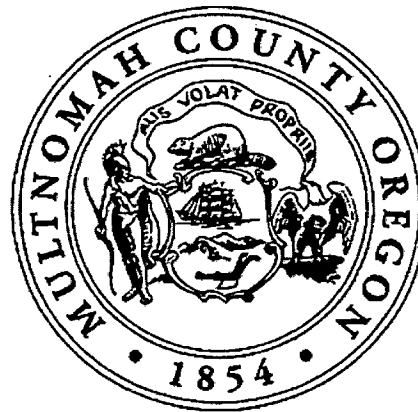
Total Case Files



[Looking Forward]

- Continue with our philosophy of Voluntary Compliance and owner education.
- Continue to address priority cases as they are received.
- Continue to work on the reduction of pending cases.

Thank You





MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 12/31/09)

Board Clerk Use Only

Meeting Date: 11/16/2010
Agenda Item #: B-3
Est. Start Time: 10:50 am

Agenda Title: **Report back on Results, Outcomes, and lessons learned from 30 Families in 30 Days**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: 11/18/10 Amount of Time Needed: 30 minutes
Department: Non-Departmental Division: Commissioner Kafoury
Contact(s): Beckie Lee
Phone: 988-6796 Ext. 86796 I/O Address: 503/6th
Presenter(s): Mary Li, Jean DeMaster, Marc Jolin

General Information

1. What action are you requesting from the Board?

Briefing on the full results, outcomes, and lessons learned from 30 families in 30 days program.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

On 12/17/2009 Budget Modification DCHS – 22 added \$210,000 from Contingency to Program Offer #25133 – Housing Stabilization for Vulnerable Populations to rapidly re-house thirty (30) homeless families. The program included an average of \$5000 per family in cash assistance to pay rent and other housing costs, case management services provided by JOIN and Human Solutions, and staffing costs for landlord recruitment and volunteer coordination. The thirty-day housing placement ended February 15th. This presentation will share housing retention rates of the program 6 months later, other outcomes of the project, and lessons learned going forward.

3. Explain the fiscal impact (current year and ongoing).

N/A

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

Our community partners, JOIN and Human Solutions, will be part of this presentation.

Required Signature

**Elected Official or
Department/
Agency Director:**

Deborah Kofmy

Date: 11/9/10

30 Families in 30 Days Outcome Summary: FY 2009-2010

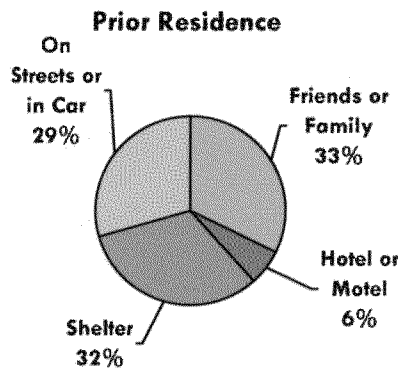
The 30 Families in 30 Days Program used a disaster relief model to quickly provide housing to 34 families within 30 days during the months of January and February. The program also supported the families in maintaining housing through at least June 30, 2010.

Unduplicated Number Served in 2010

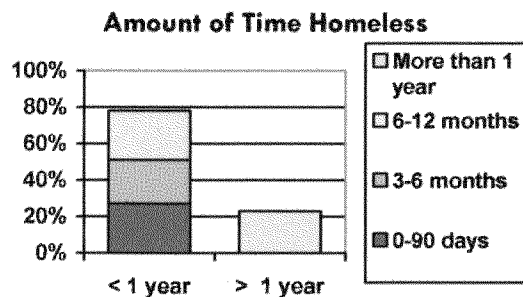
Total Individuals:	104
Children:	56
Adults:	48
Families:	34

Demographics

- All of the families were homeless at the start of services.



- The length of time families had been homeless ranged from 3 days to 5 years; 75% of the families were homeless less than one year.

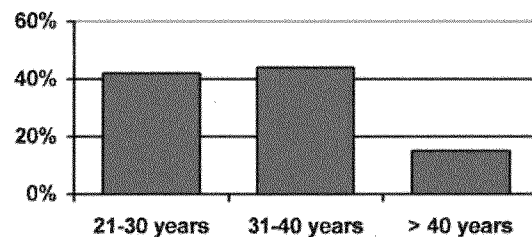


- 91% of the families were living below U.S. poverty level standards

Adults

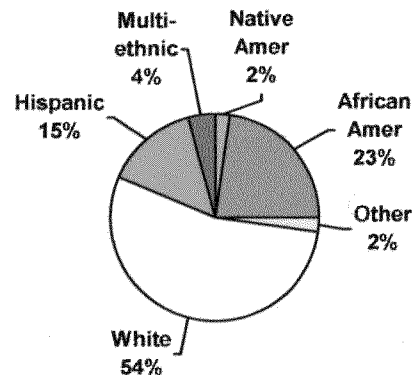
- 56% of the adult heads of household were seeking employment; 15% were at least partially employed or in a training program; 29% were not seeking employment.
- The average length the head of household had been unemployed was 27 months ranging from 0 days (for those with at least partial employment) to 12 years.
- Most of the households were headed by single parents (65%); 59% of households were headed by single mothers. The average age of the head of household was 34.5 years ranging from 23 to 53 years.

Age of Adults



- Almost half (46%) of the adults identified themselves as a person of color or from a culturally-specific community.

Race/Ethnicity of Adults

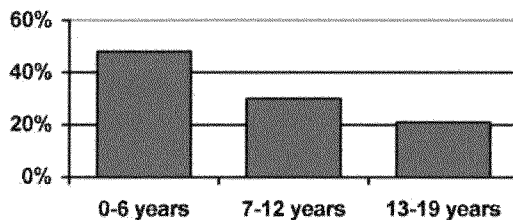


30 Families in 30 Days Outcome Summary: FY 2009-2010

Children

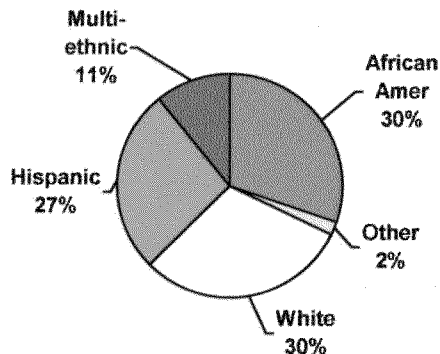
- The average number of children per family was 1.9; ranging from 1 to 5 children per household. All 4 families without children included a female who was about to give birth.
- The average age of the children was 7.4 years ranging from infant to 19 years.

Age of Children



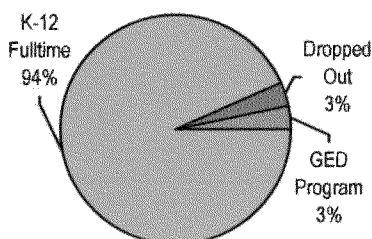
- About half of the children served were female (45%) and half were male (55%).

Race/Ethnicity of Children



- Children were more likely than adults to be of color or from a culturally specific community (70%) and specifically were more likely to be Hispanic, African American or multi-ethnic.

School Status of Children

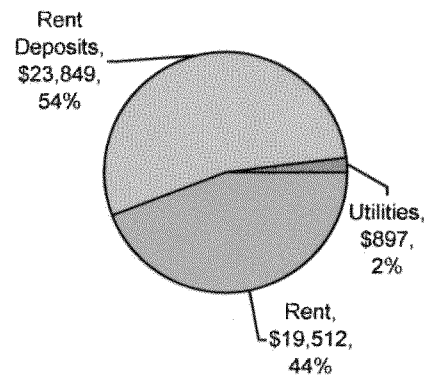


- Of the 31 children who were school-aged, 97% were attending school full-time.

Housing Status and Expenses at 30 Days

- 100% of the families were living in rental housing within 30 days of entry into the program. Over half of the families were helped with just rent payments (29%) or just rental deposits (29%). Over one third 38% were helped with both rent and deposit and 4% with deposit and utilities. Through February 25th, 2010, a total of \$44,258 was spent to house these families.

Initial Cost of Placement



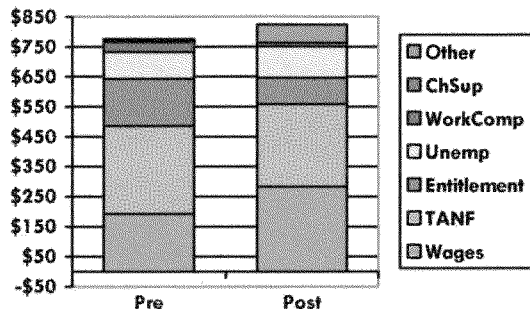
Outcomes and Expenses at Program Exit

- Almost all of the 34 families (97%) completed services. Only one family's needs were not able to be met by this level of service.
- All of the families received case management services during their time in the program.
- All but one family (97%) were living in a rental house or apartment at the time of exit from the program. 29 families continued to receive case management services until June 30th, 2010; two families exited in March, two in April and one in May. Families averaged 140 days (4.6 months) between enrollment in and exit from services.

30 Families in 30 Days Outcome Summary: FY 2009-2010

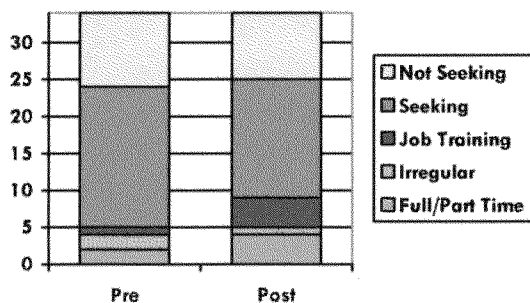
Family Income at Entry and Exit

- At the start of services, families averaged a monthly incomes of \$775 compared to \$822 at exit. 91% were below poverty level at entry compared to 85% at exit. This difference was not statistically significant.



Employment at Entry and Exit

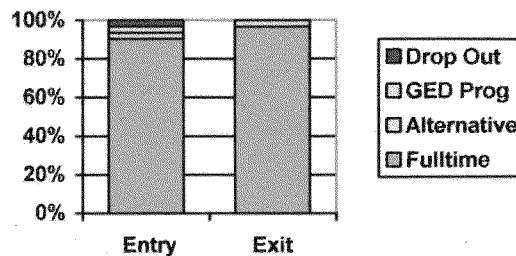
- Although three quarters of the families were unemployed (76%) at exit, 24% were employed compared to 15% at entry. Of the nine families who were not seeking work at exit, eight were disabled and one had another adult in the home working full-time.



School Placement of Children at Entry and Exit

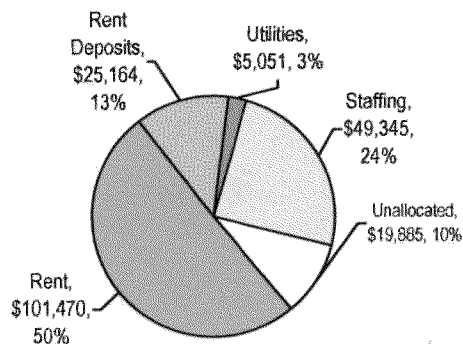
- 100% of the children were in the same school setting or were back in school at exit.

School Aged Children (N=31)



Expenses

Actual Total Expenses



Total Actual: \$200,915

30 Families in 30 Days Outcome Summary: FY 2009-2010

Summary

DELIBERATE AND REALIZED STRATEGIES

1. **Could a program of limited staffing and minimal rent assistance successfully house 30 families within 30 days?** In fact, this program was successful at employing a disaster relief model to quickly find rental housing for 34 homeless families within the 30 day framework.
2. **Would families who had access to rapid housing and limited case management services stay in the placement?** All but one family completed services and stayed in their rental housing for the entire time they were participating in services; an average of 4.6 months.
3. **Would housing families first contribute to self sufficiency?** The program had a small positive effect on income¹, future housing stability and school enrollment.
 - Both average income and the percent of adult heads of household who were employed increased.
 - Anecdotally, families were able to get enrolled in other, more permanent housing subsidy services (e.g., Family Futures, Housing Authority of Portland, etc.).
 - School aged children were able to maintain school enrollment.
4. **Could landlords be successfully recruited to replace the ones being used to house the 30 families?** With money that was built into the model, service providers were able to use existing landlords to implement the rapid housing model and at the same time recruit for new landlords. In all, 32 new landlords were added to agency lists.

DELIBERATE AND UNREALIZED STRATEGIES

5. **Could volunteers be utilized to supplement staffing and assist families with getting situated in their rental housing?** The use of volunteers was not as successful as was hoped because it was difficult to match what the families needed with what volunteers were able to

offer. Thirteen of the families were matched with volunteers who were able to meet some of their needs.

EMERGENT AND REALIZED STRATEGIES

1. **Were there unanticipated positive side effects to the model?** Because of the short timeline of the program, providers had access to (a) highly flexible funding and (b) were required to do only the most essential documentation of their work. The highly flexible funding allowed providers the freedom to make the most efficient and effective investments in each household, adjusting the amount, duration, and type of support to meet each household's specific needs. Minimizing documentation requirements by focusing primarily on critical outcome measures (e.g. placement, retention) freed provider staff to move quickly to take advantage of housing opportunities and reduced the amount of staffing necessary to achieve the placement and retention outcomes.

Conclusions

The housing first approach of 30 Families in 30 Days offers evidence that families can be rapidly placed and stabilized in rental housing using minimal resources and staffing and averting homelessness.

¹ In a different economic times, more of the adults may have secured employment or secured employment paying a higher wage. The percent of the labor force that was unemployed, not seasonally adjusted in Oregon as of June 2010 was 10.4%.



**MULTNOMAH COUNTY
AGENDA PLACEMENT REQUEST
BUDGET MODIFICATION**

(revised 12/31/09)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-1 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-1
Est. Start Time: 9:30 am

BUDGET MODIFICATION: HD-11-05

BUDGET MODIFICATION - HD-05 authorizing four position re-classifications
Agenda within various Divisions of the Health Department as determined by the
Title: Class/Comp Unit of Central Human Resources.

Note: For all other submissions (i.e. Notices of Intent, Ordinances, Resolutions, Orders or Proclamations) please use the APR short form.

Requested Meeting Date:	<u>November 18, 2010</u>	Amount of Time Needed:	<u>N/A - Consent</u>
Department:	<u>Health Department</u>	Division:	<u>Multiple</u>
Contact(s):	<u>Lester A. Walker - Budget & Finance Manager</u>		
Phone:	<u>(503) 988-3663</u>	Ext.	<u>26457</u>
	I/O Address:		<u>167/2/210</u>
Presenter(s):	<u>N/A (Consent Agenda)</u>		

General Information

1. What action are you requesting from the Board?

Approval of staffing adjustment resulting from the re-classification of four positions. This change will not impact the Health Department's total FTE for FY2011.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Reclassify a 0.90 Office Assistant Senior to a 0.90 HR Technician, position 707806, in the Human Resources Division of the Health Department. Class Comp approved reclassification effective on 11/01/2010 (reclass #1577). The purpose of this position is to provide paraprofessional and technical support to the training manager, training specialist, and department staff. This change impacts program offers 40039 – Business & Quality - Human Resources & Training.

Reclassify a 0.90 Community Health Specialist 2 to a 0.90 Health Educator, position 712904, in the

Community Health Services Division of the Health Department. Class Comp approved reclassification effective on 2/14/2010 (reclass #1617). This is one of three positions in the Adolescent Pregnancy Prevention-4REAL program responsible for planning, developing and implementing sexual health curricula for Multnomah County youth. This change impacts program offers 40025 – Adolescent Promotion.

Reclassify a 0.82 Community Health Specialist 2 to a 0.82 Health Educator, position 705320, in the Community Health Services Division of the Health Department. Class Comp approved reclassification effective on 2/14/2010 (reclass #1618). This is one of three positions in the Adolescent Pregnancy Prevention-4REAL program responsible for planning, developing and implementing sexual health curricula for Multnomah County youth. This change impacts program offers 40025 – Adolescent Promotion.

Reclassify a 0.82 Community Health Specialist 2 to a 0.82 Health Educator, position 712990, in the Community Health Services Division of the Health Department. Class Comp approved reclassification effective on 10/18/2010 (reclass #1620). This is one of three positions in the Adolescent Pregnancy Prevention-4REAL program responsible for planning, developing and implementing sexual health curricula for Multnomah County youth. This change impacts program offers 40025 – Adolescent Promotion.

3. Explain the fiscal impact (current year and ongoing).

There is no financial impact for FY11.

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

N/A

ATTACHMENT A

Budget Modification

If the request is a **Budget Modification**, please answer **all** of the following in detail:

- What revenue is being changed and why? If the revenue is from a federal source, please list the Catalog of Federal Assistance Number (CFDA).

No change in revenues.

- What budgets are increased/decreased?

The Health Department's budget will have the following changes:

- Permanent personnel budget will increase by \$8,226.
- Temporary personnel budget will decrease by \$8,226.
- Salary related expense budget will increase by \$1,674.
- Non-Base fringe budget will decrease by \$1,674
- Insurance benefits budget will increase by \$6,640.
- Non-Base insurance budget will decrease by \$6,640.

These changes will have no financial impact on the budget and do not change the Health Department's total FTE.

- What do the changes accomplish?

Change of classification of positions 707806, 712904, 705320, and 712990 to better fit the duties of those positions as determined by the Class/Comp Unit of the Central Human Resources.

- Do any personnel actions result from this budget modification? Explain.

1. Reclassify a 0.90 Office Assistant Senior to a 0.90 HR Technician, position 707806, in the Human Resources Division of the Health Department.
2. Reclassify a 0.90 Community Health Specialist 2 to a 0.90 Health Educator, position 712904, in the Community Health Services Division of the Health Department.
3. Reclassify a 0.82 Community Health Specialist 2 to a 0.82 Health Educator, position 705320, in the Community Health Services Division of the Health Department.
4. Reclassify a 0.82 Community Health Specialist 2 to a 0.82 Health Educator, position 712990, in the Community Health Services Division of the Health Department.

- If a grant, is 100% of the central and department indirect recovered? If not, please explain why.

N/A

- Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?

N/A

- If a grant, what period does the grant cover? When the grant expires, what are funding plans? Are there any particular stipulations required by the grant (i.e. cash match, in kind match, reporting requirements etc)?

N/A

ATTACHMENT B

BUDGET MODIFICATION: HD-11-05

Required Signatures

**Elected Official or
Department/
Agency Director:**

Lillian Shirley

Date: 10/22/2010

[Signature]

Date: 10/27/2010

Budget Analyst:

Date: _____

Department HR:

Kathleen Fuller

Date: 10/21/2010

Countywide HR:

[Signature]

Date: 10/25/2010

Budget Modification ID: **HD-11-05****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2010

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1	40-30	1000	40025	30			44503-GF	60000	46,458	54,684	8,226		Increase Permanent
2	40-30	1000	40025	30			44503-GF	60130	15,094	16,768	1,674		Increase Salary Related Expns
3	40-30	1000	40025	30			44503-GF	60140	16,793	23,433	6,640		Increase Insurance
4													
5	40-44	1000	40018	30			4SA76-02-GF	60100	165,570	161,457	(4,113)		Decrease Temporary
6	40-44	1000	40018	30			4SA76-02-GF	60135	35,855	35,018	(837)		Decrease Non-Base Fringe
7	40-44	1000	40018	30			4SA76-02-GF	60145	5,379	2,059	(3,320)		Decrease Non-Base Insurance
8													
9	40-44	1000	40018	30			4SA76-03-GF	60100	171,820	167,707	(4,113)		Decrease Temporary
10	40-44	1000	40018	30			4SA76-03-GF	60135	42,480	41,643	(837)		Decrease Non-Base Fringe
11	40-44	1000	40018	30			4SA76-03-GF	60145	5,575	2,255	(3,320)		Decrease Non-Base Insurance
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											0	0	GRAND TOTAL



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-2
Est. Start Time: 9:30 am
Date Submitted: 11/2/2010

Agenda Title: RESOLUTION Authorizing the Repurchase of a Tax Foreclosed Property By the Former Owner, Paula A. Sitton.

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: 11/18/2010 Amount of Time Needed: Consent
Assessment, Recording and
Department: County Management Division: Taxation / Special Programs
Contact(s): Sally Brown and Becky Grace
Phone: 503-988-3349 Ext. 22349 I/O Address: 503/1
Presenter Name(s) & Title(s): Sally Brown

General Information

1. What action are you requesting from the Board?

Special Programs is requesting the Board to approve the repurchase of a tax foreclosed property by the former owner, Paula A. Sitton.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Paula A. Sitton is the former owner of certain tax foreclosed real property located at 16683 NE Halsey St. The subject property (as shown in Exhibit A) was foreclosed on for delinquent property taxes and came into County ownership on October 6, 2010. Paula A. Sitton called requesting the payoff information to repurchase the property within the 30 days provided by Multnomah County Code Chapter 7.

This action affects our Program Offer 72051 by placing a tax foreclosed property back onto the tax roll.

3. Explain the fiscal impact (current year and ongoing).

The repurchase will allow for the recovery of the delinquent taxes, fees, and expenses. The sale will also reinstate the property on the tax roll (see Exhibit B).

Agenda Placement Request
Submit to Board Clerk

4. Explain any legal and/or policy issues involved.

Multnomah County Code Section 7.402 provides for 30 days notice to the former owner of record to repurchase a property foreclosed on for delinquent property taxes and expenses.

5. Explain any citizen and/or other government participation that has or will take place.

None is anticipated.

Required Signature

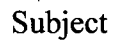
**Elected Official or
Department/
Agency Director:**

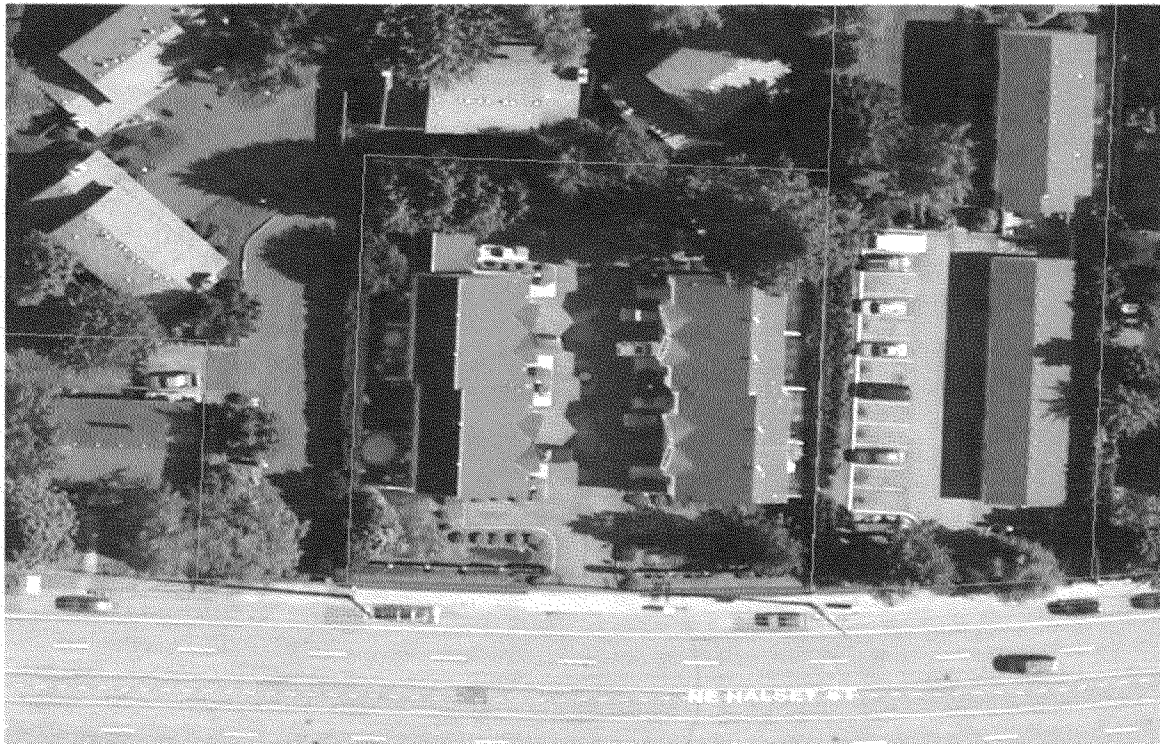
Mindy Harris

Date: 10/29/10

**Agenda Placement Request
Submit to Board Clerk**

16683 NE Halsey St Unit 5 Gresham OR 97230





**Agenda Placement Request
Submit to Board Clerk**

EXHIBIT B
PROPOSED PROPERTY LISTED FOR REPURCHASE
FISCAL YEAR 2011

LEGAL DESCRIPTION:	Unit 5, Parcourt Condominiums
PROPERTY ADDRESS:	16683 NE Halsey St, Un 5
TAX ACCOUNT NUMBER:	R233645
GREENSPACE DESIGNATION:	No designation
SIZE OF PARCEL:	Condo
ASSESSED VALUE:	\$131,210

ITEMIZED EXPENSES FOR TOTAL PRICE OF REPURCHASE

BACK TAXES & INTEREST:	\$22,632.90
SPECIAL PROGRAM'S MAINTENANCE COST & EXPENSES:	\$500.00
PENALTY AND FEES:	\$770.31
SUB-TOTAL:	\$23,903.21
MINIMUM PRICE REQUEST FOR REPURCHASE:	\$23,903.21

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Authorizing The Repurchase Of A Tax Foreclosed Property By The Former Owner, Paula A. Sitton

The Multnomah County Board of Commissioners Finds:

- a. Paula A. Sitton is the former owner of certain real property described as:

Unit 5, Parcourt Condominiums

(the Property). On or about September 22, 2008 judgment was entered in Multnomah County Circuit Court foreclosing the delinquent taxes levied against the Property.

- b. On October 6, 2010 the County Tax Collector deeded all right, title and interest in the Property to Multnomah County as authorized under ORS 312.200.
- c. Paula A. Sitton has applied to the County in compliance with MCC Section 7.402 to repurchase the Property for \$23,903.21, which amount is not less than that required by ORS 275.180 and MCC Subsection 7.402(C); and it is in the best interest of the County that the Property be sold to the former owner.
- d. The County has received payment in the amount of \$23,903.21 from Paula A. Sitton.

The Multnomah County Board of Commissioners Resolves:

1. The County Chair is authorized to execute a deed, in substantial conformance with the attached deed, conveying the Property to Paula A. Sitton.

ADOPTED this 18th day of November, 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:
Mindy Harris, Interim Director, Dept. of County Management

Until a change is requested, all tax statements shall be sent to the following address:

PAULA A. SITTON
16683 NE HALSEY ST, UN 5
PORTLAND OR 97230

After recording return to:
Multnomah County Tax Title 503/1

Deed D112229

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, **Grantor**, conveys to Paula A. Sitton, **Grantee**, certain real property located in Multnomah County, Oregon more particularly described as follows::

Unit 5, Parcourt Condominiums

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

The true consideration for this conveyance is \$23,903.21.

IN WITNESS WHEREOF, the Multnomah County Board of Commissioners by authority of a Resolution of the Board, entered of record; has caused this deed to be executed by the Chair of the of County Board.

Dated this 18th day of November, 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

This Deed was acknowledged before me this 18th day of November 2010, by Jeff Cogen, to me personally known, as Chair of the Multnomah County Board of Commissioners, on behalf of the County by authority of the Multnomah County Board of Commissioners.

Marina A. Baker,
Notary Public for Oregon;
My Commission expires: 6/14/2014

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney



**MULTNOMAH COUNTY
AGENDA PLACEMENT REQUEST
NOTICE OF INTENT**

(revised 08/02/10)

**APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS**
AGENDA # C-3 DATE 11/18/10
MARINA BAKER, ASST BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-3
Est. Start Time: 9:30 am
Date Submitted: 11/3/2010

NOTICE OF INTENT: Department of County Human Services, Aging and Disability Services Division is requesting approval to apply for a two year
Agenda Title: National Council on Aging (NCOA) grant of \$130,000 for benefits outreach and enrollment of seniors and adults with disabilities into available public benefits.

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date:	<u>November 18, 2010</u>	Amount of Time Needed:	<u>n/a</u>
Department:	<u>DCHS</u>	Division:	<u>ADSD</u>
Contact(s):	<u>Kathy Tinkle & Lee Girard</u>		
Phone:	<u>503-988-3691</u>	Ext.	<u>26858</u>
Presenter Name(s) & Title(s):	<u>I/O Address: 167/240</u>		
	<u>Consent calendar</u>		

General Information

1. What action are you requesting from the Board?

The Department of County Human Services Aging & Disability Services Division (ADSD) is requesting permission to apply for a two year \$130,000 grant from the National Council on Aging (NCOA) for benefits outreach and enrollment.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The goal of the grant is to find and enroll both seniors 65 years and older and adults with disabilities, aged 21 and older, who have limited incomes and resources in available public benefits, such as: Medicare Part D Extra Help, Medicare Savings Programs, Medicaid and SNAP (food stamps). ADSD is proposing to develop a community network of volunteer peer advocates to assist individuals in applying for benefits. ADSD will target efforts towards hard to reach populations and

**Notice of Intent APR
Submit to Board Clerk**

work with community organizations that are identified leaders in their communities. Development of benefits enrollment assistance is a key step in preparing to provide comprehensive Aging & Disability Resource Connections services in Multnomah County.

3. Explain the fiscal impact (current year and ongoing).

The grant would provide a total of \$130,000 for 2 years, which will be used to hire a limited duration 0.50 FTE for the grant period to develop community partnerships, establish project protocols and conduct grant oversight and reporting activities. A portion of this grant will also be passed down to community organizations that will assist in the implementation of the project.

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

ADSD will be partnering with the following community organizations to implement this project: Elders in Action, Asian Health & Services Center, African American Health Coalition, El Programa Hispano, Native American Youth and Family Center and Native American Rehabilitation Association.

ATTACHMENT A

Grant Application/Notice of Intent

If the request is a Grant Application or Notice of Intent, please answer all of the following in detail:

- **Who is the granting agency?**
The National Council on Aging
- **Specify grant (matching, reporting and other) requirements and goals.**
Applicants may request up to \$130,000 and are required to provide a 15% cash or in-kind match towards the grant (\$19,500 for a grant of \$130,000). Grantees are required to provide application and enrollment assistance to 1,300 people during the two years of the grant. Service tracking and reporting will be done through a web-based electronic tool provided by the funder.
- **Explain grant funding detail – is this a one time only or long term commitment?**
This is a one time only grant of two years. The Division would use the funding to develop a sustainable system of volunteers that would continue after the end of the grant. A limited duration 0.5 FTE position would be created for the grant period to develop community partnerships, establish project protocols and conduct grant oversight and reporting activities.
- **What are the estimated filing timelines?**
November 19, 2010, 5 pm Eastern time. Notification of applicants selected to receive grants will occur in mid-January 2011.
- **If a grant, what period does the grant cover?**
February 1, 2011 thru January 31, 2013.
- **When the grant expires, what are funding plans?**
Staffing to conduct program development will end with the grant. Benefit enrollment activities will continue after the grant expires through a system of volunteer peer advocates that will be overseen by current ADSD program staff.
- **Is 100% of the central and departmental indirect recovered? If not, please explain why.**
Yes

ATTACHMENT B

Required Signatures

Elected Official
or Department/
Agency
Director:

Larry Linker for Joanne Fuller

Date: 11/1/10

Budget Analyst:

[Signature]

Date: 11/2/2010



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

AGENDA # C-4 DATE 11/18/10
MARINA BAKER, ASST BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-4
Est. Start Time: 9:30 AM
Date Submitted: 11/03/2010

Agenda Title: **Unclaimed Property Sale/Auction**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: Next Available Amount of Time Needed: N/A
Department: Sheriff's Office Division: _____
Contact(s): Chris Payne/Wanda Yantis
Phone: 503-251-2501 Ext. _____ I/O Address: 313/118/Payne
Presenter: Consent Calendar

General Information

1. What action are you requesting from the Board?

To comply with Multnomah County Codes 15.650, I am requesting that this listing of property be placed on the Board of County Commissioners' agenda for approval for the auction and disposition of unclaimed property.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The found/unclaimed or unidentified property has been in the Sheriff's possession for over 30 days. All attempts to establish the rightful owner(s) of the listed property have proven negative. Property was acquired from closed case files which were originally connected to the following crimes or events:

- Burglaries
- Identification theft
- Narcotics
- Found property
- Recovered stolen, unable to locate owner

Property will either be sold on the Internet or disposed of by the County's Contracted vendor, "PropertyRoom.com". Proceeds from sales will be deposited in the County Treasury to the credit of the Multnomah County general fund. The auction website is www.PropertyRoom.com.

**Agenda Placement Request
Submit to Board Clerk**

3. Explain the fiscal impact (current year and ongoing).

Proceeds from the sale of the items will be applied to the general fund after the auction fee is deducted.

4. Explain any legal and/or policy issues involved.

None.

5. Explain any citizen and/or other government participation that has or will take place.

None.

Required Signature

Elected Official or

Dept/Agency Director: Sheriff Dan Strum by CO T. Malone Date: 11-01-10

Property Auction Manifest













Name or Department MULTNOMAH CO. SHERIFF'S OFFICE

Date 10-28-10

Pickup Address 12240 NE GLISAN ST

Pg. Number 1

PORTLAND, OR 97230

Line #	Qty.	Description	Serial #	Your Reference Numbers			PR SKU (0000-000000)
	1	H18 CANON VIDEO CAMCORDER	2720100263	05-406815		ED THEFT	 1620-000272
	1	H18 CANON VIDEO CAMCORDER	2430400313	05-406815		}	 1620-000273
	1	M412/4 YAMAHA MIXING CONSOLE	1105796	05-406815			 1620-000274
	1	ONKYU DUAL CASSETTE PLAYER	4701020521	05-406815			 1620-000275
	1	KENWOOD CD PLAYER	62M34916	05-406815			 1620-000276
	1	SONY AUDIO/VIDEO CONTROL CENTER	810131	05-406815			 1620-000277
	1	SONY DUAL CASSETTE PLAYER	0945990	05-406815			 1620-000278
	1	ONKYO CD PLAYER	2103027177	05-406815			 1620-000279
	1	AIWA DUAL CASSETTE PLAYER	F81209293	05-406815			 1620-000280
	1	KOSS DUAL CD PLAYER		05-406815		 1620-000281	
	1	HP MONITOR (NO CABLES)	CNKQM07162	05-406815		 1620-000282	
		ZENITH VCR	55001636	06-406914	111367	NATL. INVEST	 1620-000283

Manifest Detail Verified: <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).	Valuables/Jewelry Verified <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center	Received From: _____ Driver Acceptance: _____ <input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked
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Property Auction Manifest

Name or Department MULTNOMAH COUNTY SHERIFF
 Pickup Address 12240 NE GLISAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 2

Line #	Qty.	Description	Serial #	Your Reference Numbers		PR SKU (0000-000000)
	1	AMPLIFIER AIWA	60203225	05-406815		ED THEFT 1620-000284
	1	PIONEER CD CHANGER		05-406815		1620-000285
	1	DVR DISH NETWORK	KA025F302K1A02	05-406815		1620-000286
	1	BOX w/ SILVERWARE		05-406815		1620-000287
	1	CRAFTSMAN RECIPROCATING SAW	321181 321181	05-406815		1620-000288
	3	RECEIVER DIRECT TV	F300000000	05-406815		1620-000289
	1	TECHNICS AM/FM STEREO RECEIVER	VJ1FD91448	05-406815		1620-000290
	1	TECHNICS DUAL CASSETTE PLAYER	FH1FD3309	05-406815		1620-000291
	1	MAIL SCALE w/ SIZING PLATES		05-403152	101332 101333	FOUND PROP 1620-000292
	1	BOX w/ 4 CAR STEREO'S & ELECTRIC EQUIPMENT		05-402646		ED THEFT 1620-000293
	1	FENDER AMPLIFIER		05-402646	112218	1620-000294
	1	AMERICAN DS PRO SERIES AMPLIFIER	99430769	05-402646		1620-000295

Manifest Detail Verified: <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).	Valuables/Jewelry Verified <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center	Received From: _____ Driver Acceptance: _____ <input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked
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Property Auction Manifest

Name or Department MULTNOMAH CO. SHERIFF
 Pickup Address 12240 NE GLISAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 3

Line #	Qty.	Description	Serial #	Your Reference Numbers		PR SKU (0000-000000)
	1	HANDEL CLOCK		92-11213		NARC INVEST 1620-000296
	1	ELECTRIC FENDER GUITAR STRATOCASTER	E979122	05-402646	112203	ID THEFT 1620-000297
	1	DJ MIXER		05-402646	112221	
	1	HP COLOR LASERJET PRINTER		05-402646	112201	
	1	APPLE MAC COMPUTER		05-402646	112185	
	1	COOKING ROTISSERIE		05-402646		
	1	ZENITH DVD PLAYER	381-46263254	05-402565		
	1	2 CAR STEREOS 1 CD CHANGER				
	1	GATEWAY COMPUTER MONITOR	KUL7002F0000 586			
	1	LAPTOP COMPUTER		05-400128		NARC INVEST 1620-000305
	1	PENTAX K1000 CAMERA	6332599	05-402646		ID THEFT 1620-000306
	1	BAG MISC PDA'S		05-402646		ID THEFT 1620-000307

Manifest Detail Verified:	Valuables/Jewelry Verified	Received From:
<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).	<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center	Driver Acceptance:
		<input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked

Property Auction Manifest

Name or Department MULTNOMAH CO. SHERIFF
 Pickup Address 12240 NE ELISAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 4

Line #	Qty.	Description	Serial #	Your Reference Numbers			PR SKU (0000-000000)
	1	PHILIPS TV/MONITOR	B2000334586005	05-402646	112183	ED THFT	1620-000308
	1	PROFESSIONAL MAMIYA w/case CAMERA w/ FLASH & EXTRA LENSE	RA1084			7	1620-000309
	1	CAMERA BAG w/ 2 OLD CAMERA'S					1620-000310
	1	BROWN LEATHER BROWNIE CAMERA CASE w/ OLD CAMERA					1620-000311
	1	PS2 VIDEO GAME SYSTEM		08-404498	100700		1620-000312
	1	BAG w/ CAMERA; FUJIFILM LENSES		05-402646			1620-000313
	1	SONY TV		05-402646	112266		1620-000314
	1	SHARP COMPUTER PROJECTION PANEL	SAU00912	05-402646	112284		1620-000315
	1	CANON VIDEO CAMERA w/case		05-402646	112192		1620-000316
	1	SHARP VIEWCAM Camera	902835921	05-402646			1620-000317
	1	PANASONIC VIDEO CAMERA	V31610296	05-402646	112245		1620-000318
	1	KEYSTONE OLYMPIC OLD MOVIE CAMERA	2622195	05-402646			1620-000319
Manifest Detail Verified:			Valuables/Jewelry Verified		Received From: _____		
<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).			<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center		Driver Acceptance: _____ <input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked		

Property Auction Manifest

Name or Department MULT NOMA CO. SHERIFF
 Pickup Address 12240 NE GLISAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 5

Line #	Qty.	Description	Serial #	Your Reference Numbers			PR SKU (0000-000000)
	1	FOTOMAN PICTURE	EKB52100414	05-402646	112256	ED THST	1620-000320
	1	RADIOSHACK SOUND METER		05-402646	112252		1620-000321
	1	DELL PROJECTOR	TW-OK0305-706413530010	05-402646	112243		1620-000322
	2	BUDDHA STATUES		05-402646			1620-000323
	1	BENQ DIGITAL AUDIO PLAYER	98K2005A01	05402646	112186		1620-000324
	1	DREMEL TOOL SET		05-402646	112277		1620-000325
	1	IN FOCUS PROJECTOR	AHHP30300773	05-402646	112242		1620-000326
	1	LAPTOP IBM DOCKING STATION		05-402646	112262		1620-000327
	1	XBOX GAME SYSTEM	613220721402	05-402646	112193		1620-000328
	1	LIGHTNING CAR AUDIO AMP	E11020833	05-402646	112260		1620-000329
	1	SIGNED BASEBALL		05-402646	112264		1620-000330
	1	12 DISC DISC CHANGER CLATION	0130500	05-402646	112254		1620-000331

Manifest Detail Verified:	Valuables/Jewelry Verified	Received From:
<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).	<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center	Driver Acceptance:
		<input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked

Property Auction Manifest

Name or Department MULTNOMAH CO. SHERIFF
 Pickup Address 122 40 NE GLISAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 6


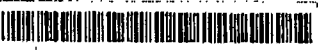

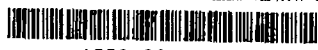
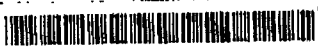






Line #	Qty.	Description	Serial #	Your Reference Numbers			PR SKU (0000-000000)
	1	AST LAPTOP COMPUTER		05-402646	112258	ED THEFT	1620-000332
	1	IBM LAPTOP COMPUTER		05-402646	112240		1620-000333
	1	APPLE LAPTOP COMPUTER	EE62386048P	05-402646	112257		1620-000334
	1	POLAROID DVD PLAYER		05-402646	112237		1620-000335
	1	TOSHIBA LAPTOP COMPUTER	39516315A	05-402646	112239		1620-000336
	1	TOSHIBA LAPTOP COMPUTER		05-402646	112238		1620-000337
	1	DELL POCKET PC		05-402646	112278		1620-000338
	1	BOSE (FALL BROKEN) STEREO SYSTEM	CDM 20A192583	05-402646	112255		1620-000339
	1	MAIL BOX W BINOCULARS		05-402646			1620-000340
	1	HP LASERJET 1012 PRINTER		05-402646	112184		1620-000341
	1	CANON BUBBLEJET PRINTER		05-402646	112236		1620-000342
	1	BOX W/ MISC CAMERAS AND VIDEO EQUIPMENT		05-402646	112267		1620-000343

Manifest Detail Verified: <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).	Valuables/Jewelry Verified <input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center	Received From: _____ Driver Acceptance: _____ <input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked
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Property Auction Manifest

Name or Department MULTNOMAH CO. SHERIFF
 Pickup Address 12240 NE GUSAN ST.
PORTLAND, OR 97230

Date 10-28-10
 Pg. Number 7

Line #	Qty.	Description	Serial #	Your Reference Numbers			PR SKU (0000-000000)
	1	CANON REBEL G CAMERA w/ LENSE	0585094	05-402646		FD THEFT	 1620-000344
	1	MINOLTA CAMERA w/ LENSE	00716558	05-402646			 1620-000345
		5 CAMERA LENSES		05-402646			 1620-000346
	2	SKATEBOARDS		09-404074	118100		FOUND PROP
	1	SCOOTER		09404765	119696	FOUND PROP.	 1620-000348
	1	BAG MISC TOOLS		09-406588	122859 122	NARC. INVEST.	 1620-000349
	1	BOX MISC ELECTRIC TOOLS		06-402275		NARC INVEST.	 1620-000350
	1	DELL LAPTOP COMPUTER	09242	09-401142	110729	FOUND PROP	 1620-000351
	2	LEAF BLOWERS		06-406821	111232	BELOWNED STOLEN	 1620-000352
	1	LONG SKATEBOARD		09-401174	110364	FOUND PROP	 1620-000353
	1	FISHING POLE		08-406713	101680	FOUND PROP	 1620-000354
	1	PALLET w/ ASSORTED FURNITURE & HOUSE WARE		08-401339	102843	NARC INVEST.	 1620-000355
Manifest Detail Verified:			Valuables/Jewelry Verified		Received From:		
<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center (PR Count Final; discrepancies will be reported promptly).			<input type="checkbox"/> At Pick Up <input type="checkbox"/> At Processing Center		Driver Acceptance:		
					<input type="checkbox"/> ID Check Required <input type="checkbox"/> ID Checked		



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST BUDGET MODIFICATION

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-5 DATE 11/18/10
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-5
Est. Start Time: 9:30 am

BUDGET MODIFICATION: NOND - 07

Agenda Title: BUDGET MODIFICATION # NOND-07, reclassifying one position in Information Technology

Note: For all other submissions (i.e. Notices of Intent, Ordinances, Resolutions, Orders or Proclamations) please use the APR short form.

Requested Meeting Date:	<u>November 18, 2010</u>	Amount of Time Needed:	<u>N/A (Consent)</u>
Department:	<u>Nondepartmental</u>	Division:	<u>Information Technology</u>
Contact(s):	<u>Tony Dornbusch</u>		
Phone:	<u>(503) 988-4873</u>	Ext.	<u>84873</u>
		I/O Address:	<u>503/4</u>
Presenter Name(s) & Title(s):	<u>N/A</u>		

General Information

1. What action are you requesting from the Board?

Information Technology is requesting Board approval of a budget modification authorizing the reclassification of one position.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Information Technology (IT) requests Board approval of a reclassification request for the following position.

Position Title (Old)	Position Title (New)	Position Number	FTE
Prog Comm & Web Specialist Sr	IT Project Manager 1	706627	No FTE Change

Information Technology requested the Central Class Compensation Unit to examine the duties of this position. The Central Class Compensation Unit approved the classification changes noted

**Budget Modification APR
Submit to Board Clerk**

above. Position 706627 is budgeted for FY 2011 in Program Offer 79014 – IT SAP Support Team. Position 706627 will be moved via bud mod effective 10/15/10 to Program Offer 79002 Project & Portfolio Management.

3. Explain the fiscal impact (current year and ongoing)

The reclassification request is being accomplished within current resources for FY 2011. Ongoing expenses for this position will be recovered via standard service rates.

4. Explain any legal and/or policy issues involved.

The reclassifications, for which approval is sought in this request, have been reviewed by the Human Resources Division.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

ATTACHMENT A

Budget Modification

If the request is a Budget Modification, please answer all of the following in detail:

- What revenue is being changed and why? If the revenue is from a federal source, please list the Catalog of Federal Assistance Number (CFDA).

N/A

- What budgets are increased/decreased?

N/A

- What do the changes accomplish?

Reclassification of one position.

- Do any personnel actions result from this budget modification? Explain.

Reclassification of one position.

- If a grant, is 100% of the central and department indirect recovered? If not, please explain why.

N/A

- Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?

N/A

- If a grant, what period does the grant cover? When the grant expires, what are funding plans? Are there any particular stipulations required by the grant (i.e. cash match, in kind match, reporting requirements etc)?

N/A

<p><i>NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.</i></p>

**Budget Modification APR
Submit to Board Clerk**

ATTACHMENT B

BUDGET MODIFICATION: NOND - 07

Required Signatures

**Elected Official or
Department/
Agency Director:**


Sherry Swackhamer

Date: 11/10/11

Budget Analyst:


Julie Neburka

Date: 11/10/11

Department HR:

Date: _____

Countywide HR:

Date: _____

**Budget Modification APR
Submit to Board Clerk**

ANNUALIZED PERSONNEL CHANGE

Change on a full year basis even though this action affects only a part of the fiscal year (FY).

						ANNUALIZED				
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
3503	6200	64651	709191	Prog Comm & Web Splst Sr	706627	(1.00)	(65,951)	(21,428)	(17,907)	(105,286)
3503	9458	65726	709600	IT Project Mgr 1	706627	1.00	65,951	21,428	17,907	105,286
										0
										0
										0
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										0
				TOTAL ANNUALIZED CHANGES		0.00	0	0	0	0

position 706627 Dudley vacant; reclass eff 10/15/10

b) move salary from 709191 to 709600 eff 10/15/10

CURRENT YEAR PERSONNEL DOLLAR CHANGE

Calculate costs/savings that will take place in this FY; these should explain the actual dollar amounts being changed by this Bud Mod.

						CURRENT YEAR				
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
3603	6200	64861	709191	Prog Comm & Web Splst Sr	706627	(0.71)	(48,715)	(15,178)	(12,684)	(74,578)
3503	9458	65726	709600	IT Project Mgr 1	706627	0.71	46,715	15,178	12,684	74,578
										0
										0
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				TOTAL CURRENT FY CHANGES		0.00	0	0	0	0

(65,951)	12 -5495.917	8.5 -46715.29
(1.00)	12 -0.083333	8.5 -0.708333

b) effective 10/15/10



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-6 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: C-6
Est. Start Time: 9:30 AM
Date Submitted: 11/10/2010

Agenda Title: Appointment of Wayne Stewart to the Historic Columbia River Highway
Advisory Committee

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>November 10, 2010</u>	Time Requested:	<u>Consent Calendar</u>
Department:	<u>Non-Departmental</u>	Division:	<u>Chair's Office</u>
Contact(s):	<u>Barbara Guthrie, Chair's Office and Kristen Stallman, ODOT 503 731 4957</u>		
Phone:	<u>503/988-3953</u>	Ext.	<u>83953</u>
I/O Address:	<u>503/600</u>		
Presenter(s):	<u>N/A</u>		

General Information

1. What action are you requesting from the Board?

Appointment of WAYNE STEWART to the Historic Columbia River Highway Advisory Committee

2. Please provide sufficient background information for the Board and the public to understand this issue.

The Historic Columbia River Highway Advisory Committee was created by ORS 366.553 Section 4 (1) within the Oregon Department of Transportation. The Committee advises the Director of Transportation and the Oregon Transportation Commission on policy matters pertaining to the preservation and restoration of the Historic Columbia River Highway.

The Committee also reviews the Department's preparation of the historic road program and its ongoing management and submits recommendations to the Director of Transportation. The Committee meets regularly, a minimum of four times a year, at locations in the Gorge.

Ernie Drapela's reappointment was approved in 2006 by the BCVC as the Multnomah County Representative. The County Representative has unlimited term. However, the Governor appointees are limited to two 92) four-year terms. Wayne Stewart is the Governor's appointee and would like to become the Multnomah County Representative. Ernie will then become the Governor's Representative. This has been approved by the Governor's office.

Both Ernie and Wayne have been instrumental in our recent efforts to reconnect the Historic Columbia River Highway as a Trail through the gorge. It would be great if we could keep them both on the Committee.

The Committee consists of 10 members, including the State Highway Engineer, Administrator of the Parks and Recreation Division, State Historic Preservation Officer, Administrator of Tourism Division of the Economic Development Department or their delegates, and six citizen members, two residents each from Wasco, Hood River and Multnomah Counties.

The Governor appoints one member from each of the three Counties and each County Commission appoints one member respectively. Citizen members must have knowledge or specific interest in historic or scenic preservation, engineering design, recreation or related disciplines. The citizen member is appointed to terms of four years, commencing on July 1st of the year of appointment.

3. Explain the fiscal impact (current year and ongoing).

No current year/ongoing fiscal impact.

4. Explain any legal and/or policy issues involved.

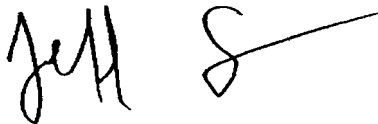
No legal and/or policy issues involved.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signatures

Department/
Agency Director:



Date: 11/10/2010



MULTNOMAH COUNTY OREGON

INTEREST FORM FOR CITIZEN ADVISORY BOARDS AND COMMISSIONS

In order to assess qualifications for appointment, it is important to fill out this form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume detailing your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

Please list in order of priority any Multnomah County Board or Commission on which you would be interested in serving:

Name: Wayne P Stewart

Address (including ZIP) :

515 SW Cheltenham St Portland, OR 97239

Are you a resident of Multnomah County? Yes: No:

Employer: WalkerMacy (Landscape architects and urban planners)
Mostly retired, providing on-call services

Educational Background:

Bachelor of Science in Civil Engineering (Illinois Institute of Technology) (1961)

Master of Science in City and Regional Planning (Illinois Institute of Technology) (1965)

MBA studies (Portland State University) (1980's)

Professional Background:

Planning Consultant (CH2M Hill, Perron Partnership, WalkerMacy) (1965 to present)

Professional Engineer (Oregon) (1970 to retirement in 2006)

Volunteer/Committee/Board Experience:

Design Review Committee, Cascade Head Ranch (1974 to 2004)

Design Review Commission, City of Portland (1985 to 1995) Chairman 1992 to 1995

CHR District Improvement Company (Oregon water utility) (1970 to present) Vice

President 1970 to present

Historic Columbia River Highway Advisory Committee (Governor's Multnomah County

Appointee -- 2001 to November 2010) Vice Chair 2004 to present

Please list names, address and telephone numbers of two people who may be contacted as personal references:

Kristen Stallman, Scenic Area Coordinator for ODOT (503)731-4957

Michael Zilis, Principal, WalkerMacy (503)228-3122

List any potential conflicts of interests between private life and public service which might result from service on a Citizen Advisory Board or Commission:

NONE

Comments: I have been working diligently to complete the reconnection of the Historic Highway as a State Trail by 2016, the 100th anniversary of Samuel Hill's and Samuel Lancaster's masterpiece linking Portland and The Dalles. I have been working closely with the ODOT and OPRD staffs to seek funding, find and evaluate an appropriate route for the remaining 11 miles of the State Trail, encourage high quality design, and push completion of engineering and permitting for the Warrendale to Moffett Creek section of the Trail. This "missing link" is the last remaining segment to be completed in Multnomah County. When this segment is constructed, a cyclist will be able to ride from Troutdale to Wyeth, a distance of 33 miles -- without ever to have to share the I-84 shoulder with cars and trucks.

Affirmative Action Information (Optional)

Sex/Racial Ethnic Background: Male/Caucasian

Birth Date: 6 October 1939

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature:

Date:

RETURN COMPLETED FORM TO: Office of Citizen Involvement
501 SE Hawthorne Boulevard, Room 192
Portland, Oregon 97214
Contact: 503.988.3450
FAX: 503.988.5674
Email: kathleen.m.todd@co.multnomah.or.us



Lynda GROW <lynda.grow@multco.us>

Fwd: FW: Historic Columbia River Highway Advisory Committee

1 message

Barbara GUTHRIE <barbara.guthrie@multco.us>
To: Lynda Grow <lynda.grow@multco.us>

Tue, Nov 9, 2010 at 8:13 AM

This is the information you asked for-- the appt. for the Bd. meeting on Nov 18.

----- Forwarded message -----

From: **TODD Kathleen M** <kathleen.m.todd@co.multnomah.or.us>
Date: Tue, Sep 21, 2010 at 4:34 PM
Subject: FW: Historic Columbia River Highway Advisory Committee
To: GUTHRIE Barbara <barbara.guthrie@co.multnomah.or.us>

I left Kristen a voice mail letting her know I would be forwarding her email to you ... kmt

Sent: Monday, September 20, 2010 11:00 AM

To: Citizen Involvement

Subject: Historic Columbia River Highway Advisory Committee

Sender's Name: Kristen Stallman

Sender's Email: kristen.stallman@odot.state.or.us

Subject: Historic Columbia River Highway Advisory Committee

Hello - I staff the Historic Columbia River Highway Advisory Committee for the Oregon Dept of Transportation. I am looking for the person who is in charge of Board of Commissioner appointees.

Ernie Drapela is our Multnomah County Representative on the Historic Columbia River Highway Advisory Committee. Ernie was nominated to the Committee by the Board of County Commissioners. He is a great representative. The county reps to the committee have unlimited terms. However, the Governor appointees are limited to two four-year terms. Wayne Stewart the Governor's appointee would like to become the Mult Co rep. Ernie will then become the Governor representative. Both Ernie and Wayne have been instrumental in our recent efforts to reconnect the Historic Columbia River Highway as a Trail through the Gorge. It would be great if we could keep them both on the committee.

Please email or call me....this may be a bit confusing.

Kristen Stallman

503-731-4957

—
Barb Guthrie



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

AGENDA # D-1 DATE 11/18/10
MARINA BAKER, ASST BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-1
Est. Start Time: 9:30 am

Agenda Authorizing Settlement of Alice Wheeler, Personal Representative of the Estate of
Holly Jean Casey v. Multnomah County, et.al.

Title: USDC Case No. 09-CV-12-1518AC

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Date Requested:	<u>November 18, 2010</u>	Time Requested:	<u>5 minutes</u>
Department:	<u>Non-Departmental</u>	Division:	<u>County Attorney</u>
Contact(s):	<u>Chip Lazenby</u>		
Phone:	<u>503-988-3138</u>	Ext.	<u>83138</u>
	I/O Address:	<u>503/500</u>	
Presenter(s): <u>Susan Dunaway, Assistant County Attorney</u>			
General Information			

1. What action are you requesting from the Board?

Approve settlement of \$300,000.

Please provide sufficient background information for the Board and the public to understand this issue. This is a civil rights and wrongful death case brought by the personal representative of the estate of an inmate who died shortly after being booked into the Multnomah County Detention Center. The claims are against the County and 8 individually named County defendants. Plaintiff alleges violations of the deceased inmate's 8th and 14th Amendments and medical malpractice. Settlement in this case is acceptable and avoids the expenses of a very lengthy and complex trial.

2. Explain the fiscal impact (current year and ongoing).

N/A

3. Explain any legal and/or policy issues involved.

On December 18, 2003, the Board adopted Resolution 03-171 delegating authority to the County Attorney to settle claims and litigation against the County or its employees in amounts up to \$25,000 per case. The County Attorney must obtain Board approval for all settlements of over \$25,000.

4. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signatures

**Department/
Agency Director:**

Date:

Charles H. Lazenby, Jr.



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (short form)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-2 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-2
Est. Start Time: 9:35 am

Agenda Title: **Multnomah County Sustainability Liaison Presentation: Green Meeting & Event Policy**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: 11/18/10 **Amount of Time Needed:** 20
Department: Office of Sustainability **Division:** Chair's Office
Contact(s): Kat West
Phone: 988-4092 **Ext.** 8-4092 **I/O Address:** _____

Presenter(s): Kat West, Stuart Farmer, Percy Winters Jr, Jon Schrotzberger, Aimee Smith, Heidi Leibrandt, Wes Stevens, Sherry Hall, Samantha Markowitz, Charlene Willett, Karen Garber, Dan Distler, Lt. Rachel Getman, Stan Johnson

General Information

1. What action are you requesting from the Board?

Adoption of the Green Meeting & Event Policy.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

In 2007, Multnomah County created the Sustainability Liaison Team made up of departmental representatives for the purpose of successfully integrating sustainability principles into county operations; meeting county sustainability goals; and implementing cost saving efficiencies. This annual presentation highlights the successes of the Sustainability Liaisons and their departments in these efforts.

In addition, the Office of Sustainability and the Sustainability Liaisons have co-developed a county-wide **Green Meeting & Event Policy** to ensure that county meetings and events reflect the county's leadership role in promoting environmentally responsible practices and that county organizers will seek to use best practices to conserve resources (save money) and minimize environmental

impacts.

This action is made possible by the Office of Sustainability's program offer which seeks to bring innovation and cost savings to Multnomah County through sustainable practices.

3. Explain the fiscal impact (current year and ongoing).

Long-term resource costs savings are anticipated from the Green Meeting & Event Policy.

4. Explain any legal and/or policy issues involved.

No impact.

5. Explain any citizen and/or other government participation that has or will take place.

All county departments participated in the development of the Green Meeting & Event Policy.

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in black ink, appearing to be "Jell S", written over a horizontal line.

Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Adopting a Green Meeting and Event Policy for Multnomah County

The Multnomah County Board of Commissioners Finds:

- a. On February 26, 2004, by Resolution No. 04-019; the Board adopted sustainability principles to promote a sustainable future, to guide decision making and the delivery of services, and to support green internal operations.
- b. Multnomah County recognizes its responsibility to implement practices that protect Multnomah County's natural environment and this resolution reflects the county's continued commitment to be an acknowledged environmental leader.
- c. Multnomah County intends to maintain highly productive and effective meetings and events while minimizing the negative impacts to the environment. Intentional green meetings and events ensure that all aspects of an event, including its location, food services, transportation and the provision of materials are approached with the goal of minimizing the negative impact on the environment.
- d. Establishing green meeting and event requirements and best practices will result in cost savings due to reduced waste, conserved resources, and minimized environmental impact, including:
 - o Reduced greenhouse gas emissions and air contaminants;
 - o Improved energy and water efficiency;
 - o Reduced waste and supporting reuse and recycling;
 - o Reduced the environmental impacts associated with food production, consumption and disposal.
- e. This resolution supports Multnomah County's adopted sustainability principles and the goals within the county's 2009 Climate Action Plan, the 2010 Sustainable Purchasing Policy, and the Waste Prevention and Recycling Plan.

The Multnomah County Board of Commissioners Resolves:

1. That Multnomah County meetings and events shall be environmentally responsible and organizers will seek to use best practices to minimize environmental impacts.
2. The Office of Sustainability and County's Departmental Sustainability Liaisons are directed to develop administrative procedures to implement this policy and to create best practice guidelines. The administrative procedures will outline actions for Departments and Offices to reduce the environmental impact of their meetings and events.
3. A Multnomah County Green Meeting or Green Event certificate can be displayed at qualifying meeting and events that are self-certified by the organizer and comply with this policy.

ADOPTED this 18th day of November, 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

Henry H. Lazenby, Jr., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
John S. Thomas, Deputy County Attorney

SUBMITTED BY: Kat West, Director, Office of Sustainability

**Multnomah County, Oregon
Administrative Procedure**

SUS-

SUBJECT: Green Meetings and Events

PURPOSE: To establish best practices for Multnomah County meetings and events.

ORGANIZATION RESPONSIBLE: Office of Sustainability

DATE: XXX

AFFECTED ORGANIZATIONS: All departments/offices

LEGAL CITATION/REFERENCE: Resolution XXX

I. INTRODUCTION

1. This Administrative Procedure, SUS-X, establishes a comprehensive process for planning and hosting green meetings and events for the county.
2. This Administrative Procedure, SUS-X, applies to all meetings and events hosted by Multnomah County.

II. PURPOSE

Multnomah County recognizes the importance of minimizing our environmental impact while hosting meetings and events. Green meetings and events ensure that all aspects of an event, including its location, food services, transportation and the provision of materials are approached with the goal of minimizing negative impacts on the environment.

III. OBJECTIVES

- To support the adopted sustainability principles and goals of the County by creating economic, social and environmental benefits for this and future generations through the hosting of green meetings and events.
- To benefit the community by contributing to environmental stewardship, such as:
 - Reducing greenhouse gas emissions and air contaminants;
 - Improving energy and water efficiency;
 - Reducing waste and supporting reuse and recycling;
 - Reducing the environmental impacts associated with food production, consumption and disposal.

IV. GREEN MEETING AND EVENT IMPLEMENTATION PROCEDURE

Green Meeting & Event Best Practices Manual and Checklist:

The Office of Sustainability has prepared and will periodically update a Green Meeting & Events Best Practices Manual and Checklist which reflects the County's adopted sustainability principles and goals and which shall be used to plan meetings and events in accordance with the provisions of this administrative procedure. The manual can be found at www.multco.us/greenmeetings.

Department Implementation:

The appointed Department Sustainability Liaisons shall work with their respective department leadership and staff to ensure that Green Meeting & Event Best Practices Manual and Checklist are applied. Departments are not precluded from adopting separate internal department policies that require additional actions that support this policy.

V. ROLES AND RESPONSIBILITIES

The meeting or event organizer shall be responsible for:

- Complying with the Green Meeting & Events Policy and using the Green Meeting Checklist found in the Best Practice Manual
- Self-certifying whether a meeting/event qualifies for a Multnomah County Green Meeting or Event of Excellence certificate found in the Best Practice Manual

Department and Office Directors shall be responsible for:

- Encouraging the use of environmentally friendly meeting and event practices through information dissemination, development of internal procedures, and leading by example
- Ensuring that this procedure is followed throughout the department

Central Stores shall be responsible for:

- Stocking products that are necessary for County departments and offices to hold green meetings and events such as compostable and durable serveware

The Office of Sustainability and Departmental Sustainability Liaisons shall be responsible for:

- Providing and periodically updating the Green Meeting & Events Best Practices Manual and Checklist
- Providing advice and consultation for meeting and event organizers upon request

Multnomah County

Green Meeting & Event Policy

Best Practices Manual and Checklist

Contents

Benefits of Green Meetings & How to Use this Manual

Hosting a Green Meeting or Event Checklist

- Meeting Communications
- Transportation
- Recycling and Composting
- Energy Conservation
- Food and Beverage Service

Hosting a Green Conference Checklist

- Accommodation Selection
- Venue Selection
- Transportation
- Communications
- Recycling and Composting
- Food and Beverage Service

Attending Conferences Checklist

- Accommodation Selection
- Transportation
- Other Considerations

Multnomah County Green Meeting or Event Certificate

- Self-certifying for a Green Meeting or Green Event certificate to display at your meeting/event

Why Meet Green? *Save money and the environment!*

Multnomah County is committed to sustainable practices in our operations and in our community. As a leader in sustainability, the county believes that walking the talk is a best practice when it comes to our meetings and events.

Green meetings and events ensure that all aspects of an event, including its location, food services, transportation and the provision of materials are approached with the goal of minimizing the negative impact on the environment. Not only do green meetings benefit the environment, they often save money too. Providing water in pitchers with reusable cups can result in significant savings over purchasing bottled water.

Hosting a green meeting or event can help to:

- Reduce greenhouse gas emissions and air contaminants;
- Improve energy and water efficiency;
- Reduce waste and support reuse and recycling;
- Reduce the environmental impacts associated with food production, consumption and disposal; and
- Save taxpayer money.

How to Use this Best Practices Manual and Checklist

When you are planning a meeting or event, or attending one, use the following easy checklists to help guide your decision-making.

- 1.** Use the checklist at the very beginning of your planning for the most effective and efficient results.
- 2.** Consult with your departmental Sustainability Liaison or the Office of Sustainability if you have questions or need assistance.
- 3.** Self-certify that your meeting is a Green Meeting or Green Event of Excellence and proudly display a certificate of recognition at your meeting, event or conference. See last page for details.

1. Best Practices When Hosting a Green Meeting or Event

Meeting Communications: Goal is to save paper!

- ☐ Write agendas on meeting room white board instead of printing for participants.
- ☐ E-mail agendas to attendees and suggest that meeting attendees do not print agendas because the agenda will be available at the meeting.
- ☐ E-mail handouts to participants or post them on a web page instead of printing.
- ☐ Create shared folders for meeting documents instead of handouts.
- ☐ Project important documents on screen during the meeting.
- ☐ If printing documents is necessary, print on both sides of the page on 100% post consumer recycled content paper.
- ☐ Format documents for efficient paper use by using smaller font size, minimum margins, and minimum white space.
- ☐ Use reusable dry-mark erasable boards with non-toxic markers or blackboards, overheads and slides instead of paper flip charts.
- ☐ Create signage that can be reused for future events.
- ☐ Avoid printing PowerPoint presentations. If necessary, print multiple slides per page on both sides of the page.

Transportation: Goal is to reduce climate emissions!

- ☐ Encourage attendees to telecommute to the meeting by offering a call-in number.
- ☐ Choose a meeting location that is close to as many attendees as possible and accessible by public transportation.
- ☐ Provide information about which bus lines or rail service the meeting or event location and provide a link to TriMet's website: www.trimet.org. Example language includes: This location is easily accessible by transit and is served by bus lines #4, 6, 10, and 14. Please visit www.trimet.org to plan your trip.
- ☐ Coordinate meeting start times so that it's convenient to take public transportation. Visit www.trimet.org for transit schedules.
- ☐ Include list of attendees and building locations in emailed agenda so that attendees can carpool.
- ☐ If driving, carpool with nearby attendees.

Composting and Recycling: Goal is to reduce landfill waste!

- ☐ Ensure that recycling, garbage and composting (if available) bins at the location are well marked, have accurate signage, and are large enough to hold the anticipated amount of waste and recycling. Visit <http://MINT/recycle> for recycling information and current signs.
- ☐ Pair garbage, recycling, and compost bins together in high traffic areas to maximize capture of compostable and recyclable materials.
- ☐ If composting is available, be sure to inform attendees which materials can and cannot be composted. Visit <http://MINT/recycle> for composting information and signs.

Energy Conservation: Goal is to reduce electricity use!

- ☐ Turn off the lights when leaving a meeting room.
- ☐ Turn off projectors and computers when not in use.

Food and Beverage Service: Goal is to reduce landfill waste, promote local economic vitality, and reduce hunger in our community.

- ☐ When a caterer is being used, ask the caterer to provide durable or compostable serviceware. Serviceware includes any and all cups, plates, forks, spoons, knives and straws. Preference will be given to durable serviceware over compostable serviceware. If composting services are not available in the building where the meeting or event is held, ask the caterer to take back the organic waste and compostable serviceware (if used) and compost it.
- ☐ Avoid the use of bottled water by providing pitchers of tap water and durable cups or if using a caterer ask them to provide these instead of individual bottle water.
- ☐ Provide durable dishes, cups, napkins and silverware. When not possible, encourage attendees to bring their own reusable coffee mugs or use compostables.
- ☐ Purchase condiments, creamer and sugar in reusable or recyclable bulk containers.
- ☐ Serve finger or bite size foods that require no serviceware.
- ☐ Avoid unnecessary disposable items like plastic straws and plastic coffee stirrers.
- ☐ Ensure food and beverage packaging is recyclable and that it will be recycled.
- ☐ Work with your caterer to include locally grown, seasonal and organic ingredients.
- ☐ Provide beverages in bulk whenever feasible, or in containers that are reusable or recyclable in the facility's recycling program
- ☐ Provide food buffet-style instead of using individually packaged meals or pre-plated quantities.
- ☐ Minimize the amount of meat served. Raising food animals requires more energy, water and other inputs than growing grains or vegetables.
- ☐ Donate surplus usable food to charities. Utilize Metro's Fork It Over Program to locate charitable organizations closest to the meeting or event.

2. Best Practices When Hosting a Green Conference

Communications: Goal is to reduce paper!

- ☐ Use electronic advertising, promotion, and registration whenever possible.
- ☐ If printing documents is necessary, print on both sides of the page on 100% post consumer recycled content paper.
- ☐ Format documents for efficient paper use by using smaller font size, minimum margins, and minimum white space.
- ☐ Use reusable dry-mark erasable boards with non-toxic markers or blackboards, overheads and slides instead of paper flip charts.
- ☐ Ensure staff, attendees and stakeholders are informed of the event planning environmental strategies and initiatives.
- ☐ When handouts are necessary, let exhibitors know in advance the expected number of attendees to help them avoid bringing excess material.
- ☐ Suggest exhibitors avoid printing dates and slogans on exhibit materials so that they may be easily reused.
- ☐ Reuse nametags made of recycled content and provide reuse collection bins for them.
- ☐ Create signage that can be reused for future events.

Venue Selection: Goal is to walk the talk!

- ☐ Choose a venue that has a comprehensive recycling program that includes paper, metal, glass and plastic as well as food compost.
- ☐ If using multiple facilities, look for locations where the hotel and event venue are within walking distance of each other.
- ☐ Seek out meeting rooms with natural light to conserve energy and increase productivity.
- ☐ Give preference to venues that have:
 - A comprehensive environmental policy;
 - Programs to recycle and otherwise reduce solid waste;
 - Programs for the conservation of energy and water;
 - Programs to reduce the use of harmful chemicals;
 - Programs to improve indoor air quality; and
 - Other environmental initiatives.

Accommodation Selection: Goal is to support green businesses!

- ☐ Choose a hotel that is connected to the airport, bus, train station and event venue by mass transit.
- ☐ Give preference to hotels that have Green Seal certification or have:

- A comprehensive environmental policy;
- Programs to recycle and otherwise reduce solid waste;
- Programs for the conservation of energy and water;
- Programs to reduce the use of harmful chemicals;
- Programs to improve indoor air quality; and
- Other environmental initiatives.

Transportation: Goal is to reduce climate emissions!

- ☐ Encourage attendees to telecommute to the conference by offering a call in number.
- ☐ Inform attendees about environmentally preferable transportation choices such as mass transit and carpooling for reaching their destination.
- ☐ Provide information about the local public transit system to attendees. For bus schedule information visit www.trimet.org.
- ☐ Create awareness surrounding carbon neutral transportation. Suggest purchasing carbon offsets for unavoidable travel.

Food and Beverage Service: Goal is to reduce landfill waste, promote local economic vitality, and reduce hunger in our community.

- ☐ When a caterer is being used, ask the caterer to provide durable or compostable serviceware. Serviceware includes any and all cups, plates, forks, spoons, knives and straws. Preference will be given to durable serviceware over compostable serviceware. If composting services are not available in the building where the meeting or event is held, ask the caterer to take back the organic waste and compostable serviceware (if used) and compost it.
- ☐ Avoid the use of bottled water by providing pitchers of tap water and durable cups or if using a caterer ask them to provide these instead of individual bottles of water.
- ☐ Provide durable dishes, cups, napkins and silverware. When not possible, encourage attendees to bring their own reusable coffee mugs or use compostables.
- ☐ Purchase condiments, creamer and sugar in reusable or recyclable bulk containers.
- ☐ Ask delegates to sign-up for meals they will attend to reduce food waste and costs.
- ☐ Provide durable dishes, cups, napkins and silverware. When not possible, encourage attendees to bring their own reusable coffee mugs or use compostables.
- ☐ Purchase condiments, creamer and sugar in reusable bulk containers.
- ☐ Serve finger or bite size foods that require no serviceware.
- ☐ Avoid unnecessary disposable items like plastic straws and plastic coffee stirrers.
- ☐ Ensure food and beverage packaging is recyclable and that it will be recycled.
- ☐ Work with your caterer to include locally grown, seasonal and organic ingredients.
- ☐ Provide beverages in bulk whenever feasible, or in containers that are reusable or recyclable in the facility's recycling program

- ☐ Provide food buffet-style instead of using individually packaged meals or pre-plated quantities.
- ☐ Minimize the amount of meat served. Raising food animals requires more energy, water and other inputs than growing grains or vegetables.
- ☐ Donate surplus usable food to charities. Utilize Metro's Fork It Over Program to locate charitable organizations closest to the meeting or event.

Recycling and Composting: Goal is to reduce landfill waste!

- ☐ Ensure that recycling, garbage and composting (if available) bins at the location are well marked, have accurate signage, and are large enough to hold the anticipated amount of waste and recycling. Visit <http://MINT/recycle> for recycling information and current signs.
- ☐ Pair garbage, recycling, and compost bins together in high traffic areas to maximize capture of compostable and recyclable materials.
- ☐ Educate attendees on what can be recycled or composted and where.
- ☐ Designate a volunteer to serve as the recycling advisor and help to seek out additional recycling opportunities.

Energy Conservation: Goal is to reduce electricity use!

- ☐ Turn off the lights when leaving a meeting room.
- ☐ Turn off projectors and computers when not in use.

3. Best Practices When Attending Conferences

Accommodation Selection: Goal is to support green businesses!

- ☐ Choose a hotel that is connected to the event venue by mass transit or is in walking distance.
- ☐ Choose a hotel that has adequate recycling and composting programs.
- ☐ Give preference to hotels that have:
 - A comprehensive environmental policy;
 - Programs to recycle and otherwise reduce solid waste;
 - Programs for the conservation of energy and water;
 - Programs to reduce the use of harmful chemicals;
 - Programs to improve indoor air quality; and
 - Other environmental initiatives.

Transportation: Goal is to reduce climate emissions!

- ☐ Consider telecommuting to the conference.
- ☐ Utilize public transportation whenever possible.
- ☐ If possible, carpool with other attendees.

Other Considerations: Goal is to walk the talk away from home!

- ☐ If possible, register for the conference online.
- ☐ Before printing out documents, ask to see if they will be provided at the event, or use a laptop to avoid printing materials entirely.
- ☐ Help to reduce waste by bringing a reusable mug and water bottle.

**Multnomah County
Green Meeting or Event of Excellence
Certificate**

Proudly display your efforts!

In order to qualify and self-certify for a Green Meeting or Event Certificate, the meeting, event, or conference you organize must:

- At a minimum, comply with two (2) checklist items in each action area.

For example, in order for your meeting to qualify for a Green Meeting Certificate, you will need to use the green meeting/event checklist to ensure that you have complied with at least two action items in each of the following action areas:

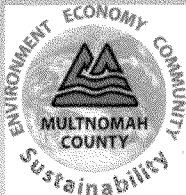
- Meeting Communications
- Transportation
- Recycling and Composting
- Energy Conservation
- Food and Beverage Service

After you have self-certified that your meeting or event complies with at least two checklist items in the above action areas, print the attached Multnomah County Green Meeting or Green Event Certificate to be proudly displayed at your meeting, event or conference.

Office of Sustainability & County Sustainability Liaisons



Green Meeting and Event Policy & Annual Update



Sustainability Liaisons

DCJ Charlene Willet

DCS Stuart Farmer

DCHS Sherry Hall

**DCM Jon Schrotzberger, Aimee Smith,
Korie Erickson**

DA's Office Samantha Markowitz

IT Stan Johnson

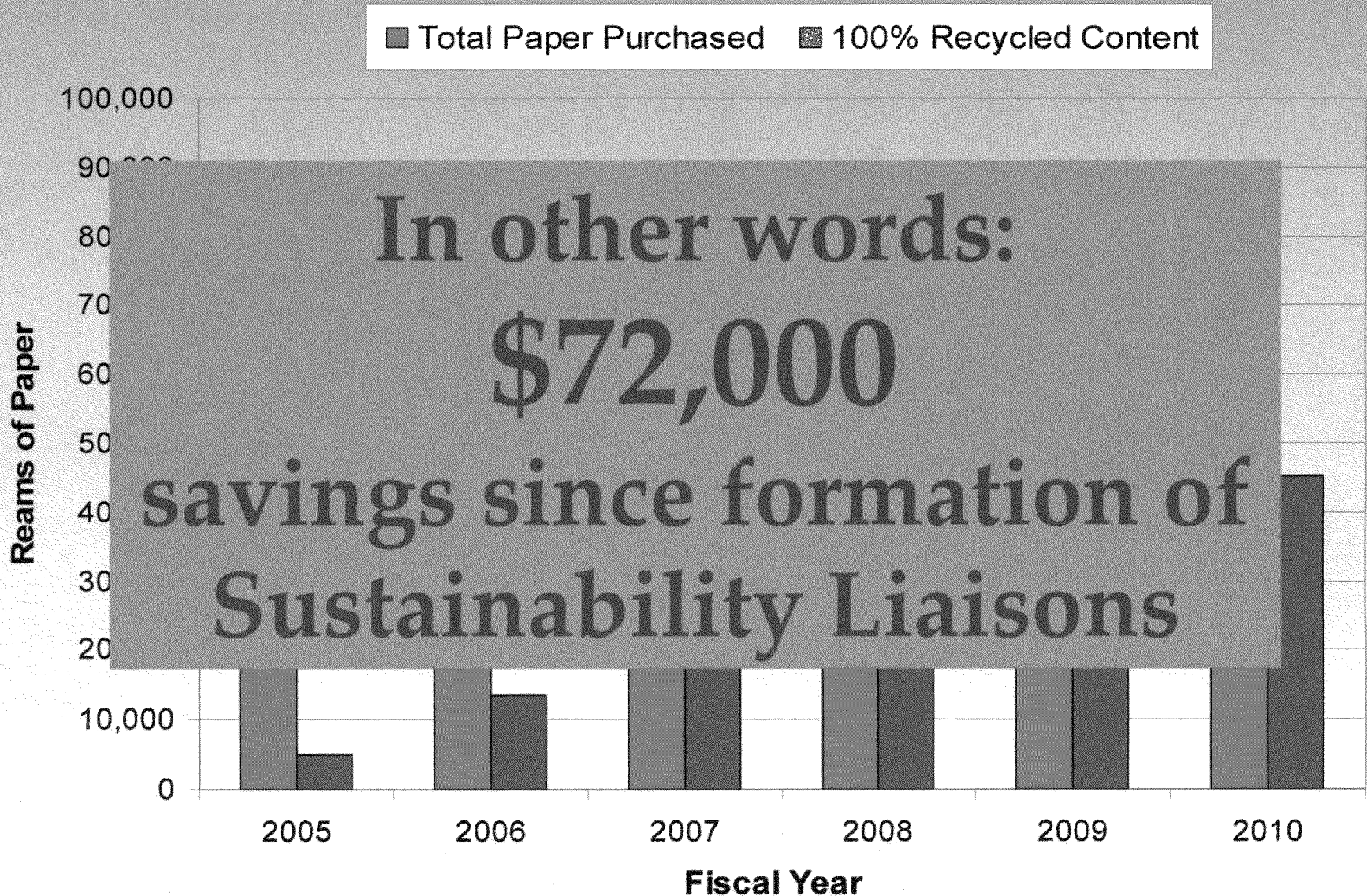
**Health Department Dan Distler, Karen Garber,
Heidi Leibbrandt**

Library Department Wes Stevens

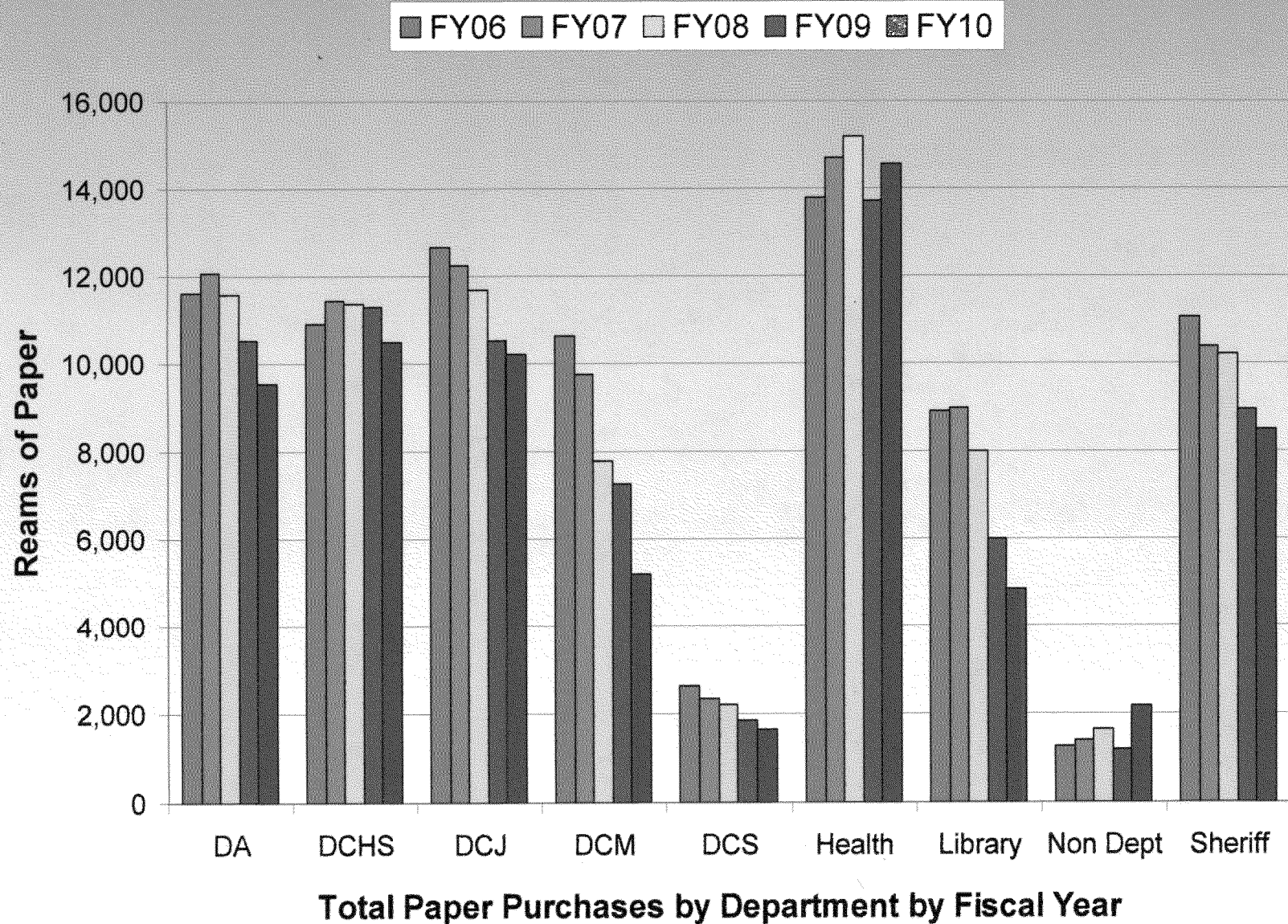
Non-Departmental Sarah Brownstein

Sheriff's Office Rachel Getman

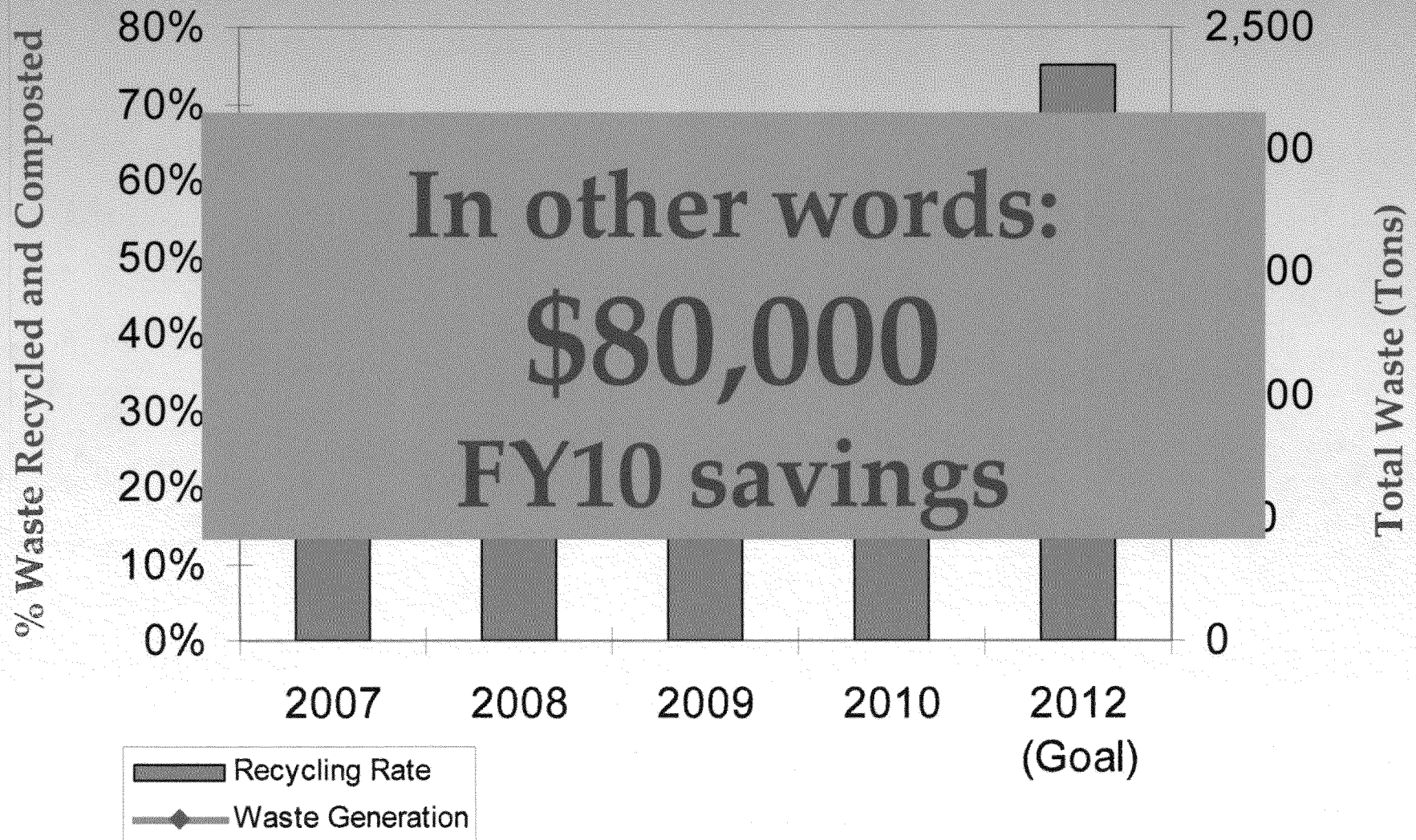
Countywide Paper Usage



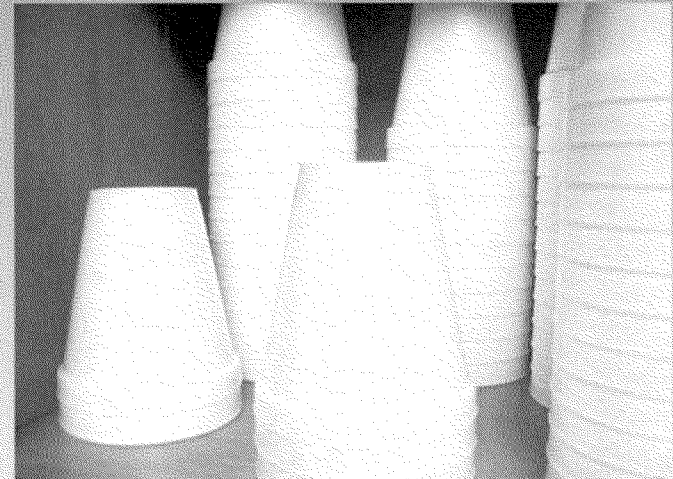
Countywide Paper Usage



Waste Reduction & Recycling



Project Highlights

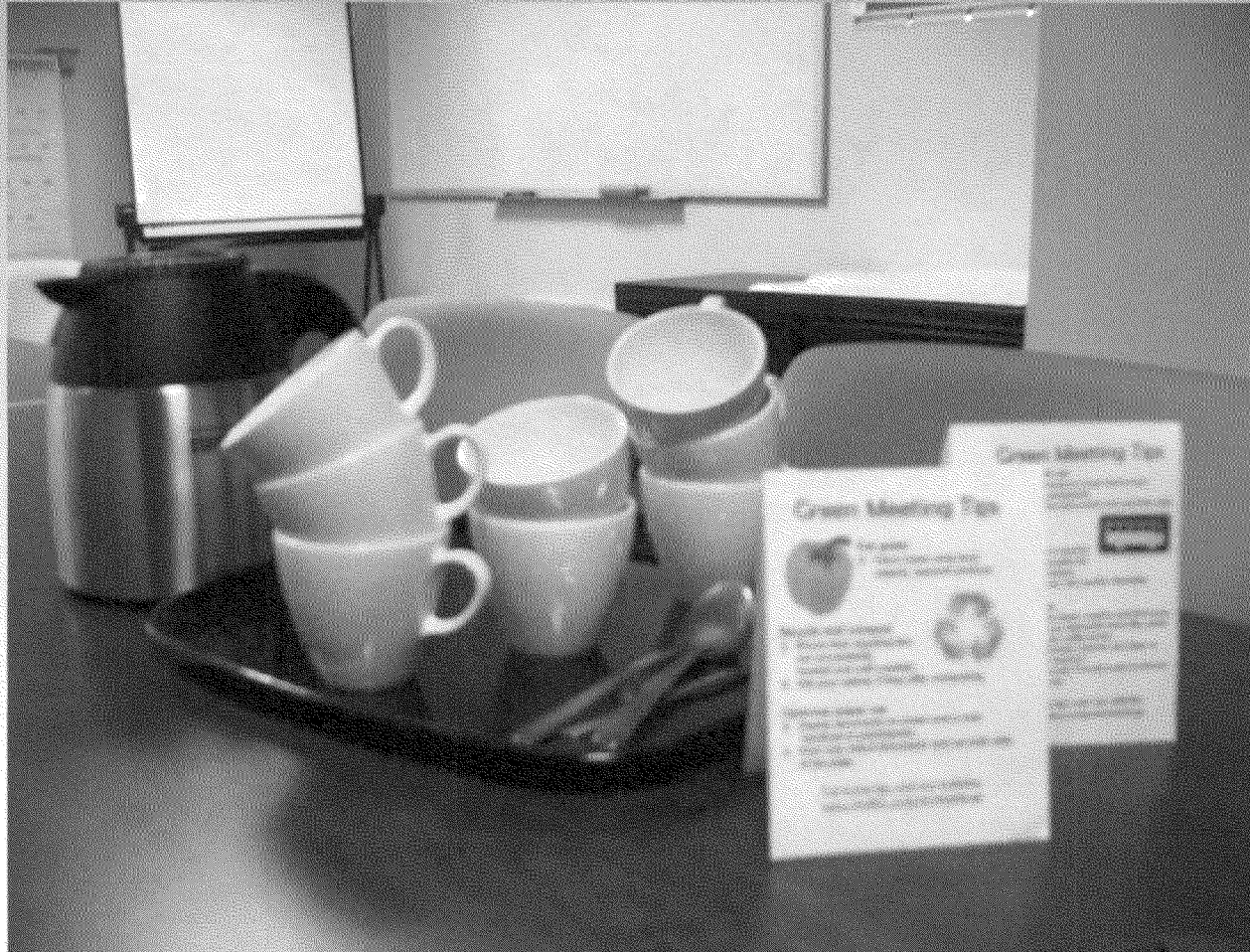


Green Meeting & Events Policy





DCHS Walks the Talk





Green Meeting Excellence

Multnomah County is committed to sustainable government operations and this meeting complies with Multnomah County's Green Meeting and Event Policy.

A handwritten signature in black ink, appearing to read "Jeff Cogen".

Jeff Cogen
Chair
Multnomah County

A handwritten signature in black ink, appearing to read "Kat West".

Kat West
Sustainability Director
Multnomah County



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-3 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-3
Est. Start Time: 9:55 am

Agenda Title: **Approve Intergovernmental Agreement Amendment Number 2 with Oregon Department of Transportation for Sellwood Bridge**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 **Amount of Time Needed:** 15
Department: Community Services **Division:** Bridges
Contact(s): Ian Cannon
Phone: 503-988-3595 **Ext.** **I/O Address:** 446
Presenter Name(s) & Title(s): Ian Cannon

General Information

1. What action are you requesting from the Board?

Approval of Intergovernmental Agreement Amendment Number 2 with Oregon Department of Transportation for the Sellwood Bridge.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

This amendment adds \$30 million in state funding to the Sellwood Bridge project from the Jobs and Transportation Act for the interchange at Oregon 43. It also adds approximately \$1.27 million in Federal Surface Transportation funding. In addition it clarifies that Multnomah County can own the construction contract for the project and proceed using the Construction Manager/General Contractor method for project delivery, pending federal approval. It also provides for creation of a Charter document that clarifies the roles and responsibilities for the Oregon Department of Transportation, Federal Highway Administration, and Multnomah County during the design and construction of the project.

3. Explain the fiscal impact (current year and ongoing).

This amendment secures \$30 million in state funding for the Sellwood Bridge project. It also adds approximately \$1.27 million in Federal Surface Transportation funding. This money is an important

**Agenda Placement Request
Submit to Board Clerk**

ccs
Sheila &
Kathey
Cramer

part of the overall plan for funding the project.

4. Explain any legal and/or policy issues involved.

The County is responsible for the maintenance of the Sellwood Bridge.

5. Explain any citizen and/or other government participation that has or will take place.

The Sellwood Project has had an extensive public outreach program. There have been public meetings, open houses, and online surveys. In addition there have been numerous meetings of the project Community Advisory Committee, a group of 17 community members representing various interests in the project. The project has a Public Stakeholder Committee (PSC) consisting of elected officials from Multnomah County, Clackamas County, Metro, Portland, Milwaukie, the Oregon House of Representatives, and Oregon Senate. In addition the PSC includes representatives from the offices of Representative Blumenauer and Senator Merkley. Officials from the Oregon Department of Transportation, TriMet, and the Federal Highway Administration are included on the PSC. The Sellwood Project has involved numerous local, state, and federal regulatory agencies. The public and agency involvement will continue throughout the design and construction phases of the project

Required Signature

**Elected Official or
Department/
Agency Director:**



Date:

**Agenda Placement Request
Submit to Board Clerk**

**AMENDMENT NUMBER 02
LOCAL AGENCY AGREEMENT
HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROJECT
Willamette River (Sellwood) Bridge (Bridge #06879) and
Oregon Route (OR) 43 Interchange Improvements
Multnomah County**

The **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as "State," and **Multnomah County**, acting by and through its elected officials, hereinafter referred to as "Agency," entered into Local Agency Agreement No. 22,858 on March 10, 2006, and Amendment No. 1 on January 18, 2008. Said Agreement covers the preliminary engineering (PE) and right of way (R/W) activities for the Sellwood Bridge.

It has now been determined by State and Agency that the Agreement referenced above shall be amended to redefine the Project, add additional funding, obligations, a construction phase, Special Provisions, Exhibit A Vicinity Map, Exhibit B Oregon Jobs and Transportation Act of 2009 (JTA) Progress Billing Form and revised Standard Provisions Attachment No. 2. Except as expressly amended below, all other terms and conditions of the Agreement are still in full force and effect.

EXHIBIT A shall be deleted in its entirety and replaced with the attached Revised EXHIBIT A. All references to "EXHIBIT A" shall hereinafter be referred to as "Revised EXHIBIT A."

ATTACHMENT No. 2, STANDARD PROVISIONS shall be deleted in its entirety and replaced with the attached Revised ATTACHMENT No. 2, STANDARD PROVISIONS. All references to "ATTACHMENT No. 2, STANDARD PROVISIONS," shall hereinafter be referred to as "Revised ATTACHMENT No. 2, STANDARD PROVISIONS."

RECITALS, Paragraph 1, Page 1, which reads:

1. The Sellwood Bridge is a part of the county road system under the jurisdiction and control of Multnomah County.

Shall be deleted in its entirety and replaced with the following:

1. Oswego Highway, Oregon Route (OR) 43 is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC). The Sellwood Bridge (Bridge #06879) is a part of the county road system under the jurisdiction and control of Multnomah County.

RECITALS, Paragraph 4, Page 1, which reads:

4. By the authority granted in ORS 190.110 and 366.576, State may enter into cooperative agreements with counties, cities and units of local governments for the

performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.

Shall be deleted in its entirety and replaced with the following:

4. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, state agencies may enter into cooperative agreements with counties, cities, and units of local government for the performance of any or all functions and activities that a party to the Agreement, its officers, or agents have the authority to perform.

Insert new RECITALS, Paragraphs 6 through 8, to read as follows:

6. Oregon Jobs and Transportation Act of 2009 (JTA) Program, hereinafter referred to as the "JTA of 2009 Program," provides funding for preservation and modernization projects chosen by the Oregon Transportation Commission (OTC).
7. Projects named in Section 64 of 2009 Legislative Assembly, Oregon House Bill 2001, as well as projects approved by the OTC pursuant to Section 64(3), were amended into the Statewide Transportation Improvement Program (STIP), including OR 43 at the Sellwood Bridge Interchange.
8. Governor Kulongoski signed HB 2001 on July 29, 2009, Chapter 865, Oregon Laws 2009. This legislation also known as the Oregon Jobs and Transportation Act, is the transportation funding plan for accountability, innovation and environmental stewardship; highway, road and street funding; and, multimodal funding. On October 21, 2009 the OTC approved projects relating to this legislation.

TERMS OF AGREEMENT, Paragraph 1, Page 1, which reads:

1. Under such authority, State and Agency agree to perform preliminary engineering (PE) and the necessary right of way (R/W) activities for the Sellwood Bridge Project (bridge #06879), hereinafter referred to as "Project." The location of the Project is approximately as shown on the sketch map attached hereto, marked "Exhibit A," and by this reference made a part hereof.

Shall be deleted in its entirety and replaced with the following:

1. Under such authority, Agency agrees to perform preliminary engineering (PE), the necessary right of way (R/W) and construction activities for the Sellwood Bridge and all phases of the OR 43 interchange improvements, hereinafter referred to as "Project." The location of the Project is approximately as shown on the sketch map attached hereto, marked "Revised Exhibit A" and by this reference made a part hereof.

Insert new TERMS OF AGREEMENT, Paragraph 2 to read as follows:

2. State and the Federal Highway Administration (FHWA) have a keen interest in making sure roles and responsibilities are clearly identified, therefore, both Parties agree to the roles and responsibilities in the environmental impact statement (EIS) Record of Decision (ROD) and that the OR 43 interchange improvements will be built according to the ROD unless otherwise approved by the FHWA.

TERMS OF AGREEMENT, Paragraphs 2 through 13 shall be hereinafter re-numbered as Paragraphs 3 through 14.

TERMS OF AGREEMENT, Paragraph 3, Page 2, which reads:

3. The estimated cost of the Project is **\$26,030,000** which is subject to change. The Project shall be funded from the following available moneys:
- a. Highway Bridge Replacement and Rehabilitation Program (HBRR), large bridge category, under Title 23, United States Code, limited to **\$16,000,000** including match, for PE and R/W.
 - b. Metro Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code, at the maximum allowable federal participating amount, limited to **\$2,229,000**, for PE only.
 - c. State Region 1 Modernization funds limited to **\$1,500,000**, for PE and R/W only.
 - d. High Priority Projects Program and Transportation Improvements Program, under Title 23, United States Code, which incorporated SAFETEA-LU estimated at **\$7,000,000**, and can be used for both PE and R/W with Agency providing the match for the federal funds and any non-participating costs, including all costs in excess of the combined available federal funds. The federal pro-rata funding for the project is 89.73 percent and the provided federal funds will be subject to annual obligation limitations and possible rescissions.

The Federal Project Number and Project Description are as shown in the table below:

Federal Project Number	SAFETEA-LU Program	Project Description
1495	High Priority Projects	Sellwood Bridge Replacement-Multnomah County
4720	High Priority Projects	Rehabilitate Sellwood Bridge, Multnomah County, Oregon
335	Transportation Improvements	Sellwood Bridge, Multnomah County, Oregon.

Shall be deleted in its entirety and replaced with the following:

3. The estimated cost of the Project is **\$330,000,000**, which is subject to change. The Project shall be funded with funds available to the County and from the following additional available moneys:
- a. Highway Bridge Replacement and Rehabilitation Program (HBRR), large bridge category, under Title 23, United States Code, limited to **\$16,000,000** including match, for PE and R/W.
 - b. Metro Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code, at the maximum allowable federal participating amount, limited to **\$2,228,909** including match, for PE only.
 - c. State Region 1 Modernization funds limited to **\$1,500,000**, for PE and R/W only. These funds are to be used to match federal funds only.
 - d. High Priority Projects Program and Transportation Improvements Program, under Title 23, United States Code, which incorporated SAFETEA-LU estimated at **\$6,997,571** including match, and can be used for both PE and R/W with Agency providing the match for the federal funds and any non-participating costs, including all costs in excess of the combined available federal funds. The federal pro-rata funding for the Project is 89.73 percent and the provided federal funds will be subject to annual obligation limitations and possible rescissions.

The Federal Project Number and Project Description are as shown in the table below:

Federal Project Number	SAFETEA-LU Program	Project Description
1495	High Priority Projects	Sellwood Bridge Replacement-Multnomah County
4720	High Priority Projects	Rehabilitate Sellwood Bridge, Multnomah County, Oregon
335	Transportation Improvements	Sellwood Bridge, Multnomah County, Oregon.

- e. Surface Transportation Priorities Projects, program code 56C0 funds, designated in Division A of the Consolidated Appropriations Act, 2010 (Demo ID OR197), at the maximum allowable federal participating amount limited to **\$1,265,984**. These funds are 100 percent federal share and are available until expended with no obligation limitations.
- f. The HB2001 JTA of 2009 Program funds are limited to **\$30,000,000**. These funds are to be used only on OR 43 and the interchange improvements portion of the Project.

Insert new TERMS OF AGREEMENT, Paragraphs 15 through 21, to read as follows:

15. State shall submit a separate written project funding request to FHWA requesting approval of federal-aid participation for each project phase including a) Program Development (Planning) b) Preliminary Engineering (National Environmental Policy Act - NEPA, Permitting and Project Design) c) Right of Way Acquisition, d) Utilities e) Construction Advertising, Bid and Award, and f) Construction. Any work performed prior to acceptance by FHWA will be considered nonparticipating and paid for at County expense. County shall not proceed on any activity in which federal-aid participation is desired until such written approval for each corresponding phase is obtained by State. State shall notify County in writing when authorization to proceed has been received from FHWA. All work and records of such work shall be in conformance with FHWA rules and regulations.
16. The funds available under the JTA of 2009 Program are State Highway Funds. To be eligible for reimbursement under the JTA of 2009 Program, expenditures must comply with the requirements of Article IX, Section 3a of the Oregon Constitution.
17. The JTA of 2009 Program Funds are expected to become available on or before January 1, 2011 by way of increases in gas taxes and other fees under House Bill 2001, 2009 Legislative Assembly (Oregon Laws 2009, Chapter 865), and through the issuance and sale by the State Treasurer, of the bonds authorized by Section 61 of House Bill 2001, in an amount sufficient to fund this Project. The Agreement is effective and work may begin upon execution of this Agreement, but State's obligation to make project payments is contingent upon State determining that sufficient funds are available for the Project. State will notify Agency when such funds are available; and State shall begin payments for invoiced work pursuant to this Agreement from such date.
18. Agency and State have a joint obligation to ensure timely expenditure of the JTA of 2009 Program funds and to comply with the provisions of the bonds that finance the JTA of 2009 Program.
19. Agency and State shall jointly develop a Project charter to include Organizational Charts, Communication Plans, and Roles and Responsibilities approved by Agency's Bridge Manager and State's Region 1 Manager, or approved designee. This charter shall be approved before execution of the construction contract.
20. Agency shall present invoices for the eligible, actual costs incurred by Agency on behalf of the Project directly to State's Project Liaison for review and approval. Such invoices shall be submitted in the form as shown on "Exhibit B," JTA of 2009 Program fund Progress Billing, attached hereto and by this reference made a part hereof. Invoices will identify the Project and Agreement number, and shall itemize and explain all expenses for which reimbursement is claimed. Invoices shall be presented for periods of not greater than one month, based on actual expenses incurred, and must clearly specify the percentage of completion of the Project. Upon

completion of the Project, Agency shall submit a final invoice and letter indicating that the Project is complete.

20. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:

- a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
- b. If Agency fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
- c. Because of legislative or other legal action, including but not limited to initiative petitions, there is failure to approve, reduction, elimination, or other interference with appropriations of state expenditure limitation to the extent that legal authority is insufficient to enable State, in its reasonable discretion, to continue making payments under this Agreement.
- d. State, the Department of Justice, or a court of competent jurisdiction determines that state law, rules, regulation or guidelines are modified, changed, repealed or interpreted in such a way that the activities described in this Agreement are no longer allowable or no longer eligible for funding proposed by this Agreement.
- e. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
- f. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.

21. If State terminates this Agreement for the reasons described in Terms of Agreement 20 "a", "b" and "c" above, Agency must reimburse State for all JTA of 2009 Program funds expended. If Agency fails to reimburse State, State may withhold Agency's proportional share of State Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.

Insert new SPECIAL PROVISIONS, Paragraphs 8 through 20, to read as follows:

8. Agency shall be allowed to use an alternative contracting method of delivery, contingent upon FHWA approval of a SEP-14 request for this Project. The construction contract shall be owned by the Agency.
9. Agency shall follow Agency's procedures for contractor claims and Contract Change Orders (CCO's) as described in Agency's standard for federal-aid projects.

Agency's construction contract specifications are required to include a process for dispute and claim resolution. Those specifications must require a claims review by State of any unresolved claims prior to the contractor being allowed to pursue litigation. State will conduct claims reviews and will make independent determinations on contractor's entitlement and award of damages where State and Agency agree that litigation is likely to be filed.

10. FHWA retains approval authority over waivers for Buy America provisions. FHWA also retains approval authority over all approvals as defined in FHWA's full federal oversight program if federal-aid participation is desired in that phase of work. State retains approval authority over certain construction CCO's, including but not limited to the following:
 - a) Changes which affect environmental mitigation classification or commitments;
 - b) R/W access control on or impacting State's facilities;
 - c) Changes in the scope of work or extension of the contract limits shown in the Project documents approved by State and FHWA;
 - d) Any contract change altering the Disadvantaged Business Enterprise (DBE) goals or requirements;
 - e) Any impact or changes to traffic mobility including width, height, weight, length, access to the route or additional travel delay on or impacting State's facilities; and
 - f) Any change(s) resulting in less than American Association of State Highway Transportation Officials (AASHTO) Design Standards for projects on the National Highway System.
 - g) Any CCO's, extra work or design changes that affect OR 43 and the west interchange.
11. Agency and State, with Consultant technical advice on Interchange Area Management Plan (IAMP) strategies, have prepared an IAMP for the Project, which was approved on May 13, 2010. An IAMP is a requirement of the State for new or significantly reconstructed interchanges under Oregon Administrative Rule (OAR) 734-051-0155 (6). The purpose of an IAMP is to protect the function of the interchange and consequently the site's investment in the facility. Other reasons for preparing an IAMP include supporting Project development, and addressing facility sufficiency concerns, local road network sufficiency concerns, and land use concerns.
12. Agency shall be responsible for the design and construction of storm-water treatment facilities if required. Maintenance of said storm water facilities will be covered under a separate maintenance agreement with Agency if constructed.
13. No work will be done on or around the Project site or other State R/W without prior written concurrence from State. No construction activities shall commence on the Project until State has concurred on the final design and funding plan for the Project.

Agency/State
Agreement No. 22,858-02

14. Agency shall obtain a miscellaneous permit to occupy State R/W through the State District 2A Office, 6000 SW Raab Road, Portland, OR 97221, prior to the commencement of any work on State's facilities. Agency agrees to comply with all provisions of State issued permits to "Occupy or Perform Operations Upon a State Highway" and to also obtain the necessary Highway Approach Permits from State's District 2A Office, 6000 SW Raab Road, Portland, OR 97221, for all public roads and private properties adjacent to the highway according to OAR 734, Division 51. Agency agrees to comply with all provisions of said permit, and shall require its developers, contractors, subcontractors, or consultants performing such work to comply with such provisions.
15. Agency agrees that they are not allowed the use of additional R/W for material storage, parking or other uses related to construction, except as defined in the permit. If the contractor needs to use operating R/W for construction, Agency will obtain permission from State's District 2A Office; if Agency needs to use non-operating R/W, Agency will obtain permission through State's R/W Property Management Office.
16. Agency shall require its contractors and subcontractors to provide construction and performance bonding in an amount acceptable to State and covering State's interests of the Project. State may be covered as a dual obligee under bonding provided to Agency as part of the Project. Agency shall submit proof of said bonding to State within fourteen (14) days of receipt from its contractor or subcontractors.
17. Maintenance and power responsibilities shall survive any termination of this Agreement.
18. Agency shall comply with the design standards specified in the current "Highway Mobility Operations Manual" for the OR 43 portion of the project.
19. All design and construction of roadway elements on state right of way are to be done using the standards and guidelines found in the Oregon Highway Design Manual, unless a design exception is granted by State (see Special Provisions No. 20 below). This manual as well as other design information can be found at the following link: <<http://www.odot.state.or.us/ffp/hwy/opd/consultant.htm>
20. Any required design exceptions for projects on a state highway are to be sent to the State Region 1 Roadway Section Manager, or assigned designee. State's Region 1 Roadway Section Manager will work with any other affected Region or state unit to evaluate any design exception requests before they are forwarded to the State Traffic and Roadway Engineer in Salem. The authority to approve design exception requests lies with the State Traffic and Roadway Engineer, and, depending on the highway facility, may additionally require federal approval.

This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

THE PARTIES, by execution of this Agreement, hereby acknowledge that its signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2008-2011 Statewide Transportation Improvement Program, (Key #13762) that was approved by the Oregon Transportation Commission on November 14, 2007.

The Oregon Transportation Commission on December 29, 2008, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

On September 15, 2006, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, Paragraph 1, in which authority is delegated to the Deputy Director, Highways; to approve and sign agreements over \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program approved by the Director.

Signature page to follow

Agency/State
Agreement No. 22,858-02

MULTNOMAH COUNTY, by and through its
elected officials

By _____
Jeff Cogen, Chair
Board of County Commissioners

Date _____

By _____
N/A
Recorder

Date _____
N/A

APPROVED AS TO LEGAL SUFFICIENCY Date _____
Henry H. Lazenby, Jr., County Attorney
for Multnomah County, Oregon
By /s/ Matthew O. Ryan
Assistant County Attorney

Date 11/01/2010

Agency Contact:

Ian Cannon, Engineering Services Adm.
Multnomah County - Bridge
1403 SE Water Avenue
Portland, OR 97214-3333
(503) 988-3757 x223
ian.b.cannon@co.multnomah.or.us

State Contact:

Mark Foster, Local Agency Liaison
Oregon Dept. of Transportation
123 NW Flanders Street
Portland, OR 97209-4012
(503) 731-8288
mark.a.foster@odot.state.or.us

STATE OF OREGON, by and through
its Department of Transportation

By _____
Highway Division Administrator

Date _____

APPROVAL RECOMMENDED

By _____
Technical Services Manager/
Chief Engineer

By _____
Local Government Section Manager

Date _____

By _____
Region 1 Manager

Date _____

By _____
District 2A Manager

Date _____

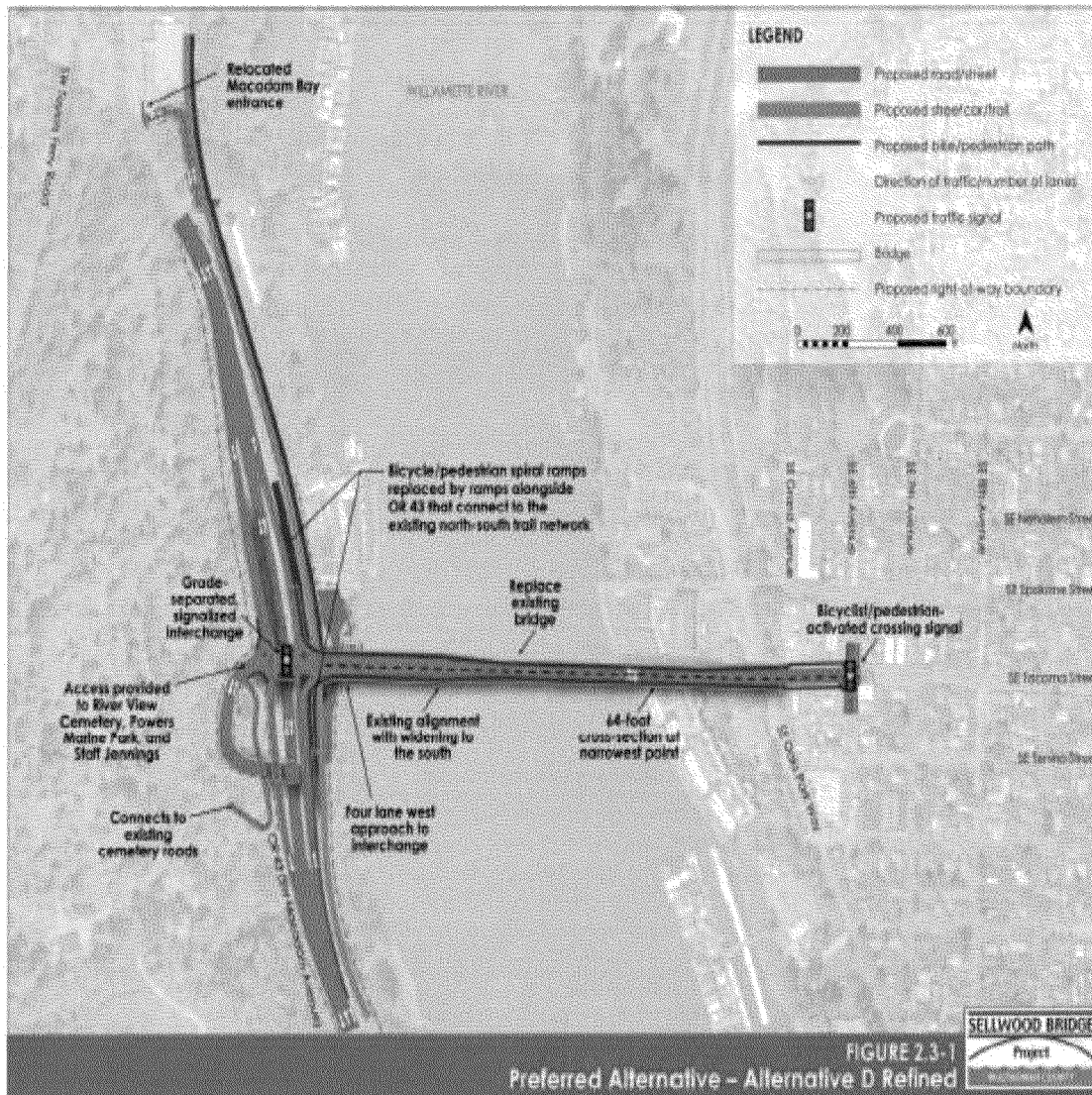
APPROVED AS TO LEGAL SUFFICIENCY

By _____
Assistant Attorney General

Date _____

REVISED EXHIBIT A Vicinity Map

Preferred Alternative
Chapter 2. Concept Development, Project Alternatives, and the Preferred Alternative



Agency/State
Agreement No. 22,858-02

EXHIBIT B
Oregon Jobs and Transportation Act of 2009
Progress Billing Form

Agency: _____
Project: _____
Agreement No.: _____
Billing Period: _____ to _____

	Costs Incurred This Period	Costs Billed Previously	Total Cost To Date	Participation Rate	Total Amount Claimed	Prior Total Claimed	Amount Claimed This Period	Percent Complete This Phase
Planning								
Engineering Design								
Right of Way								
Construction								
Total								

Submission of this request certifies that, in accordance with the laws of the State of Oregon and under the conditions of approval for the Project identified above, actual costs claimed have been incurred and are eligible pursuant to the Intergovernmental Agreement between Agency and State. Also, no other claims have been presented to, or payment made by, the State of Oregon for those costs claimed for reimbursement.

Agency Project Liaison

Date

(for State use)

I have reviewed the above Project and related costs and, in my opinion, subject to audit, the costs reflect the progress to date and are eligible for reimbursement in the amount of \$ _____.

State Project Liaison

Date

Revised ATTACHMENT NO. 2

FEDERAL STANDARD PROVISIONS

JOINT OBLIGATIONS PROJECT ADMINISTRATION

1. State (ODOT) is acting to fulfill its responsibility to the Federal Highway Administration (FHWA) by the administration of this Project, and Agency (i.e. county, city, unit of local government, or other state agency) hereby agrees that State shall have full authority to carry out this administration. If requested by Agency or if deemed necessary by State in order to meet its obligations to FHWA, State will further act for Agency in other matters pertaining to the Project. Agency shall, if necessary, appoint and direct the activities of a Citizen's Advisory Committee and/or Technical Advisory Committee, conduct a hearing and recommend the preferred alternative. State and Agency shall each assign a liaison person to coordinate activities and assure that the interests of both parties are considered during all phases of the Project.
2. Any project that uses federal funds in project development is subject to plans, specifications and estimates (PS&E) review and approval by FHWA or State acting on behalf of FHWA prior to advertisement for bid proposals, regardless of the source of funding for construction.

PRELIMINARY & CONSTRUCTION ENGINEERING

3. State, Agency, or others may perform preliminary and construction engineering. If Agency or others perform the engineering, State will monitor the work for conformance with FHWA rules and regulations. In the event that Agency elects to engage the services of a personal services consultant to perform any work covered by this Agreement, Agency and Consultant shall enter into a State reviewed and approved personal services contract process and resulting contract document. State must concur in the contract prior to beginning any work. State's personal services contracting process and resulting contract document will follow Title 23 Code of Federal Regulations (CFR) 172, Title 49 CFR 18, ORS 279A.055, the current State Administrative Rules and State Personal Services Contracting Procedures as approved by the FHWA. Such personal services contract(s) shall contain a description of the work to be performed, a project schedule, and the method of payment. Subcontracts shall contain all required provisions of Agency as outlined in the Agreement. No reimbursement shall be made using federal-aid funds for any costs incurred by Agency or its consultant prior to receiving authorization from State to proceed. Any amendments to such contract(s) also require State's approval.
4. On all construction projects where State is the signatory party to the contract, and where Agency is doing the construction engineering and project management, Agency, subject to

Agency/State
Agreement No. 22,858-02

any limitations imposed by state law and the Oregon Constitution, agrees to accept all responsibility, defend lawsuits, indemnify and hold State harmless, for all tort claims, contract claims, or any other lawsuit arising out of the contractor's work or Agency's supervision of the project.

**REQUIRED STATEMENT FOR UNITED STATES DEPARTMENT OF TRANSPORTATION
(USDOT) FINANCIAL ASSISTANCE AGREEMENT**

5. If as a condition of assistance, Agency has submitted and the United States Department of Transportation (USDOT) has approved a Disadvantaged Business Enterprise Affirmative Action Program which Agency agrees to carry out, this affirmative action program is incorporated into the financial assistance agreement by reference. That program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of the financial assistance agreement. Upon notification from USDOT to Agency of its failure to carry out the approved program, USDOT shall impose such sanctions as noted in Title 49, CFR, Part 26, which sanctions may include termination of the agreement or other measures that may affect the ability of Agency to obtain future USDOT financial assistance.
6. Disadvantaged Business Enterprises (DBE) Obligations. State and its contractor agree to ensure that DBE as defined in Title 49, CFR, Part 26, have the opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds. In this regard, Agency shall take all necessary and reasonable steps in accordance with Title 49, CFR, Part 26, to ensure that DBE have the opportunity to compete for and perform contracts. Neither State nor Agency and its contractors shall discriminate on the basis of race, color, national origin or sex in the award and performance of federally-assisted contracts. Agency shall carry out applicable requirements of Title 49, CFR, Part 26, in the award and administration of such contracts. Failure by Agency to carry out these requirements is a material breach of this Agreement, which may result in the termination of this contract or such other remedy as State deems appropriate.
7. The DBE Policy Statement and Obligations shall be included in all subcontracts entered into under this Agreement.
8. Agency agrees to comply with all applicable civil rights laws, rules and regulations, including Title V and Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and Titles VI and VII of the Civil Rights Act of 1964.
9. The parties hereto agree and understand that they will comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to the work including, but not limited to, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270, incorporated herein by reference and made a part hereof; Title 23 CFR Parts 1.11, 140, 710, and 771; Title 49 CFR Parts 18, 24 and 26; 2 CFR 225, and OMB CIRCULAR NO. A-133, Title 23, USC, Federal-Aid Highway Act; Title 41, Chapter 1, USC 51-58, Anti-Kickback Act; Title 42 USC; Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended and provisions of Federal-Aid Policy Guide (FAPG).

STATE OBLIGATIONS

PROJECT FUNDING REQUEST

10. State shall submit a Project funding request to FHWA with a request for approval of federal-aid participation in all engineering, right-of-way acquisition, eligible utility relocations and/or construction work for the Project. **No work shall proceed on any activity in which federal-aid participation is desired until such approval has been obtained.** The program shall include services to be provided by State, Agency, or others. State shall notify Agency in writing when authorization to proceed has been received from FHWA. Major responsibility for the various phases of the Project will be as outlined in the Special Provisions. All work and records of such work shall be in conformance with FHWA rules and regulations.

FINANCE

11. State shall, in the first instance, pay all reimbursable costs of the Project, submit all claims for federal-aid participation to FHWA in the normal manner and compile accurate cost accounting records. Agency may request a statement of costs to date at any time by submitting a written request. When the actual total cost of the Project has been computed, State shall furnish Agency with an itemized statement of final costs. Agency shall pay an amount which, when added to said advance deposit and federal reimbursement payment, will equal 100 percent of the final total actual cost. Any portion of deposits made in excess of the final total costs of Project, minus federal reimbursement, shall be released to Agency. The actual cost of services provided by State will be charged to the Project expenditure account(s) and will be included in the total cost of the Project.
12. If federal funds are used, State will specify the Catalog of Federal Domestic Assistance (CFDA) number in the Agreement. State will also determine and clearly state in the Agreement if recipient is a subrecipient or vendor, using criteria in Circular A-133.

PROJECT ACTIVITIES

13. State shall, if the preliminary engineering work is performed by Agency or others, review and process or approve all environmental statements, preliminary and final plans, specifications and cost estimates. State shall, if they prepare these documents, offer Agency the opportunity to review and approve the documents prior to advertising for bids.
14. The party responsible for performing preliminary engineering for the Project shall, as part of its preliminary engineering costs, obtain all Project related permits necessary for the construction of said Project. Said permits shall include, but are not limited to, access, utility, environmental, construction, and approach permits. All pre-construction permits will be obtained prior to advertisement for construction.
15. State shall prepare contract and bidding documents, advertise for bid proposals, and award all contracts.

Agency/State
Agreement No. 22,858-02

16. Upon State's award of a construction contract, State shall perform independent assurance testing in accordance with State and FHWA Standards, process and pay all contractor progress estimates, check final quantities and costs, and oversee and provide intermittent inspection services during the construction phase of the Project.
17. State shall, as a Project expense, assign a liaison person to provide Project monitoring as needed throughout all phases of Project activities (preliminary engineering, right-of-way acquisition, and construction). The liaison shall process reimbursement for federal participation costs.

RIGHT OF WAY

18. State is responsible for proper acquisition of the necessary right of way and easements for construction and maintenance of the Project. Agency may perform acquisition of the necessary right of way and easements for construction and maintenance of the Project, provided Agency (or Agency's consultant) are qualified to do such work as required by the State's Right of Way Manual and have obtained prior approval from State's Region Right of Way office to do such work.
19. Regardless of who acquires or performs any of the right of way activities, a right of way services agreement shall be created by State's Region Right of Way office setting forth the responsibilities and activities to be accomplished by each party. State shall always be responsible for requesting project funding, coordinating certification of the right of way, and providing oversight and monitoring. Funding authorization requests for federal right of way funds must be sent through the State's Region Right of Way offices on all projects. All projects must have right of way certification coordinated through State's Region Right of Way offices (even for projects where no federal funds were used for right of way, but federal funds were used elsewhere on the Project). Agency should contact the State's Region Right of Way office for additional information or clarification.
20. State shall review all right of way activities engaged in by Agency to assure compliance with applicable laws and regulations. Agency agrees that right of way activities shall be in accord with the Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970, as amended, ORS Chapter 35, FHWA Federal-Aid Policy Guide, State's Right of Way Manual and the Code of Federal Regulations, Title 23, Part 710 and Title 49, Part 24.
21. If any real property purchased with federal-aid participation is no longer needed for the originally authorized purpose, the disposition of such property shall be subject to applicable rules and regulations, which are in effect at the time of disposition. Reimbursement to State and FHWA of the required proportionate shares of the fair market value may be required.
22. Agency insures that all Project right of way monumentation will be conducted in conformance with ORS 209.155.
23. State and Agency grants each other authority to enter onto the other's right of way for the performance of the Project.

AGENCY OBLIGATIONS

FINANCE

24. Federal funds shall be applied toward Project costs at the current federal-aid matching ratio, unless otherwise agreed and allowable by law. Agency shall be responsible for the entire match amount, unless otherwise agreed to and specified in the intergovernmental agreement.
25. Agency's estimated share and advance deposit.
- a) Agency shall, prior to commencement of the preliminary engineering and/or right of way acquisition phases, deposit with State its estimated share of each phase. Exception may be made in the case of projects where Agency has written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement.
 - b) Agency's construction phase deposit shall be 110 percent of Agency's share of the engineer's estimate and shall be received prior to award of the construction contract. Any additional balance of the deposit, based on the actual bid must be received within forty-five (45) days of receipt of written notification by State of the final amount due, unless the contract is canceled. Any unnecessary balance of a cash deposit, based on the actual bid, will be refunded within forty-five (45) days of receipt by State of the Project sponsor's written request.
 - c) Pursuant to ORS 366.425, the advance deposit may be in the form of 1) money deposited in the State Treasury (an option where a deposit is made in the Local Government Investment Pool, and an Irrevocable Limited Power of Attorney is sent to the Highway Finance Office), or 2) an Irrevocable Letter of Credit issued by a local bank in the name of State, or 3) cash.
 - d) Agency may satisfy all or part of any matching funds requirements by use of in-kind contributions rather than cash when prior written approval has been given by State.
26. If the estimated cost exceeds the total matched federal funds available, Agency shall deposit its share of the required matching funds, plus 100 percent of all costs in excess of the total matched federal funds. Agency shall also pay 100 percent of the cost of any item in which FHWA will not participate. If Agency has not repaid any non-participating cost, future allocations of federal funds, or allocations of State Highway Trust Funds, to that Agency may be withheld to pay the non-participating costs. If State approves processes, procedures, or contract administration outside the Local Agency Guidelines that result in items being declared non-participating, those items will not result in the withholding of Agency's future allocations of federal funds or the future allocations of State Highway Trust Funds.

Agency/State
Agreement No. 22,858-02

27. Costs incurred by State and Agency for services performed in connection with any phase of the Project shall be charged to the Project, unless otherwise mutually agreed upon.
28. If Agency makes a written request for the cancellation of a federal-aid project; Agency shall bear 100 percent of all costs as of the date of cancellation. If State was the sole cause of the cancellation, State shall bear 100 percent of all costs incurred. If it is determined that the cancellation was caused by third parties or circumstances beyond the control of State or Agency, Agency shall bear all development costs, whether incurred by State or Agency, either directly or through contract services, and State shall bear any State administrative costs incurred. After settlement of payments, State shall deliver surveys, maps, field notes, and all other data to Agency.
29. Agency shall follow requirements of the Single Audit Act. The requirements stated in the Single Audit Act must be followed by those local governments and non-profit organizations receiving \$500,000 or more in federal funds. The Single Audit Act of 1984, PL 98-502 as amended by PL 104-156, described in "OMB CIRCULAR NO. A-133", requires local governments and non-profit organizations to obtain an audit that includes internal controls and compliance with federal laws and regulations of all federally-funded programs in which the local agency participates. The cost of this audit can be partially prorated to the federal program.
30. Agency shall make additional deposits, as needed, upon request from State. Requests for additional deposits shall be accompanied by an itemized statement of expenditures and an estimated cost to complete the Project.
31. Agency shall present invoices for 100 percent of actual costs incurred by Agency on behalf of the Project directly to State's Liaison Person for review and approval. Such invoices shall identify the Project and Agreement number, and shall itemize and explain all expenses for which reimbursement is claimed. Billings shall be presented for periods of not less than one-month duration, based on actual expenses to date. All billings received from Agency must be approved by State's Liaison Person prior to payment. Agency's actual costs eligible for federal-aid or State participation shall be those allowable under the provisions of Title 23 CFR Parts 1.11, 140 and 710. Final billings shall be submitted to State for processing within three (3) months from the end of each funding phase as follows: 1) award date of a construction contract for preliminary engineering (PE) 2) last payment for right of way acquisition and 3) third notification for construction. Partial billing (progress payment) shall be submitted to State within three (3) months from date that costs are incurred. Final billings submitted after the three months shall not be eligible for reimbursement.
32. The cost records and accounts pertaining to work covered by this Agreement are to be kept available for inspection by representatives of State and FHWA for a period of six (6) years following the date of final voucher to FHWA. Copies of such records and accounts shall be made available upon request. For real property and equipment, the retention period starts from the date of disposition (Title 49 CFR 18.42).
33. State shall request reimbursement, and Agency agrees to reimburse State, for federal-aid funds distributed to Agency if any of the following events occur:

Agency/State
Agreement No. 22,858-02

- a) Right of way acquisition or actual construction of the facility for which preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which the federal-aid funds were authorized;
 - b) Right of way acquisition is undertaken utilizing federal-aid funds and actual construction is not started by the close of the twentieth fiscal year following the fiscal year in which the federal-aid funds were authorized for right of way acquisition.
 - c) Construction proceeds after the Project is determined to be ineligible for federal-aid funding (e.g., no environmental approval, lacking permits, or other reasons).
34. Agency shall maintain all Project documentation in keeping with State and FHWA standards and specifications. This shall include, but is not limited to, daily work records, quantity documentation, material invoices and quality documentation, certificates of origin, process control records, test results, and inspection records to ensure that projects are completed in conformance with approved plans and specifications.

RAILROADS

35. Agency shall follow State established policy and procedures when impacts occur on railroad property. The policy and procedures are available through State's appropriate Region contact or State's Railroad Liaison. Only those costs allowable under Title 23 CFR Part 646, subpart B and Title 23 CFR Part 140, subpart I, shall be included in the total Project costs; all other costs associated with railroad work will be at the sole expense of Agency, or others. Agency may request State, in writing, to provide railroad coordination and negotiations. However, State is under no obligation to agree to perform said duties.

UTILITIES

36. Agency shall follow State established Statutes, Policies and Procedures when impacts occur to privately or publicly-owned utilities. Only those utility relocations, which are eligible for federal-aid participation under, the FAPG, Title 23 CFR 645A, Subpart A and B, shall be included in the total Project costs; all other utility relocations shall be at the sole expense of Agency, or others. State will arrange for utility relocations/adjustments in areas lying within jurisdiction of State, if State is performing the preliminary engineering. Agency may request State in writing to arrange for utility relocations/adjustments lying within Agency jurisdiction, acting on behalf of Agency. This request must be submitted no later than twenty-one (21) weeks prior to bid let date. However, State is under no obligation to agree to perform said duties.
37. The State utility relocation policy, procedures and forms are available through the appropriate State's Region Utility Specialist or State Utility Liaison. Agency shall provide copies of all signed utility notifications, agreements and Utility Certification to the State Utility Liaison.

STANDARDS

38. Agency agrees that design standards for all projects on the National Highway System (NHS) and the Oregon State Highway System shall be in compliance to standards specified in the current "State Highway Design Manual" and related references. Construction plans shall be in conformance with standard practices of State for plans prepared by its own staff. All specifications for the Project shall be in substantial compliance with the most current "Oregon Standard Specifications for Highway Construction".
39. Agency agrees that minimum design standards for non-NHS projects shall be recommended AASHTO Standards and in accordance with the current "Oregon Bicycle and Pedestrian Plan", unless otherwise requested by Agency and approved by State.
40. Agency agrees and will verify that the installation of traffic control devices shall meet the warrants prescribed in the "Manual on Uniform Traffic Control Devices and Oregon Supplements".
41. All plans and specifications shall be developed in general conformance with the current "Contract Plans Development Guide" and the current "Oregon Standard Specifications for Highway Construction" and/or guidelines provided.
42. The standard unit of measurement for all aspects of the Project shall be English Units. All Project documents and products shall be in English. This includes, but is not limited to, right of way, environmental documents, plans and specifications, and utilities.

GRADE CHANGE LIABILITY

43. Agency, if a County, acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete construction of the Project which may alter or change the grade of existing county roads are being accomplished at the direct request of the County.
44. Agency, if a City, hereby accepts responsibility for all claims for damages from grade changes. Approval of plans by State shall not subject State to liability under ORS 105.760 for change of grade.
45. Agency, if a City, by execution of Agreement, gives its consent as required by ORS 373.030(2) to any and all changes of grade within the City limits, and gives its consent as required by ORS 373.050(1) to any and all closure of streets intersecting the highway, if any there be in connection with or arising out of the project covered by the Agreement.

CONTRACTOR CLAIMS

46. Agency shall, to the extent permitted by state law, indemnify, hold harmless and provide legal defense for State against all claims brought by the contractor, or others resulting from Agency's failure to comply with the terms of this Agreement.

Agency/State
Agreement No. 22,858-02

47. Notwithstanding the foregoing defense obligations under Paragraph 46, neither Agency nor any attorney engaged by Agency shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at anytime at its election assume its own defense and settlement in the event that it determines that Agency is prohibited from defending the State of Oregon, or that Agency is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue any claims it may have against Agency if the State of Oregon elects to assume its own defense.

MAINTENANCE RESPONSIBILITIES

48. Agency shall, upon completion of construction, thereafter maintain and operate the Project at its own cost and expense, and in a manner satisfactory to State and FHWA.

WORKERS' COMPENSATION COVERAGE

49. All employers, including Agency that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Agency shall ensure that each of its contractors complies with these requirements.

LOBBYING RESTRICTIONS

50. Agency certifies by signing the Agreement that:
- a) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
 - b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
 - c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans,

Agency/State
Agreement No. 22,858-02

and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

- d) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31, USC Section 1352.
- e) Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Paragraphs 36, 37, and 48 are not applicable to any local agency on state highway projects.

MULTNOMAH COUNTY CONTRACT APPROVAL FORM

Check all that apply

☒ County Attorney email approval attached

☐ Retro Memo attached

☐ Proof of Insurance attached

☐ EEO Exhibit 5 attached (contracts over \$75,000)

☐ Expenditure

☒ Revenue

☐ Non-Financial Agreement

Contract Number: 4710000017

Amendment Number: 2

Vendor Number: 12052

Date: 11-02-2010

☐ Inter-Departmental

CAF Purpose

☐ New Contract

☐ Renewal

☐ Date Change

☒ Funding Change

☐ Service Change

Department: Community Services

Division/Program: Land Use and Transportation

Originator: Ian Cannon

Phone: 988-3757 x223

Mail Stop: #446

Contact: Cathey Kramer

Phone: 988-6050 x22589

Mail Stop: #425/2nd

Contract/Amendment Procurement Details

Procurement No.(s):

Effective Date:

End Date:

Exemption or Citation No.(s):

Effective Date:

End Date:

Check all that apply to contractor:

☐ MBE

☐ WBE

☐ ESB

☐ QRF

State Cert No.:

☐ Non-Profit

☒ N/A

Contractor: Oregon Department of Transportation

Payment Schedule/Terms:

Address: 123 NW Flanders St.

☐ Lump Sum

\$

☐ Due on Receipt

City/State/Zip: Portland OR 97209-4037

☐ Monthly

\$

☐ Net 30

Telephone: (503) 731-8288

☐ Quarterly

\$

☒ Other

☐ Other

\$

Contract Effect Date: 12/1/2005

Term Date: 11/30/2016

Amend Effect Date: 11/18/10

New Term Date: 11/30/2015

☐ Price Agreement or Requirements Funding Information:

Original Contract Amount: \$ 16,300,000.00

Original PA/Requirements Amt: \$

Total Amount Previous Amend: \$ 10,184,753.00

Total Amount Previous Amend: \$

Amount of Amendment: \$ 31,507,711.00

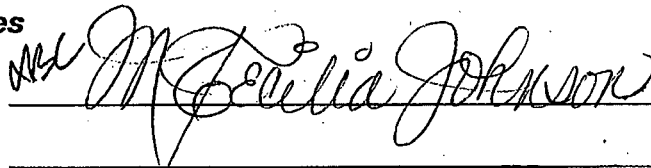
Requirements Amount Amend: \$

Total Amount of Agreement: \$ 57,992,464.00

Total Amount of PA/Requirements: \$

Required Signatures

Dept Director or Designee:



Date:

11/3/2010

County Chair:

Date:

Vendor Contact Information

Name: Mark A. Foster

Title: ODOT Liaison

☐ Changed from Previous CAF

email: Mark.a.foster@odot.or.us

Name:

Title:

email:

Name:

Title:

email:

Contract/Amendment Description Or Comments

Amendment No. 2 to Oregon Dept. of Transportation Intergovernmental Agreement No. 22585 to increase funding for the Sellwood Bridge Rehabilitation/Replacement Project.

(WBS: 6700RT1016P600)

part of the overall plan for funding the project.

4. Explain any legal and/or policy issues involved.

The County is responsible for the maintenance of the Sellwood Bridge.

5. Explain any citizen and/or other government participation that has or will take place.

The Sellwood Project has had an extensive public outreach program. There have been public meetings, open houses, and online surveys. In addition there have been numerous meetings of the project Community Advisory Committee, a group of 17 community members representing various interests in the project. The project has a Public Stakeholder Committee (PSC) consisting of elected officials from Multnomah County, Clackamas County, Metro, Portland, Milwaukie, the Oregon House of Representatives, and Oregon Senate. In addition the PSC includes representatives from the offices of Representative Blumenauer and Senator Merkley. Officials from the Oregon Department of Transportation, TriMet, and the Federal Highway Administration are included on the PSC. The Sellwood Project has involved numerous local, state, and federal regulatory agencies. The public and agency involvement will continue throughout the design and construction phases of the project

Required Signature

Elected Official or
Department/
Agency Director:



Date:

11/3/10

Agenda Placement Request
Submit to Board Clerk

**AMENDMENT NUMBER 02
LOCAL AGENCY AGREEMENT
HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROJECT
Willamette River (Sellwood) Bridge (Bridge #06879) and
Oregon Route (OR) 43 Interchange Improvements
Multnomah County**

The **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as "State," and **Multnomah County**, acting by and through its elected officials, hereinafter referred to as "Agency," entered into Local Agency Agreement No. 22,858 on March 10, 2006, and Amendment No. 1 on January 18, 2008. Said Agreement covers the preliminary engineering (PE) and right of way (R/W) activities for the Sellwood Bridge.

It has now been determined by State and Agency that the Agreement referenced above shall be amended to redefine the Project, add additional funding, obligations, a construction phase, Special Provisions, Exhibit A Vicinity Map, Exhibit B Oregon Jobs and Transportation Act of 2009 (JTA) Progress Billing Form and revised Standard Provisions Attachment No. 2. Except as expressly amended below, all other terms and conditions of the Agreement are still in full force and effect.

EXHIBIT A shall be deleted in its entirety and replaced with the attached Revised EXHIBIT A. All references to "EXHIBIT A" shall hereinafter be referred to as "Revised EXHIBIT A."

ATTACHMENT No. 2, STANDARD PROVISIONS shall be deleted in its entirety and replaced with the attached Revised ATTACHMENT No. 2, STANDARD PROVISIONS. All references to "ATTACHMENT No. 2, STANDARD PROVISIONS," shall hereinafter be referred to as "Revised ATTACHMENT No. 2, STANDARD PROVISIONS."

RECITALS, Paragraph 1, Page 1, which reads:

1. The Sellwood Bridge is a part of the county road system under the jurisdiction and control of Multnomah County.

Shall be deleted in its entirety and replaced with the following:

1. Oswego Highway, Oregon Route (OR) 43 is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC). The Sellwood Bridge (Bridge #06879) is a part of the county road system under the jurisdiction and control of Multnomah County.

RECITALS, Paragraph 4, Page 1, which reads:

4. By the authority granted in ORS 190.110 and 366.576, State may enter into cooperative agreements with counties, cities and units of local governments for the

performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.

Shall be deleted in its entirety and replaced with the following:

4. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, state agencies may enter into cooperative agreements with counties, cities, and units of local government for the performance of any or all functions and activities that a party to the Agreement, its officers, or agents have the authority to perform.

Insert new RECITALS, Paragraphs 6 through 8, to read as follows:

6. Oregon Jobs and Transportation Act of 2009 (JTA) Program, hereinafter referred to as the "JTA of 2009 Program," provides funding for preservation and modernization projects chosen by the Oregon Transportation Commission (OTC).
7. Projects named in Section 64 of 2009 Legislative Assembly, Oregon House Bill 2001, as well as projects approved by the OTC pursuant to Section 64(3), were amended into the Statewide Transportation Improvement Program (STIP), including OR 43 at the Sellwood Bridge Interchange.
8. Governor Kulongoski signed HB 2001 on July 29, 2009, Chapter 865, Oregon Laws 2009. This legislation also known as the Oregon Jobs and Transportation Act, is the transportation funding plan for accountability, innovation and environmental stewardship; highway, road and street funding; and, multimodal funding. On October 21, 2009 the OTC approved projects relating to this legislation.

TERMS OF AGREEMENT, Paragraph 1, Page 1, which reads:

1. Under such authority, State and Agency agree to perform preliminary engineering (PE) and the necessary right of way (R/W) activities for the Sellwood Bridge Project (bridge #06879), hereinafter referred to as "Project." The location of the Project is approximately as shown on the sketch map attached hereto, marked "Exhibit A," and by this reference made a part hereof.

Shall be deleted in its entirety and replaced with the following:

1. Under such authority, Agency agrees to perform preliminary engineering (PE), the necessary right of way (R/W) and construction activities for the Sellwood Bridge and all phases of the OR 43 interchange improvements, hereinafter referred to as "Project." The location of the Project is approximately as shown on the sketch map attached hereto, marked "Revised Exhibit A" and by this reference made a part hereof.

Insert new TERMS OF AGREEMENT, Paragraph 2 to read as follows:

2. State and the Federal Highway Administration (FHWA) have a keen interest in making sure roles and responsibilities are clearly identified, therefore, both Parties agree to the roles and responsibilities in the environmental impact statement (EIS) Record of Decision (ROD) and that the OR 43 interchange improvements will be built according to the ROD unless otherwise approved by the FHWA.

TERMS OF AGREEMENT, Paragraphs 2 through 13 shall be hereinafter re-numbered as Paragraphs 3 through 14.

TERMS OF AGREEMENT, Paragraph 3, Page 2, which reads:

3. The estimated cost of the Project is **\$26,030,000** which is subject to change. The Project shall be funded from the following available moneys:
 - a. Highway Bridge Replacement and Rehabilitation Program (HBRR), large bridge category, under Title 23, United States Code, limited to **\$16,000,000** including match, for PE and R/W.
 - b. Metro Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code, at the maximum allowable federal participating amount, limited to **\$2,229,000**, for PE only.
 - c. State Region 1 Modernization funds limited to **\$1,500,000**, for PE and R/W only.
 - d. High Priority Projects Program and Transportation Improvements Program, under Title 23, United States Code, which incorporated SAFETEA-LU estimated at **\$7,000,000**, and can be used for both PE and R/W with Agency providing the match for the federal funds and any non-participating costs, including all costs in excess of the combined available federal funds. The federal pro-rata funding for the project is 89.73 percent and the provided federal funds will be subject to annual obligation limitations and possible rescissions.

The Federal Project Number and Project Description are as shown in the table below:

Federal Project Number	SAFETEA-LU Program	Project Description
1495	High Priority Projects	Sellwood Bridge Replacement-Multnomah County
4720	High Priority Projects	Rehabilitate Sellwood Bridge, Multnomah County, Oregon
335	Transportation Improvements	Sellwood Bridge, Multnomah County, Oregon.

Shall be deleted in its entirety and replaced with the following:

3. The estimated cost of the Project is **\$330,000,000**, which is subject to change. The Project shall be funded with funds available to the County and from the following additional available moneys:
- a. Highway Bridge Replacement and Rehabilitation Program (HBRR), large bridge category, under Title 23, United States Code, limited to **\$16,000,000** including match, for PE and R/W.
 - b. Metro Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code, at the maximum allowable federal participating amount, limited to **\$2,228,909** including match, for PE only.
 - c. State Region 1 Modernization funds limited to **\$1,500,000**, for PE and R/W only. These funds are to be used to match federal funds only.
 - d. High Priority Projects Program and Transportation Improvements Program, under Title 23, United States Code, which incorporated SAFETEA-LU estimated at **\$6,997,571** including match, and can be used for both PE and R/W with Agency providing the match for the federal funds and any non-participating costs, including all costs in excess of the combined available federal funds. The federal pro-rata funding for the Project is 89.73 percent and the provided federal funds will be subject to annual obligation limitations and possible rescissions.

The Federal Project Number and Project Description are as shown in the table below:

Federal Project Number	SAFETEA-LU Program	Project Description
1495	High Priority Projects	Sellwood Bridge Replacement- Multnomah County
4720	High Priority Projects	Rehabilitate Sellwood Bridge, Multnomah County, Oregon
335	Transportation Improvements	Sellwood Bridge, Multnomah County, Oregon.

- e. Surface Transportation Priorities Projects, program code 56C0 funds, designated in Division A of the Consolidated Appropriations Act, 2010 (Demo ID OR197), at the maximum allowable federal participating amount limited to **\$1,265,984**. These funds are 100 percent federal share and are available until expended with no obligation limitations.
- f. The HB2001 JTA of 2009 Program funds are limited to **\$30,000,000**. These funds are to be used only on OR 43 and the interchange improvements portion of the Project.

Insert new TERMS OF AGREEMENT, Paragraphs 15 through 21, to read as follows:

15. State shall submit a separate written project funding request to FHWA requesting approval of federal-aid participation for each project phase including a) Program Development (Planning) b) Preliminary Engineering (National Environmental Policy Act - NEPA, Permitting and Project Design) c) Right of Way Acquisition, d) Utilities e) Construction Advertising, Bid and Award, and f) Construction. Any work performed prior to acceptance by FHWA will be considered nonparticipating and paid for at County expense. County shall not proceed on any activity in which federal-aid participation is desired until such written approval for each corresponding phase is obtained by State. State shall notify County in writing when authorization to proceed has been received from FHWA. All work and records of such work shall be in conformance with FHWA rules and regulations.
16. The funds available under the JTA of 2009 Program are State Highway Funds. To be eligible for reimbursement under the JTA of 2009 Program, expenditures must comply with the requirements of Article IX, Section 3a of the Oregon Constitution.
17. The JTA of 2009 Program Funds are expected to become available on or before January 1, 2011 by way of increases in gas taxes and other fees under House Bill 2001, 2009 Legislative Assembly (Oregon Laws 2009, Chapter 865), and through the issuance and sale by the State Treasurer, of the bonds authorized by Section 61 of House Bill 2001, in an amount sufficient to fund this Project. The Agreement is effective and work may begin upon execution of this Agreement, but State's obligation to make project payments is contingent upon State determining that sufficient funds are available for the Project. State will notify Agency when such funds are available; and State shall begin payments for invoiced work pursuant to this Agreement from such date.
18. Agency and State have a joint obligation to ensure timely expenditure of the JTA of 2009 Program funds and to comply with the provisions of the bonds that finance the JTA of 2009 Program.
19. Agency and State shall jointly develop a Project charter to include Organizational Charts, Communication Plans, and Roles and Responsibilities approved by Agency's Bridge Manager and State's Region 1 Manager, or approved designee. This charter shall be approved before execution of the construction contract.
20. Agency shall present invoices for the eligible, actual costs incurred by Agency on behalf of the Project directly to State's Project Liaison for review and approval. Such invoices shall be submitted in the form as shown on "Exhibit B," JTA of 2009 Program fund Progress Billing, attached hereto and by this reference made a part hereof. Invoices will identify the Project and Agreement number, and shall itemize and explain all expenses for which reimbursement is claimed. Invoices shall be presented for periods of not greater than one month, based on actual expenses incurred, and must clearly specify the percentage of completion of the Project. Upon

completion of the Project, Agency shall submit a final invoice and letter indicating that the Project is complete.

20. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:

- a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
- b. If Agency fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
- c. Because of legislative or other legal action, including but not limited to initiative petitions, there is failure to approve, reduction, elimination, or other interference with appropriations of state expenditure limitation to the extent that legal authority is insufficient to enable State, in its reasonable discretion, to continue making payments under this Agreement.
- d. State, the Department of Justice, or a court of competent jurisdiction determines that state law, rules, regulation or guidelines are modified, changed, repealed or interpreted in such a way that the activities described in this Agreement are no longer allowable or no longer eligible for funding proposed by this Agreement.
- e. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
- f. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.

21. If State terminates this Agreement for the reasons described in Terms of Agreement 20 "a", "b" and "c" above, Agency must reimburse State for all JTA of 2009 Program funds expended. If Agency fails to reimburse State, State may withhold Agency's proportional share of State Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.

Insert new SPECIAL PROVISIONS, Paragraphs 8 through 20, to read as follows:

8. Agency shall be allowed to use an alternative contracting method of delivery, contingent upon FHWA approval of a SEP-14 request for this Project. The construction contract shall be owned by the Agency.
9. Agency shall follow Agency's procedures for contractor claims and Contract Change Orders (CCO's) as described in Agency's standard for federal-aid projects.

Agency's construction contract specifications are required to include a process for dispute and claim resolution. Those specifications must require a claims review by State of any unresolved claims prior to the contractor being allowed to pursue litigation. State will conduct claims reviews and will make independent determinations on contractor's entitlement and award of damages where State and Agency agree that litigation is likely to be filed.

10. FHWA retains approval authority over waivers for Buy America provisions. FHWA also retains approval authority over all approvals as defined in FHWA's full federal oversight program if federal-aid participation is desired in that phase of work. State retains approval authority over certain construction CCO's, including but not limited to the following:
 - a) Changes which affect environmental mitigation classification or commitments;
 - b) R/W access control on or impacting State's facilities;
 - c) Changes in the scope of work or extension of the contract limits shown in the Project documents approved by State and FHWA;
 - d) Any contract change altering the Disadvantaged Business Enterprise (DBE) goals or requirements;
 - e) Any impact or changes to traffic mobility including width, height, weight, length, access to the route or additional travel delay on or impacting State's facilities; and
 - f) Any change(s) resulting in less than American Association of State Highway Transportation Officials (AASHTO) Design Standards for projects on the National Highway System.
 - g) Any CCO's, extra work or design changes that affect OR 43 and the west interchange.
11. Agency and State, with Consultant technical advice on Interchange Area Management Plan (IAMP) strategies, have prepared an IAMP for the Project, which was approved on May 13, 2010. An IAMP is a requirement of the State for new or significantly reconstructed interchanges under Oregon Administrative Rule (OAR) 734-051-0155 (6). The purpose of an IAMP is to protect the function of the interchange and consequently the site's investment in the facility. Other reasons for preparing an IAMP include supporting Project development, and addressing facility sufficiency concerns, local road network sufficiency concerns, and land use concerns.
12. Agency shall be responsible for the design and construction of storm-water treatment facilities if required. Maintenance of said storm water facilities will be covered under a separate maintenance agreement with Agency if constructed.
13. No work will be done on or around the Project site or other State R/W without prior written concurrence from State. No construction activities shall commence on the Project until State has concurred on the final design and funding plan for the Project.

14. Agency shall obtain a miscellaneous permit to occupy State R/W through the State District 2A Office, 6000 SW Raab Road, Portland, OR 97221, prior to the commencement of any work on State's facilities. Agency agrees to comply with all provisions of State issued permits to "Occupy or Perform Operations Upon a State Highway" and to also obtain the necessary Highway Approach Permits from State's District 2A Office, 6000 SW Raab Road, Portland, OR 97221, for all public roads and private properties adjacent to the highway according to OAR 734, Division 51. Agency agrees to comply with all provisions of said permit, and shall require its developers, contractors, subcontractors, or consultants performing such work to comply with such provisions.
15. Agency agrees that they are not allowed the use of additional R/W for material storage, parking or other uses related to construction, except as defined in the permit. If the contractor needs to use operating R/W for construction, Agency will obtain permission from State's District 2A Office; if Agency needs to use non-operating R/W, Agency will obtain permission through State's R/W Property Management Office.
16. Agency shall require its contractors and subcontractors to provide construction and performance bonding in an amount acceptable to State and covering State's interests of the Project. State may be covered as a dual obligee under bonding provided to Agency as part of the Project. Agency shall submit proof of said bonding to State within fourteen (14) days of receipt from its contractor or subcontractors.
17. Maintenance and power responsibilities shall survive any termination of this Agreement.
18. Agency shall comply with the design standards specified in the current "Highway Mobility Operations Manual" for the OR 43 portion of the project.
19. All design and construction of roadway elements on state right of way are to be done using the standards and guidelines found in the Oregon Highway Design Manual, unless a design exception is granted by State (see Special Provisions No. 20 below). This manual as well as other design information can be found at the following link: <http://www.odot.state.or.us/ffp/hwy/opd/consultant.htm>
20. Any required design exceptions for projects on a state highway are to be sent to the State Region 1 Roadway Section Manager, or assigned designee. State's Region 1 Roadway Section Manager will work with any other affected Region or state unit to evaluate any design exception requests before they are forwarded to the State Traffic and Roadway Engineer in Salem. The authority to approve design exception requests lies with the State Traffic and Roadway Engineer, and, depending on the highway facility, may additionally require federal approval.

This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

THE PARTIES, by execution of this Agreement, hereby acknowledge that its signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2008-2011 Statewide Transportation Improvement Program, (Key #13762) that was approved by the Oregon Transportation Commission on November 14, 2007.

The Oregon Transportation Commission on December 29, 2008, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

On September 15, 2006, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, Paragraph 1, in which authority is delegated to the Deputy Director, Highways; to approve and sign agreements over \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program approved by the Director.

Signature page to follow

Agency/State
Agreement No. 22,858-02

MULTNOMAH COUNTY, by and through its
elected officials

By Jeff Cogen, Chair
Board of County Commissioners

Date 11/18/2010

By N/A
Recorder

Date N/A

APPROVED AS TO LEGAL SUFFICIENCY Date _____
Henry H. Lazenby, Jr., County Attorney
for Multnomah County, Oregon
By /s/ Matthew O. Ryan
Assistant County Attorney

Date 11/01/2010

Agency Contact:

Ian Cannon, Engineering Services Adm.
Multnomah County -Bridge
1403 SE Water Avenue
Portland, OR 97214-3333
(503) 988-3757 x223
ian.b.cannon@co.multnomah.or.us

State Contact:

Mark Foster, Local Agency Liaison
Oregon Dept. of Transportation
123 NW Flanders Street
Portland, OR 97209-4012
(503) 731-8288
mark.a.foster@odot.state.or.us

STATE OF OREGON, by and through
its Department of Transportation

By _____
Highway Division Administrator

Date _____

APPROVAL RECOMMENDED

By _____
Technical Services Manager/
Chief Engineer

By _____
Local Government Section Manager

Date _____

By _____
Region 1 Manager

Date _____

By _____
District 2A Manager

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

By _____
Assistant Attorney General

Date _____

Agency/State
Agreement No. 22,858-02

EXHIBIT B
Oregon Jobs and Transportation Act of 2009
Progress Billing Form

Agency: _____
Project: _____
Agreement No: _____
Billing Period: _____ to _____

	Costs Incurred This Period	Costs Billed Previously	Total Cost To Date	Participation Rate	Total Amount Claimed	Prior Total Claimed	Amount Claimed This Period	Percent Complete This Phase
Planning								
Engineering Design								
Right of Way								
Construction								
Total								

Submission of this request certifies that, in accordance with the laws of the State of Oregon and under the conditions of approval for the Project identified above, actual costs claimed have been incurred and are eligible pursuant to the Intergovernmental Agreement between Agency and State. Also, no other claims have been presented to, or payment made by, the State of Oregon for those costs claimed for reimbursement.

Agency Project Liaison

Date

(for State use)

I have reviewed the above Project and related costs and, in my opinion, subject to audit, the costs reflect the progress to date and are eligible for reimbursement in the amount of \$ _____

State Project Liaison

Date

Revised ATTACHMENT NO. 2

FEDERAL STANDARD PROVISIONS

JOINT OBLIGATIONS PROJECT ADMINISTRATION

1. State (ODOT) is acting to fulfill its responsibility to the Federal Highway Administration (FHWA) by the administration of this Project, and Agency (i.e. county, city, unit of local government, or other state agency) hereby agrees that State shall have full authority to carry out this administration. If requested by Agency or if deemed necessary by State in order to meet its obligations to FHWA, State will further act for Agency in other matters pertaining to the Project. Agency shall, if necessary, appoint and direct the activities of a Citizen's Advisory Committee and/or Technical Advisory Committee, conduct a hearing and recommend the preferred alternative. State and Agency shall each assign a liaison person to coordinate activities and assure that the interests of both parties are considered during all phases of the Project.
2. Any project that uses federal funds in project development is subject to plans, specifications and estimates (PS&E) review and approval by FHWA or State acting on behalf of FHWA prior to advertisement for bid proposals, regardless of the source of funding for construction.

PRELIMINARY & CONSTRUCTION ENGINEERING

3. State, Agency, or others may perform preliminary and construction engineering. If Agency or others perform the engineering, State will monitor the work for conformance with FHWA rules and regulations. In the event that Agency elects to engage the services of a personal services consultant to perform any work covered by this Agreement, Agency and Consultant shall enter into a State reviewed and approved personal services contract process and resulting contract document. State must concur in the contract prior to beginning any work. State's personal services contracting process and resulting contract document will follow Title 23 Code of Federal Regulations (CFR) 172, Title 49 CFR 18, ORS 279A.055, the current State Administrative Rules and State Personal Services Contracting Procedures as approved by the FHWA. Such personal services contract(s) shall contain a description of the work to be performed, a project schedule, and the method of payment. Subcontracts shall contain all required provisions of Agency as outlined in the Agreement. No reimbursement shall be made using federal-aid funds for any costs incurred by Agency or its consultant prior to receiving authorization from State to proceed. Any amendments to such contract(s) also require State's approval.
4. On all construction projects where State is the signatory party to the contract, and where Agency is doing the construction engineering and project management, Agency, subject to

Agency/State
Agreement No. 22,858-02

any limitations imposed by state law and the Oregon Constitution, agrees to accept all responsibility, defend lawsuits, indemnify and hold State harmless, for all tort claims, contract claims, or any other lawsuit arising out of the contractor's work or Agency's supervision of the project.

**REQUIRED STATEMENT FOR UNITED STATES DEPARTMENT OF TRANSPORTATION
(USDOT) FINANCIAL ASSISTANCE AGREEMENT**

5. If as a condition of assistance, Agency has submitted and the United States Department of Transportation (USDOT) has approved a Disadvantaged Business Enterprise Affirmative Action Program which Agency agrees to carry out, this affirmative action program is incorporated into the financial assistance agreement by reference. That program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of the financial assistance agreement. Upon notification from USDOT to Agency of its failure to carry out the approved program, USDOT shall impose such sanctions as noted in Title 49, CFR, Part 26, which sanctions may include termination of the agreement or other measures that may affect the ability of Agency to obtain future USDOT financial assistance.
6. Disadvantaged Business Enterprises (DBE) Obligations. State and its contractor agree to ensure that DBE as defined in Title 49, CFR, Part 26, have the opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with federal funds. In this regard, Agency shall take all necessary and reasonable steps in accordance with Title 49, CFR, Part 26, to ensure that DBE have the opportunity to compete for and perform contracts. Neither State nor Agency and its contractors shall discriminate on the basis of race, color, national origin or sex in the award and performance of federally-assisted contracts. Agency shall carry out applicable requirements of Title 49, CFR, Part 26, in the award and administration of such contracts. Failure by Agency to carry out these requirements is a material breach of this Agreement, which may result in the termination of this contract or such other remedy as State deems appropriate.
7. The DBE Policy Statement and Obligations shall be included in all subcontracts entered into under this Agreement.
8. Agency agrees to comply with all applicable civil rights laws, rules and regulations, including Title V and Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and Titles VI and VII of the Civil Rights Act of 1964.
9. The parties hereto agree and understand that they will comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to the work including, but not limited to, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270, incorporated herein by reference and made a part hereof; Title 23 CFR Parts 1.11, 140, 710, and 771; Title 49 CFR Parts 18, 24 and 26; 2 CFR 225, and OMB CIRCULAR NO. A-133, Title 23, USC, Federal-Aid Highway Act; Title 41, Chapter 1, USC 51-58, Anti-Kickback Act; Title 42 USC; Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended and provisions of Federal-Aid Policy Guide (FAPG).

STATE OBLIGATIONS

PROJECT FUNDING REQUEST

10. State shall submit a Project funding request to FHWA with a request for approval of federal-aid participation in all engineering, right-of-way acquisition, eligible utility relocations and/or construction work for the Project. **No work shall proceed on any activity in which federal-aid participation is desired until such approval has been obtained.** The program shall include services to be provided by State, Agency, or others. State shall notify Agency in writing when authorization to proceed has been received from FHWA. Major responsibility for the various phases of the Project will be as outlined in the Special Provisions. All work and records of such work shall be in conformance with FHWA rules and regulations.

FINANCE

11. State shall, in the first instance, pay all reimbursable costs of the Project, submit all claims for federal-aid participation to FHWA in the normal manner and compile accurate cost accounting records. Agency may request a statement of costs to date at any time by submitting a written request. When the actual total cost of the Project has been computed, State shall furnish Agency with an itemized statement of final costs. Agency shall pay an amount which, when added to said advance deposit and federal reimbursement payment, will equal 100 percent of the final total actual cost. Any portion of deposits made in excess of the final total costs of Project, minus federal reimbursement, shall be released to Agency. The actual cost of services provided by State will be charged to the Project expenditure account(s) and will be included in the total cost of the Project.
12. If federal funds are used, State will specify the Catalog of Federal Domestic Assistance (CFDA) number in the Agreement. State will also determine and clearly state in the Agreement if recipient is a subrecipient or vendor, using criteria in Circular A-133.

PROJECT ACTIVITIES

13. State shall, if the preliminary engineering work is performed by Agency or others, review and process or approve all environmental statements, preliminary and final plans, specifications and cost estimates. State shall, if they prepare these documents, offer Agency the opportunity to review and approve the documents prior to advertising for bids.
14. The party responsible for performing preliminary engineering for the Project shall, as part of its preliminary engineering costs, obtain all Project related permits necessary for the construction of said Project. Said permits shall include, but are not limited to, access, utility, environmental, construction, and approach permits. All pre-construction permits will be obtained prior to advertisement for construction.
15. State shall prepare contract and bidding documents, advertise for bid proposals, and award all contracts.

Agency/State
Agreement No. 22,858-02

16. Upon State's award of a construction contract, State shall perform independent assurance testing in accordance with State and FHWA Standards, process and pay all contractor progress estimates, check final quantities and costs, and oversee and provide intermittent inspection services during the construction phase of the Project.
17. State shall, as a Project expense, assign a liaison person to provide Project monitoring as needed throughout all phases of Project activities (preliminary engineering, right-of-way acquisition, and construction). The liaison shall process reimbursement for federal participation costs.

RIGHT OF WAY

18. State is responsible for proper acquisition of the necessary right of way and easements for construction and maintenance of the Project. Agency may perform acquisition of the necessary right of way and easements for construction and maintenance of the Project, provided Agency (or Agency's consultant) are qualified to do such work as required by the State's Right of Way Manual and have obtained prior approval from State's Region Right of Way office to do such work.
19. Regardless of who acquires or performs any of the right of way activities, a right of way services agreement shall be created by State's Region Right of Way office setting forth the responsibilities and activities to be accomplished by each party. State shall always be responsible for requesting project funding, coordinating certification of the right of way, and providing oversight and monitoring. Funding authorization requests for federal right of way funds must be sent through the State's Region Right of Way offices on all projects. All projects must have right of way certification coordinated through State's Region Right of Way offices (even for projects where no federal funds were used for right of way, but federal funds were used elsewhere on the Project). Agency should contact the State's Region Right of Way office for additional information or clarification.
20. State shall review all right of way activities engaged in by Agency to assure compliance with applicable laws and regulations. Agency agrees that right of way activities shall be in accord with the Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970, as amended, ORS Chapter 35, FHWA Federal-Aid Policy Guide, State's Right of Way Manual and the Code of Federal Regulations, Title 23, Part 710 and Title 49, Part 24.
21. If any real property purchased with federal-aid participation is no longer needed for the originally authorized purpose, the disposition of such property shall be subject to applicable rules and regulations, which are in effect at the time of disposition. Reimbursement to State and FHWA of the required proportionate shares of the fair market value may be required.
22. Agency insures that all Project right of way monumentation will be conducted in conformance with ORS 209.155.
23. State and Agency grants each other authority to enter onto the other's right of way for the performance of the Project.

AGENCY OBLIGATIONS

FINANCE

24. Federal funds shall be applied toward Project costs at the current federal-aid matching ratio, unless otherwise agreed and allowable by law. Agency shall be responsible for the entire match amount, unless otherwise agreed to and specified in the intergovernmental agreement.
25. Agency's estimated share and advance deposit.
- a) Agency shall, prior to commencement of the preliminary engineering and/or right of way acquisition phases, deposit with State its estimated share of each phase. Exception may be made in the case of projects where Agency has written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement.
 - b) Agency's construction phase deposit shall be 110 percent of Agency's share of the engineer's estimate and shall be received prior to award of the construction contract. Any additional balance of the deposit, based on the actual bid must be received within forty-five (45) days of receipt of written notification by State of the final amount due, unless the contract is canceled. Any unnecessary balance of a cash deposit, based on the actual bid, will be refunded within forty-five (45) days of receipt by State of the Project sponsor's written request.
 - c) Pursuant to ORS 366.425, the advance deposit may be in the form of 1) money deposited in the State Treasury (an option where a deposit is made in the Local Government Investment Pool, and an Irrevocable Limited Power of Attorney is sent to the Highway Finance Office), or 2) an Irrevocable Letter of Credit issued by a local bank in the name of State, or 3) cash.
 - d) Agency may satisfy all or part of any matching funds requirements by use of in-kind contributions rather than cash when prior written approval has been given by State.
26. If the estimated cost exceeds the total matched federal funds available, Agency shall deposit its share of the required matching funds, plus 100 percent of all costs in excess of the total matched federal funds. Agency shall also pay 100 percent of the cost of any item in which FHWA will not participate. If Agency has not repaid any non-participating cost, future allocations of federal funds, or allocations of State Highway Trust Funds, to that Agency may be withheld to pay the non-participating costs. If State approves processes, procedures, or contract administration outside the Local Agency Guidelines that result in items being declared non-participating, those items will not result in the withholding of Agency's future allocations of federal funds or the future allocations of State Highway Trust Funds.

Agency/State
Agreement No. 22,858-02

27. Costs incurred by State and Agency for services performed in connection with any phase of the Project shall be charged to the Project, unless otherwise mutually agreed upon.
28. If Agency makes a written request for the cancellation of a federal-aid project; Agency shall bear 100 percent of all costs as of the date of cancellation. If State was the sole cause of the cancellation, State shall bear 100 percent of all costs incurred. If it is determined that the cancellation was caused by third parties or circumstances beyond the control of State or Agency, Agency shall bear all development costs, whether incurred by State or Agency, either directly or through contract services, and State shall bear any State administrative costs incurred. After settlement of payments, State shall deliver surveys, maps, field notes, and all other data to Agency.
29. Agency shall follow requirements of the Single Audit Act. The requirements stated in the Single Audit Act must be followed by those local governments and non-profit organizations receiving \$500,000 or more in federal funds. The Single Audit Act of 1984, PL 98-502 as amended by PL 104-156, described in "OMB CIRCULAR NO. A-133", requires local governments and non-profit organizations to obtain an audit that includes internal controls and compliance with federal laws and regulations of all federally-funded programs in which the local agency participates. The cost of this audit can be partially prorated to the federal program.
30. Agency shall make additional deposits, as needed, upon request from State. Requests for additional deposits shall be accompanied by an itemized statement of expenditures and an estimated cost to complete the Project.
31. Agency shall present invoices for 100 percent of actual costs incurred by Agency on behalf of the Project directly to State's Liaison Person for review and approval. Such invoices shall identify the Project and Agreement number, and shall itemize and explain all expenses for which reimbursement is claimed. Billings shall be presented for periods of not less than one-month duration, based on actual expenses to date. All billings received from Agency must be approved by State's Liaison Person prior to payment. Agency's actual costs eligible for federal-aid or State participation shall be those allowable under the provisions of Title 23 CFR Parts 1.11, 140 and 710. Final billings shall be submitted to State for processing within three (3) months from the end of each funding phase as follows: 1) award date of a construction contract for preliminary engineering (PE) 2) last payment for right of way acquisition and 3) third notification for construction. Partial billing (progress payment) shall be submitted to State within three (3) months from date that costs are incurred. Final billings submitted after the three months shall not be eligible for reimbursement.
32. The cost records and accounts pertaining to work covered by this Agreement are to be kept available for inspection by representatives of State and FHWA for a period of six (6) years following the date of final voucher to FHWA. Copies of such records and accounts shall be made available upon request. For real property and equipment, the retention period starts from the date of disposition (Title 49 CFR 18.42).
33. State shall request reimbursement, and Agency agrees to reimburse State, for federal-aid funds distributed to Agency if any of the following events occur:

Agency/State
Agreement No. 22,858-02

- a) Right of way acquisition or actual construction of the facility for which preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which the federal-aid funds were authorized;
 - b) Right of way acquisition is undertaken utilizing federal-aid funds and actual construction is not started by the close of the twentieth fiscal year following the fiscal year in which the federal-aid funds were authorized for right of way acquisition.
 - c) Construction proceeds after the Project is determined to be ineligible for federal-aid funding (e.g., no environmental approval, lacking permits, or other reasons).
34. Agency shall maintain all Project documentation in keeping with State and FHWA standards and specifications. This shall include, but is not limited to, daily work records, quantity documentation, material invoices and quality documentation, certificates of origin, process control records, test results, and inspection records to ensure that projects are completed in conformance with approved plans and specifications.

RAILROADS

35. Agency shall follow State established policy and procedures when impacts occur on railroad property. The policy and procedures are available through State's appropriate Region contact or State's Railroad Liaison. Only those costs allowable under Title 23 CFR Part 646, subpart B and Title 23 CFR Part 140, subpart I, shall be included in the total Project costs; all other costs associated with railroad work will be at the sole expense of Agency, or others. Agency may request State, in writing, to provide railroad coordination and negotiations. However, State is under no obligation to agree to perform said duties.

UTILITIES

36. Agency shall follow State established Statutes, Policies and Procedures when impacts occur to privately or publicly-owned utilities. Only those utility relocations, which are eligible for federal-aid participation under, the FAPG, Title 23 CFR 645A, Subpart A and B, shall be included in the total Project costs; all other utility relocations shall be at the sole expense of Agency, or others. State will arrange for utility relocations/adjustments in areas lying within jurisdiction of State, if State is performing the preliminary engineering. Agency may request State in writing to arrange for utility relocations/adjustments lying within Agency jurisdiction, acting on behalf of Agency. This request must be submitted no later than twenty-one (21) weeks prior to bid let date. However, State is under no obligation to agree to perform said duties.
37. The State utility relocation policy, procedures and forms are available through the appropriate State's Region Utility Specialist or State Utility Liaison. Agency shall provide copies of all signed utility notifications, agreements and Utility Certification to the State Utility Liaison.

STANDARDS

38. Agency agrees that design standards for all projects on the National Highway System (NHS) and the Oregon State Highway System shall be in compliance to standards specified in the current "State Highway Design Manual" and related references. Construction plans shall be in conformance with standard practices of State for plans prepared by its own staff. All specifications for the Project shall be in substantial compliance with the most current "Oregon Standard Specifications for Highway Construction".
39. Agency agrees that minimum design standards for non-NHS projects shall be recommended AASHTO Standards and in accordance with the current "Oregon Bicycle and Pedestrian Plan", unless otherwise requested by Agency and approved by State.
40. Agency agrees and will verify that the installation of traffic control devices shall meet the warrants prescribed in the "Manual on Uniform Traffic Control Devices and Oregon Supplements".
41. All plans and specifications shall be developed in general conformance with the current "Contract Plans Development Guide" and the current "Oregon Standard Specifications for Highway Construction" and/or guidelines provided.
42. The standard unit of measurement for all aspects of the Project shall be English Units. All Project documents and products shall be in English. This includes, but is not limited to, right of way, environmental documents, plans and specifications, and utilities.

GRADE CHANGE LIABILITY

43. Agency, if a County, acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete construction of the Project which may alter or change the grade of existing county roads are being accomplished at the direct request of the County.
44. Agency, if a City, hereby accepts responsibility for all claims for damages from grade changes. Approval of plans by State shall not subject State to liability under ORS 105.760 for change of grade.
45. Agency, if a City, by execution of Agreement, gives its consent as required by ORS 373.030(2) to any and all changes of grade within the City limits, and gives its consent as required by ORS 373.050(1) to any and all closure of streets intersecting the highway, if any there be in connection with or arising out of the project covered by the Agreement.

CONTRACTOR CLAIMS

46. Agency shall, to the extent permitted by state law, indemnify, hold harmless and provide legal defense for State against all claims brought by the contractor, or others resulting from Agency's failure to comply with the terms of this Agreement.

47. Notwithstanding the foregoing defense obligations under Paragraph 46, neither Agency nor any attorney engaged by Agency shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at anytime at its election assume its own defense and settlement in the event that it determines that Agency is prohibited from defending the State of Oregon, or that Agency is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue any claims it may have against Agency if the State of Oregon elects to assume its own defense.

MAINTENANCE RESPONSIBILITIES

48. Agency shall, upon completion of construction, thereafter maintain and operate the Project at its own cost and expense, and in a manner satisfactory to State and FHWA.

WORKERS' COMPENSATION COVERAGE

49. All employers, including Agency that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Agency shall ensure that each of its contractors complies with these requirements.

LOBBYING RESTRICTIONS

50. Agency certifies by signing the Agreement that:

- a) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans,

Agency/State
Agreement No. 22,858-02

and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

- d) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31, USC Section 1352.
- e) Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Paragraphs 36, 37, and 48 are not applicable to any local agency on state highway projects.



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-4 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-4
Est. Start Time: 10:10 am

**ORDINANCE Amending County Land Use Code to Adopt Portland's Recent
Agenda Land Use Code Revisions related to the Northwest District Plan in Compliance
Title: with Metro's Functional Plan and Declaring an Emergency.**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 Amount of Time Needed: 5 minutes
Department: Community Services Program: Land Use & Transportation
Contact(s): Chuck Beasley
Phone: 503-988-3043 Ext. 22610 I/O Address: 455/116
Presenter Name(s) & Title(s): Chuck Beasley, Senior Planner

General Information

1. What action are you requesting from the Board?

Adopt the ordinance as recommended by the Portland Planning Commission and Portland City Council.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

On October 11, 2001 the Board adopted Ordinance 967 (effective date January 1, 2002) adopting, in summary, the Portland Comprehensive Plan and zoning ordinance. The County and the City of Portland have been engaged in agreements enabling the City of Portland to provide planning services to achieve compliance with the Metro Functional Plan for those areas outside the City limits, but within the urban growth boundary and urban service boundary of Portland. Since the adoption of Ordinance 967 and subsequently Ordinance 997, the attached ordinances have been passed by the Portland City Council and therefore the County must adopt them pursuant to our intergovernmental agreement to keep the code up to date. Multnomah County and the City of Portland entered into an Intergovernmental Agreement (IGA) to transfer land use planning

responsibilities on January 1, 2002. The IGA lays out a process requiring the County to ensure that any amendments to the City's comprehensive plan, zoning code and other regulations adopted by the City Council will be considered by the County Board of Commissioners at the earliest possible meeting. It also states "The County Board of Commissioners shall enact all comprehensive plan and code amendments so that they take effect on the same date specified by the City's enacting ordinance" (unless adopted by emergency). The City will have taken action on all of the above items by the hearing date of this ordinance. If the County does not adopt these amendments, the IGA will be void and the County will be required to resume responsibility for planning and zoning administration within the affected areas.

3. Explain the fiscal impact (current year and ongoing).

NA

4. Explain any legal and/or policy issues involved.

State law requires a notice be placed in a newspaper of general circulation 10 days prior (11/8/10) to the BCC hearing. The County Attorney's office was involved in the drafting of the original IGA and has been involved in coordinating our compliance effort through adoption of these code amendments.

5. Explain any citizen and/or other government participation that has or will take place.

The City included the County affected property owners in their noticing for these code revisions when required pursuant to the IGA and directed them to the City legislative process.

Required Signatures

**Department/
Agency Director:**



Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. ____

Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Code Revision related to the Northwest District Plan and Declaring an Emergency

The Multnomah County Board of Commissioners Finds:

- a. The Board of County Commissioners (Board) adopted Resolution A in 1983 which directed the County services towards rural services rather than urban.
- b. In 1996, Metro adopted the Functional Plan for the region, mandating that jurisdictions comply with the goals and policies adopted by the Metro Council.
- c. In 1998, the County and the City of Portland (City) amended the Urban Planning Area Agreement to include an agreement that the City would provide planning services to achieve compliance with the Functional Plan for those areas outside the City limits, but within the Urban Growth Boundary and Portland's Urban Services Boundary.
- d. It is impracticable to have the County Planning Commission conduct hearings and make recommendations on land use legislative actions pursuant to MCC 37.0710, within unincorporated areas inside the Urban Growth Boundary for which the City provides urban planning and permitting services. The Board intends to exempt these areas from the requirements of MCC 37.0710, and will instead consider the recommendations of the Portland Planning Commission and City Council when legislative matters for these areas are brought before the Board for action as required by intergovernmental agreement (County Contract #4600002792) (IGA).
- e. On September 9, 2010, the Board amended County land use codes, plans and maps to adopt the City's land use codes, plans and map amendments in compliance with Metro's Functional Plan by Ordinance 1170.
- f. Since the adoption of Ordinance 1170, the City's Planning Commission recommended land use code, plan and map amendments to the City Council through duly noticed public hearings.
- g. The City notified affected County property owners as required by the IGA.
- h. The City Council adopted the land use code, plan and map amendments set out in Section 1 below and attached as Exhibits 1 and 9. The IGA requires that the County adopt these amendments for the City planning and zoning administration within the affected areas.

Multnomah County Ordains as follows:

Section 1. The County Comprehensive Framework Plan, community plans, rural area plans, sectional zoning maps and land use code chapters are amended to include the City land use code, plan and map amendments, attached as Exhibits 1 and 9, effective on the same date as the respective Portland ordinance:

Exhibit No.	Description	Date
1	Ordinance to amend then Northwest District Plan and official zoning and comprehensive plan maps in a portion of Northwest Portland. (PDX Ord. #183915)	
2	Exhibit A - Comprehensive Plan and Zone Map	
3	Exhibit B – Northwest District Plan Remand Transportation Model Technical Report	5/27/10
4	Exhibit C1 - Traffic Analysis for Title 4	4/15/10
5	Exhibit C2 - Supplement for Traffic Analysis for Title 4	4/19/10
6	Exhibit D – Correspondence from ODOT	4/28/10
7	Exhibit E - Areas of Proposed Changes to Zoning and Comprehensive Plan Maps	5/21/10
8	Exhibit F1 – Ordinance 183269 Readopt affirmed and unchallenged portions of the Northwest District Plan; Repeal Ordinance 177920	10/21/09
9	Exhibit F2 – Northwest District Plan Exhibit C: Findings	9/2003

Section 2. In accordance with ORS 215.427(3), the changes resulting from Section 1 of this ordinance shall not apply to any decision on an application that is submitted before the applicable effective date of this ordinance and that is made complete prior to the applicable effective date of this ordinance or within 180 days of the initial submission of the application.

Section 3. In accordance with ORS 92.040(2), for any subdivisions for which the initial application is submitted before the applicable effective date of this ordinance, the subdivision application and any subsequent application for construction shall be governed by the County's land use regulations in effect as of the date the subdivision application is first submitted.

Section 4. Any future amendments to the legislative matters listed in Section 1 above, are exempt from the requirements of MCC 37.0710. The Board acknowledges, authorizes and agrees that the Portland Planning Commission will act instead of the Multnomah Planning Commission in the subject unincorporated areas using the City's own procedures, to include notice to and participation by County citizens. The Board will consider the recommendations of the Portland Planning Commission when legislative matters for County unincorporated areas are before the Board for action.

Section 5. An emergency is declared in that it is necessary for the health, safety and general welfare of the people of Multnomah County for this ordinance to take effect concurrent with the City code, plan and map amendments. Under section 5.50 of the Charter of Multnomah County, this ordinance will take effect in accordance with Section 1.

FIRST READING AND ADOPTION: November 18, 2010

BOARD OF COUNTY COMMISSIONERS,
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H LAZENBY JR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Jed Tomkins, Assistant County Attorney

SUBMITTED BY:
M. Cecilia Johnson, Director, Department of Community Services

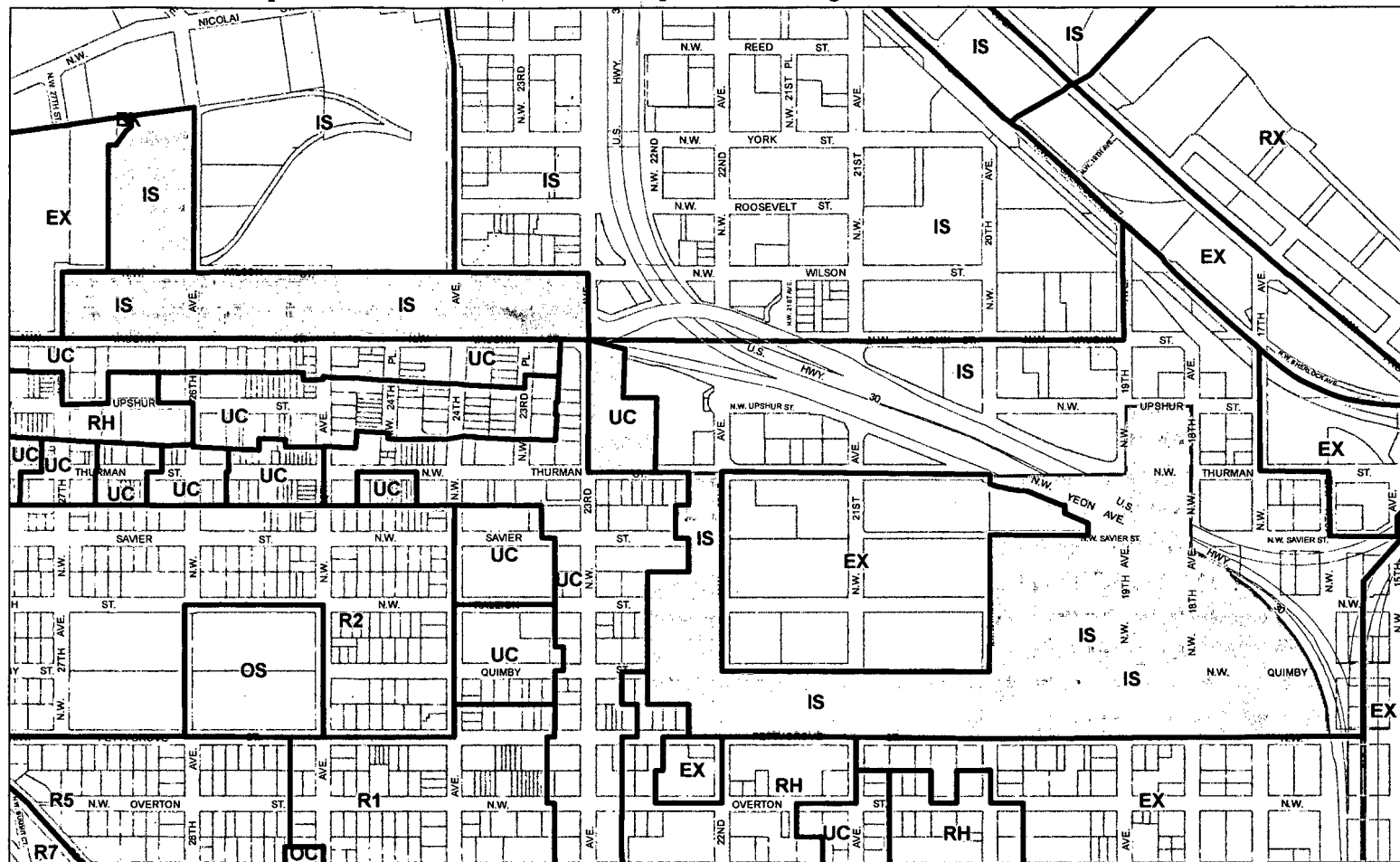
EXHIBIT LIST FOR ORDINANCE

1. Ordinance to amend then Northwest District Plan and official zoning and comprehensive plan maps in a portion of Northwest Portland. (**PDX Ord. #183915**).
2. Exhibit A - Comprehensive Plan and Zone Map
3. Exhibit B – Northwest District Plan Remand Transportation Model Technical Report
4. Exhibit C1 - Traffic Analysis for Title 4
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7. Exhibit E - Areas of Proposed Changes to Zoning and Comprehensive Plan Maps
8. Exhibit F1 – Ordinance 183269 Readopt affirmed and unchallenged portions of the Northwest District Plan; Repeal Ordinance 177920
9. Exhibit F2 – Northwest District Plan Exhibit C: Findings

Prior to adoption, this information is available electronically or for viewing at the Multnomah County Board of Commissioners and Agenda website (www.co.multnomah.or.us/cc/WeeklyAgendaPacket/). To obtain the adopted ordinance and exhibits electronically, please contact the Board Clerk at 503-988-3277. These documents may also be purchased on CD-Rom from the Land Use and Transportation Program. Contact the Planning Program at 503-988-3043 for further information.

Current Comprehensive Plan Map for Project Area

Exhibit A: 1 of 2



Proposed Comprehensive Plan Map for Project Area

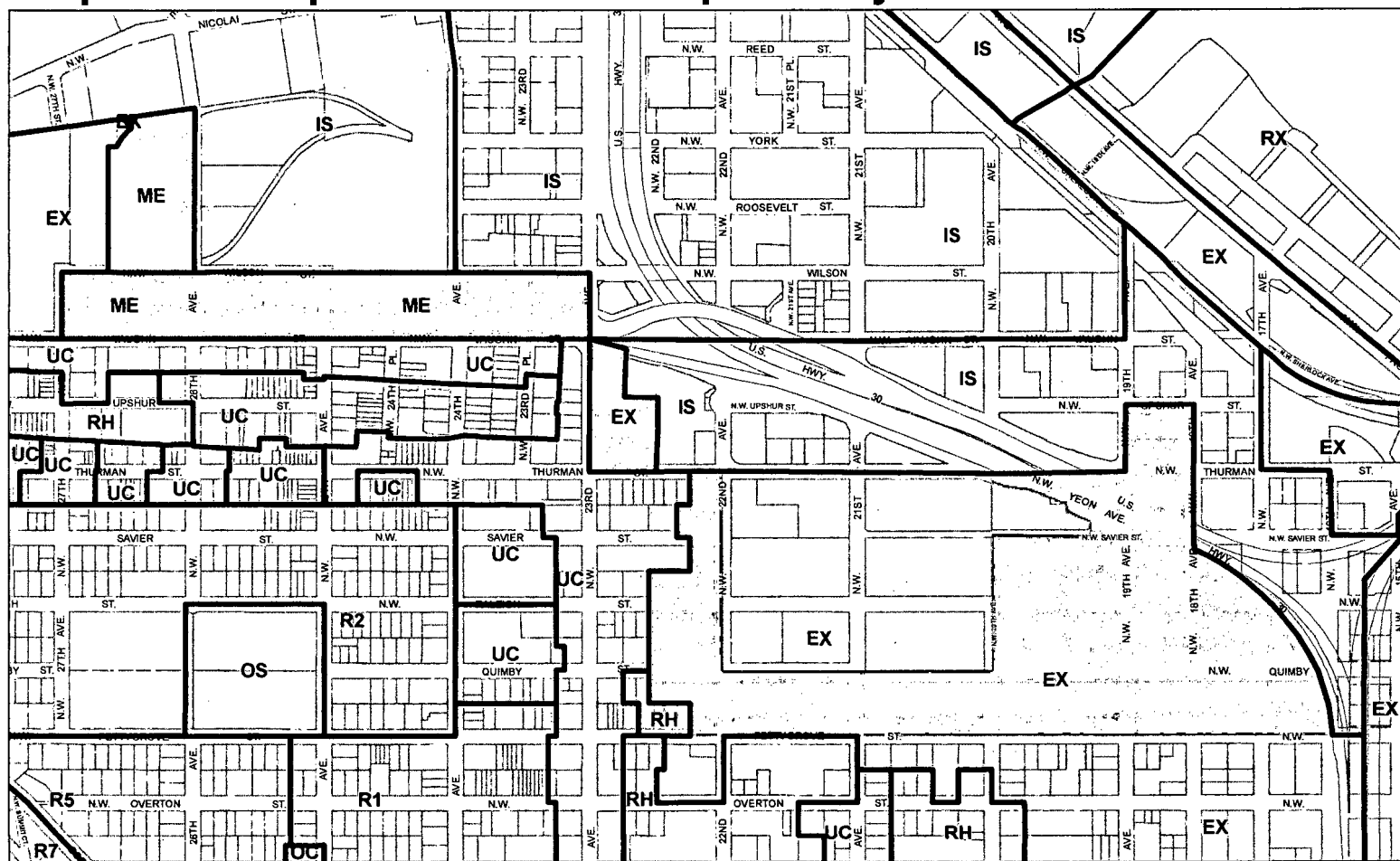
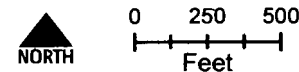


EXHIBIT B:
Northwest District Plan Remand
Transportation Model Technical Report

May 27, 2010

Prepared by:
Portland Bureau of Transportation and
Bureau of Planning and Sustainability

The City of Portland is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

For more information about the **Northwest District Plan Remand Transportation Model Technical Report**, please contact:

Courtney Duke, Senior Planner
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204
Phone: 503-823-7265
Email: Courtney.duke@portlandoregon.gov

A digital copy of this report can be found at:
www.portlandoregon.gov/pbs/nwremand

Table of Contents

Executive Summary	5
I. Background.....	6
II. Methodology and Descriptions.....	6
- Description of Base Transportation Model	
- Description of "Neighborhood Collector" Street Classification	
- Explanation of "Level of Service" Ratings	
III. Key Findings	9
IV. Conclusion.....	12
Appendices	
A. Plots.....	13
B. Transportation Demand Forecasting	19
- Base Model Projections	
- Planning Analysis	
- Traffic Operations Analysis	
- Conclusion	
C. Proposed Improvements to the I-405 Interchange at NW Vaughn Street and NW 23 rd Avenue.....	40
- Attachment 1	
- Attachment 2	
- Attachment 3	
- Attachment 4	

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Executive Summary

In coordination with the Bureau of Planning and Sustainability (BPS), the Transportation Planning Division of the Bureau of Transportation (PBOT) has prepared an updated transportation analysis for the Northwest District Plan (NWDP) to determine whether the zoning changes adopted in the Plan significantly affect one or more transportation facilities in the NWDP area.

In particular, this analysis is intended to address the Land Use Board of Appeals (LUBA) determination that the City provided insufficient data for two transportation impact findings related to the land use changes in the NWDP. LUBA asked the City to provide answers to two questions:

- (1) Will the NWDP cause traffic that changes the functional classification of NW Vaughn Street as a "Neighborhood Collector?"
- and
- (2) Will the performance standards at the intersection of NW 23rd Ave. and NW Vaughn St. and the Interstate 405 (I-405) ramp remain at acceptable levels of service?

As part of the analysis, PBOT modeled future growth in the area, which produced projections of 1,050 new households and 3,370 new jobs in the district. This analysis assessed the impacts of growth on the transportation infrastructure in the NWDP area and concluded that:

- (1) NW Vaughn St., which is currently classified as a "Neighborhood Collector," will continue to function as it does today; and
- (2) With planned future mitigation, the I-405 ramp and the intersection of NW 23rd Ave. and NW Vaughn St. will have performance standards above the minimum acceptable level.

I. Background

In the fall of 2003, the Portland City Council adopted the Northwest District Plan (NWDP). The NWDP was appealed to the Land Use Board of Appeals (LUBA) for multiple reasons. Although LUBA upheld most of the NWDP, it remanded the plan on two issues relating to the State's Transportation Planning Rule. LUBA concluding that:

- A. *"[f]or each type of traffic classification, the majority of motor vehicle trips on a street should conform to its classification description ... (and) remand is necessary for the city to address whether [the NWDP] 'significantly affects' NW Vaughn St. for purposes of OAR 660-012-0060(2)(c)..."; and*
- B. *"There may be evidence ... in the record that would allow a reasonable person to conclude that [the NWDP] will not 'reduce the performance standards' of the NW Vaughn St/NW 23rd Ave. intersection and the Interstate 405 on-ramp of the facility 'below the minimum acceptable level identified in the TSP' within the meaning of OAR 660-012-0060(2)(d), but the city has not cited us to it.."*

Therefore, Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) produced this updated analysis to look at two particular transportation impacts of the NWDP: 1) whether the land uses allowed by the NWDP would allow NW Vaughn St. to continue to function as a neighborhood collector; and 2) whether the NWDP will significantly reduce the performance standards of the NW Vaughn St/NW 23rd Ave. intersection and the Interstate 405 (I-405) on-ramp.

II. Methodology and Descriptions

The Northwest District Plan (NWDP) transportation analysis was based on data that was developed through use of Metro's model for forecasting development (the "Metro Model") and the Portland Bureau of Transportation's model for forecasting traffic related to the Central City Transportation Management Plan (CCTMP2007).

The study looked at the NWDP area as defined in combining sub areas of the Metro Model (see Plot 1 for sub-model boundary map). The 2005 traffic counts, the most recent available, were used as the base year for current conditions. Development was then forecast through the year 2030.

ODOT has accepted the traffic analysis findings; including the methodology and assumptions used for estimating a "reasonable worst case" of households and employment, both before and after (i.e. without and with the NWDP).

The following provides more detailed explanation of the methodology and defines some of the critical terms used in the analysis.

Description of Base Transportation Model.

In order to analyze the transportation impacts of the NWDP, PBOT established sub-area transportation models that can assess transportation impacts at two different scales –

1. Transportation demand for the area on the macro level using the Visumsoftware package; and,
2. Detailed operations on critical intersections and links using the Synchro/SimTraffic software package.

The aims of the modeling process are to:

- Forecast future traffic growth and travel patterns
- Examine Transportation Planning Rule compliance for impacted Oregon Department of Transportation (ODOT) facilities (i.e. I-405)
- Analyze network traffic conditions and traffic impacts in the study area

The NWDP Visum sub model is a refined version of the Visum model used for the North Pearl District Plan (NPDP). Both sub-models were derived from the Metro Model. The Metro Model is derived from Metro's previously-validated 2005 Regional Transportation Plan (RTP) and 2030 Milwaukie Light-rail (LRT) No-Build models.

While the city model kept most of the modeling assumptions that were utilized for the Metro Model, the following assumptions were altered to refine the model for the focus area:

- a. The city model added finer detail Transportation Analysis Zones (TAZ).
- b. The city model added more detailed local networks with calibrated link and turn characteristics.
- c. For a project sub area, the intersection turn capacities are coded according to its peak hour signal timing plan.
- d. The city model codes Downtown networks with capacity constraints. Metro's regional model codes Downtown streets with un-limited capacity.

The NWDP sub-model boundary is shown in Plot 1. The area bounded by blue lines is the NWDP sub- area, a total of 11 TAZs.

Description of "Neighborhood Collector" street classification

The Transportation Element of the City's Comprehensive Plan describes a neighborhood collector in the following way:

Neighborhood Collectors are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets and to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

- Land Use/Development. Neighborhood Collectors should connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations. New land uses and major expansions of land uses that attract a significant

volume of traffic from outside the neighborhood should be discouraged from locating on Neighborhood Collectors.

- Connections. Neighborhood Collectors should connect to Major City Traffic Streets, District Collectors, and other Neighborhood Collectors, as well as to Local Service Streets.
- Function. The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. Some Neighborhood Collectors may have a regional function, either alone or in concert with other nearby parallel collectors. All Neighborhood Collectors should be designed to operate as neighborhood streets rather than as regional arterials.

Essentially, Neighborhood Collector Streets should be primarily used for trips in the neighborhood and not for traffic that is trying to move through an area.

Explanation of Level-of-Service (LOS) ratings

Level-of-Service (LOS) is a concept used in transportation planning to describe the operating conditions on a roadway and at intersections. LOS describes operating conditions on a scale from "A" to "F", with A describing a free flowing condition and F describing bumper-to-bumper conditions. If LOS is F, demand has exceeded roadway capacity, which forces excess demand onto parallel routes and extends the peak period. The LOS scale is determined by a mixture of quantitative measures, such as speed, travel time, density of vehicles and delay as well as qualitative observations, such as freedom to maneuver.

Below is a chart that describes the various LOS operating conditions for intersections.

Table 1: Intersection LOS Definitions* LOS	Description
LOS A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.
LOS B	Traffic flows smoothly with few delays.
LOS C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.
LOS D	Delay becomes more noticeable.
LOS E	Traffic volumes are at or close to capacity, resulting in significant delays and average speeds which are no more than about one-third the uncongested speed.
LOS F	Traffic demand exceeds available capacity with very slow speeds, long delays and standing queues at signalized intersections.

The Transportation System Plan (TSP) contains the adopted policies regarding the City's transportation system. Table 11.1, Performance Measures for Regionally Significant Streets – Deficiency Thresholds and Operating Standards, establishes LOS E as the acceptable LOS for the NW 23rd/Vaughn interchange with I-405.

III. Key Findings

The transportation analysis resulted in nine key findings, as follows:

1. **Growth Related to the NWDP.** Land use changes adopted with the NWDP will contribute to the addition of approximately 1,050 new households and 3,370 new jobs in the district by the 2030. Metro's regional model assumes that the NWDP area will have slower household and population growth when compared to City and regional averages.

	2005		2030 Base		2005-2030 growth	
	HH	EMP	HH	EMP	HH	EMP
NWDP	4,970	18,040	6,020	21,410	21%	19%
City	234,700	442,700	299,500	603,100	28%	36%
Region	766,800	1,032,000	1,134,100	1,691,900	48%	64%

2. **Estimate of Pedestrian Trips.** Walking as a percent of daily traffic will increase in the NWDP area from approximately 7% in 2005 to 8% by 2030. This is slightly higher than city averages but less than what otherwise might be reasonably expected to occur in the future.

For example, walk mode splits in the neighboring North Pearl District Plan area are predicted at 13% in 2005 and 20% in 2030. This conservative estimate increases the amount of trips forecast for automobile traffic and could be due to the impact that the industrial area north of Vaughn has on individual transportation choices.

3. **Estimate of Transit Trips.** The NWDP area's transit mode split will grow, but remain modest through 2030. As a percentage of daily trip traffic, transit trips are predicted to increase from 6% in 2005 to 10% in 2030.
4. **Estimate of Auto Trips.** Approximately 80% of all future trips in the study area will be made by automobile. This represents a decrease of nearly 6% over 2005, but this mode split remains relatively high for an area with a substantial infrastructure for transit, bikes and pedestrians. This could be due to study area including the industrial sites north of Vaughn.
5. **Estimate of Bike Trips.** While the model doesn't produce an estimate of the percentage of future trips that will be made by bicycle, one can deduce that these trips will increase from 1% in 2005 to 2% in 2030.
6. **Identification of Access Routes to the District.** The I-405 ramps east of NW 23rd Ave will remain a major route by which traffic accesses the district. During the evening (PM) peak hours in 2005, approximately 28 percent of district traffic used these ramps accounting for nearly 81 percent of total ramp traffic. The next major access routes for district traffic are the streets connecting to the south. The north/south streets from NW 16th Ave to NW 23rd Ave transported about 20 percent of total district traffic during the same PM peak hours in 2005. The relative role of all these routes is projected to remain the same in 2030.

7. **The Role of NW Vaughn for Neighborhood Traffic.** In 2030, with the zone changes, NW Vaughn St will continue to function as it does today. Approximately 85% of the traffic on NW Vaughn St — west of NW 23rd Ave. — starts or ends in the area bounded by Major City streets and District Collectors (NW 16th, W. Burnside, NW Yeon). This area boundary represents the policy description of appropriate service area for a Neighborhood Collector.

The zone changes proposed will have no significant effect on the performance of NW Vaughn St. in regards to its street classification. In 2030, the percentage of trips starting and ending in the area bounded by Major City streets and District Collectors (NW 16th, W. Burnside, NW Yeon) remains the same as today. As described in the TSP, "Neighborhood Collector may have a regional function, either alone or in concert with other nearby parallel collectors." NW Vaughn St, in part, currently provides a regional access function, which is consistent with the City's policy for Neighborhood Collectors located near freeway entrances. Experience elsewhere has demonstrated that mixed use zoning and subsequent development actually increases local trips and displaces non-local trips. Therefore, NW Vaughn St. meets the City's policies for the role of Neighborhood Collectors today and the zone changes will not impact this function.

8. **Estimate of the Impact of North Pearl Zoning Changes.** Development forecast for the North Pearl will not result in a significant traffic increase on the streets or freeway ramps in NWDP area. The analysis of the NWDP traffic impacts reviewed possible traffic impacts from the major land use and transportation recommendations in the recently completed North Pearl District Rezoning project and found the number of trips projected to and from the NWDP area to be insignificant.
9. **Estimate of Future Congestion.** By 2030, congestion during the PM peak in the NWDP area will increase, although not dramatically. The percent of traffic that would encounter congestion increases from 3 percent to 17 percent in terms of vehicle miles, and the total length of congested streets will increase from .6 miles to 2.2. miles. The most noticeable area of congestion is projected on NW Yeon Ave. west of NW Nicolai St. The majority of traffic on these street segments are through-trips connecting to US-30/I-405. The northbound traffic on NW 23rd Ave, south of NW Thurman St, is projected to reach its link capacity at the macro planning level analysis. Because of this, additional micro level analysis was conducted which then showed the intersection performing at an acceptable level of service. The table below summarizes the PM peak 2-hour traffic conditions of the district streets, with the average PM peak 2-hour volumes increasing from 570 to 740.

NWDP Study Area Transportation Model Summary (thick links in Plot 2)	2005	2030
Average link volumes	570	740
Total vehicle miles	23,400	30,900
Total VHT ¹ (h)	1050	1480
Congested streets		
# of links	5	14
Miles	0.6	2.2
Vehicle-miles	780	5250

% of total v-m	3.3%	17.0%
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¹ VHT: Vehicle Hour Traveled = Volumes x Travel Time

10. 2030 Performance of the I-405 interchanges.

- a. **The 2030 performance of the I-405 ramp at the NW Glisan and NW Everett intersections will meet City and ODOT mobility standards.** PM peak-hour traffic operational analyses were performed to assess the traffic conditions in 2030 using the 2030 PM2 base model for the intersections with ODOT's freeway facilities. The Synchro model results indicate that all I-405 ramp intersections at NW Glisan/NW Everett Sts will be operated at the level of service (LOS) D or better with a maximum volume to capacity (V/C) ratio of 0.76 occurring during the weekday PM peak hour in year 2030.
- b. **2030 performance of the intersections at I-405 / NW Vaughn / NW 23rd and U.S.30 / NW Nicolai / NW Yeon will change from LOS D to LOS F and mitigation of the impacts at NW Vaughn and NW 23rd should be required.**

The model examined the operational conditions of these intersections for both AM and PM peak hours. The analysis shows that the two ramp intersections currently operate at LOS D or better with a maximum V/C of 0.97 during weekday peak hours. Both of these interchanges are projected to deteriorate to LOS F with V/C readings of 1.06 in the 2030 PM peak hour. Acceptable Level of Service for this type of intersection is D or E, therefore the intersection drops below the acceptable level of service per the City standards since it drops from D to F.

ODOT has reviewed this analysis and concluded that although intersection operations will be below City of Portland mobility standards there is no significant impact on the planned function and performance of the state facility, I-405 and the ramps associated with I-405. No mitigation of the impact on the state facility is required.

However, PBOT has concluded that the impacts on the performance of the NW Vaughn St. and NW 23rd Ave. intersection requires mitigation. The City proposes actions to mitigate the impacts to ensure that the LOS E standard for this intersection is maintained.

As provided in OAR 660-0012-0060(2)(a) and (3)(d) the City finds that the impact of the NWDP land uses will be consistent with the performance standard of LOS E for the intersection through mitigation measures that future development will provide. Specifically, as development occurs and traffic conditions at the intersection deteriorate, it will be necessary to make changes to the intersection and I-405 off-ramp that will improve the operation of the intersection. These mitigation measures, which involve restriping of the intersection, are already identified in the City's transportation system plan. This mitigation will be required as part of future development applications that cause the intersection to deteriorate. See Exhibit B for a detailed description, drawings and cost estimates for the proposed improvements.

III. Conclusion

In summary, the traffic analysis finds that the questions posed by LUBA in the remand of the NWDP are answered affirmatively and the impacts of the NWDP do not change the functional classification of NW Vaughn and do not cause the intersection of NW 23rd and I-405 to fall below performance standards as follows:

NW Vaughn Will Remain a Neighborhood Collector.

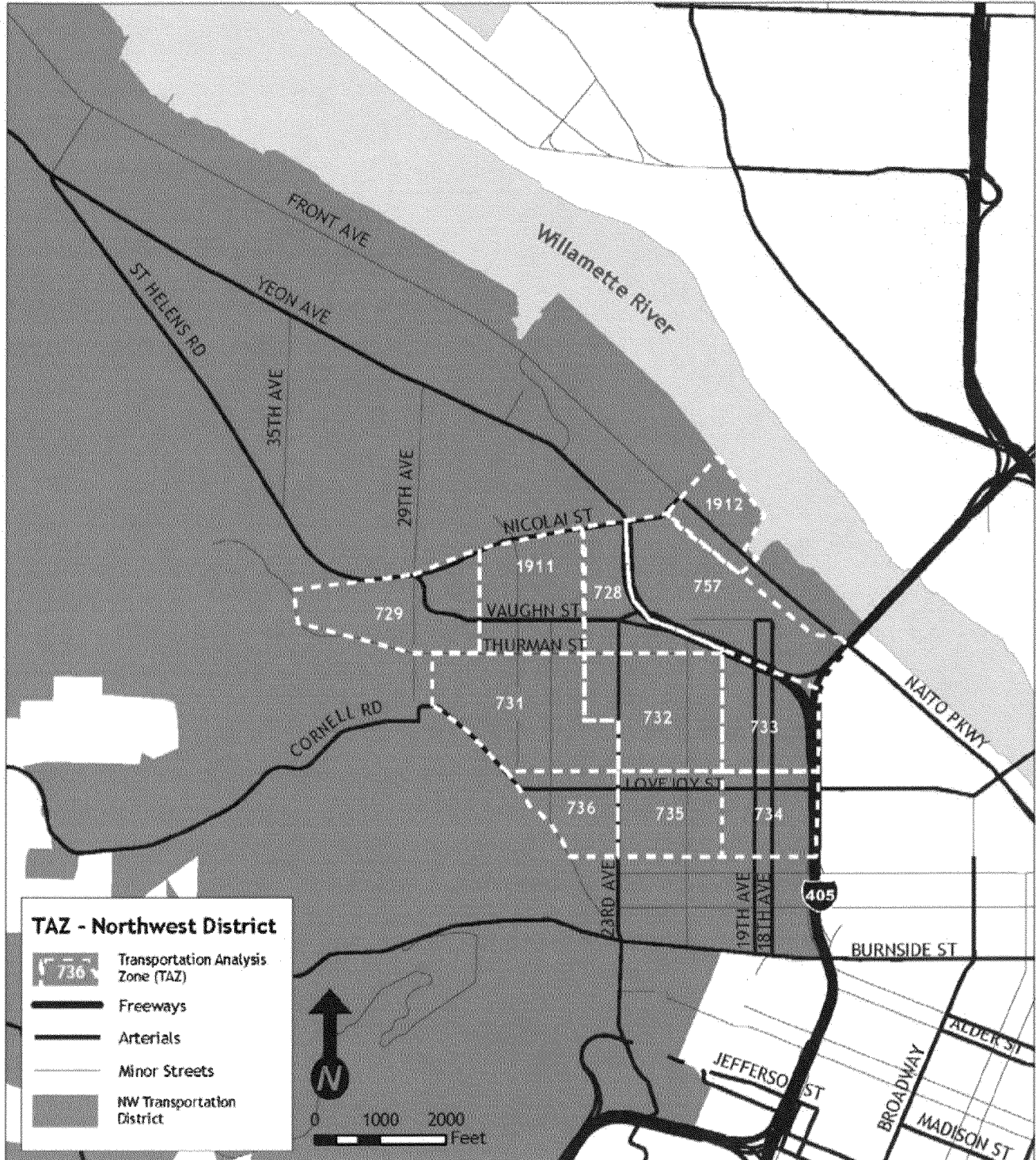
The first purpose of this transportation analysis was to determine whether NW Vaughn St would continue to operate as defined in its classification as a Neighborhood Collector after the implementation of the NWDP. This analysis shows that the zone changes proposed with the NWDP will have no significant effect on the performance of NW Vaughn St, in regards to its street classification.

The I-405 Ramp and the NW Vaughn and NW 23rd Intersection Will Not Fall Below Acceptable Performance Standards.

The second purpose was to determine whether the NWDP will reduce the performance standards of the NW Vaughn St and NW 23rd Ave. intersection and the Interstate 405 (I-405) ramp below the minimum acceptable level. Despite anticipated job and housing growth in the NWDP neighborhood area by 2030, ODOT has concluded that there is no significant impact on the planned function and performance of the I-405 (state) facility. PBOT has concluded that operation conditions will be below City of Portland mobility standards for the city's intersection at some point in the future, and has proposed changes to the interchange to improve the operation and performance of these facilities in the future which will bring the performance standard into acceptable levels and compliance with OAR 660-0012-0060(2).

Appendix A Plots

Plot 1. Sub Model Boundary and Northwest TAZs



District Street Links

The blue links in Plot 2 are marked as the district links for project analysis.

Plot 2. Northwest Sub Model Networks



Major Transportation Model Assumptions

Although no major transportation projects are planned within the NWDP project sub area by 2030, two are located in the vicinity of the NWDP sub area and were built into the 2030 demand model:

- a. The street car loop project in the North Pearl District area immediately to the east, and
- b. The Burnside/Couch couplet project immediately to the south.

Base Model Calibration

The 2005 PM2 sub model has been calibrated using 2005 PM 2-hour traffic counts¹. A total of 189 counts are used in the calibration process.

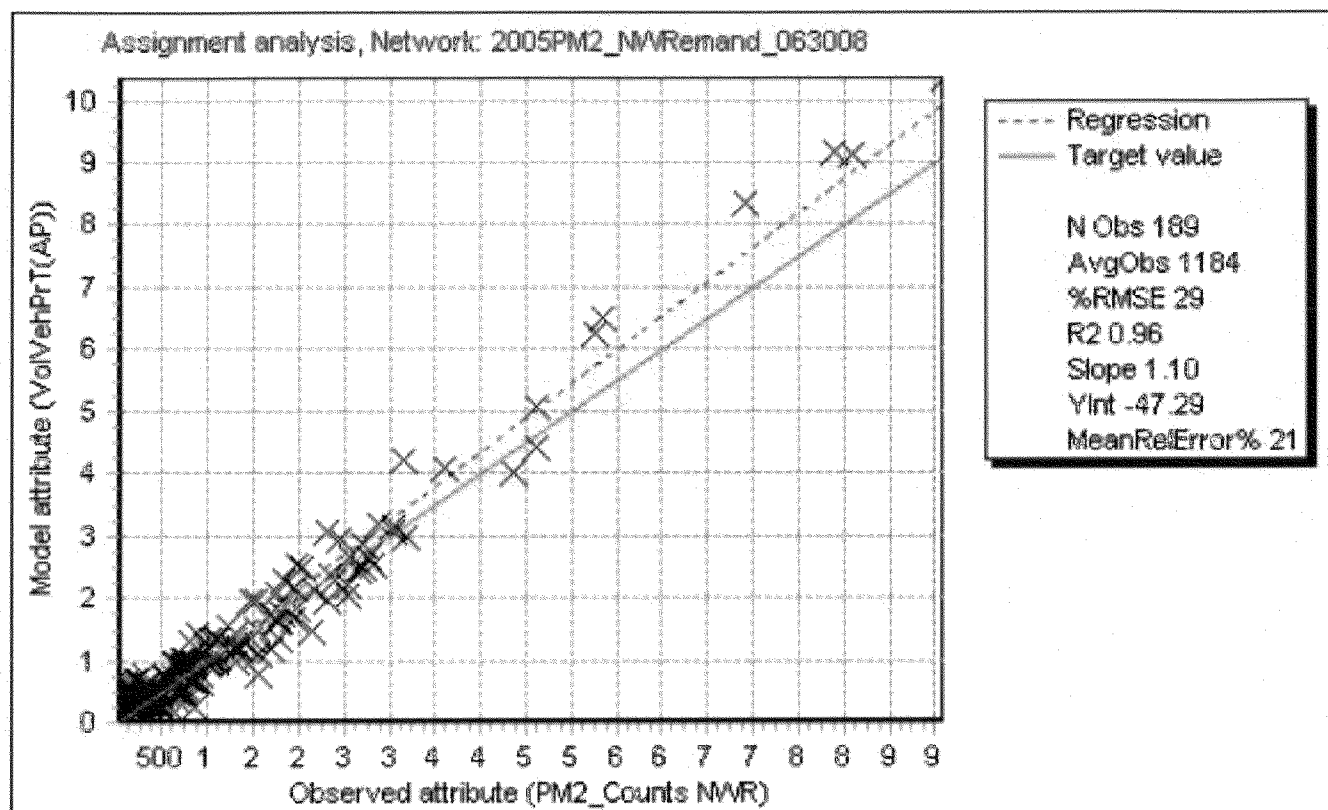
Using the NPDP sub model, a further calibration was performed for the NWDP sub model. The main calibration measures include: a) dividing four big TAZs (#729, #755- #757) into eight; and b.) modifying some TAZs' connectors accordingly.

Through the calibration, a correlation of 0.96 was reached between the counts and the assigned traffic volumes (see the assignment analysis regression chart, Plot 4). Plot 5 shows assigned volumes and traffic counts in the core area of the NWDP project. The green links are the links with assignment errors within +-15 percent, while the blue and orange links represent the under or over assignment links, respectively. Assignment errors are measured by the formula of: assigned PM2 link volumes / pm2 traffic link counts.

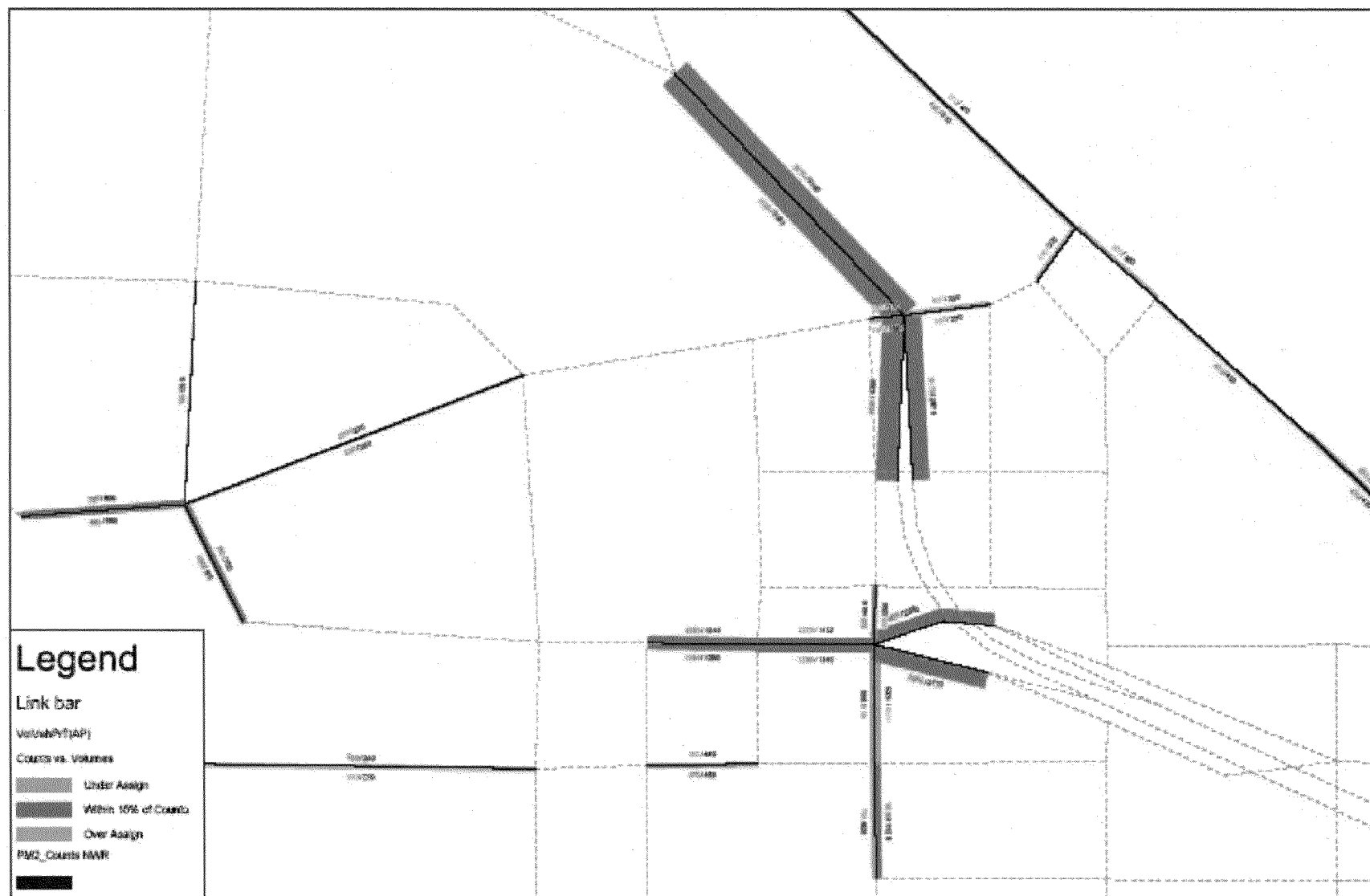
¹ Some counts are 2007 counts.

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Plot 4. Assignment Analysis Regression Chart



Plot 5. Traffic Counts and Assigned Volumes



Appendix B

Transportation Demand Forecasting

Base Model Projections

The following tables show the land use and resulting trip demands derived from the 2005/2030 NWDP base models:

Land use – Although household and employment growth in NWDP area is projected to occur at a slower rate when compared with the city and other areas within the region, the area will still experience significant growth in both categories (i.e., 1050 additional households and an increase of 3370 new jobs). These land use assumptions were based on the adopted NWDP zoning and comprehensive plan changes. One possible result of these changes could be the constraint of any additional growth that might have otherwise occurred in the study area through 2030.

Table 1. Land Use Assumptions in the model

	2005		2030		2005-2030 growth	
	HH	EMP	HH	EMP	HH	EMP
NWDP	4,970	18,040	6,020	21,410	21%	19%
City	234,700	442,700	299,500	603,100	28%	36%
Region	766,800	1,032,000	1,134,100	1,691,900	48%	64%

District Daily Trip Demands and Mode Split – The NWDP area's existing auto mode split percentage is relatively high now and is predicted to remain so in the future. This is especially true when compared against the neighboring NPDP district. In addition, the most noticeable differences in non-motorized traffic modes between the two areas are the relatively low readings in the walk mode split, even though they are still a little higher than City averages. The NWDP walk mode split, as a percent of daily traffic, is predicted to increase from approximately 7 percent to 8 percent by 2030. The walk mode splits in the NPDP are predicted at 13 percent in 2005 and 20 percent in 2030. The NWDP walk figure represents a number slightly higher than City averages but less than what otherwise might be expected to reasonably occur in the future. Again, this would indicate that the model represents a reasonable worst case scenario in terms of studying future traffic volumes.

Table 2. District Daily Traffic

	auto		transit		bike		walk		Total
	trips	%	trips	%	trips	%	trips	%	trips
2005	180,300	86.0	11,500	5.5	2,100	1.0	15,800	7.5	209,700
2030	223,900	80.4	27,200	9.8	3,200	1.2	24,100	8.7	278,300
Growth%	24.2		136.9		51.0		52.2		32.7

Table 3. District PM Peak 2-hour Traffic

	Auto		Transit		Bike ¹		Walk ¹		Total
	trips	%	trips	%	trips	%	trips	%	trips
2005	15,240	74.6	1,540	7.6	420	2.1	3,160	15.5	20,360
2030	18,180	66.5	3,700	13.5	640	2.3	4,820	17.6	27,340
Growth%	19.3		140.3		52.4		52.5		34.3

¹ Bike and Walk trips are estimated at 20 percent of daily trips.

Network Screen-line Traffic Growth (PM peak 2-hours) – The first four screen-lines gate NWDP area streets (See Plot 6). The table below shows that the traffic running through the gate screen-lines will grow at a much faster pace than the growth rate of 19.3 percent of the district auto demands. This implies that through auto traffic will gain shares in the future on those streets. By comparison, the fifth screen-line is located inside the district, and the traffic growth rate on it is more consistent with NWDP traffic growth.

Table 4. PM Peak 2-Hour Screen-Line Traffic

	Line 1		Line 2		Line 3		Line 4		Line 5	
	WB	EB	EB	WB	SB	NB	EB	WB	WB	EB
2005	4350	4820	2500	4110	4850	2290	6620	5150	2190	2060
2030	5950	7180	4550	5400	6020	3010	8610	6970	2560	2640
Growth	37%	49%	82%	32%	24%	32%	30%	35%	17%	28%

Line 1 – Northwest of NW Nicolai St. from NW Front Ave. to NW Thurman Ave.

Line 2 – East of NW 16th Ave from NW Front to NW Johnson, no freeway

Line 3 – North of NW Glisan from NW 16th Ave to NW Westover

Line 4 – Freeway I-405 west of Freemont bridge interchange

Line 5 – west of NW 23rd Ave. from NW York St. to NW Pettygrove St.

Plot 6. Screen Lines



Daily traffic Origin-Destination patterns – The top five districts with the highest origin-destination traffic relations are listed in Table 5. There is no change between 2005 and 2030 in terms of the ranks of these traffic relations. The average trip distance for trips from, to or through the NWDP Remand area is 7.3 miles in 2005 PM peak 2-hours.

Table 5. PM Peak 2-hour Trip Distribution Pattern

Area	2005		2030	
	Trips	%	Trips	%
Beaverton/Hillsboro	1940	12.9	2590	14.4
NWDP Area	1440	9.6	1510	8.4
CBD	1370	9.1	1510	8.4
SW Portland	1280	8.5	1500	8.4
NE Portland	1170	7.8	1310	7.3
Total*		47.8		46.9

*Total includes remainder of trips distributed to other districts.

Main Access Routes -- During weekday PM peak 2-hours, the I-405 ramps at NW Vaughn St and NW 23rd Ave serve as major access routes to the NWDP area. This represents 28 percent of the total vehicle demands coming in and out of the district. Other than the freeway, local traffic is scattered among the streets connecting to the south, east and west and Screen-line 3 captures the most local traffic among the 3 boundary screen-lines. Local traffic here refers to traffic with at least one trip end within the district.

Table 6. PM 2-hour traffic on the top six main access routes

		District related volumes	% of the total district trips	% of the total link volumes
2005	I-405 E/ NW 23 rd	4330	28%	81%
	NW 18 th -19 th n/ Glisan	1510	10%	90%
	NW 23 rd n/ Glisan	1040	7%	73%
	NW Cornell w/ Love Joy	930	6%	41%
	NW Naito Pkwy e/ 14 th	880	6%	46%
2030	I-405 E/ NW 23 rd	4750	26%	76%
	NW 18 th -19 th n/ Glisan	1840	10%	86%
	NW 23 rd n/ Glisan	1140	6%	66%
	NW 16 th n/ Glisan	1080	6%	60%
	NW Naito Pkwy e/ 14 th	1010	5%	35%

Comprehensive Plan Changes North of Vaughn St - Planning and PBOT prepared a sensitivity analysis of the Comprehensive Plan changes adopted in the area North of Vaughn St. Planning conducted a business owner survey and land use analysis that led to the preparation of a development estimate for all properties in the Mixed Employment (ME) designated area. The analysis shows that the area could expect a total increase of 191 additional jobs. Some or all of those jobs are

already captured by the 2030 base model (See Table 7) and the only TAZs effected by the Comprehensive Plan changes are TAZ #728 and #1911. These 191 jobs also represent an insignificant increase when compared to the 2030 base employment figures for the study area (i.e., 21,410 total employment). As a result, PBOT has concluded that any increase in travel demand associated with this amount of additional employment would not significantly change the travel behaviors of or impacts in the NWDP area beyond those already predicted in the 2030 base model. Therefore, a separate model and analysis for the area North of Vaughn St was deemed unnecessary and the model uses the same trip generation rates from the 2030 base model to project the additional vehicle trips from the NWDP, and also maintains the same mode split figures for each TAZ.

Trip Generation – In order to derive the PM peak 2-hour trip generation rates from the base models, a generic trip generation formula is first used to separate the residential and employment components of the traffic, and then the trip generation rates are obtained by dividing the commercial traffic with the total employment of the TAZ. On average, 0.5 vehicle trips are added into the PM2 demands by every new employee in the model.

Table 7. NWDP & North of Vaughn projected PM2 total vehicle demand

	2005	2030 Base NWDP	2030 NWDP, plus N of Vaughn
Household	4720	5760	5760
Employment	17110	20400	20590
Total Travel Demand*	15200	19020	19100

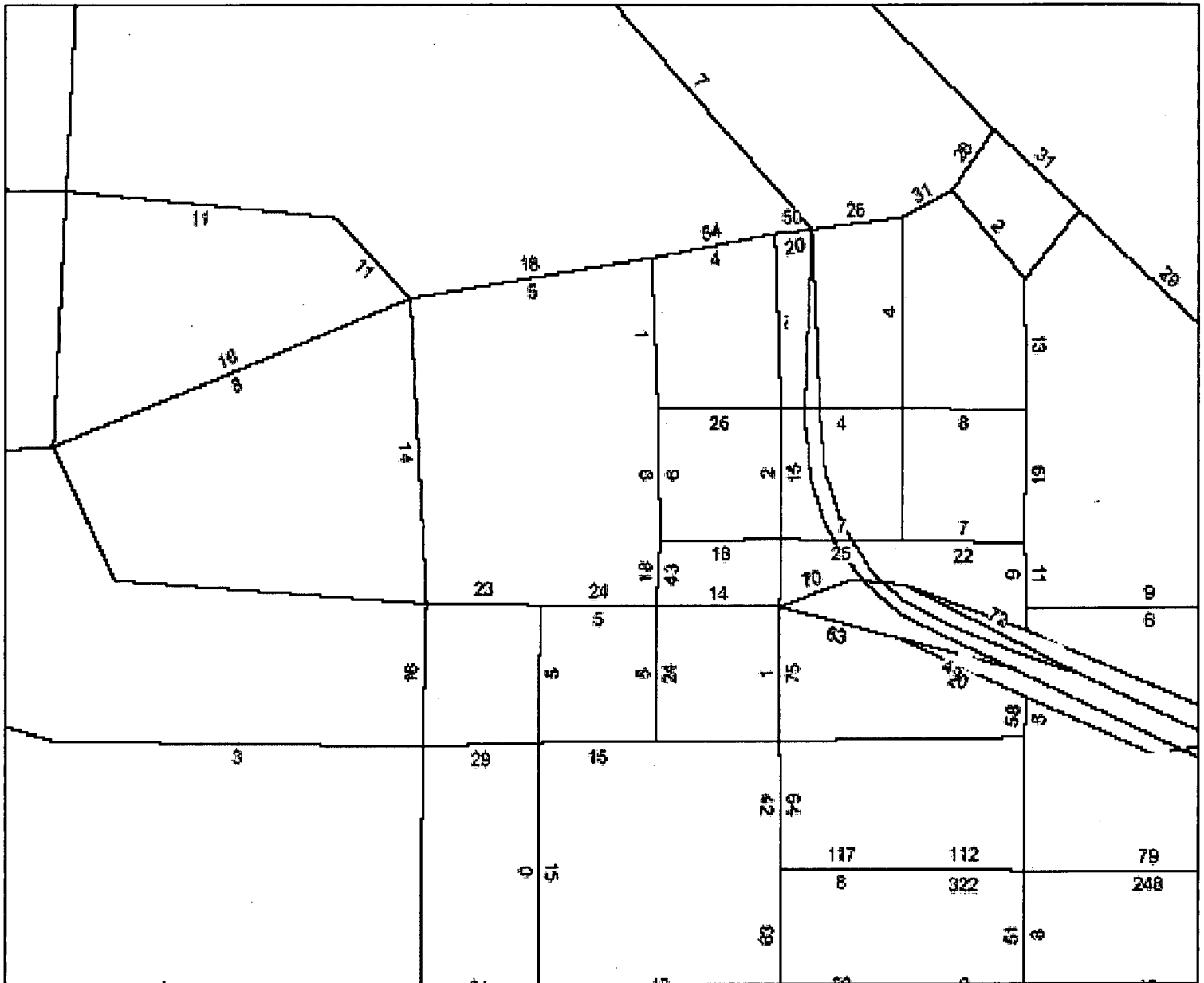
*Total Travel Demand is a function derived of Household and Employment figures for the study area.

Plot 7 shows the differences between the rezoning scenario and the base model. It can be seen that there is no significant difference between the two assignments. The biggest change happens on I-405 east of the division point to US-30 with a total of 39 vehicles for 2 hours (23 eastbound and 16 westbound). With this amount of traffic change, no further traffic analysis, specifically for the Comprehensive Plan changes North of Vaughn St, is needed.

North Pearl District Plan Analysis - the NPDP's potential traffic impacts were also examined. PBOT set-up an alternative scenario which introduced recommendations from the NPDP into the base model. Those added elements included: a) an additional 2050 households in the North Pearl District in the planning year of 2030 (i.e., land use alternative 3); b) the NW Lovejoy / NW Overton couplet street network between 9th and 16th Aves; and c) a range of Transportation Demand Management (TDM) measures proposed in the plan.

Plot 8 shows the PM 2-hour Volume difference between the 2030 base model and the one with the additional NPDP changes. The plot shows a limited traffic increase resulting in approximately 20+ more vehicles on NW Vaughn St and 70+ more vehicles on the I-405 westbound off-ramp during the PM peak 2-hour period. Therefore, PBOT concludes that the North Pearl District Rezoning Plan will not significantly affect the NWDP traffic conditions at this level of planning analysis.

Plot 8. Volume Difference between NWDP and NPDP Incorporated Models



PM Peak 2-hour Traffic Conditions - A two-level analysis of the PM peak 2-hour traffic conditions was conducted:

1. The planning level of analysis focused on the traffic conditions at a link level using outputs from the Visum demand model software package
2. The operations level of analysis was performed at the intersection level using the Synchro modeling software package.

Planning Analysis

District PM Peak 2-hour Total Traffic - NWDP area vehicle demands are predicted to increase 20 percent by 2030. This is in the same range of traffic growth projected at the inner screen-line west of NW 23rd Ave running through NW York St and NW Pettygrove St. Compared with the other four screen-lines, traffic growth inside the NWDP area appears slower than traffic growth on the streets surrounding the district.

Table 8. PM2 total vehicle demand growth

	2005	2030	growth %
District Demands	15,400	18,400	20%
4-Screen-line Traffic total ¹	31,700	44,200	39%
Average Area Link Volumes ²	570	740	30%

¹The first four screen-lines, defined as before

Congestion - From the 2005 PM2 assignment (See Plot 9), there are 780 vol-miles (number of vehicles times distance traveled) on NWDP area links with a v/c ratio higher or equal 1, which equals approximately 3 percent of total vol-miles for the district links, all of them located in the southwest boundary of the district network. It is projected that this number would increase to 5,250 vol-miles, or approximately 17 percent of the total district vol-miles in 2030. More noticeable, the projected congested links show up inside the district area. The V/C readings on NW Yeon Ave west of NW Nicolai St, the only Major City Traffic (TSP Classification) street in the district, will reach 1.15. The northbound link on NW 23rd Ave south of NW Thurman St is also projected to become congested at link level in 2030. Even though the link capacity is only a generic coding for traffic assignment in the demand model, the conditions of V/C >1 are a clear indication that the traffic congestion could be a problem in the future base model.

Plot 9. 2005 PM 2-hour Assign Volumes

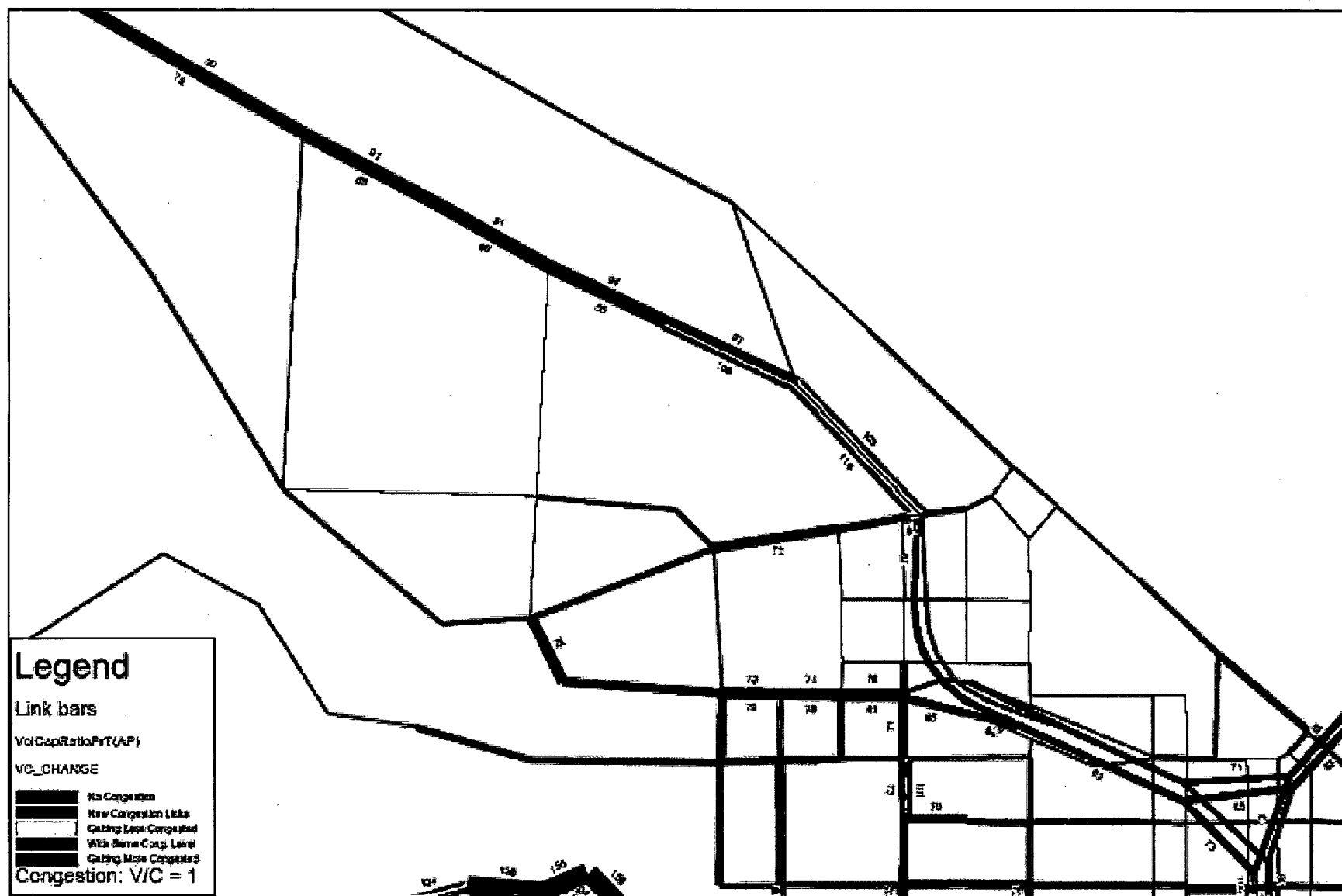


Table 9. PM2 traffic conditions on district streets

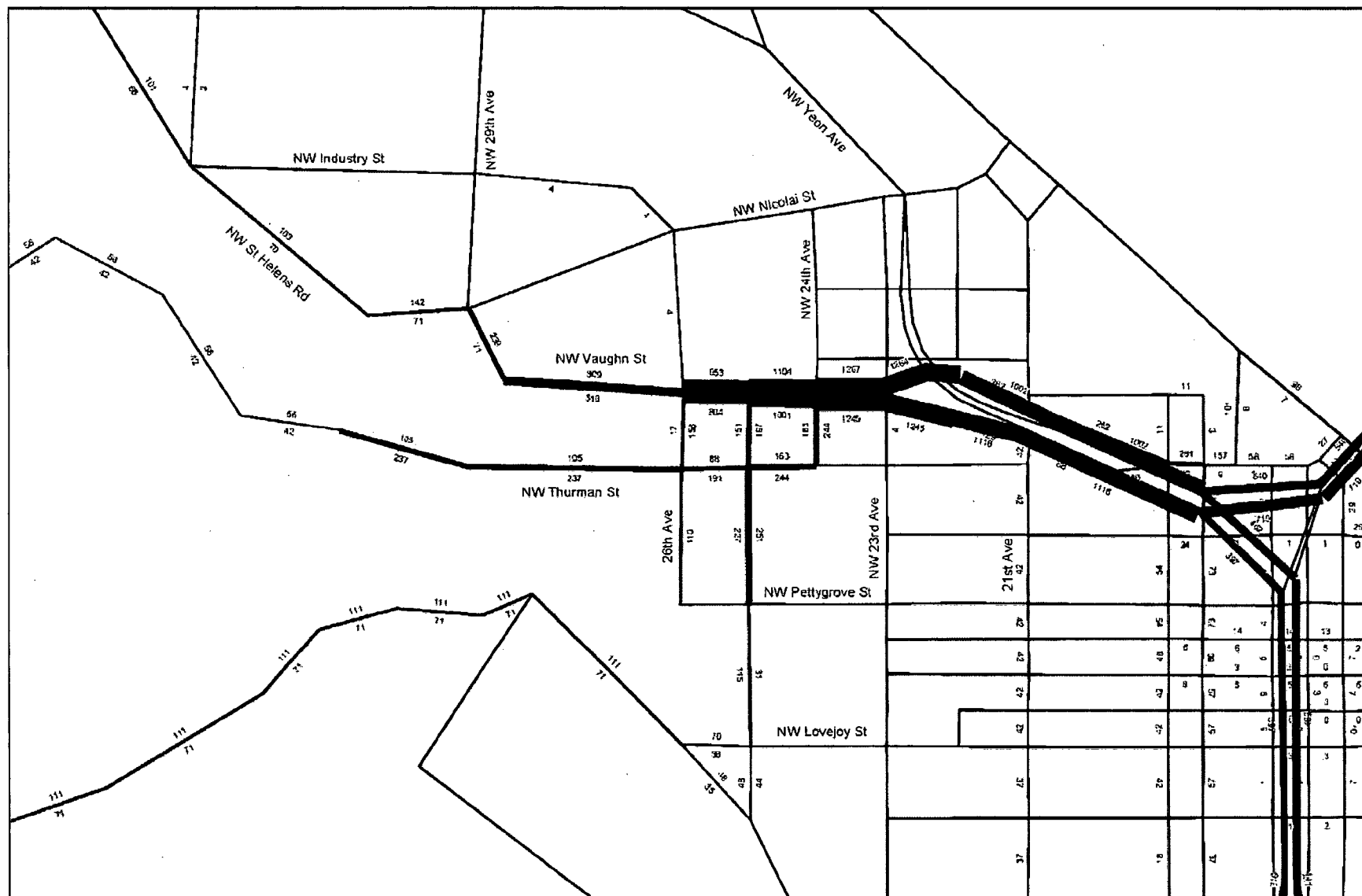
	2005	2030 base
Average Link Volumes	570	740
Total Veh-Miles	23,400	30,900
Total VHT ¹ (h)	1050	1480
Congested streets		
# of links	5	14
miles	0.6	2.2
Veh-miles	780	5250
% of total v-m	3.3%	17.0%
Max V/C	1.43	1.58
Average V/C	1.22	1.26
VHD ² (h)	48	260
% of total vhd	4.6%	17.5%

¹ VHT: Vehicle Hour Traveled = Volumes x Travel Time

² VHD: Vehicle Hour Delayed = Volumes x (Congestion Delay Time)

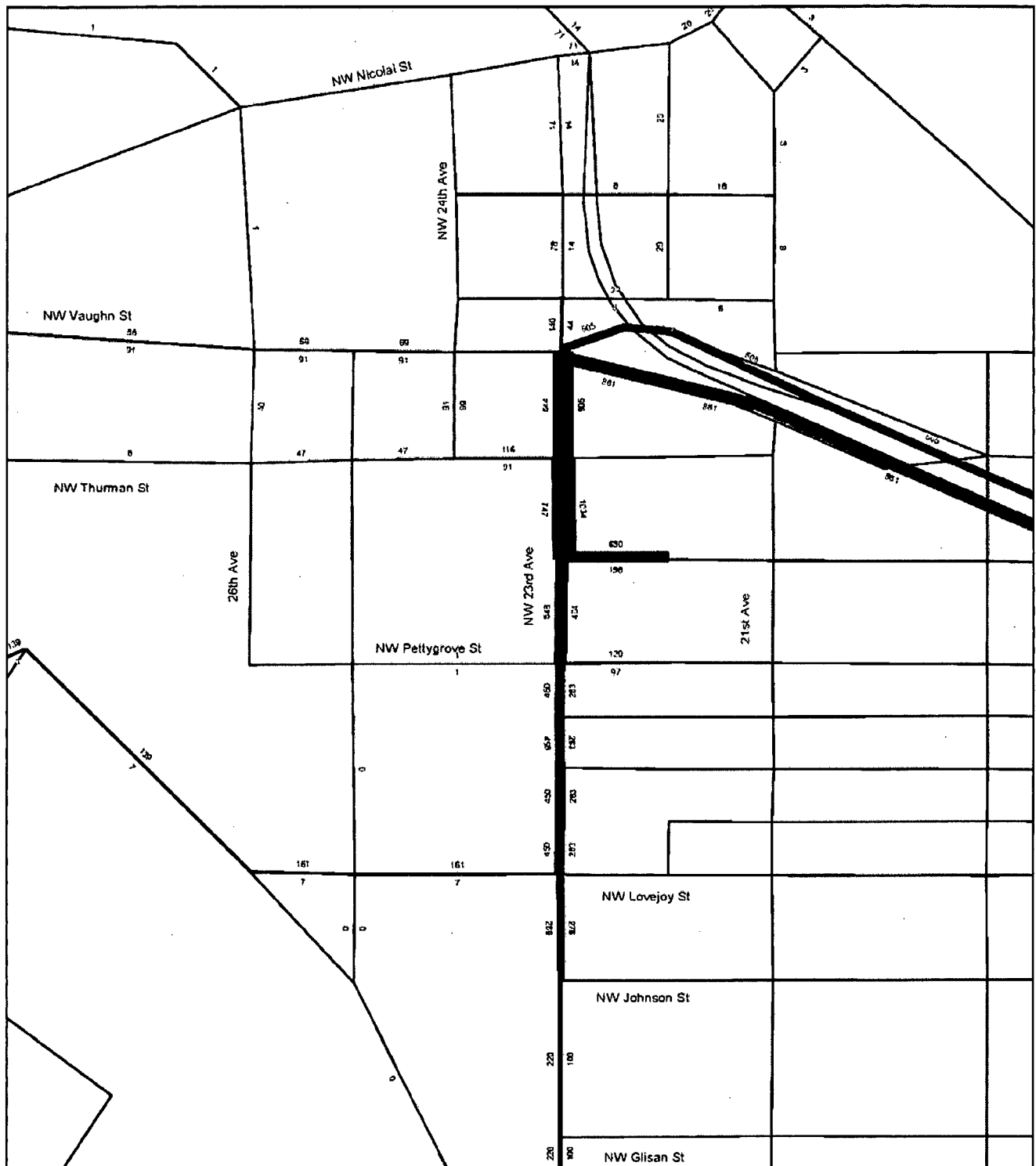
NW Vaughn St - The 2005 model indicates that NW Vaughn St has two main functions in the network. First, it functions as a Neighborhood Collector to distribute NWDP area traffic. Approximately 85 percent to 90 percent of the traffic on NW Vaughn St, west of NW 23rd Ave, originates or is destined primarily along NW Vaughn St (the area shown by the TAZs shown on Plot 1) or is distributed in the study area east of NW 29th Ave (See Plot 10). This means that only 10 to 15 percent of the total traffic in the NW Vaughn St corridor could be considered 'through' traffic (i.e., having neither an originations or destination in the corridor). NW Vaughn St is predicted to function roughly the same in 2030 model and the street function will remain consistent with its current TSP classification, Neighborhood Collector. Second, NW Vaughn St functions as the primary access route for connecting with I-405, which provides approximately 28 percent of the district's weekday PM peak 2-hour traffic demands. On the link west of NW 23rd Ave., approximately 80 percent of eastbound and 90 percent of westbound traffic are from and to the I-405 freeway, respectively. Therefore Vaughn has two functions in the street system – as a neighborhood collector and as the main access street to I-405.

By comparison, US-30 ramps in the area function in an almost entirely different role for the network (See Plot 11). The vast majority of traffic on US-30 ramps are through traffic with little relation with the district.



NW 23rd Ave - NW 23rd Ave is another important Neighborhood Collector for traffic circulation in the NWDP area. The select link analysis (See Plot 12) indicates that about 40 percent of the traffic on NW 23rd Ave reaches south as far as to NW Lovejoy St. The 2030 PM2 base model projects that the V/C readings on the northbound link of NW 23rd Ave south of NW Thurman St will reach 1.01. The capacity coded for the street link is 600 vehicles per hour. With active commercial and heavy auto parkings along both sides of NW 23rd Ave, the narrow 2-lane street could operate at a more congested level than the demand model indicated.

Plot 12. PM Peak 2-hour Traffic Volume Traces for NW 23rd Ave



Traffic Operation Analysis

All traffic operations analyses at the intersection level are based on current signal timing plans.

Transportation Planning Rule compliance for ODOT facilities - The TPR requires that PBOT and Planning provide evidence of no significant impact to ODOT facilities resulting from the NWDP. An operational analysis of intersection capacity on the 2030 base scenario is presented here to provide background information for this assessment.

Table 10 shows district traffic usage of the freeway ramps in the NWDP vicinity. I-405 ramps at NW Vaughn St, at NW Everett St, and US-30 ramps at NW Nicolai St are the main freeway ramps used by NWDP area traffic. More specifically, the traffic conditions on the I-405 ramps at NW Vaughn and NW Everett Sts are significantly effected by the traffic coming and leaving the district. While the district's traffic on US-30 SB ramp reach 340 during PM peak 2-hours, the traffic condition is more impacted by the through traffic here since the district traffic is only 8.4 percent of the total traffic on the link.

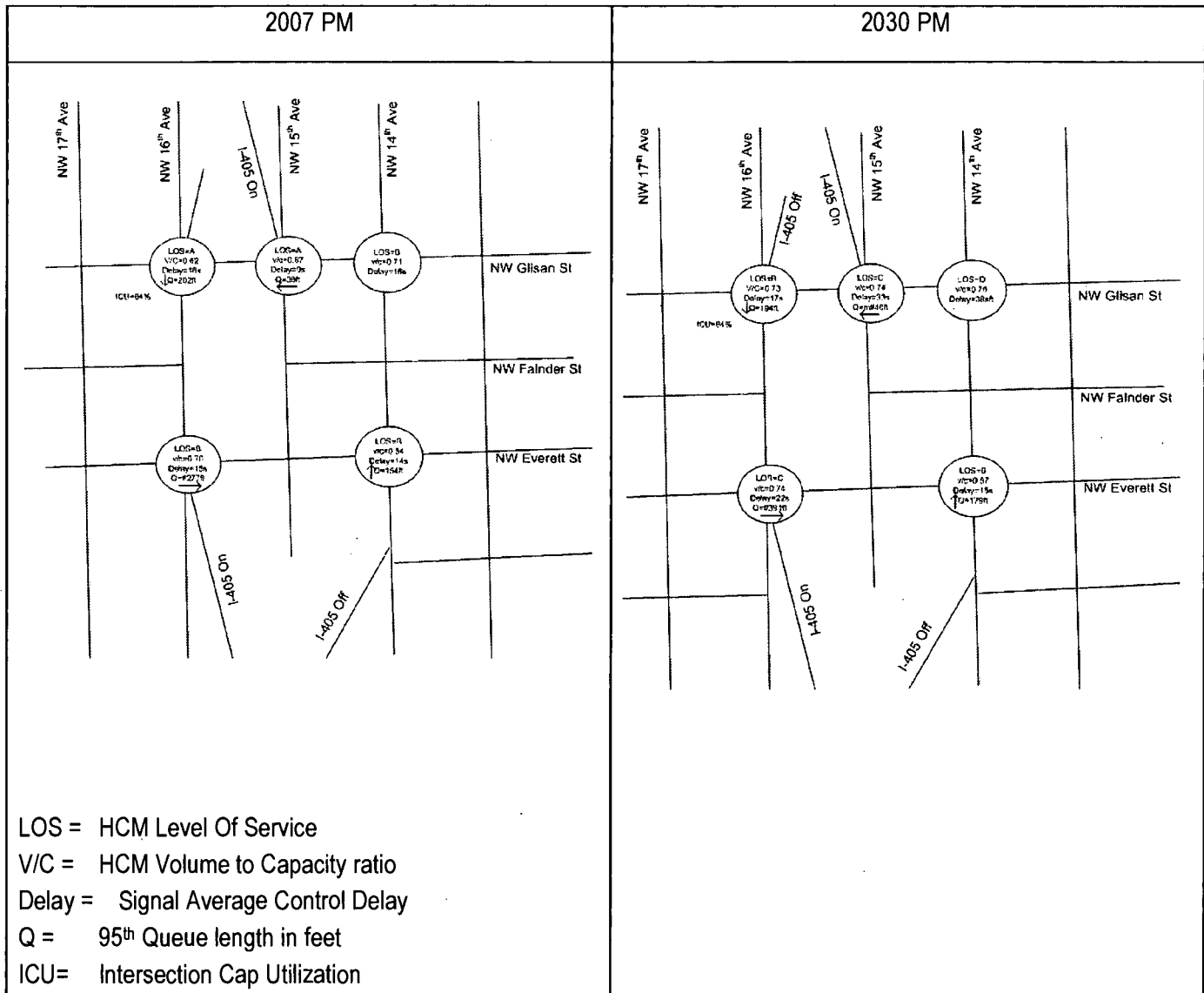
Table 10. 2005 PM Peak 2-Hour Freeway Ramp Usages of NWDP Remand Area traffic

	2005 PM2 conditions			Projected 2030 PM2 district Vol.
	District traffic	Total link volumes	%	
I-405 WB Exit @ Vaughn	1830	2400	76.3	1910
I-405 EB Entry @ Vaughn	2500	2950	84.7	2840
I-405 NB Exit @ Everett	710	2060	34.5	610
I-405 SB Entry @ Everett	680	2120	32.1	940
US30 NB Exit @ Nicolai	90	3170	2.8	260
US30 SB Entry @ Nicolai	340	4030	8.4	220
I-405 NB Entry @ Glisan	70	920	7.6	70
I_405 SB Exit @ Glisan	100	705	14.2	120
I-405 SN Exit @ Couch	100	1340	7.5	120

Plots below show the results from the Synchro model for the freeway ramps mentioned above. All analyses are based on current signal timing plans on these streets. The 2005 model is based on traffic turning movement counts and the 2030 volume inputs are derived from the sum of the count and the volume delta between 2030 and 2005 demand models.

I-405 ramps: NW Glisan and NW Everett Sts - The analysis (See Plot 13) shows that all ramp intersections will be operate at the LOS (Level of Service) D or better and the maximum V/C is 0.76 during weekday PM peak hour in 2030. This performance meets City and ODOT mobility standards for these facilities.

Plot 13. Traffic Operation Analysis for Southern NW District Freeway Interchanges

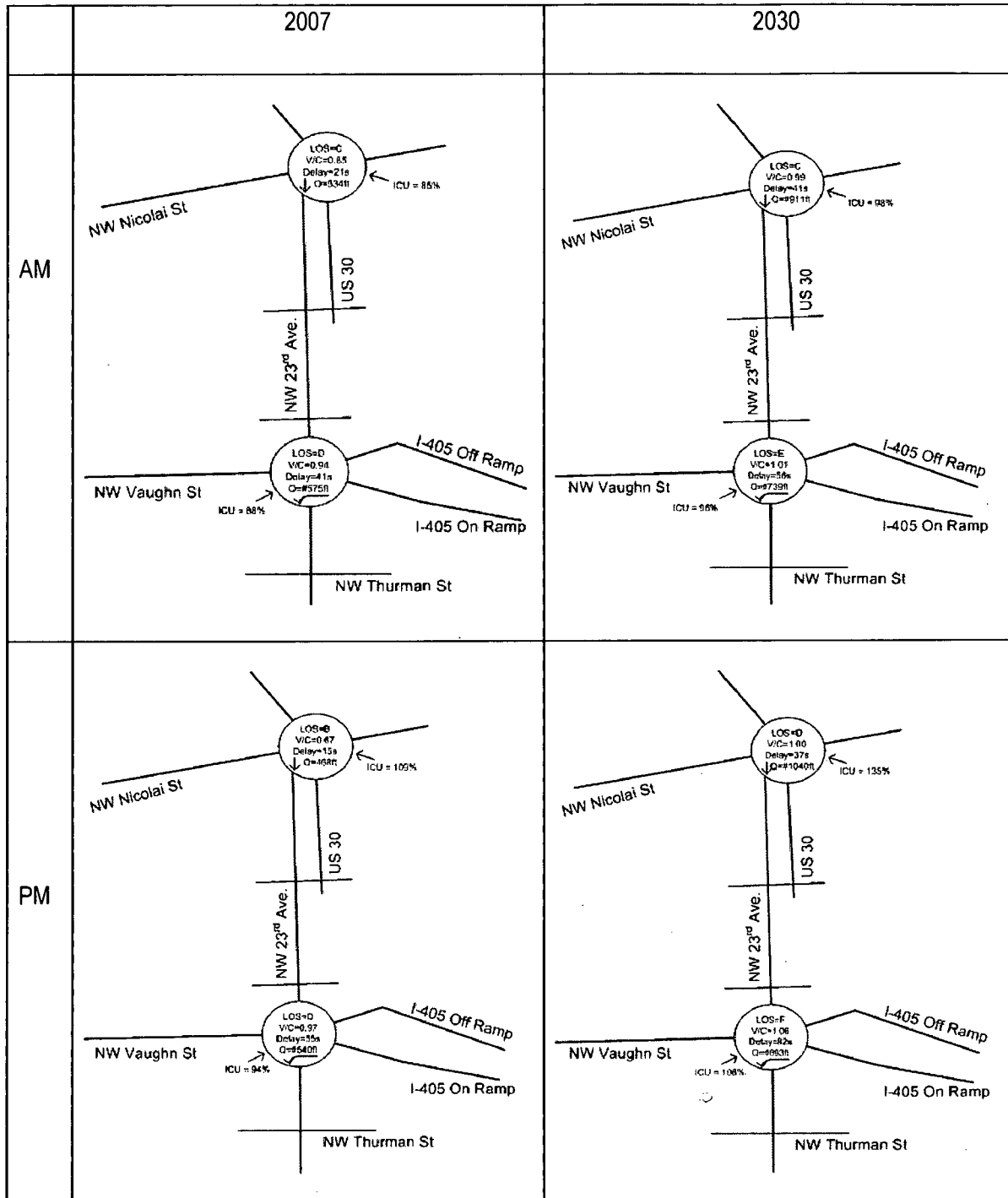


It is worth noting that the above 2030 PM LOS and V/C data are achieved with a slightly modified signal timing plan for the intersection of NW Glisan St at NW 15th Ave. The only modification to the timing plan is to change the offset time. With the current signal timing plan and the projected future traffic demands, the westbound traffic queue would be longer than the available storage length at the intersection. The modification effectively reduces the westbound queue at the intersection and results in significant improvements on the operation conditions of all intersections along NW Glisan St.

I-405 ramps: NW Vaughn and US-30 ramp at NW Nicolai St - AM peak hour traffic conditions were also analyzed for these two intersections / interchanges. This analysis was conducted in order to address concerns that traffic operations at the AM peak could be worse than the PM peak at these intersections. The AM 2-hour demand is a simple modeling exercise conducted by transposing the PM 2-hour vehicle demands on AM operating conditions. No further calibration is necessary to evaluate the AM 2-hour assignments. The analysis for existing conditions is based on current traffic turning movement counts, and the future condition is based on the sums of the counts and the projected traffic growths. This approach is the same as that used for the PM analysis. The two signals at the intersections are full actuated and uncoordinated signals.

The analysis shows that the two ramp intersections are currently operated at the LOS D or better with the maximum V/C of 0.97 during weekday peak hours, and their operation condition is projected to deteriorate to LOS F with a V/C readings of 1.06 in 2030 PM peak hour (See plots below). Although the projected operational conditions will be below both PBOT and ODOT mobility standards of LOS E or better and $V/C \leq 0.99$, respectively, for these facilities, ODOT has determined that there is no significant impact on the planned function and performance of the State facility, I-405. PBOT does however recommend re-striping the off-ramp to facilitate additional turning movements that will relieve the queueing pressure at the intersection and bring the facility to within city mobility standards for these facilities. Please see Exhibit B to this report for a description, drawing and cost estimate of this improvement.

Plot 14. Traffic Operation Analysis for Northern NW District Freeway Interchange



The operating conditions at the intersection of US-30 at NW Nicolai St in future peak hours are projected to be within PBOT's and ODOT's mobility standard excepting the V/C reading (1.0). It is worth noting that the traffic at this intersection will be mostly through traffic. Since the model projects the longest queue will be at the north leg (southbound approach) on NW Yeon St, it is determined that the queuing would not cause any problems for freeway traffic operations.

The potential increased traffic volumes for the facilities and intersections described above are all projected based on the 2030 model and includes the re-zonings and comprehensive plan changes contained within the NWDP Ordinance. Based on this analysis, PBOT does not expect that the NWDP would significantly further downgrade the operational conditions to these two intersections. This expectation assumes certain signal timing improvements as described in Exhibit B to this report.

Conclusion

The purpose of this transportation analysis is to determine whether the land uses allowed by the NWDP Ordinance would change the predominant type of traffic on NW Vaughn St in a manner inconsistent with its functional classification as a neighborhood collector; and to determine whether the NWDP Ordinance will reduce the performance standards of the NW Vaughn St/NW 23rd Ave intersection and the Interstate 405 (I-405) off-ramp below the minimum acceptable level identified in the City of Portland's Transportation System Plan.

First, PBOT's analysis of the existing conditions shows that approximately 85 percent to 90 percent of the traffic on NW Vaughn St, west of NW 23rd Ave, originates in the area along NW Vaughn St east of NW 29th Ave. NW Vaughn St is predicted to function roughly the same in 2030 and the street function will remain consistent with its current TSP classification, Neighborhood Collector. Therefore, the NWDP Ordinance will not change the predominant traffic type in a manner inconsistent with NW Vaughn St's functional classification.

Second, ODOT has determined that there is no significant impact on the planned function and performance of the State facility, I-405, and therefore Transportation Planning Rule OAR 660-012-0060, section -060 does not apply. ODOT does not have a position on potential significant affects to the planned capacity or function of City transportation facilities.

PBOT's analysis demonstrates that the NWDP Ordinance may result in traffic conditions that reduce performance of the NW 23rd Ave intersection below the minimum acceptable City levels for this type of facility. Therefore, as development occurs, mitigation is required to improve the operation of the intersection. With implementation of the remediation efforts described in Exhibit B to this report, the intersection will meet city operating standards for this type of facility.

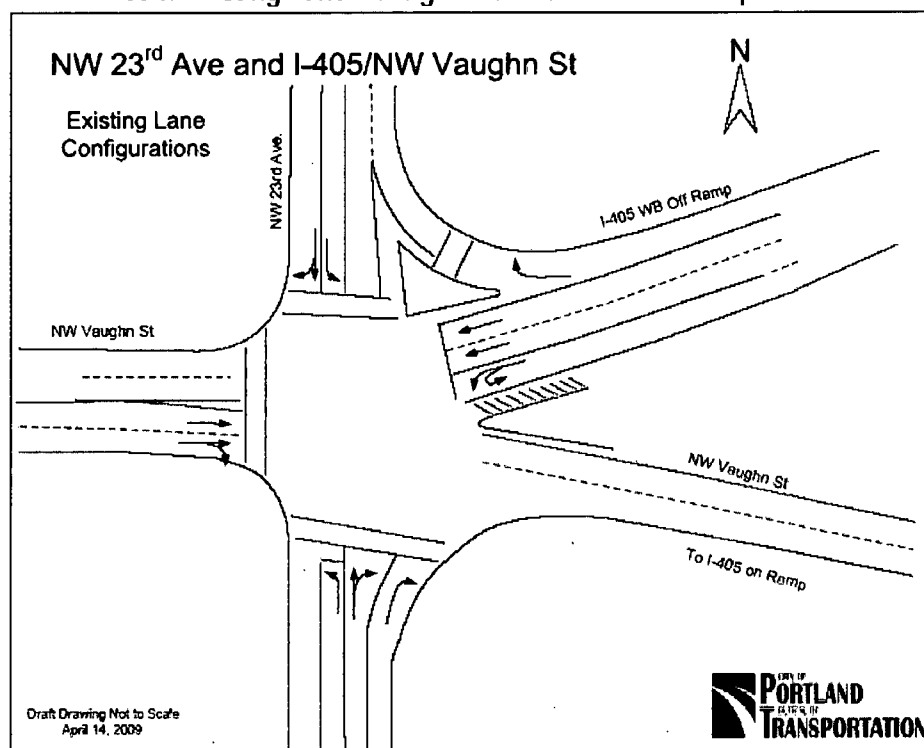
Appendix C

Proposed improvements to the I-405 interchange at NW Vaughn Street and NW 23rd Avenue

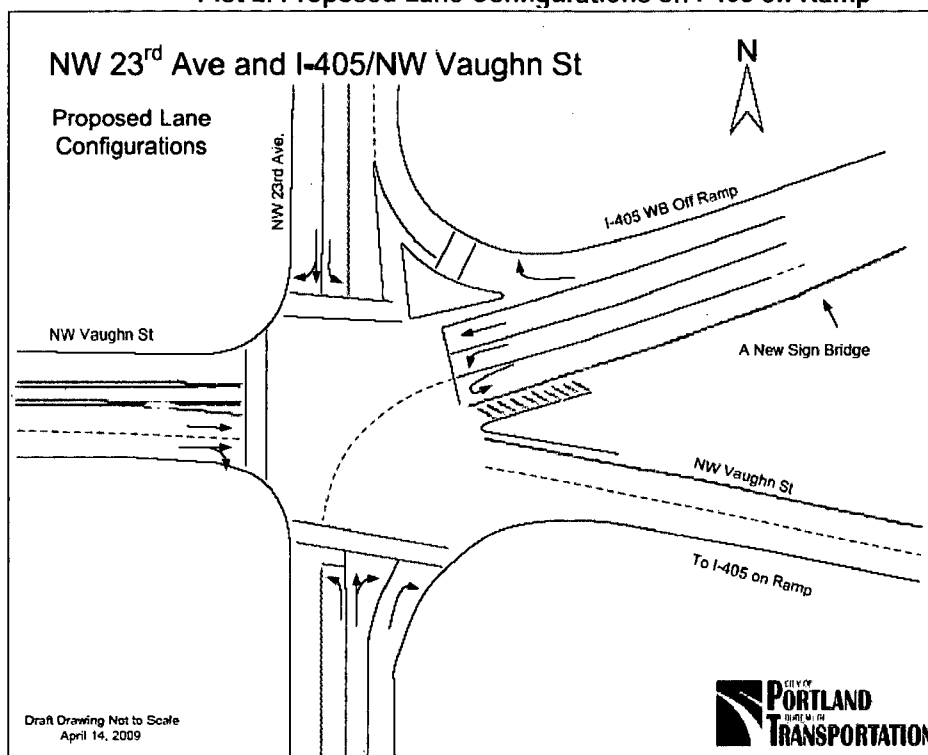
The Northwest District Plan (NWDP) transportation analysis has identified that future traffic operation conditions at the interchange of I-405 ramps/ NW Vaughn St and NW 23rd Ave will deteriorate below the city's acceptable mobility standard for this facility (i.e., whether the intersection is operating at less than LOS E). Further analysis indicates that this intersection's operational condition could be improved with a modest re-configuration of the I-405 off ramp and re-striping on NW Vaughn St.

Currently, the I-405 off ramp consists of one left-turn lane, two through-lanes and one channelized right-turn lane (See Plot 1). The preliminary analysis found that the ramp could be re-configured to include one u-turn lane, one left-turn lane and one through-lane while maintaining the channelized right-turn lane (See Plot 2). This reconfiguration would allow the intersection to operate at LOS E or better with a maximum of V/C at 0.97, meeting PBOT's mobility standards for the facility as well as maintaining the current level of service.

Plot 1. Existing Lane Configurations on I-405 off Ramp



Plot 2. Proposed Lane Configurations on I-405 off Ramp



Again, the re-configuration consists of changing one through lane into a left-turn lane and changing the currently combined left-/U-turn lane into a U-turn only lane. Consequently, other improvements associated with the lane re-configurations are required, which include but may not be limited to the following:

- New lane-use skip stripes
- Increased/decreased length of deceleration lanes
- Re-striping the westbound receiving lane on NW Vaughn St from two lanes to one lane
- New signal timing plan
- New signal heads
- New signal detectors
- New freeway overhead sign bridge (guide sign for bridge drivers) to indicate new lane-use
- Modification of the existing freeway overhead sign bridge to reflect lane-use changes
- New pavement markings
- Pedestrian improvements

Based on initial engineering estimates of the concept plan (i.e., without detailed engineering design parameters), today's cost of the above described improvements would be approximately \$199,000. The cost estimate covers construction, design, management, overhead and includes significant contingency.

Without a detailed traffic engineering study, it is impossible to set the precise parameters of the improvements such as the lengths of the lanes or the number of detectors. As such, the above drawing and cost estimate is provided only to illustrate the main mitigation concepts and the order of

magnitude costs associated with them. It is important to note that since ODOT has jurisdiction over the freeway I-405 Ramps, all proposed changes will require ODOT's review and approval. It is also worth noting that these improvements will be implemented as future real property development occurs. Should these developments and/or traffic impacts fail to materialize, these improvements may not be necessary or constructed.

In summary, the proposed mitigation measures described above will improve traffic operations at the interchange to meet PBOT's mobility standard for these facilities. Transportation System Plan Project (TSP) # 60027 – 23d/AVaughn, NW: Intersection Improvements (page 3-72 of the TSP) incorporates these improvements. Additional project details as outlined in this Exhibit B will be included as an appendix in the adopting ordinance.

For additional detail regarding the existing and future performance of the facility, see Table 1. PBOT's mobility standard is to operate the intersection at LOS E or better during peak 2-hour periods.

Table 1. Comparison of Traffic Operation conditions

Scenario	2007PM	2030PM	2030PM with Improvements
Total Volumes (vph)	3020	3370	3370
LOS*	D	F	E
Delay (s/veh)	54.9	81.8	58.3
Volume / Capacity	0.97	1.06	0.97

*Represents peak 1-hour Level of Service (LOS)

Timeline for Mitigation Project Improvements

As part of the analysis for the mitigation project, staff completed a trend line analysis to get a sense of when the Mitigation Project intersection improvements might be needed. The calculation is based on the straight line interpretation of each traffic movement at the intersection between 2007 and 2030 in the NW Remand model. No signal timing settings or lane layouts were modified in this exercise.

Through this exercise it was determined that the intersection would reach a V/C of 1.02 (LOS E) in 2015 and a V/C of 1.11 (LOS F) in 2029, both of which are above the city's level of service standard. Based on this exercise, the City traffic engineering staff recommends that the Mitigation Project improvements be made at the intersection between 2015 and 2020. Because this analysis is based on long range planning models and development assumptions which may not hold true, the Bureau of Planning and Sustainability and the Bureau of Transportation will conduct additional analysis in 2015 to establish the level of service at the intersection and determine when it would be appropriate to add the project to the city's Capital Improvement Program (CIP).

Table 2. Trend Line Analysis

	2007	2015	2020	2025	2028	2029	2030
Total Vol	3035	3155	3230	3310	3355	3370	3385
TCM	1310	1380	1425	1470	1495	1505	1513
MAX V/C	0.99	1.05	1.12	1.18	1.23	1.24	1.25
Int V/C	0.97	1.02	1.05	1.09	1.11	1.11	1.12
Int Delay	56.2	63.4	68.9	75.2	79.4	80.7	82
LOS	E	E	E	E	E	F	F

TCM = Total Critical Movements for the intersection

MAX V/C = biggest Volume/Capacity reading among all turn movements

int V/C = HCM intersection Volume / Capacity ratio

int delay = HCM average intersection control delay


LOS = HCM Level of Service

HCM = Highway Capacity Manual

HCM Signalized Intersection Capacity Analysis

2007PM

I-405 Ramp/Vaughn St @ NW 23rd Ave

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑				↔	↑↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95			1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.99			1.00	1.00	0.85	1.00	0.87	0.85	1.00	0.97
Flt Protected		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3482			1770	3539	1583	1770	1536	1504	1770	1788
Flt Permitted		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3482			1770	3539	1583	1770	1536	1504	1770	1788
Volume (vph)	0	690	55	170	265	605	170	145	45	645	160	70
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	726	58	185	279	637	179	153	47	679	168	74
RTOR Reduction (vph)	0	5	0	0	0	0	84	0	0	0	0	7
Lane Group Flow (vph)	0	779	0	0	464	637	95	153	386	340	168	83
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases		2		1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)		25.9			29.0	58.9	58.9	20.7	28.8	28.8	11.0	19.1
Effective Green, g (s)		25.9			29.0	58.9	58.9	20.7	28.8	28.8	11.0	19.1
Actuated g/C Ratio		0.23			0.26	0.53	0.53	0.19	0.26	0.26	0.10	0.17
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		815			464	1883	842	331	400	391	176	308
v/s Ratio Prot		c0.22			c0.26	0.18	0.06	0.09	c0.25	0.23	c0.09	0.05
v/s Ratio Perm												
v/c Ratio		0.96			1.00	0.34	0.11	0.46	0.96	0.87	0.95	0.27
Uniform Delay, d1		41.8			40.8	14.8	12.9	40.0	40.5	39.2	49.6	39.7
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		21.2			41.8	0.1	0.1	1.0	35.6	18.2	54.2	0.5
Delay (s)		63.0			82.6	14.9	13.0	41.1	76.1	57.3	103.8	40.2
Level of Service		E			F	B	B	D	E	E	F	D
Approach Delay (s)		63.0				39.2			62.7			81.6
Approach LOS		E				D			E			F
Intersection Summary												
HCM Average Control Delay		54.9			HCM Level of Service				D			
HCM Volume to Capacity ratio		0.97										
Actuated Cycle Length (s)		110.7			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		93.9%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2007PM













I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	SBR
Lan Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	15
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	16
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2030PM w/ Improvement

I-405 Ramp/Vaughn @ NW 23rd Ave

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑		↑	↑	↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00
Frbp, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.99		1.00	1.00	1.00	0.85	1.00	0.87	0.85	1.00	0.98
Flt Protected		1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3487		1770	1770	1863	1583	1770	1534	1504	1770	1801
Flt Permitted		1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3487		1770	1770	1863	1583	1770	1534	1504	1770	1801
Volume (vph)	0	790	55	185	320	655	170	145	45	705	210	90
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	832	58	195	337	689	179	153	47	742	221	95
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	886	0	195	337	689	179	153	418	371	221	106
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot	custom	Prot			Prot	Prot	
Protected Phases		2		1	1	6 3 4 6!	3		8!	8	7	4
Permitted Phases												
Actuated Green, G (s)		31.9		23.0	23.0	58.9	119.9	14.9	33.0	33.0	16.0	34.1
Effective Green, g (s)		31.9		23.0	23.0	58.9	119.9	14.9	33.0	33.0	16.0	34.1
Actuated g/C Ratio		0.27		0.19	0.19	0.49	1.00	0.12	0.28	0.28	0.13	0.28
Clearance Time (s)		4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		928		340	340	915	1583	220	422	414	236	512
v/s Ratio Prot		c0.25		0.11	c0.19	0.37	c0.11	0.09	c0.27	0.25	c0.12	0.06
v/s Ratio Perm												
v/c Ratio		0.95		0.57	0.99	0.75	0.11	0.70	0.99	0.90	0.94	0.21
Uniform Delay, d1		43.3		44.0	48.3	24.6	0.0	50.3	43.3	41.8	51.4	32.6
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		19.2		2.3	46.3	3.5	0.0	9.2	41.2	21.2	41.0	0.2
Delay (s)		62.5		46.3	94.6	28.2	0.0	59.5	84.5	63.1	92.5	32.8
Level of Service		E		D	F	C	A	E	F	E	F	C
Approach Delay (s)		62.5				43.1			72.0			72.5
Approach LOS		E				D			E			E
Intersection Summary												
HCM Average Control Delay		58.3		HCM Level of Service				E				
HCM Volume to Capacity ratio		0.97										
Actuated Cycle Length (s)		119.9		Sum of lost time (s)				16.0				
Intersection Capacity Utilization		88.0%		ICU Level of Service				E				
Analysis Period (min)		15										
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2030PM w/ Improvement
I-405 Ramp/Vaughn @ NW 23rd Ave

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	15
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	16
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2030 PM2

I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95				1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.99				1.00	1.00	0.85	1.00	0.87	0.85	1.00	0.98	
Flt Protected	1.00				0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3487				1770	3539	1583	1770	1534	1504	1770	1801	
Flt Permitted	1.00				0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3487				1770	3539	1583	1770	1534	1504	1770	1801	
Volume (vph)	0	790	55	185	320	655	170	145	45	705	210	90	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	832	58	195	337	689	179	153	47	742	221	95	
RTOR Reduction (vph)	0	5	0	0	0	0	81	0	0	0	0	5	
Lane Group Flow (vph)	0	886	0	0	532	689	98	153	418	371	221	106	
Confl. Peds. (#/hr)	1	16		16		1		40					
Turn Type				Prot	Prot			Prot	Prot			Prot	Prot
Protected Phases	2			1	1	6	6	3	8	8	7	4	
Permitted Phases													
Actuated Green, G (s)	30.0			32.0		66.0	66.0	14.7	29.0	29.0	13.0	27.3	
Effective Green, g (s)	30.0			32.0		66.0	66.0	14.7	29.0	29.0	13.0	27.3	
Actuated g/C Ratio	0.25			0.27		0.55	0.55	0.12	0.24	0.24	0.11	0.23	
Clearance Time (s)	4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	872			472		1946	871	217	371	363	192	410	
v/s Ratio Prot	c0.25			c0.30		0.19	0.06	0.09	c0.27	0.25	c0.12	0.06	
v/s Ratio Perm													
v/c Ratio	1.02			1.13		0.35	0.11	0.71	1.13	1.02	1.15	0.26	
Uniform Delay, d1	45.0			44.0		15.1	13.0	50.6	45.5	45.5	53.5	38.1	
Progression Factor	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	34.4			81.1		0.1	0.1	10.0	85.7	53.0	111.5	0.3	
Delay (s)	79.4			125.1		15.2	13.0	60.5	131.2	98.5	165.0	38.4	
Level of Service	E			F		B	B	E	F	F	F	D	
Approach Delay (s)	79.4					56.7			106.8			122.7	
Approach LOS	E					E			F			F	
Intersection Summary													
HCM Average Control Delay	81.8			HCM Level of Service				F					
HCM Volume to Capacity ratio	1.06												
Actuated Cycle Length (s)	120.0			Sum of lost time (s)				12.0					
Intersection Capacity Utilization	105.7%			ICU Level of Service				G					
Analysis Period (min)	15												

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2030 PM2
I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	15
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	16
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Project Estimate Report: Development Phase

for

Fremont Br – Vaughn St Ramp

4/8/09

Requested by: Ningsheng Zhou

Prepared by: Jennie Tower & Nelson Chi

Location: Fremont Br – Vaughn St Ramp from NW 21st PI to NW 23rd PI

Description: Traffic signal and lane alterations for Fremont Br–Vaughn St ramp at NW 23rd Ave

Current Cross-Section: From south to north: sharp left/soft left – thru – thru – right

Proposed Cross-Section: From south to north: sharp left – soft left – thru – right

Issues: (describe issues, or indicate "none identified")

- Water – None identified
- BES (storm, sanitary, water-quality facilities) – None identified
- Signals and Street Lighting – Alterations necessary
- Environmental and Zoning (OPDR; Army Corp of Engineers; Division of State Lands) – None identified
- Contaminated Media – None identified
- Right-of-Way Needs – None identified
- Railroads (BNSF; UPRR; PTTR) – None identified
- Parks (landscaping and irrigation) – None identified
- Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met) – Will need ODOT approval

Cost Estimate:

(Estimates greater than \$10,000 round numbers to the nearest \$1,000; for less than \$10,000 round to the nearest \$100)

Construction	\$ 70,000
Project Management (5%)	\$ 3,500
Design Engineering (25%)	\$ 17,000
Construction Management (15%)	\$ 11,000
Right-of-Way (Cost + 20% Contingency)	-
Overhead (68.46%)	\$ 21,000
Estimate Contingency	\$ 77,000

Total Project Estimate: \$ 199,000

Estimating Assumptions:

(Written explanation of contingencies, variations from the base unit prices and why)

- Existing sign bridge will not need to be relocated.
- New sign bridge will need to be installed.

Review & Approval:

 Reviewed by Engineer of Record

 Date

 Reviewed and Approved by Engineering Services Division Manager

 Date
Attachments:

- Detailed estimate spreadsheet
- Site map

Exhibit C-1

Traffic Analysis for Title 4

Traffic Analysis for Title 4

Background

Title 4 of Metro's Urban Growth Management Functional Plan (UGMFP) "seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas." 3.07.450.H. establishes the criteria by which Metro Council can amend the Employment and Industrial Areas Map for proposed Comprehensive and Zoning map amendment that exceed 20 acres for Industrial Areas.

The Comprehensive and Zoning Map amendments proposed to be-readopted with the Northwest District Plan (NWDP) Remand Project beginning in June 2010, proposes to change the Title 4 designation of more than 20 acres from "Industrial Area" to "Employment Area." Therefore, the approval criteria listed in 3.07.450.H must be met.

The purpose of this Traffic Analysis is to address one of those criteria 3.07.450.H.2. The other criteria in 3.07.450.H are addressed in the Ordinance.

Criterion and Analysis

Criterion 3.07.450.H.2 requires that the map amendment: "Would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan ("RTP"), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan ("OHP") for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses."

In the Regional Transportation Plan (RTP), Interstate 405 is classified as a Main Freight Roadway and NW Nicolai Street is identified as a Freight Road Connector. A traffic analysis was conducted to evaluate the impact of projected development on the off-peak hour traffic operational conditions of those facilities. This document summarizes findings that address the requirements of Title 4.

According to Title 4 3.07.450 C-4, it is sufficient to satisfy the requirement if the changes proposed in the NWDP Remand Project meets either criterion in Table 1.

Table 1. Off-Peak Performance Standards

		Standards
Criteria 1	Metro RTP Standards ¹ in Level of Service (LOS)	E
Criteria 2	ODOT 1999 OHP ² in v/c	0.99

1. Metro's RTP Table 2.4, Regional Mobility Policy

2. ODOT's 1999 Oregon Highway Plan, Table 7.

Analysis of the following three intersections is summarized below:

- NW Nicolai Street at NW Wardway Street / NW 29th Avenue
- NW Nicolai Street at US 30
- NW Vaughn Street at NW 23rd Avenue / I-405 ramps

Findings

All three intersections currently operate at a LOS that exceeds the standards specified in Title 4.

The analysis finds that off-peak hour operations at all three intersection will continue to exceed the Title 4 standards in the 2030 plan year (See Table 2).

Table 2. Off-Peak Operational Conditions in LOS

	2010	2030
NW Nicolai St at NW Wardway St	C	C
NW Nicolai St at US 30	B	B
NW Vaughn St at NW 23rd Ave	D	D

Methodology

No off-peak turning movement counts (TMCs) were collected when the initial NWDP Remand Project traffic analysis was performed. For this Title 4 analysis, fresh 2010 off-peak TMCs were collected¹ in order to evaluate current conditions. The City of Portland does not have an off-peak demand model to predict the future off-peak demands for the NWDP Remand traffic analysis. The future off-peak traffic demands were estimated from the projected future PM demands by the formula:

$$V_{2030\text{offpeak}} = V_{2010\text{off-peak}} + \Delta V_{\text{pm}2030\text{-pm}2007} \times (V_{\text{offpeak}} / V_{\text{pmpeak}})$$

Where Δ is the model projected PM traffic growth in turning movements from 2007 to 2030.

Synchro software was used in the operational analysis to derive the LOS and V/C data. All three signals were evaluated as the controller of Actuated & Uncoordinated, which are the specifications of current signal timing plans on the site. All other current signal settings are applied in the analysis. Intersection geometric configurations coded in the model match current street layouts.

The LOS measures were extracted from Synchro's HCM (Highway Capacity Manual) Signalized Intersection Capacity Analysis Reports.

Traffic Data





















Table 3 lists the 2010 turning movement counts and projected 2030 traffic demands for the three intersections supporting the analysis.








Table 3. Off-Peak Hour Turning Movement Volumes


		eastbound			westbound			northbound			southbound			total
		L	T	R	L	T	R	L	T	R	L	T	R	
Nicolai / US30	2010	85	15	305	40	25	70	150	885	45	45	985	115	2765
	2030	85	15	345	70	25	70	560	1090	85	45	1270	115	3775
Nicolai / Wardway	2010	5	220	225	20	185	20	210	45	15	25	55	5	1030
	2030	10	345	335	20	310	20	255	45	15	25	55	5	1440
Vaughn / 23rd	2010	0	495	85	165/ 305	475	155	100	65	420	120	60	25	2470
	2030	0	555	85	180/ 360	510	340	100	65	455	155	75	25	2905

¹ NW 29th Avenue at N/NW Nicolai Street is currently closed to through traffic due to construction. Because this is an important leg of the intersection, an effort was made to estimate the turning movement counts based on other data collected at the intersection. 24-hour link counts on all three other major approaching legs were collected and the current TMC was estimated from the time of day factor and two AM / PM TMCs collected in 2007. The time of the day factor is calculated at approach level, and the formula of $(\text{am}+\text{pm})/2$ was used to distribute the turn movements.

Appendix A: Synchro Highway Capacity Manual Reports

												
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1835			1634		
Flt Permitted	0.55	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	1024	1863	1583			1770	1835			1580		
Volume (vph)	5	220	225	5	5	20	185	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	239	245	5	5	22	201	22	3	0	5	14
RTOR Reduction (vph)	0	0	0	0	0	0	3	0	0	12	0	0
Lane Group Flow (vph)	5	239	250	0	0	27	220	0	0	10	0	0
Turn Type	pm+pt		custom		Prot		Prot		Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	35.9	34.3	36.6			2.0	32.5			8.5		
Effective Green, g (s)	36.1	33.3	38.4			1.0	31.5			8.7		
Actuated g/C Ratio	0.49	0.45	0.52			0.01	0.43			0.12		
Clearance Time (s)	5.2					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	531	844	827			24	786			187		
v/s Ratio Prot	c0.00	c0.13	c0.16			c0.02	0.12					
v/s Ratio Perm	0.00									0.01		
v/c Ratio	0.01	0.28	0.30			1.12	0.28			0.05		
Uniform Delay, d1	9.6	12.6	9.9			36.2	13.6			28.7		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.2	0.2			225.0	0.2			0.1		
Delay (s)	9.6	12.8	10.2			261.2	13.8			28.9		
Level of Service	A	B	B			F	B			C		
Approach Delay (s)		11.4					40.5			28.9		
Approach LOS		B					D			C		
Intersection Summary												
HCM Average Control Delay			24.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			73.5			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			54.2%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

							
Movement	SBL2	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations			↕		↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	210	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	228	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	13
Lane Group Flow (vph)	0	0	94	0	228	49	3
Turn Type	Perm	Perm			Prot	Prot	
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.5		13.3	13.3	13.3
Effective Green, g (s)			8.7		14.5	14.5	14.5
Actuated g/C Ratio			0.12		0.20	0.20	0.20
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			160		349	312	312
v/s Ratio Prot					c0.13	0.03	0.00
v/s Ratio Perm			c0.07				
v/c Ratio			0.59		0.65	0.16	0.01
Uniform Delay, d1			30.7		27.2	24.4	23.7
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.4		4.3	0.2	0.0
Delay (s)			36.1		31.5	24.7	23.7
Level of Service			D		C	C	C
Approach Delay (s)			36.1		30.0		
Approach LOS			D		C		
Intersection Summary							





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↖		↖	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1770		1682		3433	5042		1770	3539	1549
Flt Permitted		0.60	1.00		0.88		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1102	1770		1495		3433	5042		1770	3539	1549
Volume (vph)	85	15	305	40	25	70	150	885	45	45	985	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	321	42	26	74	158	932	47	47	1037	121
RTOR Reduction (vph)	0	0	0	0	48	0	0	5	0	0	0	57
Lane Group Flow (vph)	0	105	321	0	94	0	158	974	0	47	1037	64
Confl. Peds. (#/hr)	4					4	8		4	4		8
Turn Type	Perm	custom		Perm			Prot			Prot	custom	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8	5 6 8		4							6	
Actuated Green, G (s)		12.2	81.2		12.2		14.4	40.8		11.9	39.4	40.8
Effective Green, g (s)		13.8	81.2		13.8		14.5	42.8		12.6	40.9	42.8
Actuated g/C Ratio		0.17	1.00		0.17		0.18	0.53		0.16	0.50	0.53
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		187	1770		254		613	2658		275	1783	816
v/s Ratio Prot							c0.05	0.19		0.03	c0.29	
v/s Ratio Perm		c0.10	c0.18		0.06							0.04
v/c Ratio		0.56	0.18		0.37		0.26	0.37		0.17	0.58	0.08
Uniform Delay, d1		30.9	0.0		29.8		28.7	11.3		29.8	14.1	9.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.8	0.0		0.9		1.0	0.4		1.3	1.4	0.2
Delay (s)		34.7	0.0		30.8		29.7	11.6		31.1	15.5	9.7
Level of Service		C	A		C		C	B		C	B	A
Approach Delay (s)		8.6			30.8			14.2			15.6	
Approach LOS		A			C			B			B	
Intersection Summary												
HCM Average Control Delay		14.7		HCM Level of Service		B						
HCM Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		81.2		Sum of lost time (s)		12.0						
Intersection Capacity Utilization		64.2%		ICU Level of Service		C						
Analysis Period (min)		15										

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑				↑↑		↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95				1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes	0.99				1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.98				1.00	1.00	0.85	1.00	0.89	0.85	1.00	0.96
Flt Protected	1.00				0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3430				1770	3539	1583	1770	1570	1504	1770	1746
Flt Permitted	1.00				0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3430				1770	3539	1583	1770	1570	1504	1770	1746
Volume (vph)	0	495	85	165	305	475	155	100	65	420	120	60
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	521	89	174	321	500	163	105	68	442	126	63
RTOR Reduction (vph)	0	12	0	0	0	0	69	0	0	0	0	13
Lane Group Flow (vph)	0	598	0	0	495	500	94	105	276	234	126	76
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases	2			1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)	20.6				29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Effective Green, g (s)	20.6				29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Actuated g/C Ratio	0.22				0.31	0.58	0.58	0.09	0.21	0.21	0.08	0.21
Clearance Time (s)	4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	753				557	2041	913	155	335	321	145	363
v/s Ratio Prot	c0.17				c0.28	0.14	0.06	0.06	c0.18	0.16	c0.07	0.04
v/s Ratio Perm												
v/c Ratio	0.79				0.89	0.24	0.10	0.68	0.82	0.73	0.87	0.21
Uniform Delay, d1	34.6				30.6	9.8	8.9	41.5	35.2	34.4	42.6	30.8
Progression Factor	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8				15.8	0.1	0.0	11.1	15.0	8.0	38.6	0.3
Delay (s)	40.4				46.4	9.8	9.0	52.7	50.3	42.4	81.2	31.0
Level of Service	D				D	A	A	D	D	D	F	C
Approach Delay (s)	40.4				25.4			47.7			60.4	
Approach LOS	D				C			D			E	
Intersection Summary												
HCM Average Control Delay	37.1		HCM Level of Service		D							
HCM Volume to Capacity ratio	0.80											
Actuated Cycle Length (s)	93.8		Sum of lost time (s)		12.0							
Intersection Capacity Utilization	80.0%		ICU Level of Service		D							
Analysis Period (min)	15											

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

												
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1846			1634		
Flt Permitted	0.47	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	866	1863	1583			1770	1846			1578		
Volume (vph)	10	345	335	5	5	20	310	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	375	364	5	5	22	337	22	3	0	5	14
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	12	0	0
Lane Group Flow (vph)	11	375	368	0	0	27	357	0	0	10	0	0
Turn Type	pm+pt		custom		Prot		Prot		Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	32.9	32.4	34.2			2.0	33.9			8.6		
Effective Green, g (s)	31.4	31.4	36.0			1.0	32.9			8.8		
Actuated g/C Ratio	0.43	0.43	0.49			0.01	0.45			0.12		
Clearance Time (s)	3.0					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	368	793	772			24	823			188		
v/s Ratio Prot		c0.20	0.23			c0.02	0.19					
v/s Ratio Perm	0.01									0.01		
v/c Ratio	0.03	0.47	0.48			1.12	0.43			0.05		
Uniform Delay, d1	12.3	15.2	12.6			36.4	14.0			28.8		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.4	0.5			225.0	0.4			0.1		
Delay (s)	12.4	15.7	13.1			261.4	14.4			28.9		
Level of Service	B	B	B			F	B			C		
Approach Delay (s)		14.4					31.7			28.9		
Approach LOS		B					C			C		
Intersection Summary												
HCM Average Control Delay			23.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			73.8			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			56.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2030 Off-Peak 10
NW Nicolai St @ Wardway & 29th Ave
























Movement	SBL2	SBL	SBL	SBR	NWL	NWR	NWR2
Lane Configurations			↔		↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	255	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	277	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	12
Lane Group Flow (vph)	0	0	94	0	277	49	4
Turn Type	Perm	Perm			Prot	Prot	
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.6		15.4	15.4	15.4
Effective Green, g (s)			8.8		16.6	16.6	16.6
Actuated g/C Ratio			0.12		0.22	0.22	0.22
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			161		398	356	356
v/s Ratio Prot					c0.16	0.03	0.00
v/s Ratio Perm			c0.07				
v/c Ratio			0.58		0.70	0.14	0.01
Uniform Delay, d1			30.8		26.3	22.9	22.2
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.3		5.2	0.2	0.0
Delay (s)			36.0		31.5	23.1	22.2
Level of Service			D		C	C	C
Approach Delay (s)			36.0		29.9		
Approach LOS			D		C		
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

2030 Off Peak 11

NW Nicolai St / US30 & Yeon Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1787	1770		1698		3433	5020		1770	3539	1548
Flt Permitted		0.56	1.00		0.78		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1051	1770		1351		3433	5020		1770	3539	1548
Volume (vph)	85	15	345	70	25	70	560	1090	85	45	1270	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	363	74	26	74	589	1147	89	47	1337	121
RTOR Reduction (vph)	0	0	0	0	30	0	0	9	0	0	0	45
Lane Group Flow (vph)	0	105	363	0	144	0	589	1227	0	47	1337	76
Confl. Peds. (#/hr)	4					4	8		4	4		8
Turn Type	Perm	custom		Perm			Prot			Prot	custom	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8	5 6 8		4							6	
Actuated Green, G (s)		12.3	88.0		12.3		19.9	53.5		5.9	40.6	53.5
Effective Green, g (s)		13.9	88.0		13.9		20.0	55.5		6.6	42.1	55.5
Actuated g/C Ratio		0.16	1.00		0.16		0.23	0.63		0.08	0.48	0.63
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		166	1770		213		780	3166		133	1693	976
v/s Ratio Prot							c0.17	0.24		0.03	c0.38	
v/s Ratio Perm		0.10	0.21		c0.11							0.05
v/c Ratio		0.63	0.21		0.67		0.76	0.39		0.35	0.79	0.08
Uniform Delay, d1		34.7	0.0		34.9		31.7	7.9		38.7	19.2	6.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.6	0.1		8.2		6.7	0.4		7.2	3.8	0.2
Delay (s)		42.3	0.1		43.1		38.4	8.3		45.9	23.1	6.5
Level of Service		D	A		D		D	A		D	C	A
Approach Delay (s)		9.5			43.1		18.0			22.5		
Approach LOS		A			D		B			C		
Intersection Summary												
HCM Average Control Delay		19.8		HCM Level of Service		B						
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		88.0		Sum of lost time (s)		12.0						
Intersection Capacity Utilization		77.4%		ICU Level of Service		D						
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2030 Off Peak 12

I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0											
Lane Util. Factor	0.95											
Frpb, ped/bikes	0.99											
Flpb, ped/bikes	1.00											
Frt	0.98											
Flt Protected	1.00											
Satd. Flow (prot)	3437											
Flt Permitted	1.00											
Satd. Flow (perm)	3437											
Volume (vph)	0	555	85	180	360	510	340	100	65	455	155	75
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	584	89	189	379	537	358	105	68	479	163	79
RTOR Reduction (vph)	0	11	0	0	0	0	151	0	0	0	0	10
Lane Group Flow (vph)	0	662	0	0	568	537	207	105	296	251	163	95
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type	Prot Prot Prot Prot Prot Prot											
Protected Phases	2		1	1	6	6	3	8	8	7	4	
Permitted Phases												
Actuated Green, G (s)	23.0				35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Effective Green, g (s)	23.0				35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Actuated g/C Ratio	0.21				0.33	0.58	0.58	0.09	0.21	0.21	0.10	0.22
Clearance Time (s)	4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	731				584	2051	917	152	325	313	180	394
v/s Ratio Prot	c0.19				c0.32	0.15	0.13	0.06	c0.19	0.17	c0.09	0.05
v/s Ratio Perm												
v/c Ratio	0.91				0.97	0.26	0.23	0.69	0.91	0.80	0.91	0.24
Uniform Delay, d1	41.5				35.8	11.3	11.0	48.1	41.9	40.7	48.1	34.5
Progression Factor	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.7				30.2	0.1	0.1	12.7	28.4	13.7	41.0	0.3
Delay (s)	56.3				66.0	11.3	11.1	60.8	70.2	54.5	89.1	34.8
Level of Service	E				E	B	B	E	E	D	F	C
Approach Delay (s)	56.3				32.5			62.6				67.8
Approach LOS	E				C			E				E
Intersection Summary												
HCM Average Control Delay	47.3	HCM Level of Service D										
HCM Volume to Capacity ratio	0.93											
Actuated Cycle Length (s)	108.2	Sum of lost time (s) 16.0										
Intersection Capacity Utilization	88.9%	ICU Level of Service E										
Analysis Period (min)	15											
c Critical Lane Group												

Movement	SBR
Lan Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Appendix B: 2010 Off-peak Turning Movement Counts

City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

Cldy 55f By: CDB/RC For: Zhou

NW NICOLAI ST @ NW YEON AVE/1405 RAMPS

File Name : 100413TOB

Site Code : 00000000

Start Date : 4/13/2010

Page No : 1

Groups Printed- VEHS PEDS

	NW YEON AVE Southbound					NW NICOLAI ST Westbound					NW YEON AVE/1405 RAMP Northbound					NW NICOLAI ST Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
11:00	8	216	17	0	241	14	7	8	0	29	46	201	12	0	259	16	7	68	0	91	0	620	620
11:15	9	230	21	0	260	17	3	9	0	29	40	225	18	0	283	7	10	68	0	85	0	657	657
11:30	5	239	35	0	279	24	12	8	0	44	39	182	15	0	236	19	9	72	1	100	1	659	660
11:45	9	264	20	0	293	17	12	6	0	35	31	250	14	0	295	15	3	76	0	94	0	717	717
Total	31	949	93	0	1073	72	34	31	0	137	156	858	59	0	1073	57	29	284	1	370	1	2653	2654
12:00	7	231	22	0	260	13	8	17	0	38	41	201	6	0	248	20	3	96	0	119	0	665	665
12:15	12	248	31	0	291	8	2	26	0	36	45	216	13	0	274	24	7	72	0	103	0	704	704
12:30	17	243	41	0	301	3	1	21	0	25	35	219	12	0	266	24	4	62	0	90	0	682	682
12:45	13	245	19	0	277	9	6	21	0	36	52	230	19	0	301	24	3	51	0	78	0	692	692
Total	49	967	113	0	1129	33	17	85	0	135	173	866	50	0	1089	92	17	281	0	390	0	2743	2743
Grand Total	80	1916	206	0	2202	105	51	116	0	272	329	1724	109	0	2162	149	46	565	1	760	1	5396	5397
Apprch %	3.6	87	9.4			38.6	18.8	42.6			15.2	79.7	5			19.6	6.1	74.3					
Total %	1.5	35.5	3.8		40.8	1.9	0.9	2.1		5	6.1	31.9	2		40.1	2.8	0.9	10.5		14.1	0	100	

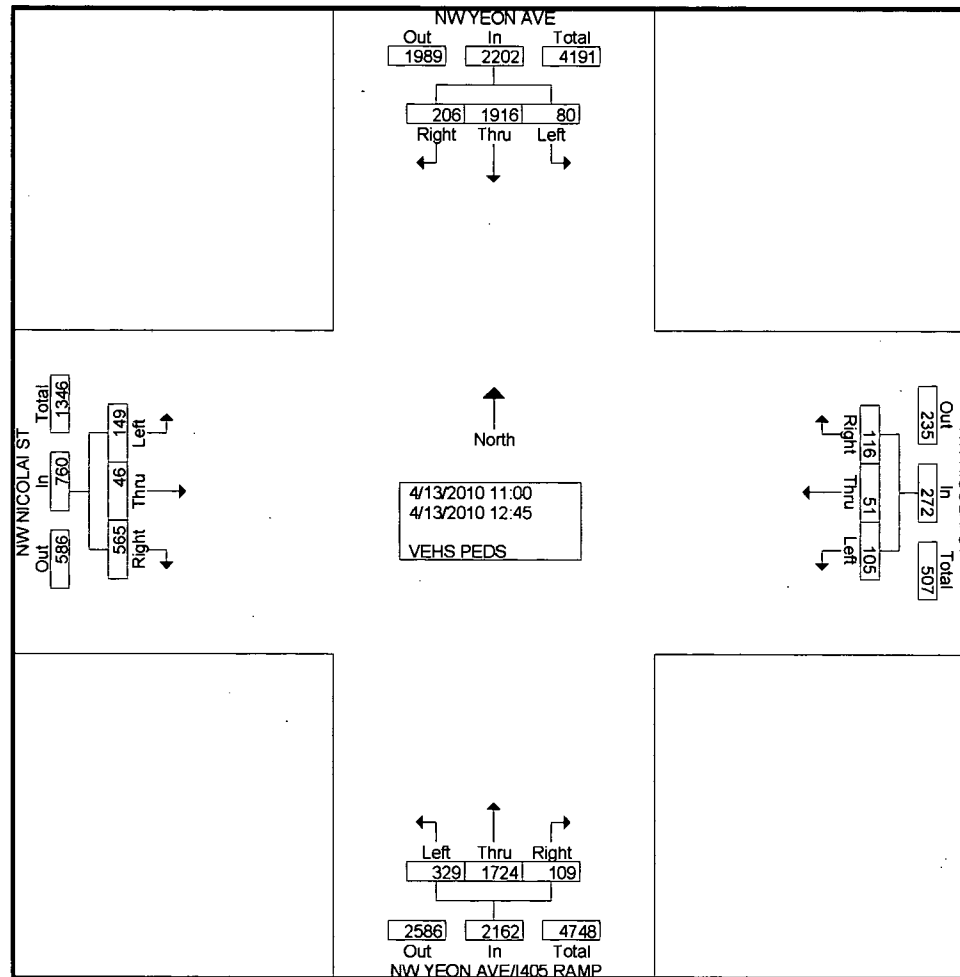
NOTE: NW 29TH AVE CLOSED YEON TO NICOLAI

City of Portland
Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

Cldy 55f By: CDB/RC For: Zhou

NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

File Name : 100413TOB
Site Code : 00000000
Start Date : 4/13/2010
Page No : 2



City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

Cldy 55f By: CDB/RC For: Zhou

NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

File Name : 100413TOB

Site Code : 00000000

Start Date : 4/13/2010

Page No : 3

	NW YEON AVE Southbound				NW NICOLAI ST Westbound				NW YEON AVE/I405 RAMP Northbound				NW NICOLAI ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	9	264	20	293	17	12	6	35	31	250	14	295	15	3	76	94	717
12:00	7	231	22	260	13	8	17	38	41	201	6	248	20	3	96	119	665
12:15	12	248	31	291	8	2	26	36	45	216	13	274	24	7	72	103	704
12:30	17	243	41	301	3	1	21	25	35	219	12	266	24	4	62	90	682
Total Volume	45	986	114	1145	41	23	70	134	152	886	45	1083	83	17	306	406	2768
% App. Total	3.9	86.1	10		30.6	17.2	52.2		14	81.8	4.2		20.4	4.2	75.4		
PHF	.662	.934	.695	.951	.603	.479	.673	.882	.844	.886	.804	.918	.865	.607	.797	.853	.965

City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

O'cast by: CDB For: Zhou

NW 23RD AVE/VAUGHN ST/I405 NB EX

File Name : 100407TOB

Site Code : 00000000

Start Date : 4/7/2010

Page No : 1

Groups Printed- VEHS PEDS

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound					NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound								
Start Time	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00	23	6	7	0	36	43	87	118	28	0	276	0	0	8	10	88	0	106	0	107	12	4	123	0	541	541
10:15	34	17	5	1	56	41	77	120	39	0	277	0	0	24	15	130	0	169	0	96	10	0	106	1	608	609
10:30	28	15	6	1	49	51	77	106	36	0	270	0	0	20	13	95	0	128	0	112	21	1	134	1	581	582
10:45	37	13	11	0	61	48	68	132	35	0	283	0	0	22	22	89	0	133	0	128	18	7	153	0	630	630
Total	122	51	29	2	202	183	309	476	138	0	1106	0	0	74	60	402	0	536	0	443	61	12	516	2	2360	2362
11:00	24	15	10	4	49	44	88	116	31	0	279	0	0	23	14	102	0	139	0	135	21	3	159	4	626	630
11:15	26	19	2	2	47	39	51	126	47	0	263	0	0	22	17	111	0	150	0	131	17	5	153	2	613	615
11:30	32	14	6	2	52	39	71	120	38	0	268	0	0	31	12	93	0	136	1	115	28	14	158	2	614	616
11:45	38	11	7	0	56	44	96	114	38	0	292	0	0	25	20	114	0	159	0	113	17	0	130	0	637	637
Total	120	59	25	8	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	8	2490	2498
Grand Total	242	110	54	10	406	349	615	952	292	0	2208	0	0	175	123	822	0	1120	1	937	144	34	1116	10	4850	4860
Apprch %	59.6	27.1	13.3			15.8	27.9	43.1	13.2	0		0		15.6	11	73.4	0		0.1	84	12.9	3				
Total %	5	2.3	1.1		8.4	7.2	12.7	19.6	6	0	45.5	0	0	3.6	2.5	16.9	0	23.1	0	19.3	3	0.7	23	0.2	99.8	

City of Portland

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1120 SW 5th Ave, Rm 800
Portland, OR 97204

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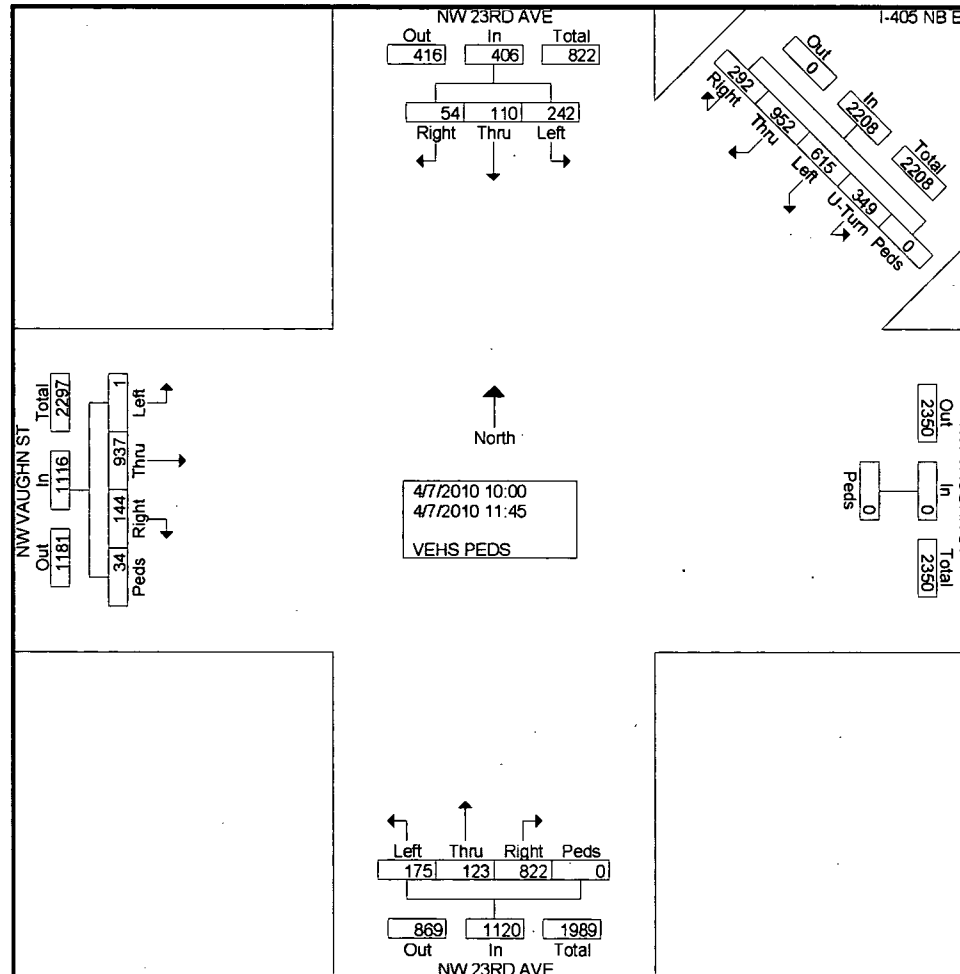
NW 23RD AVE/VAUGHN ST/I-405 NB EX

File Name : 100407TOB

Site Code : 00000000

Start Date : 4/7/2010

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City of Portland

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NW 23RD AVE/VAUGHN ST/I405 NB EX

File Name : 100407TOB

Site Code : 00000000

Start Date : 4/7/2010

Page No : 3

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound					NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound					
Start Time	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 11:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:00																							
11:00	24	15	10	49	44	88	116	31	0	279	0	0	23	14	102	0	139	0	135	21	3	159	626
11:15	26	19	2	47	39	51	126	47	0	263	0	0	22	17	111	0	150	0	131	17	5	153	613
11:30	32	14	6	52	39	71	120	38	0	268	0	0	31	12	93	0	136	1	115	28	14	158	614
11:45	38	11	7	56	44	96	114	38	0	292	0	0	25	20	114	0	159	0	113	17	0	130	637
Total Volume	120	59	25	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	2490
% App. Total	58.8	28.9	12.3		15.1	27.8	43.2	14	0		0		17.3	10.8	71.9	0		0.2	82.3	13.8	3.7		
PHF	.789	.776	.625	.911	.943	.797	.944	.819	.000	.943	.000	.000	.815	.788	.921	.000	.918	.250	.915	.741	.393	.943	.977

Appendix C: 24-hour Counts for NW Nicolai St at NW Wardway St

Traffic Volume Report

LOCATION

Location: NW WARDWAY ST E of 29TH AVE / NICOLAI ST

Bound: N

Channels: 1

Date: From 4/12/2010 10:45:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041221.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW WARD WAY S/NW NICOLAI ST

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1520	2125	3645
Peak Hour Volume:	269	302	302
Peak Hour Start:	6:45	16:15	16:15
Peak Hour Factor:	0.862	0.878	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 46-60	Total
0	4	8	5	4	21
1	2	1	6	4	13
2	5	5	7	3	20
3	4	6	2	3	15
4	6	4	10	15	35
5	16	20	27	38	101
6	40	40	51	68	199
7	55	68	78	65	266
8	52	50	62	56	220
9	54	56	55	38	203
10	55	50	48	52	205
11	45	59	58	60	222
12	58	67	73	69	267
13	84	59	68	61	272
14	67	61	64	60	252
15	61	72	80	64	277
16	68	66	66	86	286
17	84	66	64	59	273
18	46	46	38	40	170
19	41	24	16	26	107
20	19	14	17	23	73
21	16	14	14	18	62
22	15	11	15	12	53
23	10	8	8	7	33

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST W of 29TH AVE / WARDWAY ST

Bound: E

Channels: 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041222.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST W/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	2745	3105	5850
Peak Hour Volume:	582	526	582
Peak Hour Start:	7:30	16:0	7:30
Peak Hour Factor:	0.887	0.854	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 46-60	Total
0	9	9	11	10	39
1	9	5	6	7	27
2	7	6	13	10	36
3	9	23	5	9	46
4	11	12	14	16	53
5	19	32	43	47	141
6	39	58	74	108	279
7	84	109	164	152	509
8	122	144	118	101	485
9	107	83	87	94	371
10	86	67	100	79	332
11	96	102	120	109	427
12	119	98	108	123	448
13	101	107	97	111	416
14	111	85	97	87	380
15	98	99	125	89	411
16	147	120	154	105	526
17	147	96	79	67	389
18	57	54	45	45	201
19	33	38	30	17	118
20	21	25	20	15	81
21	20	8	12	12	52
22	15	14	10	12	51
23	7	11	4	10	32

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST E of 29TH AVE / WARDWAY ST

Bound: W

Channels: 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:15:00 PM (WED)

CountID: 10041227.VL1

NOTES

Excp Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST E/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1506	1316	2822
Peak Hour Volume:	273	231	273
Peak Hour Start:	7:0	12:45	7:0
Peak Hour Factor:	0.822	0.902	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 46-60	Total
0	7	7	3	8	25
1	6	7	12	3	28
2	9	6	4	4	23
3	10	1	7	7	25
4	5	14	12	12	43
5	10	15	21	36	82
6	33	35	60	67	195
7	56	83	56	78	273
8	53	62	54	47	216
9	50	53	52	54	209
10	44	51	47	50	192
11	56	41	57	41	195
12	67	52	41	62	222
13	43	62	64	51	220
14	50	49	52	47	198
15	40	36	54	40	170
16	45	32	38	32	147
17	52	37	34	21	144
18	19	17	9	11	56
19	8	8	11	6	33
20	5	7	12	10	34
21	10	9	9	7	35
22	8	8	8	8	32
23	9	4	7	5	25

Exhibit C-2: Supplement for Traffic Analysis for Title 4

April 19, 2010

Ning Zhou

Portland Bureau of Transportation (PBOT) finished the Transportation Planning Analysis two years ago in supporting the Northwest District Plan (NWDP) Remand Project by Portland Bureau of Planning and Sustainability (BPS).

This supplement provides the analysis needed to determine whether the changes proposed meet the requirements set by Metro's Urban Growth Management Function Plan (UGMFP), Title 4. I-405 is designated as a Main Freight Roadway and NW Nicolai St is designated as a Freight Road Connector in the RTP (Regional Transportation Plan). Therefore, an analysis to demonstrate their off-peak hour traffic operational conditions is warranted.

The standards set by the Title 4 Section 3.07.450.C.4 are listed in Table 1. This supplement provides data to show that standard in Criteria 2 is met. The main report (Exhibit C-1 Traffic Analysis for Title 4) contains the analysis showing that the standard in Criterion 1 is met.

Table 1. Off-Peak Performance Standards

		Standards
Criteria 1	Metro RTP Standards ¹ in LOS	E
Criteria 2	ODOT 1999 OHP ² in v/c	0.99

1. Metro's RTP Table 2.4, Regional Mobility Policy, LOS = Level of Service

2. ODOT's 1999 Oregon Highway Plan, Table 7.

Three intersections are analyzed in this supplement:

- NW Nicolai St at NW Wardway St / NW 29th Ave.
- NW Nicolai St at US 30
- NW Vaughn St at NW 23rd Ave / I-405 ramps

Findings

The analysis finds that volume-to-capacity ratios for all three intersections are projected increase slightly between 2010 and 2030, as indicated in Table 2. However, they all will continue to meet the standard in Criteria 2. Furthermore, they all will continue to have the same level of service, as shown in Table 3.

Table 2. Off-Peak Operational Conditions in volume-to-capacity ratios

	2010	2030
NW Nicolai St at NW Wardway St	0.44	0.56
NW Nicolai St at US 30	0.51	0.76
NW Vaughn St at NW 23 rd Ave	0.8	0.93

Table 3. Off-Peak Operational Conditions in LOS

	2010	2030
NW Nicolai St at NW Wardway St	C	C
NW Nicolai St at US 30	B	B
NW Vaughn St at NW 23 rd Ave	D	D

Methodology

No off-peak TMC (turning movement counts) were collected two years ago when the NW Remand traffic analysis were performed. For this Title-4 analysis, fresh 2010 off-peak TMCs are collected¹ for evaluating the current conditions. City doesn't have off-peak demand model to produce the future off-peak demands for NW Remand traffic analysis. The future off-peak traffic demands are estimated from the projected future PM demands by the formula:

$$V_{2030\text{offpeak}} = V_{2010\text{off-peak}} + \Delta V_{\text{pm}2030-\text{pm}2007} \times (V_{\text{offpeak}} / V_{\text{pmpeak}})$$

Where Δ is the model projected PM traffic growth in turning movements from 2007 to 2030.

Synchro software is used in the operational analysis to derive the LOS and V/C data. All three signals are evaluated as the controller of Actuated & Uncoordinated, which are the specifications of current signal timing plans on the site. All other current signal settings are applied in the analysis. Intersection geometric configurations coded in the model are all as same as current street layouts.

The LOS readings are extracted from Synchro's HCM (Highway Capacity Manual) Signalized Intersection Capacity Analysis Reports.

Traffic Data

Table 4 lists the 2010 TMCs and projected 2030 traffic demands for the three intersections supporting the analysis.

Table 4. Off-Peak Hour Turning Movement Volumes in the Analysis

		eastbound			westbound			northbound			southbound			total
		L	T	R	L	T	R	L	T	R	L	T	R	
Nicolai / US30	2010	85	15	305	40	25	70	150	885	45	45	985	115	2765
	2030	85	15	345	70	25	70	560	1090	85	45	1270	115	3775
Nicolai / Wardway	2010	5	220	225	20	185	20	210	45	15	25	55	5	1030
	2030	10	345	335	20	310	20	255	45	15	25	55	5	1440
Vaughn / 23rd	2010	0	495	85	165/305	475	155	100	65	420	120	60	25	2470
	2030	0	555	85	180/360	510	340	100	65	455	155	75	25	2905





















¹ NW 29th Ave. n/ NW Nicolai St is closed to through traffic due to constructions currently, and it is a important leg of the intersection. Therefore, 24-hour link counts on all three other major approaching legs are collected and the existing TMC is estimated from the time of day factor and two AM / PM TMCs collected in 2007. The time of the day factor is calculated at approach level, and the formula of (am+pm)/2 is used to distribute the turn movements.

Appendix

- a. HCM (highway Capacity Manual) Reports from Synchro for the three intersections, 2010 and 2030
- b. 2010 off-peak TMCs on the two intersections
- c. 24-hour counts on legs of the intersection of Nicolai St at NW Wardway St.

HCM Signalized Intersection Capacity Analysis

2010 Off-Peak
NW Nicolai St @ Wardway & 29th Ave

												
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1835			1634		
Flt Permitted	0.55	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	1024	1863	1583			1770	1835			1580		
Volume (vph)	5	220	225	5	5	20	185	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	239	245	5	5	22	201	22	3	0	5	14
RTOR Reduction (vph)	0	0	0	0	0	0	3	0	0	12	0	0
Lane Group Flow (vph)	5	239	250	0	0	27	220	0	0	10	0	0
Turn Type	pm+pt		custom		Prot		Prot		Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	35.9	34.3	36.6			2.0	32.5			8.5		
Effective Green, g (s)	36.1	33.3	38.4			1.0	31.5			8.7		
Actuated g/C Ratio	0.49	0.45	0.52			0.01	0.43			0.12		
Clearance Time (s)	5.2					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	531	844	827			24	786			187		
v/s Ratio Prot	c0.00	c0.13	c0.16			c0.02	0.12					
v/s Ratio Perm	0.00									0.01		
v/c Ratio	0.01	0.28	0.30			1.12	0.28			0.05		
Uniform Delay, d1	9.6	12.6	9.9			36.2	13.6			28.7		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.2	0.2			225.0	0.2			0.1		
Delay (s)	9.6	12.8	10.2			261.2	13.8			28.9		
Level of Service	A	B	B			F	B			C		
Approach Delay (s)		11.4					40.5			28.9		
Approach LOS		B					D			C		
Intersection Summary												
HCM Average Control Delay			24.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			73.5			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			54.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2010 Off-Peak
NW Nicolai St @ Wardway & 29th Ave



Movement	SBL2	SBL	SBLT	SBR	NWL	NWR	NWR2
Lane Configurations			↕		↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	210	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	228	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	13
Lane Group Flow (vph)	0	0	94	0	228	49	3
Turn Type	Perm	Perm			Prot	Prot	
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.5		13.3	13.3	13.3
Effective Green, g (s)			8.7		14.5	14.5	14.5
Actuated g/C Ratio			0.12		0.20	0.20	0.20
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			160		349	312	312
v/s Ratio Prot					c0.13	0.03	0.00
v/s Ratio Perm			c0.07				
v/c Ratio			0.59		0.65	0.16	0.01
Uniform Delay, d1			30.7		27.2	24.4	23.7
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.4		4.3	0.2	0.0
Delay (s)			36.1		31.5	24.7	23.7
Level of Service			D		C	C	C
Approach Delay (s)			36.1		30.0		
Approach LOS			D		C		
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

2010 Off Peak
NW Nicolai St / US-30 & Yeon Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖↗	↖↗↕		↖	↖↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1770		1682		3433	5042		1770	3539	1549
Flt Permitted		0.60	1.00		0.88		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1102	1770		1495		3433	5042		1770	3539	1549
Volume (vph)	85	15	305	40	25	70	150	885	45	45	985	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	321	42	26	74	158	932	47	47	1037	121
RTOR Reduction (vph)	0	0	0	0	48	0	0	5	0	0	0	57
Lane Group Flow (vph)	0	105	321	0	94	0	158	974	0	47	1037	64
Confl. Peds. (#/hr)	4					4	8		4	4		8
Turn Type	Perm	custom		Perm			Prot			Prot	custom	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8	5 6 8		4							6	
Actuated Green, G (s)		12.2	81.2		12.2		14.4	40.8		11.9	39.4	40.8
Effective Green, g (s)		13.8	81.2		13.8		14.5	42.8		12.6	40.9	42.8
Actuated g/C Ratio		0.17	1.00		0.17		0.18	0.53		0.16	0.50	0.53
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		187	1770		254		613	2658		275	1783	816
v/s Ratio Prot							c0.05	0.19		0.03	c0.29	
v/s Ratio Perm	c0.10	c0.18		0.06								0.04
v/c Ratio	0.56	0.18		0.37			0.26	0.37		0.17	0.58	0.08
Uniform Delay, d1	30.9	0.0		29.8			28.7	11.3		29.8	14.1	9.5
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.8	0.0		0.9			1.0	0.4		1.3	1.4	0.2
Delay (s)	34.7	0.0		30.8			29.7	11.6		31.1	15.5	9.7
Level of Service	C	A		C			C	B		C	B	A
Approach Delay (s)	8.6			30.8			14.2			15.6		
Approach LOS	A			C			B			B		

Intersection Summary

HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2010 Off Peak
I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↑↑			↔	↑↑	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95			1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.98			1.00	1.00	0.85	1.00	0.89	0.85	1.00	0.96
Flt Protected		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3430			1770	3539	1583	1770	1570	1504	1770	1746
Flt Permitted		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3430			1770	3539	1583	1770	1570	1504	1770	1746
Volume (vph)	0	495	85	165	305	475	155	100	65	420	120	60
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	521	89	174	321	500	163	105	68	442	126	63
RTOR Reduction (vph)	0	12	0	0	0	0	69	0	0	0	0	13
Lane Group Flow (vph)	0	598	0	0	495	500	94	105	276	234	126	76
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases		2		1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)		20.6			29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Effective Green, g (s)		20.6			29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Actuated g/C Ratio		0.22			0.31	0.58	0.58	0.09	0.21	0.21	0.08	0.21
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		753			557	2041	913	155	335	321	145	363
v/s Ratio Prot		c0.17			c0.28	0.14	0.06	0.06	c0.18	0.16	c0.07	0.04
v/s Ratio Perm												
v/c Ratio		0.79			0.89	0.24	0.10	0.68	0.82	0.73	0.87	0.21
Uniform Delay, d1		34.6			30.6	9.8	8.9	41.5	35.2	34.4	42.6	30.8
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.8			15.8	0.1	0.0	11.1	15.0	8.0	38.6	0.3
Delay (s)		40.4			46.4	9.8	9.0	52.7	50.3	42.4	81.2	31.0
Level of Service		D			D	A	A	D	D	D	F	C
Approach Delay (s)		40.4				25.4			47.7			60.4
Approach LOS		D				C			D			E
Intersection Summary												
HCM Average Control Delay		37.1			HCM Level of Service					D		
HCM Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		93.8			Sum of lost time (s)					12.0		
Intersection Capacity Utilization		80.0%			ICU Level of Service					D		
Analysis Period (min)		15										
c Critical Lane Group												






















HCM Signalized Intersection Capacity Analysis

2010 Off Peak
I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2030 Off-Peak
NW Nicolai St @ Wardway & 29th Ave

												
Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1846			1634		
Flt Permitted	0.47	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	866	1863	1583			1770	1846			1578		
Volume (vph)	10	345	335	5	5	20	310	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	375	364	5	5	22	337	22	3	0	5	14
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	12	0	0
Lane Group Flow (vph)	11	375	368	0	0	27	357	0	0	10	0	0
Turn Type	pm+pt		custom		Prot		Prot		Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	32.9	32.4	34.2			2.0	33.9			8.6		
Effective Green, g (s)	31.4	31.4	36.0			1.0	32.9			8.8		
Actuated g/C Ratio	0.43	0.43	0.49			0.01	0.45			0.12		
Clearance Time (s)	3.0					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	368	793	772			24	823			188		
v/s Ratio Prot		c0.20	0.23			c0.02	0.19					
v/s Ratio Perm	0.01									0.01		
v/c Ratio	0.03	0.47	0.48			1.12	0.43			0.05		
Uniform Delay, d1	12.3	15.2	12.6			36.4	14.0			28.8		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.4	0.5			225.0	0.4			0.1		
Delay (s)	12.4	15.7	13.1			261.4	14.4			28.9		
Level of Service	B	B	B			F	B			C		
Approach Delay (s)		14.4					31.7			28.9		
Approach LOS		B					C			C		
Intersection Summary												
HCM Average Control Delay			23.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			73.8			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			56.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis





















2030 Off-Peak
NW Nicolai St @ Wardway & 29th Ave



Movement	SBL2	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations			↕		↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	255	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	277	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	12
Lane Group Flow (vph)	0	0	94	0	277	49	4
Turn Type	Perm	Perm			Prot	Prot	
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.6		15.4	15.4	15.4
Effective Green, g (s)			8.8		16.6	16.6	16.6
Actuated g/C Ratio			0.12		0.22	0.22	0.22
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			161		398	356	356
v/s Ratio Prot					0.16	0.03	0.00
v/s Ratio Perm			0.07				
v/c Ratio			0.58		0.70	0.14	0.01
Uniform Delay, d1			30.8		26.3	22.9	22.2
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.3		5.2	0.2	0.0
Delay (s)			36.0		31.5	23.1	22.2
Level of Service			D		C	C	C
Approach Delay (s)			36.0		29.9		
Approach LOS			D		C		
Intersection Summary							

HCM Signalized Intersection Capacity Analysis


2030 Off Peak
NW Nicolai St / US30 & Yeon Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1787	1770		1698		3433	5020		1770	3539	1548
Flt Permitted		0.56	1.00		0.78		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1051	1770		1351		3433	5020		1770	3539	1548
Volume (vph)	85	15	345	70	25	70	560	1090	85	45	1270	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	363	74	26	74	589	1147	89	47	1337	121
RTOR Reduction (vph)	0	0	0	0	30	0	0	9	0	0	0	45
Lane Group Flow (vph)	0	105	363	0	144	0	589	1227	0	47	1337	76
Confl. Peds. (#/hr)	4						4	8		4	4	8
Turn Type	Perm	custom		Perm			Prot			Prot	custom	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8	5 6 8		4							6	
Actuated Green, G (s)		12.3	88.0		12.3		19.9	53.5		5.9	40.6	53.5
Effective Green, g (s)		13.9	88.0		13.9		20.0	55.5		6.6	42.1	55.5
Actuated g/C Ratio		0.16	1.00		0.16		0.23	0.63		0.08	0.48	0.63
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		166	1770		213		780	3166		133	1693	976
v/s Ratio Prot							c0.17	0.24		0.03	c0.38	
v/s Ratio Perm		0.10	0.21		c0.11							0.05
v/c Ratio		0.63	0.21		0.67		0.76	0.39		0.35	0.79	0.08
Uniform Delay, d1		34.7	0.0		34.9		31.7	7.9		38.7	19.2	6.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.6	0.1		8.2		6.7	0.4		7.2	3.8	0.2
Delay (s)		42.3	0.1		43.1		38.4	8.3		45.9	23.1	6.5
Level of Service		D	A		D		D	A		D	C	A
Approach Delay (s)		9.5			43.1			18.0			22.5	
Approach LOS		A			D			B			C	
Intersection Summary												
HCM Average Control Delay	19.8			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.76											
Actuated Cycle Length (s)	88.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	77.4%			ICU Level of Service			D					
Analysis Period (min)	15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2030 Off Peak
I-405 Ramp/Vaughn St @ NW 23rd Ave

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑				↑↑		↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95			1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.98			1.00	1.00	0.85	1.00	0.88	0.85	1.00	0.96
Flt Protected		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3437			1770	3539	1583	1770	1565	1504	1770	1760
Flt Permitted		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3437			1770	3539	1583	1770	1565	1504	1770	1760
Volume (vph)	0	555	85	180	360	510	340	100	65	455	155	75
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	584	89	189	379	537	358	105	68	479	163	79
RTOR Reduction (vph)	0	11	0	0	0	0	151	0	0	0	0	10
Lane Group Flow (vph)	0	662	0	0	568	537	207	105	296	251	163	95
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases		2		1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)		23.0			35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Effective Green, g (s)		23.0			35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Actuated g/C Ratio		0.21			0.33	0.58	0.58	0.09	0.21	0.21	0.10	0.22
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		731			584	2051	917	152	325	313	180	394
v/s Ratio Prot		c0.19			c0.32	0.15	0.13	0.06	c0.19	0.17	c0.09	0.05
v/s Ratio Perm												
v/c Ratio		0.91			0.97	0.26	0.23	0.69	0.91	0.80	0.91	0.24
Uniform Delay, d1		41.5			35.8	11.3	11.0	48.1	41.9	40.7	48.1	34.5
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		14.7			30.2	0.1	0.1	12.7	28.4	13.7	41.0	0.3
Delay (s)		56.3			66.0	11.3	11.1	60.8	70.2	54.5	89.1	34.8
Level of Service		E			E	B	B	E	E	D	F	C
Approach Delay (s)		56.3				32.5			62.6			67.8
Approach LOS		E				C			E			E
Intersection Summary												
HCM Average Control Delay		47.3			HCM Level of Service				D			
HCM Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		108.2			Sum of lost time (s)				16.0			
Intersection Capacity Utilization		88.9%			ICU Level of Service				E			
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2030 Off Peak
I-405 Ramp/Vaughn St @ NW 23rd Ave

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

Cldy 55f By: CDB/RC For: Zhou

NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

File Name : 100413TOB

Site Code : 00000000

Start Date : 4/13/2010

Page No : 1

Groups Printed- VEHS PEDS

	NW YEON AVE Southbound					NW NICOLAI ST Westbound					NW YEON AVE/I405 RAMP Northbound					NW NICOLAI ST Eastbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
11:00	8	216	17	0	241	14	7	8	0	29	46	201	12	0	259	16	7	68	0	91	0	620	620
11:15	9	230	21	0	260	17	3	9	0	29	40	225	18	0	283	7	10	68	0	85	0	657	657
11:30	5	239	35	0	279	24	12	8	0	44	39	182	15	0	236	19	9	72	1	100	1	659	660
11:45	9	264	20	0	293	17	12	6	0	35	31	250	14	0	295	15	3	76	0	94	0	717	717
Total	31	949	93	0	1073	72	34	31	0	137	156	858	59	0	1073	57	29	284	1	370	1	2653	2654
12:00	7	231	22	0	260	13	8	17	0	38	41	201	6	0	248	20	3	96	0	119	0	665	665
12:15	12	248	31	0	291	8	2	26	0	36	45	216	13	0	274	24	7	72	0	103	0	704	704
12:30	17	243	41	0	301	3	1	21	0	25	35	219	12	0	266	24	4	62	0	90	0	682	682
12:45	13	245	19	0	277	9	6	21	0	36	52	230	19	0	301	24	3	51	0	78	0	692	692
Total	49	967	113	0	1129	33	17	85	0	135	173	866	50	0	1089	92	17	281	0	390	0	2743	2743
Grand Total	80	1916	206	0	2202	105	51	116	0	272	329	1724	109	0	2162	149	46	565	1	760	1	5396	5397
Apprch %	3.6	87	9.4			38.6	18.8	42.6			15.2	79.7	5			19.6	6.1	74.3					
Total %	1.5	35.5	3.8		40.8	1.9	0.9	2.1		5	6.1	31.9	2		40.1	2.8	0.9	10.5		14.1	0	100	

NOTE: NW 29TH AVE CLOSED YEON TO NICOLAI

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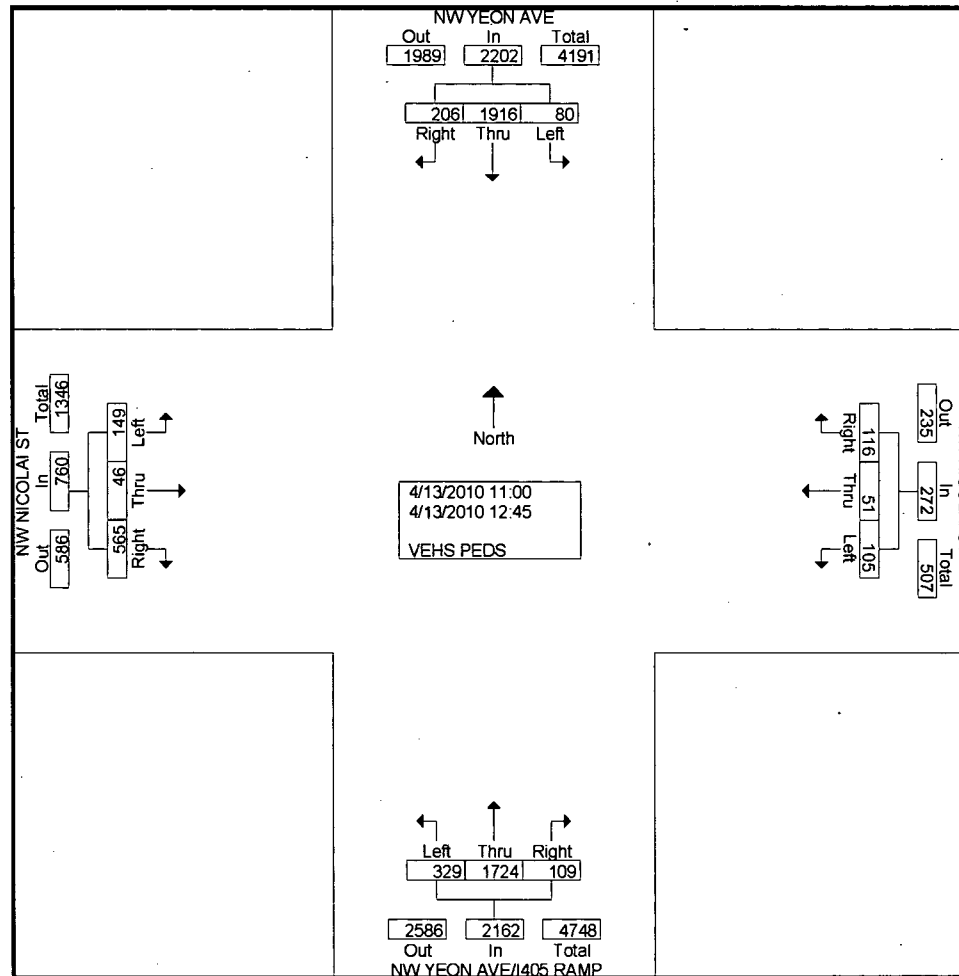
NW NICOLAI ST @ NW YEON AVE/1405 RAMPS

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Site Code : 00000000

Start Date : 4/13/2010

Page No : 2



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NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

File Name : 100413TOB

Site Code : 00000000

Start Date : 4/13/2010

Page No : 3

	NW YEON AVE Southbound				NW NICOLAI ST Westbound				NW YEON AVE/I405 RAMP Northbound				NW NICOLAI ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	9	264	20	293	17	12	6	35	31	250	14	295	15	3	76	94	717
12:00	7	231	22	260	13	8	17	38	41	201	6	248	20	3	96	119	665
12:15	12	248	31	291	8	2	26	36	45	216	13	274	24	7	72	103	704
12:30	17	243	41	301	3	1	21	25	35	219	12	266	24	4	62	90	682
Total Volume	45	986	114	1145	41	23	70	134	152	886	45	1083	83	17	306	406	2768
% App. Total	3.9	86.1	10		30.6	17.2	52.2		14	81.8	4.2		20.4	4.2	75.4		
PHF	.662	.934	.695	.951	.603	.479	.673	.882	.844	.886	.804	.918	.865	.607	.797	.853	.965

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O'cast by: CDB For: Zhou

NW 23RD AVE/VAUGHN ST/I405 NB EX

File Name : 100407TOB
Site Code : 00000000
Start Date : 4/7/2010
Page No : 1

Groups Printed- VEHS PEDS

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound					NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound								
Start Time	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00	23	6	7	0	36	43	87	118	28	0	276	0	0	8	10	88	0	106	0	107	12	4	123	0	541	541
10:15	34	17	5	1	56	41	77	120	39	0	277	0	0	24	15	130	0	169	0	96	10	0	106	1	608	609
10:30	28	15	6	1	49	51	77	106	36	0	270	0	0	20	13	95	0	128	0	112	21	1	134	1	581	582
10:45	37	13	11	0	61	48	68	132	35	0	283	0	0	22	22	89	0	133	0	128	18	7	153	0	630	630
Total	122	51	29	2	202	183	309	476	138	0	1106	0	0	74	60	402	0	536	0	443	61	12	516	2	2360	2362
11:00	24	15	10	4	49	44	88	116	31	0	279	0	0	23	14	102	0	139	0	135	21	3	159	4	626	630
11:15	26	19	2	2	47	39	51	126	47	0	263	0	0	22	17	111	0	150	0	131	17	5	153	2	613	615
11:30	32	14	6	2	52	39	71	120	38	0	268	0	0	31	12	93	0	136	1	115	28	14	158	2	614	616
11:45	38	11	7	0	56	44	96	114	38	0	292	0	0	25	20	114	0	159	0	113	17	0	130	0	637	637
Total	120	59	25	8	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	8	2490	2498
Grand Total	242	110	54	10	406	349	615	952	292	0	2208	0	0	175	123	822	0	1120	1	937	144	34	1116	10	4850	4860
Apprch %	59.6	27.1	13.3			15.8	27.9	43.1	13.2	0		0		15.6	11	73.4	0		0.1	84	12.9	3				
Total %	5	2.3	1.1		8.4	7.2	12.7	19.6	6	0	45.5	0	0	3.6	2.5	16.9	0	23.1	0	19.3	3	0.7	23	0.2	99.8	

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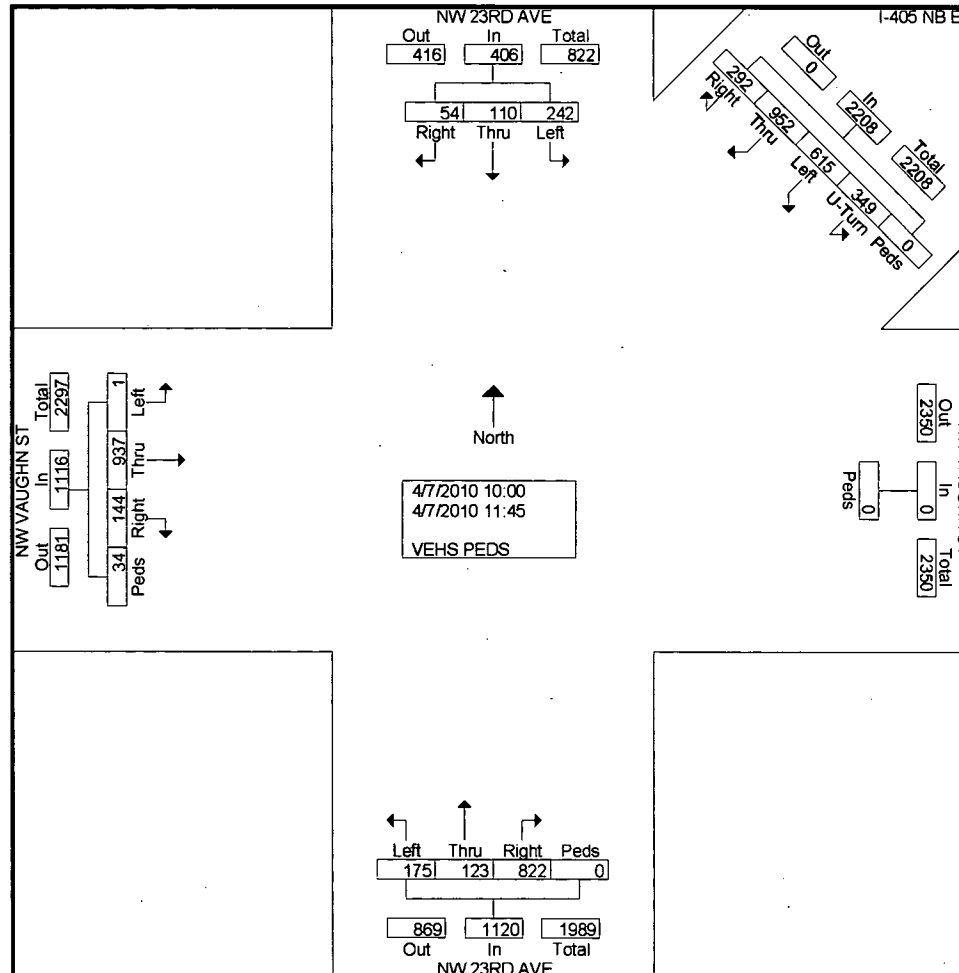
NW 23RD AVE/VAUGHN ST/I-405 NB EX

File Name : 100407TOB

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Start Date : 4/7/2010

Page No : 2



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NW 23RD AVE/VAUGHN ST/405 NB EX

File Name : 100407TOB

Site Code : 00000000

Start Date : 4/7/2010

Page No : 3

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound					NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound					
Start Time	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 11:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:00																							
11:00	24	15	10	49	44	88	116	31	0	279	0	0	23	14	102	0	139	0	135	21	3	159	626
11:15	26	19	2	47	39	51	126	47	0	263	0	0	22	17	111	0	150	0	131	17	5	153	613
11:30	32	14	6	52	39	71	120	38	0	268	0	0	31	12	93	0	136	1	115	28	14	158	614
11:45	38	11	7	56	44	96	114	38	0	292	0	0	25	20	114	0	159	0	113	17	0	130	637
Total Volume	120	59	25	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	2490
% App. Total	58.8	28.9	12.3		15.1	27.8	43.2	14	0		0		17.3	10.8	71.9	0		0.2	82.3	13.8	3.7		
PHF	.789	.776	.625	.911	.943	.797	.944	.819	.000	.943	.000	.000	.815	.788	.921	.000	.918	.250	.915	.741	.393	.943	.977

Traffic Volume Report

LOCATION

Location: NW WARDWAY ST E of 29TH AVE / NICOLAI ST

Bound: N

Channels: 1

Date: From 4/12/2010 10:45:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041221.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW WARD WAY S/NW NICOLAI ST

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1520	2125	3645
Peak Hour Volume:	269	302	302
Peak Hour Start:	6:45	16:15	16:15
Peak Hour Factor:	0.862	0.878	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 45-60	Total
0	4	8	5	4	21
1	2	1	6	4	13
2	5	5	7	3	20
3	4	6	2	3	15
4	6	4	10	15	35
5	16	20	27	38	101
6	40	40	51	68	199
7	55	68	78	65	266
8	52	50	62	56	220
9	54	56	55	38	203
10	55	50	48	52	205
11	45	59	58	60	222
12	58	67	73	69	267
13	84	59	68	61	272
14	67	61	64	60	252
15	61	72	80	64	277
16	68	66	66	86	286
17	84	66	64	59	273
18	46	46	38	40	170
19	41	24	16	26	107
20	19	14	17	23	73
21	16	14	14	18	62
22	15	11	15	12	53
23	10	8	8	7	33

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST W of 29TH AVE / WARDWAY ST

Bound: E

Channels: 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041222.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST W/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	2745	3105	5850
Peak Hour Volume:	582	526	582
Peak Hour Start:	7:30	16:0	7:30
Peak Hour Factor:	0.887	0.854	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 46-60	Total
0	9	9	11	10	39
1	9	5	6	7	27
2	7	6	13	10	36
3	9	23	5	9	46
4	11	12	14	16	53
5	19	32	43	47	141
6	39	58	74	108	279
7	84	109	164	152	509
8	122	144	118	101	485
9	107	83	87	94	371
10	86	67	100	79	332
11	96	102	120	109	427
12	119	98	108	123	448
13	101	107	97	111	416
14	111	85	97	87	380
15	98	99	125	89	411
16	147	120	154	105	526
17	147	96	79	67	389
18	57	54	45	45	201
19	33	38	30	17	118
20	21	25	20	15	81
21	20	8	12	12	52
22	15	14	10	12	51
23	7	11	4	10	32

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST E of 29TH AVE / WARDWAY ST

Bound: W

Channels: 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:15:00 PM (WED)

CountID: 10041227.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST E/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1506	1316	2822
Peak Hour Volume:	273	231	273
Peak Hour Start:	7:0	12:45	7:0
Peak Hour Factor:	0.822	0.902	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 45-60	Total
0	7	7	3	8	25
1	6	7	12	3	28
2	9	6	4	4	23
3	10	1	7	7	25
4	5	14	12	12	43
5	10	15	21	36	82
6	33	35	60	67	195
7	56	83	56	78	273
8	53	62	54	47	216
9	50	53	52	54	209
10	44	51	47	50	192
11	56	41	57	41	195
12	67	52	41	62	222
13	43	62	64	51	220
14	50	49	52	47	198
15	40	36	54	40	170
16	45	32	38	32	147
17	52	37	34	21	144
18	19	17	9	11	56
19	8	8	11	6	33
20	5	7	12	10	34
21	10	9	9	7	35
22	8	8	8	8	32
23	9	4	7	5	25

EXHIBIT D

Email from Oregon Department of Transportation, dated April 28, 2010

From: KEVLIN Ross P [mailto:Ross.P.KEVLIN@odot.state.or.us]
Sent: Wednesday, April 28, 2010 3:42 PM
To: Duke, Courtney; RAHMAN Lidwien
Subject: RE: NW Remand

Hi, Courtney --

Here's the e-mail Lidwien sent the city in February, '09 discussing ODOT's response to the remand:

This message is to convey ODOT's position with regard to the City's efforts to respond to the remand of the North West District Plan (NWDP).

ODOT has received the requested documentation of the methodology and assumptions used for estimating a "reasonable worst case" of households and employment both before and after, i.e. without and with the NWDP Comprehensive Plan and Zoning amendments. While we do not recommend using a Metroscope derived "market factor" for estimating a reasonable worst case of population and employment in the future, we did not object to this method in the course of earlier communications regarding this and previous City legislative plan amendments, therefore we accept the methodology and associated documentation in this case.

Based on the numbers, the NWDP amendments constitute a net reduction in households and employment. hence, there is no significant impact on the planned function and performance of the State facility, I-405, and therefore Transportation Planning Rule OAR 660-012-0060, section -060 does not apply. ODOT does not have a position on potential significant affects to the planned capacity or function of City transportation facilities.

Because there is no significant impact on our facility as defined by the Rule, we are not commenting on the traffic analysis that was prepared by the City. We did note that there are some questions about the geometry assumed in the analysis, which may lead to a miscalculation of certain traffic movements.

We look forward to working with the City of Portland to further establish parameters, clarify expectations, and identify communication protocols for future City of Portland plan amendments.

Lidwien Rahman
Principal Planner
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209-4012
phone (503) 731-8229

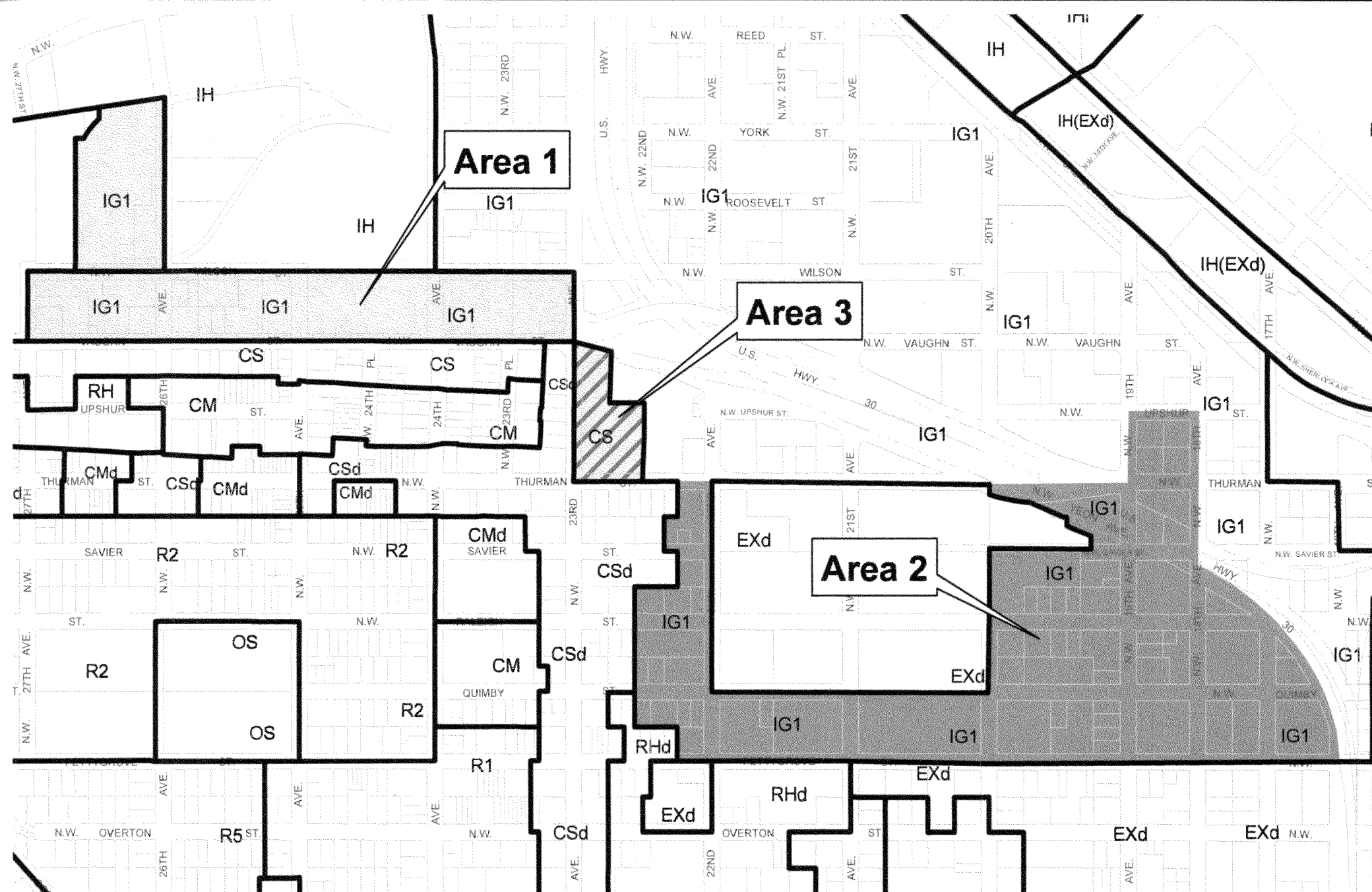


EXHIBIT E: Areas of Proposed Changes to Zoning and Comprehensive Plan Maps



0 200 400
Feet

All data compiled from source materials at different scales.
For more detail, please refer to the source materials or
City of Portland, Bureau of Planning & Sustainability.

May 21, 2010

Exhibit F-1

ORDINANCE No. 183269

* Readopt affirmed and unchallenged portions of the *Northwest District Plan*; Repeal Ordinance 177920 (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Portland's *Comprehensive Plan* was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981; and on January 25, 2000 an updated version of Portland's *Comprehensive Plan* was acknowledged for compliance with the Statewide Planning Goals at the conclusion of the City's first periodic review.
2. The *Northwest District Policy Plan*, adopted in 1975 and revised in 1977, was incorporated into Portland's *Comprehensive Plan* in 1980. The *Northwest District Plan* is intended to replace the *Northwest District Policy Plan*.
3. The *Central City Plan* was adopted as an element of Portland's *Comprehensive Plan* in 1988.
4. The *Guild's Lake Industrial Sanctuary Plan* was adopted as an element of Portland's *Comprehensive Plan* in 2000.
5. The Northwest Plan District was adopted a chapter of the City Planning and Zoning Code in 2001.
6. Oregon Revised Statutes (ORS) 197.628 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the *Comprehensive Plan* and land use regulations with State plans and programs.
7. Portland *Comprehensive Plan* Goal 10, Plan Review and Administration, states that the *Comprehensive Plan* will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
8. Portland *Comprehensive Plan* Policy 10.2, Comprehensive Plan Map Review, establishes a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan Map.
9. Portland *Comprehensive Plan* Goal 3, Neighborhoods, calls for preserving and reinforcing the stability, diversity, residential quality, and economic vitality of the City's neighborhoods, while allowing for increased density.

10. Portland *Comprehensive Plan* Policy 3.6, Neighborhood Plan, encourages the creation of neighborhood plans to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's *Comprehensive Plan*.
11. Neighborhood and district plans serve as components of the *Comprehensive Plan* and are intended to promote patterns of land use, urban design, infrastructure facilities and services that encourage and contribute to the economic, social, and physical health, welfare, and safety of the neighborhood and the city.
12. In November 1999, the Northwest District Association Board of Directors adopted the Northwest District Neighborhood Plan, intending it to serve as an update of the 1977 City-adopted *Northwest District Policy Plan*. In June 2000, City Council directed the Bureau of Planning to review the Northwest District Neighborhood Plan and take it through the formal City adoption process. The *Northwest District Plan* is the result of that process. The Northwest District Neighborhood Plan served as a major input in the crafting of the *Northwest District Plan*.
13. The Bureau of Planning developed the *Northwest District Plan* with participation from interested neighborhood and business associations, property owners, business persons and citizens and with cooperation from other bureaus and agencies.
14. Public involvement and outreach activities included regular consultation with Citizen and Technical Advisory Committees, neighborhood walks, urban design workshops and an open house. Staff also attended numerous neighborhood and business association meetings and convened special-purpose advisory groups to assist in crafting and evaluating plan proposals.
15. The *Northwest District Plan* includes an urban design concept and implementation action charts, which are adopted by resolution. The action charts represent a commitment from public and private groups to help implement the *Northwest District Plan*.
16. The *Northwest District Plan* provisions implement, or are consistent with, the Statewide Planning Goals, the Region 2040 Growth Concept, the Metro Urban Growth Management Functional Plan, the Portland *Comprehensive Plan*, the *Central City Plan*, and the *Guild's Lake Industrial Sanctuary Plan*, as described in the findings included in Exhibit C, which is made a part of this Ordinance by this reference.
17. The Notice of Proposed Action and two copies of the *Northwest District Plan* were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on October 8, 2002.

18. A general notification of the November 26, 2002 Portland Planning Commission and November 21, 2002 Portland Design Commission public hearings on the Proposed *Northwest District Plan* was sent to 1,060 interested parties on October 18, 2002. Measure 56 notification of the November 26, 2002 Planning Commission and November 21, 2002 Design Commission public hearings on the Proposed *Northwest District Plan* was sent to all property owners potentially affected by proposed zoning map, zoning code, and design-related changes on October 18, 2002. .
19. On November 21 and December 5, 2002 and January 9 and 16, 2003, the Portland Design Commission held public hearings on the Proposed *Northwest District Plan*. The Design Commission recommended that City Council adopt the design-related provisions of the *Northwest District Plan* as amended.
20. On November 26, 2002, the Portland Planning Commission held a public hearing on the Proposed *Northwest District Plan*. The Planning Commission discussed the Plan on December 5, 2002, January 14, January 28, and April 8, 2003. On April 8, the Planning Commission recommended that City Council adopt the Recommended *Northwest District Plan*.
21. A general notification of the May 21, 2003 City Council public hearing on the Recommended *Northwest District Plan* was sent to individuals who testified at the Planning Commission and Design Commission hearings and other interested individuals on April 18, 2003. A Measure 56 notification of the May 21, 2003 City Council public hearing on the Recommended *Northwest District Plan* was sent to all property owners potentially affected by Planning Commission recommended zoning map and code amendments (where such recommended amendments differed from the October 2002 Proposed *Northwest District Plan*) on April 18, 2003.
22. The Portland City Council adopted the *Northwest District Plan* by Ordinance 177920 on September 24, 2003. This ordinance made the *Northwest District Plan* part of Portland's *Comprehensive Plan* through a new Policy 3.10. Ordinance 177920 also amended the zoning code by amending the Northwest Plan District, redesignated and rezoned additional industrial land to mixed use between NW Pettygrove and NW Vaughn, and amended the *Comprehensive Plan Map* designations (but not the zone map) for some industrial land north of NW Vaughn for future mixed-use.
23. On September 24, 2003 the Portland City Council enacted companion measures to Ordinance 177920. Ordinance 177921 amended the property tax exemption for new transit supportive residential and mixed use development within a portion of the Northwest Plan District, while Resolution 376171 adopted the *Northwest District Plan* urban design concept and action charts.

24. The Portland City Council adopted further companion measures on October 24, 2004. Ordinance 178020 amended the *Northwest District Plan* to allow commercial parking structures on six residential sites and amended the Northwest Plan District to regulate this allowed parking. Council also adopted Ordinance 177993 which established a new Northwest Transportation Fund designed to mitigate the traffic generating effects of Floor Area Ratio bonuses for development north of NW Pettygrove.
25. All four ordinances and the resolution were appealed to the Oregon Land Use Board of Appeals (LUBA). The petitioners' primary challenges were directed to Ordinance No. 177920 (adopting the Northwest District Plan) and Ordinance No. 178020 (adopting parking provisions). LUBA issued a decision denying all but one of the assignments of error in *NWDA v City of Portland*, 47 Or LUBA 533 (2004) (*NWDA I*). LUBA's decision was appealed to the Oregon Court of Appeals, which affirmed most of LUBA's decision but remanded so an additional assignment could be reconsidered in *NWDA v. City of Portland*, 198 Or App 286 (2005) (*NWDA II*). Upon reconsideration, LUBA remanded Ordinance No. 177920 for the reasons expressed in its original opinion and affirmed the remaining ordinances and resolution in *NWDA v. City of Portland*, 50 Or LUBA 310 (2005) (*NWDA III*).
26. LUBA remanded Ordinance 177920 because it found the City had not meet its evidentiary burden under Statewide Planning Goal 12, Transportation, and Oregon Administrative Rules 660-0012-0060, Transportation Planning, to show that *Comprehensive Plan Map* redesignations and rezones north of NW Pettygrove and *Comprehensive Plan Map* redesignations north of NW Vaughn would not have significant adverse traffic impacts on NW Vaughn Street or the NW Vaughn and 23rd intersection.
27. On March 31, 2009, LUBA upheld a City Council decision approving a proposed parking garage for one of the sites identified in the affirmed and acknowledged Ordinance 178020 in *NWDA v. City of Portland*, LUBA No. 2008-212 [3/31/2009 (*NWDA IV*)]. In a footnote, LUBA provided the following guidance to the City concerning readoption of the affirmed or unchallenged portions of the Northwest District Plan that were originally adopted by Ordinance No. 177920: "If it is possible to separate the part of the NDP that was affected by our remand in *NWDA III* from the part that was not, an ordinance that readopted the parts of the NDP that was unaffected by *NWDA III* would almost certainly be invulnerable in any appeal***." In its opinion, LUBA also stated that as a result of its 2005 decision remanding Ordinance No. 177920, any claim that some or all of the regulations adopted by that ordinance remain effective is "almost certainly wrong" and opined that these regulations "are no longer effective;"

28. On June 12, 2009, the Portland Bureau of Planning and Sustainability forwarded provided a "Notice of Proposed Amendment" to the Oregon Department of Land Conservation and Development. This notice stated the City's intent to readopt the portions of the Northwest District Plan adopted by Ordinance No. 177920 that were unchallenged or affirmed by LUBA in *NWDA III*. The notice was received by the Department on June 15, 2009. This notice anticipated a July 22, 2009 Portland City Council hearing, but the hearing was postponed to July 29, 2009, then to September 23, 2009, and again to October 21, 2009. The Portland Bureau of Planning and Sustainability provided supplemental notices to the Department on August 13, 2009 and September 18, 2009 describing the rescheduled hearing dates.
29. On July 8, 2009 the Oregon Court of Appeals affirmed LUBA's March 31, 2009 opinion. This appellant judgment was filed on September 9, 2009, and the City received the Notice of Appellant Judgment from the Oregon Board of Appeals on September 18, 2009. Because Ordinance No. 177920 did not contain a severability clause the entire ordinance became invalid and unenforceable.
30. On August 19, 2009 the Portland City Council, in anticipation of final appellant judgment, adopted Resolution No. 36724 that:
- Recognized that Ordinance No. 177920 was no longer effective or enforceable;
 - Recognized that all land use plans, maps, codes, guidelines, and regulations in effect on November 7, 2003, (the day before Ordinance No. 177920 became effective on November 8, 2003) are the effective and enforceable versions, unless amended or replaced by a final land use decision made after September 24, 2003; and
 - Directed City staff to correct the relevant land use plans, maps, codes, guidelines, and regulations to be consistent with Resolution No. 36724.
31. A general notification of the City Council public hearing on the remanded *Northwest District Plan* was mailed on August 7, 2009; and a more detailed follow-up notice was mailed to the same individuals, organizations and parties on October 7, 2001 stating the exact time and place of the October 21, 2009 hearing. Additional "Measure 56" notification of the October 21, 2009 City Council public hearing on the remanded *Northwest District Plan* was sent to potentially affected property owners on September 30, 2009. Potentially affected owners are all owners whose zones would change from the zones effective on November 7, 2003 to zones the same as those that became effective on November 8, 2003 but became ineffective upon remand.

32. On considering Ordinance No. 177920 on remand the City Council determines that is possible to separate the parts of the Northwest District Plan identified as deficient in *NWDA III* from the parts that were not. Separation is possible because the remand was based on a single assignment of error limited to modeled traffic generation from *Comprehensive Plan Map* redesignations from Industrial to Employment and corresponding rezones (IG1 to EXd) north of NW Pettygrove and from *Comprehensive Plan Map* redesignations from Industrial to Employment north of NW Vaughn.
33. This ordinance is limited in scope and readopts only those portions of the Northwest District Plan that were either unchallenged or affirmed by LUBA in its review of Ordinance No. 177920 in its decisions in *NWDA I* and *NWDA III*. Council consideration of the transportation issues that were the basis for LUBA's remand in *NWDA I* and *III* will be the subject of a subsequent public hearing for which public notice will be provided and public testimony will be accepted.
34. The Vision Statement, Policies, Objectives, Master Street Plan, design review provisions and zoning measures of the readopted *Northwest District Plan* will serve as an official guide to public and private decision-making and investment in the plan area.
35. It is in the public interest that the recommendations contained in the *Northwest District Plan* be readopted to direct change in the study area. These recommendations are consistent with Statewide Planning Goals, Metro's Functional Plan and the City's Comprehensive Plan for the reasons stated in the findings in Exhibit A.

NOW, THEREFORE, the Council directs:

- a. The commentary in Exhibits A, B and D and the Findings in Exhibit C, are adopted as further findings and as legislative intent, and are made a part of this Ordinance by this reference.
- b. Exhibit A, the *Planning Commission Recommended Northwest District Plan*, dated April 2003, as amended in Exhibit D, *Council Amendments to the Recommended Northwest District Plan*, dated September 2003, is adopted as the *Northwest District Plan*. By this reference, Exhibits A and D are made a part of this Ordinance.
- c. The Portland *Comprehensive Plan* is amended by adopting the Vision, Policies, Objectives and Master Street Plan of the *Northwest District Plan* and a new Policy 3.10, as shown in Exhibit A, and as amended by Exhibit D.
- d. The Portland *Comprehensive Plan* is amended by repealing the 1975 *Northwest District Policy Plan* and the 1977 amendments to the *Northwest District Policy Plan*. All references to the *Northwest District Policy Plan* in the *Comprehensive Plan* are replaced by references to the *Northwest District Plan*. The *Northwest District Plan* supersedes the *Northwest District Policy Plan*.

- e. The *Portland Comprehensive Plan Map* and the *Zoning Map of the City of Portland* are amended as shown in Exhibit A, and as amended by Exhibit D, except as provided in directives below.
- f. The *Central City Plan* is amended as shown in Exhibit A, and as amended by Exhibit D.
- g. The *Central City Fundamental Design Guidelines* are amended as shown in Exhibit A and as amended by Exhibit D.
- h. The *Goose Hollow Design Guidelines* are amended as shown in Exhibit A and as amended by Exhibit D.
- i. The Guild's Lake Industrial Sanctuary Plan is amended as shown in Exhibit A and as amended by Exhibit D.
- j. The *Community Design Guidelines* are amended as shown in Exhibit A. The Desired Characteristics and Traditions statements included in Exhibit A and as amended in Exhibit D shall be used by design review bodies as extensions of Community Design Guideline P1, "Plan Area Character," for the portion of the *Northwest District Plan* area that is outside the *Central City Plan* area.
- k. Title 33, Planning and Zoning, of the *Municipal Code of the City of Portland, Oregon*, is amended as shown in Exhibit A and as amended by Exhibit D, except:
 - Section 33.562.130, Commercial Parking in Multi-Dwelling Zones, is not adopted.
 - Section 33.562.290, Use of Accessory Parking for Commercial Parking, is not adopted.
 - Section 33.562.300, Northwest Master Plan, as enacted by Ordinance 175877, as effective on September 21, 2001, is not deleted from the *Municipal Code of the City of Portland, Oregon*. Paragraph B of Section 33.562.300 provides that the regulations of the section apply to sites zoned EX within "Subdistrict B". For the purpose of Section 33.562.300, "Subdistrict B" shall mean those parts of the Northwest Plan District both North of NW Pettygrove and east of NW 23rd Avenue, not the referenced Map 562-1. Section 33.562.300 is included in Exhibit E. By this reference Exhibit is made a part of this Ordinance.
 - Map 562-3; is not adopted
 - Section 33.815.308, Commercial Parking in Multi-Dwelling Zones in the Northwest Plan District; is not adopted.
 - Chapter 33.910, Definitions, any definitions related to codes not adopted by this ordinance are not adopted; and
 - All references to the chapters, sections, maps and definitions not adopted by this ordinance in the Table of Contents and Chapter Headings are not adopted.

- l. The *Portland Comprehensive Plan Map* and the *Zoning Map of the City of Portland* are amended as shown in Exhibit A of Ordinance 177920, and as amended by Exhibit D of Ordinance 177920 except:
 - EXd zones and corresponding *Comprehensive Plan Map* designations depicted east of NW 23rd Avenue, North of NW Pettygrove Street, and South of NW Vaughn Street, which are not also depicted on the December 21, 2001 versions of Zone Maps 2827, 2828, 2927 are not adopted. The December 21, 2001 versions of Zone Maps 2827, 2828, 2927 are included in Exhibit F. By this reference, Exhibit F is made a part of this Ordinance.
 - The Mixed Employment “(ME)” *Comprehensive Plan Map* designations on sites zoned IG1 and IH north of NW Vaughn are not adopted.
- m. Ordinance 177920 is repealed.
- n. No part of this Ordinance repeals or supersedes Ordinance 178020, or any final land use decision that became effective after November 8, 2003.
- o. If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Section 2. The Council declares that an emergency exists because it is imperative to provide immediate certainty about which Northwest District Plan provisions first adopted by Ordinance 177920 continue to apply to applications for new development, and which provisions no longer apply. Therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council: October 21, 2009

Mayor Adams

Prepared by: Al Burns

Date Prepared: October 7, 2009

LaVonne Griffin-Valade

Auditor of the City of Portland

By

Deputy

Exhibit F-2

Northwest District Plan

Exhibit C: Findings

September 2003



CITY OF PORTLAND, OREGON
BUREAU OF
Planning

Acknowledgements

Portland City Council

Vera Katz, Mayor
Jim Francesconi, Commissioner
Dan Saltzman, Commissioner
Erik Sten, Commissioner

Portland Planning Commission

Richard Michaelson, President
Ethan Seltzer, Vice President
Ingrid Stevens, Vice President
Ernie Bonner (term completed 1/14/03)
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Table of Contents

Introduction	1
Statewide Planning Goals Findings	2
Metro Urban Growth Management Functional Plan Findings	21
Portland Comprehensive Plan Goals Findings	25
Central City Plan Findings	118
<i>Guild's Lake Industrial Sanctuary Plan Findings</i>	122

Introduction

The *Northwest District Plan* is the product of several years of effort by residents, business and property owners, city staff, and other interested stakeholders to guide growth in this inner urban district. City Council's adoption of this plan updates the *Portland Comprehensive Plan* for this part of Portland and sets in motion a coordinated set of programs, projects, and regulations intended to guide public and private decision-making and investment in the Northwest District over the next 20 years. The findings in this document show how the *Northwest District Plan* complies with the State Land Use Planning Goals, the *Metro Urban Growth Management Functional Plan*, and the *Portland Comprehensive Plan*.

Relationship to Statewide Land Use Planning

Comprehensive land use planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100 (ORS Chapter 197). Under this Act, the State Land Conservation and Development Commission (LCDC) was created and directed to adopt statewide planning Goals and Guidelines. These Goals and Guidelines were adopted by LCDC in December 1974 and became effective January 1, 1975. Under state law, comprehensive plans must comply with the statewide planning goals. Portland's *Comprehensive Plan* meets this requirement. The *Northwest District Plan* revises Portland's *Comprehensive Plan* through the addition of its policies and objective into the *Comprehensive Plan*. Policy 3.10 is added to Goal 3, Neighborhoods, to incorporate the policies and objectives of the *Northwest District Plan* into Portland's *Comprehensive Plan*.

How This Document is Structured

This document is organized into six sections: this introduction, Statewide Planning Goals Findings, *Metro Urban Growth Management Functional Plan* Findings, *Portland Comprehensive Plan* Findings, *Central City Plan* Findings, and *Guild's Lake Industrial Sanctuary Plan* Findings. Within these sections, the individual findings general consist of two parts: 1) a brief explanation of the criteria (goal, policy, objective, further statement, etc.) against which the *Northwest District Plan* is judged for consistency; and 2) statements that support a conclusion of consistency. If a finding against a given measure (goal, title, policy, objective, further statement, etc.) is not included in this document, it is because it has been determined to not be relevant to the *Northwest District Plan*.

Statewide Planning Goals Findings

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

1. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The *Northwest District Plan* process has included numerous opportunities for public involvement. Portland *Comprehensive Plan* findings on Goal 9, Citizen Involvement, and its related policies and objectives also support this goal. The amendments are supportive of this goal in the following ways:
 - a. In November 1999, the Northwest District Association board adopted the Northwest District Neighborhood Plan after a decade of community-driven planning that included numerous public meetings and workshops. In June 2000, City Council directed the Bureau of Planning to review the Northwest District Neighborhood Plan and take it through the adoption process. The Northwest District Neighborhood Plan has served as a major input in the crafting of the *Northwest District Plan*.
 - b. The Northwest Planning Citizen Advisory Committee (CAC) met regularly throughout the planning process, advising staff and providing written and oral input. The CAC included community residents, business people, and property owners from the Northwest District, Northwest Industrial, Pearl District, Hillside, Goose Hollow and Linnton neighborhoods.
 - c. The Northwest Planning Technical Advisory Committee (TAC) met throughout the planning process, advising staff and providing written and oral input. The TAC included representatives of state, regional, county, and city agencies, as well as private sector utilities.
 - d. The Northwest District Committee (NWDC) advised planning staff on the relationship between plan proposals and the 1999 NWDA board-adopted Northwest District Neighborhood Plan and provided input on draft plan proposals. The NWDC included representatives from the Northwest District Association and Nob Hill Business Association.
 - e. The Vaughn Corridor Focus Group (VCFG) advised staff on amendments affecting land uses in the NW Vaughn Street corridor area and included property owners and their representatives, community stakeholders, and technical advisors from public agencies.
 - f. A parking issues working group advised staff on parking-related plan proposals and included representatives from the Northwest District Association and Nob Hill Business Association and representatives from the Portland Office of Transportation's *On-Street Parking Plan* Citizen Advisory Committee.
 - g. An affordable housing group, consisting of housing advocates, community members, and public agency representatives, advised staff on housing-related plan proposals.
 - h. A development community group, that included private sector real estate developers, advised staff on the zoning code amendment proposals.
 - i. Throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations, and exchanging ideas. These groups included the Northwest District (NWDA), Northwest Industrial (NINA), Pearl District (PDNA),

Hillside (HNA), and Goose Hollow-Foothills League (GHFL) Neighborhood Associations and the Nob Hill Business Association (NHBA).

- j. Staff met individually with district property owners and business people whenever asked.
- k. Staff held a Northwest Transition Area Urban Design Concept Workshop on March 22, 2001 to begin the formal planning process. Input from this workshop was used to craft and refine broad plan concepts that were used as the basis for many plan proposals.
- l. Staff held four neighborhood walks during the summer of 2001 as an initial outreach strategy and way to gather information about the desired future for the Northwest District. Information gathered from the walks was presented at a public meeting on October 10, 2001, where additional public input was sought.
- m. Staff held a Northwest District Vision and Urban Design Concept Workshop on November 15, 2001. Small groups discussed and provided verbal and graphical input on the draft vision statement and urban design concepts which serve as a broad framework for the plan and support its policies and implementation measures.
- n. Between the start of this project and publication of the *Proposed Northwest District Plan*, staff met regularly with the following committees, groups, and organizations: Northwest Planning Citizen Advisory Committee (CAC), Northwest Planning Technical Advisory Committee (TAC), Northwest Planning District Committee (NWDC), Northwest District Association (NWDA), Nob Hill Business Association (NHBA), Northwest Industrial Neighborhood Association (NINA), Goose Hollow Foothills League (GHFL), and Pearl District Neighborhood Association (PDNA).
- o. Staff attended and worked with project staff and advisory committees of related on-going City-sponsored projects, including the Burnside Corridor Transportation and Urban Design Project and the Northwest On-Street Parking Plan Project, both of which were led by the Portland Office of Transportation.
- p. The Bureau of Planning's web site was regularly updated to include notices of upcoming *Northwest District Plan* events and included electronic versions of project documents, notices and plan drafts.
- q. The public was notified of *Northwest District Plan* public events through a variety of means including notices and articles in the *Oregonian*, the *Portland Tribune*, the *Daily Journal of Commerce* and the *Northwest Examiner* newspapers. Staff also posted fliers and notices of events in prominent locations within the Northwest District such as community bulletin boards, cafes and stores. Staff also canvassed individual residents and businesses in the district.
- r. Notice of Proposed Amendment was sent to the State Department of Land Conservation and Development (DLCD) and Metro on October 8, 2002.
- s. Measure 56 notification of the November 26, 2002 Portland Planning Commission public hearing on the Proposed *Northwest District Plan* was sent to all property owners potentially affected by proposed zoning map and code changes on October 18, 2002.

- t. A general notification of the November 26, 2002 Portland Planning Commission public hearing on the Proposed *Northwest District Plan* was sent to 1,060 interested parties, including those on the project mailing list, on October 18, 2002.
- u. The Discussion Draft *Northwest Area Plan* was made available to the public on June 20, 2002. The plan's name was changed to *Northwest District Plan* subsequent to the release of the Discussion Draft.
- v. A public open house was held on June 20, 2002 to provide the public a chance to review and comment on the Discussion Draft *Northwest Area Plan*. Community members could discuss plan proposals with planning staff, and offer suggestions for changes in person, through prepared response forms, or in any manner of their choosing prior to the end of the 53-day public comment period on the Discussion Draft plan on August 12, 2002.
- w. The Proposed *Northwest District Plan*, planning staff's proposal to the Portland Planning Commission, was made available to the public on October 28, 2002. Many of the changes evident in the Proposed Draft resulted directly from public comments on the previous Discussion Draft.
- x. Planning staff briefed the Portland Historic Landmarks Commission on the proposed plan on November 4, 2002. The Landmarks Commission provided comments and suggestions for changes to the Portland Planning Commission.
- y. Planning staff briefed the Design Commission on the plan on November 7, 2002. The Design Commission held a public hearing and accepted public testimony on the urban design-related portions of the plan on November 21, 2002. The Commission continued the hearing and deliberated on the plan during subsequent meetings on December 5, 2002, January 9, 2003, and January 16, 2003. The Commission's recommendations on the urban design related plan components were forwarded to the Portland Planning Commission and the Portland City Council.
- z. On November 26, 2002, the Portland Planning Commission held a public hearing on the Proposed *Northwest District Plan*. The Planning Commission deliberated on the plan at subsequent work sessions on December 10, 2002, and January 14, January 28 and April 8, 2003. On April 8, 2003 the Planning Commission recommended that City Council adopt the Recommended *Northwest District Plan*.
- aa. A general notification of the May 21, 2003 City Council public hearing on the Recommended *Northwest District Plan* was sent to individuals who testified at the Planning Commission and Design Commission hearings, to those requesting such notification and to other interested parties on April 18, 2003.
- bb. Measure 56 notification of the May 21, 2003 City Council public hearing on the Recommended *Northwest District Plan* was sent to all property owners potentially affected by Planning Commission recommended zoning map and code amendments (where such recommended amendments differed from the October 2002 Proposed *Northwest District Plan*) on April 18, 2003.
- cc. The Bureau of Planning staffed an open house on the *Recommended Northwest District Plan* on May 19, 2003 in conjunction with the Northwest District Association's annual meeting.

- dd. Portland City Council held a public hearing and accepted testimony on the plan on May 21, 2003. City Council also held meetings and accepted testimony on selected elements of the plan on June 11, June 19, July 10, August 27, August 28, and September 17, 2003.
 - ee. Objective H of Policy 1, Land Use, calls for promoting neighborhood and citizen participation early in the land use review and development process. The following actions implement this objective. Action LU8 seeks greater neighborhood participation in the City's pre-application conference for land use reviews. Action LU9 calls for increasing neighborhood and citizen participation in the land use and development processes. Ensure timely notification about proposed development projects. Action LU10 calls for working with adjacent neighborhoods to develop uses that support the needs of both neighborhoods. Action QL17 of Policy 10, Quality of Life, calls for ensuring that district residents and businesses participate in plans to mitigate negative impacts from improvements to major entertainment facilities such as PGE Park.
- 2. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The amendments are supportive of this goal because they provide area-specific policies, objectives and implementing actions to guide land use activity within the framework of the City's adopted *Comprehensive Plan*. Portland *Comprehensive Plan* findings on Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
 - 3. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The amendments are supportive of this goal because they support additional housing and commercial opportunities and the efficient use of land within an urbanized area, thereby reducing development pressure on agricultural and forest lands.
 - 4. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The *Northwest District Plan* celebrates the neighborhood's rich historic heritage—including its historic core in the Alphabet Historic District—its scenic areas and its location between the major natural resources of the Willamette River and Forest Park. The plan supports the district's open spaces, scenic and historic areas, and natural resources through the following provisions.
 - a. Policy 11, Environment, calls for protecting and enhancing the natural resources of the district.
 - (1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
 - (2) Objective B promotes measures that encourage landscaping with native species.
 - (3) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.
 - (4) Objective D promotes improved environmental connections between open spaces and the Willamette River.

- (5) Objective E encourages recycling and the reduction of solid waste generation and litter in the district.
 - (6) Action E6 calls for environmentally connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets.
 - (7) Actions E10 and E17 calls for restoration activities and invasive species removal in area parks and open and open spaces.
 - (8) Action E12 encourages minimal use of chemicals in park maintenance.
 - (9) Actions E13 and E14 calls for outreach and education activities involving natural areas and urban forestry.
- b. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district.
- (1) Objective A calls for restoration and renovation that maintains the historic character of the original structure.
 - (2) Objective B encourages adaptive reuse of historic resources.
 - (3) Objective C promotes awareness of the district's history and historic resources, including buildings, streetscapes, stairways, trees, parks, bridges and natural areas.
 - (4) Objective D encourages listings of individual and multiple properties in the National Register, as well as the development of additional historic districts in the study area.
 - (5) The plan's Historic Preservation implementation actions include projects and programs designed to implement the plan's historic preservation policy and objectives.
- c. Objective F of Policy 5, Housing encourages renovation and rehabilitation of existing housing as an alternative to clearance and redevelopment.
- d. Policy 10, Quality of Life, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life.
- (1) Objective A calls for the protection of Forest Park as a natural and recreational resource.
 - (2) Objective B calls for maintaining and expanding the district's parks, open spaces and recreational facilities.
 - (3) Objective C calls for the creation of new parks, plazas and community facilities.
 - (4) Objective D calls for improved access to parks, natural areas and the Willamette River.
 - (5) The Quality of Life implementation action items contain projects and programs designed to implement the Quality of Life policy and objectives. Key action items include QL1, QL5, QL6, and QL12 which describe desired new open space and park facilities.

- (6) QL7 calls for consideration of adding to the *Scenic Resources Protection Plan* views of the wooded west-side slopes from the east.
- e. Policy 16, Willamette Heights Subarea, calls for protecting the residential character and environmental resources of the subarea.
 - (1) Objective A supports infill development that mitigates for potential impacts on environmentally sensitive areas.
 - (2) Objective B calls for preserving the subarea's historically significant housing.
 - (3) Objective D encourages the formal designation of the subarea's historic resources, including the Thurman Street Bridge.
 - (4) Objective F calls for protecting and enhancing Forest Park as a natural and recreational resource.
 - (5) Action WH 2 calls for consideration of the nomination of subarea properties for the National Register of Historic Places.
 - (6) Action WH9 calls for acquiring or otherwise protecting undeveloped natural areas in and adjacent to the subarea.
- f. Policy 13, Transition Subarea, calls for integrating the subarea into the urban fabric of the area to the south and west.
 - (1) Objective G calls for improved connections to the Willamette River.
 - (2) Objective I calls for the creation of new plazas, parks and open spaces.
 - (3) Objective J calls for preserving the historic industrial character of parts of NW Upshur Street.
 - (4) Objective L calls for reinforcing the role of St. Patrick's Church as a district landmark.
 - (5) Action TS7 calls for developing standards that would preserve NW Upshur Street's characteristic loading docks and canopies.
- g. Overall, the plan's Comprehensive Plan Map, Zoning Map and Zoning Code text amendments have been designed to minimize the potential for increased redevelopment pressure in the Alphabet Historic District and other established areas with designated and potential historic resources, instead focussing new development potential primarily in the underutilized Transition Subarea and parts of the Eastern Edge and Central City.
- h. The *Northwest District Plan* extends design review to all properties in the *Northwest District Plan*. The *Northwest District Plan* includes revisions to the *Community Design Guidelines* that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.

- i. The Plan's site-specific off-street parking provisions are designed to minimize the potential for negative impacts from parking structures on historic landmarks and contributing structures in the Alphabet Historic District.
 - j. The *Northwest District Plan* extends the application of the Design 'd' Overlay Zone to all properties within the expanded Northwest Plan District. The Design Overlay Zone promotes the conservation, enhancement and continued vitality of areas with special scenic, architectural and cultural value, such as the Northwest District. Most new development in the zone will be required to go through design review, historic design review or comply with the Community Design Standards.
 - k. The *Northwest District Plan* includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.
 - l. The *Northwest District Plan* appendices include a neighborhood history to help the public to understand the district's history and protect its heritage.
 - m. The Open Space *Comprehensive Plan* designation and zone is placed on several properties covering over three acres owned by the City of Portland, thus ensuring their long-term preservation as open space resources.
 - n. The plan's Urban Design Concept, policies, objectives, and action charts call for the creation of new parks and open spaces to meet the needs of the area's growing population.
 - o. State Land Use findings for Goal 6 Air, Water, and Land Resource Quality and Goal 8 Recreational needs also support this goal. Portland *Comprehensive Plan* findings on Goal 2, Urban Development, Goal 8, Environment, and Goal 12, Urban Design and their related policies and objectives also support this goal.
- 14. Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water and land resources. The amendments are consistent with this goal because they provide specific objectives and implementing actions to preserve the quality of these resources. The following provisions in the *Northwest District Plan* address the quality of the district's air, water, and land resources.
- a. Policy 11, Environment, calls for protecting and enhancing the environmental and natural resources of the district. The following objectives and action items implement the Environment policy.
 - (1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
 - (2) Objective B promotes measures that protect and enhance trees as a vital part of the urban landscape.
 - (3) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.

- (4) Objective E encourages recycling and the reduction of solid waste generation and litter in the district.
 - (5) Actions E1, E2, E3, E7, E8, and E9 address stormwater management as a means for protecting water and land resource quality.
 - (6) Actions E5, E14, E15, and E18 address ways to include and protect trees in the district, since trees are known to improve the quality of air, land and water resources.
 - (7) Action E6 calls for environmentally connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets.
 - (8) Action E9 calls for implementing incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.
 - (9) Action E10 calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting “buried” stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.
 - (10) Actions E11, E12, and E13 encourage stewardship of natural areas and minimal use of chemicals to maintain and enhance natural systems.
 - (11) Action E15 calls for working cooperatively to resolve and mitigate air quality pollution concerns through business assistance and other programs.
 - (12) Action E16 calls for working with the appropriate agencies to ensure compliance with environmental laws and regulations.
- b. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. The following objectives help maintain natural resources by accommodating growth and development in already urbanized areas and by protecting and conserving rural area natural resources:
- (1) Objective A supports land use strategies and developments that increase the amount of housing in the district.
 - (2) Objective B supports land use strategies and developments that enhance employment opportunities in the district.
 - (3) Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.
- c. The plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights where the Comprehensive Plan Map designation allows higher residential densities. Prior to rezoning in conformance with the Comprehensive Plan Map designation applicants would need to provide evidence of adequate public services and demonstrate that

sanitary and storm waste disposal systems will be acceptable to the Bureau of Environmental Services.

- d. Policy 3, Transportation, calls for providing a variety of transportation systems in part to reduce reliance on the automobile. The following objectives encourage the use of alternative modes, such as walking and transit. More compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality.

- (1) Objective A calls for increasing the availability of, and incentives to use, alternatives to the automobile.
- (2) Objective B calls for maintaining, reinforcing, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
- (3) Objective C calls for providing safe and convenient access to public transit.
- (4) Objective D calls for improving the frequency of service and route coverage of public transportation services.
- (5) Objective E calls for promoting increased use of public transit by residents, employees and visitors.
- (6) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
- (7) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
- (8) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.

- e. State Land Use findings for Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources and Goal 8 Recreational Needs also support this goal. Portland *Comprehensive Plan* findings on Goal 8, Environment and Goal 11, Public Facilities and their related policies and objectives also support this goal.

15. Goal 7, Areas Subject to Natural Disasters and Hazards, requires the protection of life and property from natural disasters and hazards. The amendments are consistent with this goal because they propose objectives and actions intended to prevent natural disasters.

- a. Policy 11, Environment, calls for protecting and enhancing the natural resources of the district. This policy contains the following objectives and action items:
 - (1) Objective A calls for developing and operating public facilities and infrastructure to address multiple objectives, including public health and safety and natural resource protection.
 - (2) Actions E1, E2, E3, E7, E8, and E9 address stormwater management, as stormwater is a contributing factor in some types of natural disasters and hazards.

- (3) Actions E5, E14, E15, and E18 address ways to include and protect trees in the district, since trees provide a number of benefits, including the potential of lessening natural hazards in some cases.
- (4) Action E10 calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting “buried” stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.
- b. The plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights where the Comprehensive Plan Map designation allows higher residential densities. Prior to rezoning in conformance with the Comprehensive Plan Map designation, applicants would need to provide evidence of adequate public services, including water supply, transportation facilities, waste disposal and police and fire protection.
- c. The plan provides for the transition of an inner-city industrial area—the Transition Subarea—adjacent to densely populated areas in the Northwest District and the Central City. Over time, it is expected that some industrial uses, including some that involve hazardous substances, will be replaced by commercial and residential uses, making the nearby population safer in the event of a natural disaster such as a major seismic event.

16. Goal 8, Recreational Needs, requires satisfaction of the recreational needs of both citizens and visitors to the state. The amendments are consistent with this goal because they propose policies, objectives, and actions, identified below, to provide for the current and future recreational needs of citizens and visitors to the state.

- a. Policy 10, Quality of Life, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life.
 - (1) Objective A calls for enhancing and protecting Forest Park as a natural resource area providing passive recreation activities.
 - (2) Objective B calls for maintaining, enhancing, and expanding current parks, open spaces, and recreational facilities.
 - (3) Objective C calls for creating new parks, plazas, and community facilities in areas where significant growth is anticipated and where opportunities arise for new open space development.
 - (4) Objective D calls for improving public access to nearby parks, natural areas, and the Willamette River.
 - (5) Actions QL1, QL3, QL4, QL5, QL6, QL12, QL13, and QL15 address the creation of and accessibility to parks, open spaces, urban plazas, and community gardens.
- b. Objective C of Policy 2, Institutions calls for maintaining and augmenting facilities and programs that provide educational, recreational and cultural resources and opportunities.
- c. Objective G of Policy 1, Land Use, promotes development that includes useable public outdoor spaces such as plazas, play areas, gardens, and pocket parks.

- (1) Land use action LU1 considers developing a program with tax incentives for developers who dedicate land for a public open space.
- (2) Land use action LU2 encourages the City to create a program that requires developers of new housing or commercial projects to either include public open space within their project or make a contribution to a new park land acquisition fund.
- d. The Open Space *Comprehensive Plan* designation and zone is placed on several properties owned by the City of Portland, thus ensuring their long-term preservation as open space resources.
- e. Objective I of Policy 13, Transition Subarea, calls for creating plazas, parks, community facilities, and open spaces to meet the needs of the subarea's residents and employees.
 - (1) Action TS4 calls for locating, acquiring, and building a neighborhood park or other public open space in the subarea.
 - (2) Action TS5 calls for locating, acquiring, and building a community center in the subarea.
- f. Objective F of Policy 16, Willamette Heights Subarea, calls for protecting and enhancing Forest Park as a regionally significant natural and recreational resource.
 - (1) Actions WH3 and WH5 address access and pedestrian connections to Forest Park.
 - (2) Action WH9 calls for acquiring or otherwise preserving significant undeveloped natural areas, including those adjacent to the Willamette Heights Subarea, as additions to Forest Park.
- g. State Land Use findings for Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources and Goal 6 Air, Water and Land Resource Quality also support this goal. Portland *Comprehensive Plan* findings on Goal 8, Environment and Goal 11, Public Facilities and their related policies and objectives also support this goal.
- 17. Goal 9, Economic Development,** requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The amendments are consistent with this goal, as shown in the provisions listed below. Portland *Comprehensive Plan* findings on Goal 5, Economic Development, and its related policies and objectives also support this goal.
 - a. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs.
 - (1) Objective A promotes the formation of new and the growth of established businesses.
 - (2) Objective C supports the growth of neighborhood-serving retail businesses while responding to the regional nature of the Northwest retail and service market.
 - (3) Objective D supports the provision of living wage jobs and attaining the city's economic and employment goals.

- (4) Objective F encourages live/work spaces and home occupations.
 - (5) Objective H recognizes the important role that large employers play in providing employment opportunities.
 - (6) Objective I calls for building on the unique identity and economic strength of the district's main streets.
 - (7) Key action items include ED1 which calls for investigating the formation of an economic improvement district, ED6 which calls for incentives and technical assistance for job and firm retention, and ED7 which encourages industrial firms needing to expand or move to relocate within the City of Portland.
- b. Objective B of Policy 1, Land Use, supports land use strategies and developments that enhance employment opportunities.
 - c. Policy 2, Institutions, recognizes the importance of institutions to the economy and to public health, welfare, and prosperity.
 - (1) Objective B calls for accommodating the establishment, retention, and growth of institutions that serve district residents and employees.
 - (2) Objective J calls for utilizing the resources of institutions to encourage partnerships among non-profit, private housing developers, and social service providers.
 - (3) Action IN9 calls for institutions to conduct outreach activities in the community that promote institutional employment opportunities for local residents.
 - c. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses.
 - (1) Objective C encourages the retention of existing and the creation of new jobs in the subarea.
 - (2) Objective D calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.
 - (3) Objective K calls for protecting the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.
 - (4) Actions TS3, TS10, and TS11 propose strategies for retaining existing industrial firms and attracting companies that provide living-wage jobs.
 - d. Policy 14, Eastern Edge Subarea, calls for fostering the development of the Eastern Edge as a transition between the more urban Central City and the Northwest District.
 - (1) Objective B encourages the location of businesses that serve local needs along NW 18th and NW 19th Streets.

- (2) Objective C calls for fostering the establishment and growth of firms that provide living-wage jobs in this subarea.
 - (3) Objective E calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.
 - (4) Actions EE3 and EE4 encourage existing companies to remain and companies that provide living-wage jobs to locate in the subarea.
- e. Policy 4, Parking and its related Objectives calls for providing and managing parking resources to serve the community. This includes area businesses that are dependant on customers that rely on autos to get to the district and require auto parking. Northwest plan district provisions provide for more efficient use of existing parking through “shared use” of accessory parking under certain conditions and also provide for the addition of a limited amount of structured commercial parking in close proximity to the 21st and 23rd avenue commercial corridors.
 - f. The plan supports increased employment potential by applying the Central Employment (EX) Comprehensive Plan Designation and zone to formerly IG1-designated areas within the Transition Subarea. The EX zone allows a broad array of industrial and commercial uses and will facilitate the continuation and expansion of many existing employers, while encouraging new firms to locate in the area and develop at urban intensities.
 - g. The plan supports the continuation of employment and industrial uses on properties zoned Central Employment (EX) north of the I-405 by including a provision in the Northwest Plan District to restrict residential development to 20% of the total floor area.
 - h. The plan supports more intensive commercial development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue.
 - i. The plan supports denser employment densities on the north side of NW Vaughn Street by redesignating a limited area to Mixed Employment (ME) on the Comprehensive Plan Map. This area is also intended to serve as a transition from the heavily industrialized Guild’s Lake Industrial Sanctuary to the north to the mixed use and residential areas to the south, thereby reducing the likelihood of land use conflicts that can negatively impact residents and restrict the ability of industrial firms to operate efficiently.
- 18. Goal 10, Housing,** requires provision for the housing needs of citizens of the state. The amendments are consistent with this goal because the plan contains policies and implementing actions specifically providing for the housing needs of the district and the region, including increasing housing supply, diversity and affordability. In addition, Portland *Comprehensive Plan* findings on Goal 4, Housing, and its related policies and objectives support this goal. The plan contains the following policies and implementing actions.
- a. Policy 5, Housing, calls for retaining the district’s existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
- (1) Objective A calls for increasing the number of rental and for-sale housing units in the district.

- (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the supply of existing affordable rental housing in the district.
 - (4) Objective D encourages housing that accommodates a variety of living situations and a diverse population.
 - (5) Objective E encourages mixed-use projects to include housing in commercial and some employment zones
 - (6) Objective F encourages renovation and rehabilitation of existing housing as an alternative to clearance.
 - (7) Objective G encourages upkeep of residential properties
 - (8) Objective H encourages new opportunities for home ownership through new development rather than conversion of rental stock.
 - (9) Objective I encourages housing attractive to families with children.
 - (10) Action H22 makes the Northwest Plan District eligible for transit-oriented development tax abatements for mixed-use and affordable housing projects.
- b. Objective A of Policy 1, Land Use supports land use strategies and developments that increase the amount of housing.
 - c. Objective G of Policy 1, Land Use calls for developments to include usable public outdoor spaces such as plazas, play areas and gardens, thus supporting the provision of amenities that make residential developments more appealing and livable.
 - d. Objective A of Policy 15, Willamette Heights Subarea calls for supporting infill development in an area predominantly designated residential.
 - e. The plan recognizes the more residential character of the Thurman main street by implementing a zoning pattern that encourages residential development in between commercial nodes at street intersections. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
 - f. Objective E of Policy 14, Eastern Edge Subarea, calls for protecting existing housing from conversion to other uses.
 - g. Objective B of Policy 13, Transition Subarea, calls for promoting the subarea as a prime location for increasing the supply of affordable housing. This policy is implemented by redesignating properties to a zone that allows household living by right, as well including zoning and bonus provisions in the Northwest Plan District to encourage the construction of market-rate and affordable housing.

- h. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement A to encourage the retention of existing housing.
- i. The Northwest Plan District regulations contain provisions that provide incentives for residential and affordable residential development through height and FAR bonuses and restrictions on certain nonresidential uses in employment zones.
- j. The amendments increase the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
- k. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. Housing development is especially encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.

19. Goal 11, Public Facilities and Services, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. For the most part, the portion of Northwest Portland included in the *Northwest District Plan* already contains sufficient public facilities and services to allow for significant changes and additions in population and economic expansion. The amendments address the few gaps and, therefore, are consistent with this goal. In addition, Portland *Comprehensive Plan* findings on Goals 11 A through I, Public Facilities, and related policies and objectives support this goal.

- a. Objectives C and D of Policy 1, Land Use call for concentrating development along the district's main streets and the street car line, supporting efficient use of existing and planned infrastructure and improvements.
- b. Objective A of Policy 11, Environment, calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation. The policy contains five action items that implement this objective.
- c. Objective E of Policy 11, Environment, encourages recycling and reduction of solid waste and litter.
- d. Objective B of Policy 3, Transportation, calls for re-establishing the historic street grid, which will provide additional connectivity to support new development in the area. Findings for Goal 12, Transportation also demonstrate the plan's consistency with Goal 11.
- e. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security. Objectives C, D, and E call for increased security through community policing and increased police visibility.

- f. Objective C of Policy 16, Willamette Heights, calls for ensuring that emergency response vehicles have fast and clear routes into and out of this area. This is implemented by action item WH4 to structurally improve and preserve the Thurman Street Bridge as a safe access route.
- g. Both Action EE1 in Policy 14, Eastern Edge and Action T13 in Policy 3, Transportation, address pedestrian and bicycle access across the I-405 freeway:
- h. Action ED8 of Policy 6, Business and Economic Development, encourages businesses to light their ground floor windows during evening hours.
- i. Policy 13, Transition Subarea, contains three objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective I calls for creating plazas, parks, community facilities, and open spaces to meet the needs of the subarea's residents and employees. Seven action items implement these objectives.
- j. The plan's zoning map and code amendments facilitate medium- to high-density development in a long-established urbanized area adjacent to the Central City that is well-served by public services and facilities.

20. Goal 12, Transportation, requires provision of a safe, convenient and economic transportation system. The amendments are consistent with this goal, as shown in the provisions listed below. Findings for Portland *Comprehensive Plan* Goal 6, Transportation also support this goal

- a. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (3) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - (4) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (5) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (6) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.

- (7) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
- (8) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.
- b. Objective E of Policy 16, Willamette Heights Subarea, calls for maintaining or improving public transit service to Willamette Heights. Action WH3 of this policy calls for improving pedestrian connections through Willamette Heights to Forest Park.
- c. Policy 15, Thurman-Vaughn Subarea, contains two actions that support this goal. Action TV1 calls for encouraging PDOT to improve NW Vaughn and NW Thurman Streets and NW 26th Avenue as pedestrian ways. Action TV3 calls for widening sidewalks along NW Vaughn Street, where possible.
- d. Policy 13, Transition Subarea, contains four objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective G calls for improving connections through the subarea and to the Willamette River. Objective H calls for supporting additional transit services and facilities to meet the growing needs of the subarea. Three action items implement these objectives.
- e. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.
- f. The *Northwest District Plan* zoning map and code amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit.
- g. Transportation system modeling taking into account *Northwest District Plan* zoning, as well as updated employment and housing assumptions in areas adjacent to the study area, projects increased traffic flows and congestion in certain parts of the transportation system in the year 2020. It also projects an improved “mode split” for non-automobile modes. *Northwest District Plan* traffic mitigation provisions include the following actions:
- Retaining IGI zone in northern portion of Transition Subarea
 - Limiting commercial uses and encouraging housing in Transition Subarea
 - Limiting retail uses in Transition Subarea
 - Eliminating minimum parking space requirements
 - Limiting access to parking along NW Vaughn
 - Increasing connectivity through NW Master Street Plan
 - Surface parking restrictions
 - Support for Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing

- Support for increased transit service including improved headways and expanded service
- Proposals for Transportation System Management (TSM) improvements, e.g. traffic control measures
- Planning and support for pedestrian and bicycle system improvements
- Implementing a NW Transportation Fund to help fund transportation system improvements in the Transition Subarea and Guild's Lake Industrial Sanctuary Subdistrict B areas

21. Goal 13, Energy Conservation, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The amendments are consistent with this goal because they encourage the continuation of a compact development pattern in this dense urban district. Portland *Comprehensive Plan* findings on Goal 7, Energy, and its related policies and objectives also support this goal. The following policies and implementation measures support this goal.

- Policy 1, Land Use, includes two objectives that support this goal. Objective 3 calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure. Objective E calls for limiting large-scale auto-dependent retail throughout the district. Two non-regulatory action items implement these objectives.
- The plan supports the conservation of energy with *Comprehensive Plan* map designations throughout the plan area that encourage an urban level of development and a mix of uses. This supports reduced need for travel and the efficient provision of public facilities.
- Policy 3, Transportation, calls for providing a full range of transportation options and reducing reliance on the automobile. The objectives below support pedestrian, bicycle and public transit modes, all of which are generally more energy efficient than single-occupancy autos as a transportation mode.
 - (1) Objective A calls for increasing the availability of, and incentives to use, alternatives to the automobiles.
 - (2) Objectives C, D, and E call for improved public transit systems.
 - (3) Objectives F, G and H call for improved bicycle and pedestrian connections and facilities.
- Objective A of Policy 4, Parking calls for reducing the demand for automobile parking.
- Policies 13, 14, and 15, Transition, Eastern Edge, and Thurman-Vaughn Subareas respectively, all contain objectives and action items identifying transportation improvements to increase the transportation mode split and land use proposals to encourage increased residential, commercial, and employment uses within walking or biking distance from each other.
- Policy 6, Business and Economic Development Action, contains two actions that support this goal. ED5 calls for actively seeking businesses that address local needs, offer a variety of goods and services for shoppers with diverse incomes, and provide employment opportunities for local residents. Action ED9 of Policy 6, Business and Economic Development, calls for reinforcing main streets, the Portland streetcar line, and the development bonus target area as the focus for

retail and service uses by limiting retail sales and service uses in other areas. To do this, the plan expands the Northwest Plan District and proposes to limit the amount retail sales and service uses in the Central Employment zone. This provision will encourage a more pedestrian-oriented environment and reduce the amount of energy used for automobile travel.

- g. Policy 2, Institutions, contains two objectives that encourage energy conservation. Objective H encourages institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages. Objective I encourages institutions to locate parking within structures. Both of these provisions will encourage a more pedestrian-oriented environment.
22. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The amendments are consistent with this goal. The *Northwest District Plan* encourages additional housing and mixed-use development in the Transition Subarea, along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses. *Northwest District Plan* zoning map and code amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure. Portland *Comprehensive Plan* findings on Goal 2, Urban Development, and its related policies and objectives also support this goal.
23. **Goal 15, Willamette River Greenway**, requires the protection, conservation, enhancement, and maintenance of the natural, scenic, historic, agricultural, economic, and recreational qualities of land along the Willamette River. The *Northwest District Plan* does not immediately about the Willamette River, but a number of the plan's actions pertain to the river as a destination. The following action items support this goal.
- a. Objective D of Policy 10, Quality of Life, calls for improving public access to nearby parks, natural areas, and the Willamette River. Objective D of Policy 11, Environment, calls for improving environmental connections between existing and future parks, open spaces, and the Willamette River. Action E6 calls for connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets that blend and transition the vegetation and natural features of the different places.
 - b. Objective G of Policy 13, Transition Subarea, calls for improving connections through the subarea and to the Willamette River.
24. **Goals 16, 17, 18, and 19, Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources**, respectively, are not relevant to the amendments because none of these resources are present within the city limits.

Metro Urban Growth Management Functional Plan Findings

On April 10, 2003 Metro Council adopted a Compliance Order that declares that Portland is in full compliance with the Urban Growth Management Functional Plan.

25. Title 1, Requirements for Housing and Employment Accommodation, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The City of Portland completed its *Urban Growth Management Functional Plan Compliance Report* in 1999. The amendments are not inconsistent with this title as shown in the findings below. In addition, Portland *Comprehensive Plan* findings on Goals 4 and 5, Housing and Economic Development, and State Goals 9 and 10, Economic Development and Housing also support this goal.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. Objective 1 calls for supporting land use strategies and developments that increase the amount of housing in the district. Objective B calls for supporting land use strategies and developments that enhance employment opportunities in the district.
- b. Objective A of Policy 5, Housing, calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents.
- c. Object E of Policy 6, Business and Economic Development encourages new commercial development and job creation to locate along main streets, the streetcar line and near I-405.
- d. The plan changes *Comprehensive Plan* map designations on sites within the Transition Subarea from Industrial Sanctuary to Central Employment (EX). This change will encourage a more urban level of development. Residential, commercial, employment, and mixed-use developments are all allowed in this zone. The EX designation allows both higher residential and higher employment densities than the IS designation.
- e. The plan changes *Comprehensive Plan* map designations on sites along West Burnside Street from General Commercial (CG) to Central Commercial (CX). This change will encourage a more urban level of commercial development. Residential, commercial and mixed-use developments are all allowed in this zone. The CX designation is one of the cities most intense and is expected to facilitate denser employment and residential densities than the CG designation.
- f. The amendments increase the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.

26. Title 2, Regional Parking Policy, regulates the amount of parking permitted by use for jurisdictions in the region. This Metro Title is generally implemented in Portland through citywide planning processes. On April 10, 2003 Metro Council adopted a Compliance Order that declares that Portland

is in full compliance with the Urban Growth Management Functional Plan. The amendments are consistent with this title for the following reasons.

- a. Action TP10 calls for eliminating minimum parking requirements in the Northwest Plan District. This action is implemented through such a provision in the expanded Northwest Plan District.
- b. The plan identified a significant disparity between the supply and the demand for parking in the district. New Northwest Plan District provisions provide for more efficient use of existing parking through “shared use” of accessory parking under certain conditions and also provide for the addition of a limited amount of structured commercial parking in close proximity to the 21st and 23rd avenue commercial corridors. The additional commercial parking allowed under the new regulation is capped at 800 spaces total, but fewer spaces are expected to be developed.
- c. Many of the policies and implementing measures of the plan are intended to enhance opportunities for alternative transportation modes such as public transit, bicycling and walking, thereby reducing the demand for automobile parking.

27. Title 3, Water Quality and Flood Management Conservation, calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. This Metro Title is generally implemented in Portland through citywide planning processes. On April 10, 2003 Metro Council adopted a Compliance Order that declares that Portland is in full compliance with the Urban Growth Management Functional Plan. The amendments are consistent with this title for the reasons below. Findings for State Goals 5 and 6, Open Space, Scenic and Historic and Natural Resources and Air, Water and Land Resource Quality also support this goal.

- a. Policy 11, Environment, calls for protecting and enhancing the natural resources of the district. Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation. Objective C calls for promoting the use of innovative measures that improve air and water quality and energy efficiency. Eight action items implement this policy.

28. Title 4, Retail in Employment and Industrial Areas, calls for limiting incompatible uses in employment and industrial areas including restrictions on commercial retail development outside Centers. This Metro Title is generally implemented in Portland through citywide planning processes. On April 10, 2003 Metro Council adopted a Compliance Order that declares that Portland is in full compliance with the Urban Growth Management Functional Plan. The amendments are consistent with this title for the following reasons.

- a. Land Use Objective E calls for limiting large-scale auto-dependant retail throughout the district.
- b. Within the Northwest Plan District, retail sales and service uses are limited in the Central Employment (EX) zone to 20,000 square feet per use. Retail sales and service uses on certain EX-zoned sites, identified on Map 562-2, are limited to 3,000 square feet.
- c. Within a portion of the Northwest Plan District adjacent to the Guild’s Lake Industrial Sanctuary, shown on Map 562-2, residential uses are limited in the EX zone to 20 percent of the net building area.

- d. The plan revises the *Guild's Lake Industrial Sanctuary Plan* District by adding a new Subdistrict B which serves as a transition between the Industrial Sanctuary lands north of NW Vaughn Street and the residential and mixed-use areas to the south. In Subdistrict B, retail sales and service uses are limited in an EG zone to 10,000 square feet. Other incompatible uses are prohibited in subdistrict B, including: residential, quick vehicle service, commercial outdoor recreation and major event entertainment.
- e. Current provisions limiting retail sales and service uses within industrial zones are retained for properties retaining the General Industrial 1 (IG1) zone. When these properties are rezoned to either an EG zone or the EX zone (as per the *Northwest District Plan Comprehensive Plan* Map amendments) the new restrictions described above would apply.

29. Title 6, Central City, Regional Centers, Town Centers and Station Communities calls for enhancing the Centers designated on 2040 Growth Concept Map by encouraging development in these Centers. The majority of the study area lies outside these centers, with the exception of areas along West Burnside Street that are within the Central City. The amendments are consistent with this title for the reasons below.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District.
 - (1) Objective A supports land use strategies and developments that increase the amount of housing in the district.
 - (2) Objective B supports land use strategies and developments that enhance employment opportunities in the district.
 - (3) Objectives C and D call for concentrating a mix of higher intensity residential, commercial and retail development along main streets and the Portland Streetcar line.
- b. The plan supports increased employment and housing potential by applying the Central Employment (EX) Comprehensive Plan Designation and zone to formerly IG1-designated areas within the Transition Subarea. The EX zone allows a broad array of industrial, commercial and residential uses at urban intensities.
- c. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. Housing development is encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.
- d. *Northwest District Plan* zoning map and code amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit.

31. Title 7, Affordable Housing, recommends that local jurisdictions implement tools to facilitate development of affordable housing. This Metro Title is generally implemented in Portland through citywide planning processes. On April 10, 2003 Metro Council adopted a Compliance Order that

declares that Portland is in full compliance with the Urban Growth Management Functional Plan. The amendments are consistent with this title for the following reasons.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. The following two objectives specifically address tools to facilitate development of affordable housing. In addition, ten action items implement the policy and objectives. Objective B calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing. Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low-income households.
 - b. Transition Subarea Objective B calls for promoting the subarea as a prime location for increasing the supply of affordable housing. This policy is implemented by redesignating properties to a zone that allows household living by right (EX), as well including provisions in the Northwest Plan District to encourage the construction of affordable housing.
 - c. The expanded Northwest Plan District includes a floor area and building height bonus for the provision of affordable housing. Up to an additional floor area of 1:1 and 120 feet of building height may be earned on sites shown on map 562-6 when at least 50 percent of the building is in residential use and certain criteria for affordability are met.
 - d. The Northwest Plan District eliminates minimum parking requirements, in part to provide one avenue to reduce the cost of developing affordable housing.
 - e. The *Northwest District Plan*, under a separate Ordinance, will amend Section 3.103.020 of the *City Code* to allow certain developments within a portion of the Northwest District to be eligible for property tax abatements. These provisions are designed to encourage housing and mixed-use projects that are affordable to a broad range of the public and that take advantage of close proximity to transit services.
32. **Title 8, Compliance Procedures**, outlines compliance procedures for amendments to comprehensive plans and implementing ordinances. The City submitted a Compliance Report in February 1999, an updated report in June 1999, and a final compliance Report update in December 1999. This Metro Title is generally implemented in Portland through citywide planning processes. On April 10, 2003 Metro Council adopted a Compliance Order that declares that Portland is in full compliance with the Urban Growth Management Functional Plan.

Portland Comprehensive Plan Goals Findings

33. The City's *Comprehensive Plan* was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995 and again on January 25, 2000, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals.
34. The ordinance adopting the *Northwest District Plan* amends Goal 3, Neighborhoods, of the *Comprehensive Plan* by adding Policy 3.10: "Promote the livability, historic character, and economic vitality of a diverse, mixed-use, urban neighborhood by including the *Northwest District Plan* as part of this *Comprehensive Plan*." In addition, the ordinance amends the following chapters in Title 33, Zoning Code: Chapter 33.562, Northwest Plan District; Chapter 33.531, *Guild's Lake Industrial Sanctuary Plan* District; Chapter 33.510, Central City Plan District; Chapter 33.825, Design Review; and Chapter 33.120, Multi-Dwelling Zones. The amendments do not change any other land use regulation. Therefore, the following *Comprehensive Plan* goals, policies and objectives apply to the amendments and the amendments satisfy the applicable goals, policies and objectives for the reasons stated below.
35. During the course of public hearings, the Bureau of Planning, the Planning Commission, and the City Council provided all interested parties opportunities to identify, either orally or in writing, any other *Comprehensive Plan* goal, policy or objective that might apply to the amendments. No additional provisions were identified.
36. **Goal 1, Metropolitan Coordination**, calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives and plans. The *Northwest District Planning* process has included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.
37. **Policy 1.1, Urban Growth Boundary**, calls for support of the concept of an Urban Growth Boundary for the Portland metropolitan area. The amendments support this policy because they encourage the continuation of a compact development pattern in this dense urban district. *Northwest District Plan* Comprehensive Plan Map amendments and zoning map and code amendments provide for additional development capacity in an inner-urban area within the Urban Growth Boundary and will help relieve pressure to convert rural land to urban uses. Action item H9 of Policy 5, Housing, calls for supporting City actions that will accommodate growth and reduce the need for the expansion of the Urban Growth Boundary (UGB).
38. **Policy 1.4, Intergovernmental Coordination**, calls for continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The amendments support this policy because the *Northwest District Planning* process included continuous participation of representatives from public agencies, ensuring coordination of metropolitan planning and project development and the efficient use of public funds. State Goal 1, Citizen Involvement findings also support this policy.
39. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's *Comprehensive Plan* to comply with the Regional Framework Plan adopted by Metro. The amendments support this policy because there is nothing in the *Northwest District Plan* to preclude the City of Portland from updating the *Comprehensive Plan* to comply with the Regional

Framework Plan and because the *Northwest District Plan* process included representation from Metro.

40. Goal 2, Urban Development, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments support this goal and its policies because the following plan policies, objectives, and actions expand opportunities for housing and jobs in the Northwest District, which already is the one of the densest parts in the city of Portland and contains a high level of regional employment. In addition, Portland *Comprehensive Plan* findings on Goals 4 and 5, Housing and Economic Development, State Goals 9 and 10, Economic Development and Housing, and Metro UGMFP Title 1, Requirements for Housing and Employment Accommodation also support this goal.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. The following objectives implement this policy.
 - (1) Objective A calls for supporting land use strategies and developments that increase the amount of housing in the district.
 - (2) Objective B calls for supporting land use strategies and developments that enhance employment opportunities in the district.
 - (3) Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
 - (4) Objective D calls for reinforcing main streets and the Portland Streetcar line as the focus for retail activity in the district.
 - (5) Objective E calls for limiting large-scale auto-dependent retail throughout the district.
 - (6) Objective F supports small-scale developments that are oriented to pedestrian use.
- b. Objective A of Policy 5, Housing, calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents.
- c. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs. The following objectives implement this policy. Objective C calls for supporting the establishment and growth of retail businesses that provide goods and services needed by district residents and employees while responding to the regional nature of the Northwest retail and service market. Objective D calls for supporting businesses that provide living wage jobs and assist the city in attaining its economic and employment goals. Objective H calls for recognizing the important role that large employers play in providing employment opportunities to residents of both the district and the greater Portland region. Objective I calls for building on the unique identity and economic strength provided by the district's main streets.
- d. Policy 2, Institutions, recognizes the importance of institutions to the economy and to public health, welfare, and prosperity. The following objectives support this policy. Objective G

promotes institutional development that has an urban character, harmonizes with the district's design context, and preserves the district's street grid. Objective H encourages institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages.

- e. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following objectives implement this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective B promotes a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District. Objective D calls for fostering a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line.
- f. Policy 13, Transition Subarea, calls for integrating the subarea into the pedestrian-oriented, architecturally diverse urban fabric to the south and west.
- g. Objective A of Policy 14, Eastern Edge Subarea, supports the established mixed-use urban character of this subarea.
- h. Policy 15, Thurman-Vaughn Subarea, calls for enhancing this mixed-use subarea by emphasizing housing along NW Upshur and NW Thurman Streets and commercial uses on the south side of NW Vaughn Street and in nodes at intersections along NW Thurman Street. Objective C, which encourages development on the south side of NW Vaughn Street that includes a continuous frontage of commercial buildings, unifies the streetscape, and supports both the mixed-use area to the south and the industrial sanctuary to the north, implements this policy.
- i. Policy 16, Willamette Heights Subarea, calls for maintaining and protecting the residential character and environmental resources of the Willamette Heights Subarea.
- j. The plan changes *Comprehensive Plan* map designations on sites within the Transition Subarea from Industrial Sanctuary to Central Employment (EX). This change will encourage a more urban level of development. Residential, commercial, employment, and mixed-use developments are all allowed in this zone. The EX designation allows both higher residential and higher employment densities than the IS designation.
- k. The plan changes *Comprehensive Plan* map designations on sites along West Burnside Street from General Commercial (CG) to Central Commercial (CX). This change will encourage a more urban level of commercial and mixed-use development. Residential, commercial and mixed-use developments are all allowed in this zone. The CX designation is one of the cities most intense and is expected to facilitate denser employment and residential densities than the CG designation.
- l. The amendments increase the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation,

where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.

- m. *Northwest District Plan* zoning map and code amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit.
43. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The amendments support this policy because Objective A of Policy 1, Land Use, calls for supporting land use strategies and developments that increase the amount of housing in the district, and Objective 4 of Policy 5, Housing, calls for increasing the number of housing units in the district. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
44. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. The amendments support this policy for the following reasons.
- a. Policy 5, Housing, calls for promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - b. Policy 6, Business and Economic Development, calls for retaining and expanding the diverse mix of businesses and jobs.
 - c. The application of the Central Employment (EX) designation to sites in the Transition Subarea, allows a broad variety of residential, commercial, industrial and mixed-uses, in conjunction with the new Northwest Plan District provisions. This will facilitate creation of a diverse new living and working environment in an area transitioning out of predominantly industrial use.
45. **Policy 2.3, Annexation**, calls for phasing the annexation program of the City to allow for the incorporation of urban and urbanizable land in a manner that is consistent with the *Comprehensive Plan* and Urban growth boundary, that provides a smooth transition in urban services, that establishes logical city boundaries, and that promotes coordinated capital improvements programming. The amendments are not relevant to this policy because the entire *Northwest District Plan* is already contained within the city of Portland.
46. **Policy 2.4, Urban Lands**, calls for the City to encourage as a regional policy that urban and urbanizable areas in the Portland metropolitan area be in an incorporated city. The amendments are not inconsistent with this policy.
47. **Policy 2.5, Future Urban Areas**, calls for the City to not extend urban services to areas within the Urban Services Boundary which are designated as future urban areas. The amendments are not inconsistent with this policy.
48. **Policy 2.6, Open Space**, calls for provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city and promoting recreational use of the city's rivers, creek, lakes and sloughs. The amendments support this policy for

the reasons below. State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources also support this policy.

- a. Policy 10, Quality of Life, calls for ensuring that recreational resources continue to be a vital part of public life. The following objectives implement this policy.
 - (1) Objective A calls for enhancing and protecting Forest Park as a natural resource area providing passive recreation activities.
 - (2) Objective B calls for maintaining, enhancing, and expanding current parks, open spaces, and recreational facilities.
 - (3) Objective C calls for creating new parks, plazas, and community facilities in areas where significant growth is anticipated and where opportunities arise for new open space development.
 - (4) Objective D calls for improving public access to nearby parks, natural areas, and the Willamette River.
 - (5) The Quality of Life implementation action items contain projects and programs designed to implement the Quality of Life policy and objectives. Key action items include QL1, QL5, QL6, and QL12 which describe desired new open space and park facilities.
 - b. Objective I of Policy 13, Transition Subarea, calls for creating plazas, parks, community facilities, and open spaces to meet the needs of the subarea's residents and employees. The following actions implement this objective. Action TS4 calls for locating, acquiring, and building a neighborhood park or other public open space in the subarea. Action TS5 calls for locating, acquiring, and building a community center in the subarea.
 - c. Objective F of Policy 16, Willamette Heights Subarea, calls for protecting and enhancing Forest Park as a regionally significant natural and recreational resource.
 - d. The plan redesignates more than three acres of land owned and administered by the Portland Parks and Recreation Bureau to Open Space (OS), thus preserving and protecting land for open space uses into the future.
 - e. The plan's Urban Design Concept, policies, objectives, and action charts call for the creation of new parks and open spaces to meet the needs of the area's growing population.
- 49. Policy 2.7, Willamette River Greenway Plan,** calls for implementation of the *Willamette River Greenway Plan*, which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette south of the Broadway Bridge. The amendments support this policy because they create no situation that would compromise implementation of the *Willamette River Greenway Plan*.
- 50. Policy 2.8, Forest Lands,** calls for limiting density in areas with forested lands consistent with the City's land use policies and the Urban Growth Boundary. The amendments are not relevant to this policy because none of the *Northwest District Plan* contains forest lands.

51. Policy 2.9, Residential Neighborhoods, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The amendments support this policy for the reasons below.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective A calls for increasing the number of rental and for-sale housing units in the district.
 - (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the supply of existing affordable rental housing in the district.
 - (4) Objective D encourages housing that accommodates a variety of living situations and a diverse population.
 - (5) Objective E encourages mixed-use projects to include housing in commercial and some employment zones.
 - (6) Objective F encourages renovation and rehabilitation of existing housing as an alternative to clearance.
 - (7) Objective G encourages upkeep of residential properties.
 - (8) Objective H encourages new opportunities for home ownership through new development rather than conversion of rental stock.
 - (9) Objective I encourages housing attractive to families with children.
- b. Policy 1, Land Use, which calls for enhancing the district's sense of place as a distinct yet diverse community. Objective G of Policy 1, Land Use calls for developments to include usable public outdoor spaces such as plazas, play areas and gardens, thus supporting the provision of amenities that make residential developments more appealing and livable.
- c. Overall, the plan's Comprehensive Plan Map, Zoning Map and Zoning Code text amendments have been designed to minimize the potential for increased redevelopment pressure in the Alphabet Historic District, Willamette Heights and other established residential areas, instead focussing new development potential primarily in the underutilized Transition Subarea and parts of the Eastern Edge and Central City.

52. Policy 2.10, Downtown Portland, calls for maintenance and reinforcement of downtown Portland as the principal retail, commercial, service, cultural and high density housing center in the city and region; and calls for implementation of the Downtown Plan. The amendments are consistent with this policy because they provide for urban-scale supportive residential and commercial development in a long-established area adjacent to downtown.

- 53. Policy 2.11, Commercial Centers**, calls for expanding the role of major established commercial centers that are well served by transit in a manner compatible with the surrounding area. The amendments support this policy for the following reasons.
- a. Commercial activity in the study area is primarily located along the W Burnside, NW 21st and 23rd main streets, which are well served by transit. The plan reinforces these areas, as well as the new streetcar line corridor as a primary location for commercial development.
 - b. Existing medium and high density multi-family zoning is retained adjacent to these areas.
- 54. Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and Main Streets that supports the use of transit and is compatible with the surrounding area. The amendments support this policy for the following reasons.
- c. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line. Objective D calls for reinforcing main streets and the Portland Streetcar line as the focus for retail activity in the district.
 - d. Objective H of Policy 2, Institutions, calls for encouraging institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages.
 - e. Objective E of Policy 6, Business and Economic Development, calls for encouraging new commercial development and job creation opportunities to locate along main streets, the Portland Streetcar line, and close to the I-405 freeway.
 - f. Objective D of Policy 7, Urban Design calls for fostering a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line. Objective F calls for encouraging new development on main streets and the Portland Streetcar line to include additions to the public realm, such as additional sidewalk width, a public square, or other open space.
 - g. Northwest Plan District regulations contain provisions designed to reinforce the main streets and the streetcar line as pedestrian and transit-friendly places, including required windows above the ground floor, ground floor active uses, parking and motor vehicle access restrictions and prohibition of drive-through uses.
 - l. The *Comprehensive Plan* Map amendments increase the housing potential in the study area, which is well served by public transit.
 - j. The plan supports more intensive commercial and residential development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. A portion of this area is also eligible for the Bonus Height Option for Housing only and the Residential Bonus Target Area to promote urban infill residential development at the confluence of the Burnside and 23rd main streets.
 - k. The plan supports denser employment densities on the north side of NW Vaughn Street by redesignating a limited area to Mixed Employment (ME) on the Comprehensive Plan Map.
- 55. Policy 2.13, Auto-Oriented Commercial Development**, calls for allowing auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Arterial Streets

Classifications and Policies; and calls for allowing neighborhood level auto-oriented commercial development near neighborhoods where allowed densities will not support transit- and pedestrian-oriented development. The amendments change *Comprehensive Plan* map designations on sites along West Burnside Street from General Commercial to Central Commercial. This change will allow a more urban level of commercial development in an already intensively urban portion of the city.

56. Policy 2.14, Industrial Sanctuaries, calls for encouraging the growth of industrial activities by preserving industrial land primarily for manufacturing purposes. The amendments are consistent with this policy for the following reasons.

- a. The *Northwest District Plan (NWDP)* is the final piece of a two-part comprehensive land use planning effort for Northwest Portland from the St. Johns Bridge to West Burnside. The first part, the *Guild's Lake Industrial Sanctuary Plan*, was adopted on 2001 and provides a policy framework to preserve and protect industrial sanctuary lands north of NW Vaughn for manufacturing and other industrial uses. The *Northwest District Plan* provides the framework for preserving and enhancing residential and mixed-use areas south of NW Vaughn. The *NWDP* also provides for a broader mix of uses, including commercial and residential, in the Transition Subarea, where a transition from an industrial emphasis has been found to be appropriate, given long-term economic and land use trends, the large number of existing non-industrial uses, and extensive stakeholder input.
- b. In 1996, the City Council recommended that the four northwest neighborhood associations with industrial zoning agree on issues relating to long-term industrial land use. A joint working group was formed, the Northwest Industrial Sanctuary Working Group (SWG). In 1999, the SWG coalition reached consensus and recommended the creation of an industrial plan district, bounded on the south by NW Vaughn. The group also recommended that land south of NW Vaughn was appropriate for a transition out of industrial use and that the neighborhoods should continue to work on defining "buffer zones." Taken together, the *Northwest District Plan* and the *Guild's Lake Industrial Sanctuary (GLIS) Plan* implement these recommendations and are intended to facilitate the continuing evolution of Northwest Portland south of Vaughn Street into a diverse urban neighborhood, while further strengthening protections to the industrial land north of Vaughn Street.
- c. Policy 13, Transition Subarea calls for integrating the subarea into the existing urban fabric, while allowing a range of uses, including light industrial.
 - (1) Objective C encourages job creation and retention.
 - (2) Objective D calls for protecting existing industrial firms from involuntary displacement.
 - (3) Objective K calls for protecting the Guild's Lake Industrial Sanctuary by locating uses compatible with industry along it's the subarea's northern edge.
- d. The plan removes Industrial Sanctuary (IS) *Comprehensive Plan* designated land, primarily south of I-405/Hwy 30/NW Thurman, and applies the Central Employment (EX) designation to approximately 36 acres in the Transition Subarea. Approximately 12 acres are redesignated from IS to Mixed Employment (ME, implemented by the EG zones) Most industrial land uses are allowed in the EX and EG zones. Industrial Sanctuary land north of I-405/Hwy 30/NW Thurman in the study area will retain the IS designation due its proximity to the Guild's Lake Industrial

Sanctuary and the potential for negative impacts from nonindustrial development, such as an increase in auto congestion.

- e. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan* (GLISP) in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).
- f. The plan removes the Industrial Sanctuary *Comprehensive Plan* designation and applies the Mixed Employment designation (EG) to approximately 12 acres on the north side of NW Vaughn Street in the *Guild's Lake Industrial Sanctuary Plan* district. This creates a transitional area between industrial and nonindustrial lands that allows additional office uses in addition to many types of industrial land uses, which are allowed in EG zones.

57. Policy 2.15, Living Closer to Work, calls for locating greater residential densities, including affordable housing, near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality; and calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. The Northwest District is a major employment center with two major regional employers, CNF, inc. and Legacy Good Samaritan Hospital and Medical Center, as well as numerous small and medium-sized employers. The Northwest District is also one of the city's densest residential areas, strongly facilitating opportunities for living closer to work. The amendments contain the following policies and implementing measures to support this policy.

- a. Objective A of Policy 1, Land Use, calls for supporting land use strategies and developments that increase the amount of housing in the district.
- b. Objective A of Policy 5, Housing, calls for increasing the number of housing units in the district. Objective E encourages mixed-use projects that include housing in commercial and residential zones.
- c. Objective F of Policy 6, Business and Economic Development, encourages live/work spaces and home occupations.
- d. Objective B of Policy 13, Transition Subarea calls for promoting the subarea as a prime location for increasing the supply of affordable housing. This policy is implemented by redesignating properties to a zone that allows household living by right, as well including provisions in the Northwest Plan District to encourage the construction of market-rate and affordable housing.
- e. Objective B of Policy 15, Thurman-Vaughn Subarea, emphasizes residential and live/work opportunities on NW Upshur Street.
- f. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
- g. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential and commercial land uses are severely restricted, and given commercial or employment designations.

58. Policy 2.16, Strip Development, calls for discouraging the development of new strip commercial areas and focusing future activity in such areas to create a more clustered pattern of commercial development. The amendments support this policy for the reasons below.

- a. Policy 1, Land Use calls for an active mix of housing and businesses.
 - (1) Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line. The NW 21st and 23rd avenue main streets are the area's long-established commercial areas.
 - (2) Objective E calls for limiting large-scale auto-dependant retail throughout the district.
 - (3) Objective F supports small-scale developments that are oriented to pedestrian uses.
- b. Objective E of Policy 6, Business and Economic Development, calls for encouraging new commercial development and job creation opportunities to locate along main streets, the Portland Streetcar line, and close to the I-405 freeway.
- c. Policy 15, Thurman-Vaughn Subarea, calls for enhancing this mixed-use subarea by emphasizing housing along NW Upshur and NW Thurman Streets and commercial uses on the south side of NW Vaughn Street and in nodes at intersections along NW Thurman Street. Objective C encourages development on the south side of NW Vaughn Street that includes a continuous frontage of commercial buildings, unifies the streetscape, and supports both the mixed-use area to the south and the industrial sanctuary to the north.
- d. The plan recognizes the more residential character of the Thurman main street by implementing a zoning pattern that encourages residential development in between commercial nodes at street intersections. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
- e. The Northwest Plan District reinforces the main streets, streetcar line and portions of the development bonus area as foci for retail activity by limiting retail sales and service uses in the Central Employment zone.

59. Policy 2.17, Transit Stations and Transit Centers, calls for encouraging transit-oriented development patterns at light rail transit stations and at transit centers to provide for easy access to transit service. The amendments are not directly relevant to this policy, because there are no light rail transit stations or transit centers in the Northwest District. However, the Portland streetcar line runs through a portion of the district. Findings for *Comprehensive Plan* Policy 2.12, Transit Corridors address transit-oriented developments along both the streetcar line and other transit streets within the Northwest District.

60. Policy 2.18, Transit Supportive Density, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, Main Streets, town centers, and transit centers, and 25 units per acre within one-half mile of light rail stations and regional centers. Where existing development patterns preclude these densities, this policy calls for encouraging infill through accessory units or allowing increased density on vacant lots. The amendments support this policy because the existing and recommended zoning designations near main streets, the Portland streetcar line and other transit streets are primarily: Storefront

Commercial (CS), Central Employment (EX), high density multi-dwelling residential (RH), Mixed Commercial (CM), medium density multi-dwelling residential (R1), and low density multi-dwelling residential (R2) and Central Commercial (CX). All of these designations allow residential uses.

The following assumptions for units-per-acre capacity were used as part of the City's Compliance with Metro's Functional Plan. Metro accepted these calculations.

CS = 28	EX = 120
RH = 43	CX = 80
R2 = 17	CM = 16
R1 = 34	

The large area being redesignated from IS to EX greatly increases the expected housing density of areas well-served by transit.

61. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. The amendments support this policy for the following reasons.
 - a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. Objectives A and B support strategies which increase housing and employment opportunities in the district.
 - b. Policy 16, Willamette Heights Subarea, contains Objective A, which calls for supporting infill development.
 - c. Infill development, in addition to larger-scale redevelopment in the Transition Subarea is the primary way in which development will occur in the district, given that is largely built-out.
62. **Policy 2.20, Utilization of Vacant Land**, calls for providing for full utilization of existing vacant land except in those areas designated as open space. The amendments support this policy because the City of Portland has adopted minimum density standards for most zones in the city. The zoning map amendments include application of the EX designation to currently vacant and underutilized lands in the Transition Subarea and the CX designation to areas near W Burnside. These more intensive designations will encourage better utilization of these lands.
63. **Policy 2.21, Existing Housing Stock**, calls for providing for full utilization of larger single-dwelling homes with conditions that preserve the character of the neighborhood and prevent speculation. The amendments support this policy for the following reasons.
 - a. Much of the Northwest District is already designated for low, medium and high-density multi-family residential uses. The plan does not propose to change any of these zones to lower-density designations.
 - b. Objective F of Policy 5, Housing, encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment.
64. **Policy 2.22, Mixed Use**, calls for continuation of a mechanism that will allow for the maintenance and enhancement of areas of mixed use character where such areas act as buffers and where

opportunities exist for the creation of mixed use nodes. The amendments support this policy because the policies, objectives, and implementing actions work together to ensure the continued predominant mixed use character of the Northwest District.

- a. Policy 1, Land Use, calls for enhancing the district's sense of place as a distinct yet diverse community, with an active mix of housing and businesses. Objective 3 calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
 - b. The plan retains the Mixed Commercial, CM, zoning along NW Upshur and just west of NW 23rd Street and applies it in areas along NW Thurman.
 - c. The plan retains the ability of all commercial designations to include residential as well commercial uses on sites.
 - d. The plan encourages a mixture of residential, commercial, and employment uses on properties designated Central Employment, EX.
 - e. Objective A of Policy 14, Eastern Edge Subarea, calls for supporting the established mixed-use character of this subarea.
 - f. Objective A of Policy 11, Transition Subarea, encourages the mixing of land uses, both on individual sites and throughout the subarea.
 - g. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. Objective B calls for promoting a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated.
- 65. Policy 2.23, Buffering,** calls for mitigating the impacts from non residential uses on residential areas through the use of buffering and access limitations, in particular when residentially zoned lands are changed to commercial, employment or industrial zones. Most of the Northwest District, with the exception of the single family homes to the west of NW 23rd, is composed of a mix of commercial, employment, light industrial and residential uses.
- a. The plan calls for a continuation of this mixture of uses in areas where they currently exist. Policy 13, Transition Subarea, calls for integrating the subarea into the pedestrian-oriented, architecturally diverse urban fabric to the south and west, and encourages a mix of housing, commercial, institutional, open space, and light industrial uses.
 - b. The plan redesignates properties primarily south of the I-405/Hwy 30 exit, within the Transition Subarea from General Industrial, IG1, to Central Employment, EX.
 - c. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan* (GLISP) in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).

- d. The plan amends the *Guild's Lakes Industrial Sanctuary Plan* by adding Objective 11, Create a limited transitional area along NW Vaughn Street between industrial land uses in the GLIS and nonindustrial land uses to the south.
 - e. The plan amends the *Guild's Lake Industrial Sanctuary Plan* District by adding a Subdistrict B that would provide for a limited employment, retail, and light industrial transitional area on the north side of NW Vaughn Street. The intent is to foster a better interface with the mixed-use commercial/residential neighborhood to the south and to promote a better streetscape along NW Vaughn Street.
 - f. The plan redesignates properties north of NW Vaughn Street from General Industrial, IG1, to General Industrial, IG1 with a *Comprehensive Plan* designation of Central Employment, EX: IG1(ME). The ME designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting.
 - g. The GLIS Plan District includes development standards in Subdistrict B that will lead to a more uniform pattern of development along NW Vaughn Street, as the south side is zoned Commercial Storefront (CS), including but not limited to vehicular site access limitations along Vaughn.
- 66. Policy 2.25, Central City Plan,** calls for encouraging continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living through implementation of the *Central City Plan*. The *Northwest District Plan* supports this provision for the following reasons. *Central City Plan* findings also support this goal
- a. The plan extends the boundary of the *Central City Plan* to include selected properties along the north and south sides of West Burnside Street.
 - b. The plan amends Policy 15, Goose Hollow, 1) by encouraging the retention of existing housing in addition to creating opportunities for 1,000 new households within the Goose Hollow District, and 2) with the addition of West Burnside Street as a location for improving pedestrian and bicycle connections.
 - c. The plan adds two action items to Policy 15, Goose Hollow, the first to create wider pedestrian areas along West Burnside Street and the second to explore as part of the next update of the *Central City Plan* (CCP) the application of active use area and required building line standards to properties west of the current CCP boundary.
 - d. The plan redesignates several properties along West Burnside Street currently zoned high-density multi-family residential (RH), General Commercial (CG), and Storefront Commercial (CS) to Central Commercial (CX). This zone will allow a more urban level of residential, commercial, and mixed-use development along West Burnside Street. The plan also extends the area eligible for the Bonus Height Option for Housing only and the Residential Bonus Target Area to encourage infill development at this gateway location at the intersection of the Burnside and 23rd main streets.
 - e. The plan amends the Central City Plan District by applying parking provisions to properties along West Burnside Street added to the *Central City Plan*, and clarifying under the bonus heights provision, a development review body's ability to shape a project and criteria on new development relating to its surroundings.

67. Goal 3, Neighborhoods, calls for preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments are consistent with this goal because the combination of policies, objectives and actions work together to ensure that increased density occurs within the Northwest District while simultaneously preserving and reinforcing the stability and diversity of the district.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. Objective A supports land use strategies and developments that increase the amount of housing in the district. Objective B supports land use strategies and developments that enhance employment opportunities in the district.
- b. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character.
 - (1) Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area.
 - (2) Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District.
 - (3) Objective G encourages building designs that consider solar access to streets and public spaces.
- c. Overall, the plan's Comprehensive Plan Map, Zoning Map and Zoning Code text amendments have been designed to minimize the potential for increased redevelopment pressure in the more established areas, instead focussing new development potential primarily in the underutilized Transition Subarea and parts of the Eastern Edge and Central City.

68. Policy 3.1, Physical Conditions, calls for providing and coordinating programs to prevent the deterioration of existing structures and public facilities. The amendments support this policy because they propose no actions that would jeopardize or cause existing structures and public facilities to deteriorate. The amendments also include objectives and actions that address maintenance of particular structures and public facilities.

- a. Objective C of Policy 2, Institutions, calls for maintaining and augmenting facilities and programs that provide educational, recreational, and cultural resources and opportunities.
- b. Objective C of Policy 3, Transportation, calls for maintaining, improving, and expand pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
- c. Objective A of Policy 11, Environment, calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
- d. The plan's action charts identify numerous public improvements and facilities that will support development in the district.

69. Policy 3.2, Social Conditions, calls for providing and coordinating programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions. The amendments support this policy because of the following reasons.

- a. Policy 10, Quality of Life, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life. Objective E calls for fostering events and activities that create positive interactions among community members. Objective F encourages residents and businesses to participating in planning efforts for major entertainment and recreation facilities, such as PGE Park, in and near the district. The Plan implements this policy and its objectives with ten action items.
- b. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security.
 - (1) Objective A encourages site and building designs that incorporate “Crime Prevention Through Environmental Design” principles.
 - (2) Objective B encourages projects that support active and passive spaces that focus toward the street.
 - (3) Objective C encourages and expands participation in community policing.
 - (4) Objective D calls for increased police visibility in the district.
 - (5) Objective E calls for improved security at parks in the district.
 - (6) Objective F calls for forging partnerships with adjacent neighborhoods to address common public safety issues and allocation of resources.
- c. Policy 2, Institutions, calls for supporting institutional planning, programming, and development that provides educational, cultural, medical, religious, and social services and amenities in the Northwest District. Objective D calls for maintaining and augment facilities offering social and institutional services for community members. Objective K calls for expanding opportunities for institutions and community organizations to work together on programs beneficial to those who use their services.

70. Policy 3.3, Neighborhood Diversity, calls for promoting neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the City’s neighborhoods. The amendments support this policy for the following reasons.

- a. Policy 1, Land Use, calls for enhancing the district’s sense of place as a distinct yet diverse community.
- b. Policy 2, Institutions and its objectives, support institutional planning, programming and development that provides educational, cultural, medical, religious and social services and amenities.
- c. Policy 5 Housing calls for retaining a mix of housing types and tenures and that support a population diverse in income, age, and household size.

- (1) Objectives B and C call housing affordable to a full range of income, including preserving existing affordable housing, and for special-needs housing.
- (2) Objective D calls for encouraging housing that accommodates a variety of living situations and a diverse population.
- (3) Objective I calls for housing attractive to families with children.

71. Policy 3.4, Historic Preservation, calls for the preservation and retention of historic structures and areas throughout the city. The amendments support this policy for the reasons below. Findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources also support this policy.

- b. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district.
 - (1) Objective A calls for restoration and renovation that maintains the historic character of the original structure.
 - (2) Objective B encourages adaptive reuse of historic resources.
 - (3) Objective C promotes awareness of the district's history and historic resources, including buildings, streetscapes, stairways, trees, parks, bridges and natural areas.
 - (4) Objective D encourages listings of individual and multiple properties in the National Register, as well as the development of additional historic districts in the study area.
 - (5) The plan's Historic Preservation implementation actions include projects and programs designed to implement the plan's historic preservation policy and objectives.
- c. Objective F of Policy 5, Housing encourages renovation and rehabilitation of existing housing as an alternative to clearance and redevelopment.

72. Policy 3.5, Neighborhood Involvement, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The amendments support this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and Portland Comprehensive Plan Goal 9 Citizen Involvement. In addition the plan policies below also support this policy.

- a. Objective H of Policy 1, Land Use, calls for promoting neighborhood and citizen participation early in the land use review and development process. The following actions implement this objective. Action LU8 seeks greater neighborhood participation in the City's pre-application conference for land use reviews. Action LU9 calls for increasing neighborhood and citizen participation in the land use and development processes. Ensure timely notification about proposed development projects. Action LU10 calls for working with adjacent neighborhoods to develop uses that support the needs of both neighborhoods.

- b. Action QL17 of Policy 10, Quality of Life, calls for ensuring that district residents and businesses participate in plans to mitigate negative impacts from improvements to major entertainment facilities such as PGE Park.
- 73. Policy 3.6, Neighborhood Plan,** calls for the maintenance and enforcement of neighborhood plans that are consistent with the Portland *Comprehensive Plan* and that have been adopted by City Council. The amendments support this policy because the *Northwest District Plan* is adopted by City Council as part of the *Comprehensive Plan*.
- 74. Policy 3.7, Visual Communication,** calls for maintaining a balance between adequate signage and public safety, welfare, and community appearance. The amendments support this policy for the following reasons.
- a. Policy 3, Transportation, contains three actions that support this policy. Action T10 calls for improving pedestrian crossings along main streets and near neighborhood attractions using measures such as curb extensions, improved markings and signage, and signalized intersections. Action T23 calls for developing a network of pedestrian and bicycle-oriented “Greenstreets”, as identified in the Urban Design Concept, with elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements. Action TP6 calls for a review of existing on-street parking limitations and signage to determine whether they are still appropriate for adjacent land uses.
 - b. Policy 8, Historic Preservation contains five actions that support this policy. Action HP1 calls for placing plaques on historic landmarks or at locations where visitors may easily read the plaque and see the landmark. Action HP3 calls for establishing more and rehabilitating existing podium signs that share the district’s history and unique qualities with its current residents and visitors. Action HP6 calls for identifying, through signage or other visible means, the original locations of buried streams in the district. Action HP7 calls for developing a program to alert pedestrians to the historic basis of the street names in the Northwest District. HP9 calls for placing historic district tops on street signs denoting the Alphabet Historic District.
- 75. Goal 4, Housing,** calls for enhancing Portland’s vitality as a community at the center of the region’s housing market by providing housing of different types, tenures, density, sizes, costs and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The amendments support this Goal and its policies for the reasons below. The findings for State Goal 10, Housing also support this goal and its objectives.
- a. Policy 5, Housing, calls for retaining the district’s existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective A calls for increasing the number of rental and for-sale housing units in the district.
 - (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the supply of existing affordable rental housing in the district.
 - (4) Objective D encourages housing that accommodates a variety of living situations and a diverse population.

- (5) Objective E encourages mixed-use projects to include housing in commercial and some employment zones.
 - (6) Objective F encourages renovation and rehabilitation of existing housing as an alternative to clearance.
 - (7) Objective G encourages upkeep of residential properties
 - (8) Objective H encourages new opportunities for home ownership through new development rather than conversion of rental stock.
 - (9) Objective I encourages housing attractive to families with children.
- b. Action H22 makes the Northwest Plan District eligible for transit-oriented development tax abatements for mixed-use and affordable housing projects. This is accomplished through amendments to Title 3.
 - c. Objective A of Policy 1, Land Use supports land use strategies and developments that increase the amount of housing.
 - d. Objective G of Policy 1, Land Use calls for developments to include usable public outdoor spaces such as plazas, play areas and gardens, thus supporting the provision of amenities that make residential developments more appealing and livable.
 - e. Objective A of Policy 15, Willamette Heights Subarea calls for supporting infill development in an area predominantly designated residential.
 - f. The plan recognizes the more residential character of the Thurman main street by implementing a zoning pattern that encourages residential development in between commercial nodes at street intersections. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
 - g. Objective E of Policy 14, Eastern Edge Subarea, calls for protecting existing housing from conversion to other uses.
 - h. Objective B of Policy 13, Transition Subarea, calls for promoting the subarea as a prime location for increasing the supply of affordable housing. This policy is implemented by redesignating properties to a zone that allows household living by right, as well including zoning and bonus provisions in the Northwest Plan District to encourage the construction of market-rate and affordable housing.
 - i. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement A to encourage the retention of existing housing.
 - j. The Northwest Plan District regulations contain provisions that provide incentives for residential and affordable residential development through height and FAR bonuses and restrictions on certain nonresidential uses in employment zones.

- k. The amendments increase the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
 - l. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. Housing development is encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.
- 76. Policy 4.1, Housing Availability,** calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. The amendments support this policy for the reasons below.
- a. The plan increases the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
 - b. The plan implements a zoning pattern that encourages residential development in between commercial nodes at street intersections along NW Thurman. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
 - c. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. Housing development is encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.
- 77. Objective A:** Designate sufficient buildable land for residential development to accommodate Portland's share of regional household growth to reduce the need for urban growth boundary expansions. The amendments support this objective because the plan redesignates a number of properties from *Comprehensive Plan* designations that allow no or only a limited number of housing units to *Comprehensive Plan* designations that allow a more dense urban residential development pattern.
- 78. Objective B:** Develop new relationships and mechanisms that increase private investment in, and production of, housing. The amendments propose two implementation tools to support this objective.

- a. The plan revises Title 3 of the Portland City Code to designate properties within a portion of the Northwest Plan District as eligible to take advantage of the Transit Oriented Development (TOD) tax abatement.
 - b. The expanded Northwest Plan District includes a bonus height and floor area ratio provision for developments that include housing.
- 79. Objective C:** Consider the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The amendments support this objective because they do not either singly or cumulatively decrease the ability of housing developers to meet current and future housing demand within the Northwest District. Development bonuses are implemented to incent the construction of new housing.
- 80. Objective D:** Encourage the efficient use of existing housing. The amendments include Objective F of Policy 5, Housing, which encourages the renovation and rehabilitation of existing housing as a preferred alternative clearance and redevelopment.
- 81. Objective E:** Encourage the efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill, or under-developed land. The plan includes the following, which support this objective.
- a. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.
 - b. Action H1 of Policy 5, Housing, calls for identifying areas suitable for new and infill housing development.
- 82. Objective F:** Encourage housing design that supports the conservation, enhancement, and continued vitality of areas of the city with special scenic, historic, architectural or cultural value. The amendments support this objective for the following reasons.
- a. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district. Two objectives are particularly supportive of this objective. Objective A promotes restorations and renovations of residential and commercial structures that maintain the historic style, quality, and character of the original building. Objective B encourages adaptive reuse of historic resources that maintain their historic character.
 - b. Objective B of Policy 16, Willamette Heights Subarea, calls for preserving the subarea's stock of historically significant housing.
 - c. The *Northwest District Plan* includes revisions to the *Community Design Guidelines* that will help ensure the preservation the district's unique urban character and sense of place. New "Desired Characteristics and Traditions" statements that identify desired architectural and design features and relationships in the district have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.

83. **Objective G:** Facilitate the redevelopment of surface parking lots zoned for residential and mixed-uses to accommodate housing and mixed-use development. The amendments support this objective because they retain or increase the allowed residential density under residential and mixed-use zoning and *Comprehensive Plan* designations on surface parking lots within the Northwest District, particularly in the Transition Subarea.
84. **Objective H:** Create alternatives to the demolition, without replacement, of structurally sound housing on residentially zoned property. The amendments support this objective because Objective F of Policy 5, Housing, encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment. In addition, the amendments do not repeal any element of the demolition review procedures established in the City Code.
85. **Objective I:** Reduce nonregulatory barriers to the development of vacant residentially zoned sites. There are very few vacant residentially zoned sites in the Northwest District. Almost all are located adjacent to Forest Park and contain environmental constraints. The amendments support this objective because they do not hinder the ability to reduce nonregulatory barriers for these parcels.
86. **Objective J:** Limit residential development in areas designated as industrial sanctuaries. The amendments support this objective because 1) they do not add residential potential to industrial sanctuary properties and 2) when industrial properties in the new *Guild's Lake Industrial Sanctuary Plan* district subdistrict B are rezoned to a mixed employment zone in conformance with the Comprehensive Plan Map, the amendments prohibit household and group living. Residential uses are also limited to 20 percent of net building area in the EX zone on sites shown on map 562-2 near the industrial sanctuary.
87. **Policy 4.2, Maintain Housing Potential,** calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use. The amendments support this policy because overall, no housing potential will be lost in the Northwest District.
- a. The plan increases the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
 - b. The plan implements a zoning pattern that encourages residential development in between commercial nodes at street intersections along NW Thurman. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
 - c. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Place. Housing development is encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.

- d. Action H8 of Policy 5, Housing supports the City's 'no net housing loss' rule or a replacement that achieves the same goal.

88. Policy 4.3, Sustainable Housing, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources. The amendments support this policy and its objectives for the reasons below.

- a. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure. Land use action LU2 encourages the City to create a program that requires developers of new housing or commercial projects to either include public open space within their project or make a contribution to a new park land acquisition fund.
- b. Objective E of Policy 5, Housing, encourages the development of mixed-use projects that include housing in all commercial and most employment zones. Action item H9 of Policy 5, Housing, calls for supporting City actions that will accommodate growth and reduce the need for the expansion of the Urban Growth Boundary (UGB).
- c. Objective F of Policy 6, Business and Economic Development, encourages live/work spaces and home occupations.
- d. Objective A of Policy 11, Environment calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
- e. The plan's land use and transportation policies and objectives and their implementation measures generally support and build upon an existing development pattern that takes advantage of a well-developed existing infrastructure system including roads, transit and public services.

89. Objective A: Place new residential developments at locations that increase potential ridership on the regional transit system and support the Central City as the region's employment and cultural center. The amendments support this objective for the following reasons.

- a. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.
- b. The expanded Northwest Plan District creates bonus provisions for residential developments that have the potential of increasing ridership on the regional transit system and support the Central City as the region's employment and cultural center.

90. Objective B: Establish development patterns that combine residential with other compatible uses in mixed-use areas such as the Central City, Gateway Regional Center, Station Communities, Town Centers, Main Streets, and Corridors. The amendments support this objective for the following reasons.

- a. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.

- b. The plan changes *Comprehensive Plan* map designations on selected sites throughout the plan area and along West Burnside so as to encourage an urban level of residential, commercial and mixed-use development.
 - c. The plan changes *Comprehensive Plan* map designations on sites within the Transition Subarea from General Industrial to Central Employment. This change will allow and encourage a more urban level of development. Residential, commercial, employment, and mixed-use developments are all allowed in this zone.
 - d. The plan changes *Comprehensive Plan* map designations on sites along West Burnside Street from General Commercial to Central Commercial. This change will allow and encourage a more urban level of commercial development. Residential, commercial and mixed-use developments are all allowed in this zone. The residential bonus target area is also extended to a portion of this area.
 - e. Policy 15, Thurman-Vaughn Subarea, calls for enhancing this mixed-use subarea by emphasizing housing along NW Upshur and NW Thurman Streets and commercial uses on the south side of NW Vaughn Street and in nodes at intersections along NW Thurman Street.
 - f. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses.
91. **Objective C:** Encourage the development of housing at transit-supportive densities near transit streets, especially where parks or schools are present, to ensure that the benefits of the public's investment in those facilities are available to as many households as possible. The amendments support this objective for the following reasons.
- a. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
 - b. The plan changes *Comprehensive Plan* map designations on selected sites throughout the plan area and along West Burnside so as to encourage an urban level of residential, commercial and mixed-use development.
92. **Objective D:** Foster flexibility in the division of land and the siting of buildings, and other improvements to reduce new development's impacts on environmentally sensitive areas. The amendments are not inconsistent with this objective because they propose no new regulations that would reduce flexibility in the division of land and the siting of buildings so as to reduce new development's impacts on environmentally sensitive areas.
93. **Objective E:** Use resource efficient technologies and materials in housing construction that increase the useful life of new and existing housing. The amendments are not inconsistent with this objective because they propose no regulations that would limit the use of resource efficient technologies and materials in housing construction.
94. **Policy 4.4, Housing Safety,** calls for ensuring a safe and healthy built environment and assisting in the preservation of sound existing housing and the improvement of neighborhoods. The amendments support this policy for the following reasons.

- a. The amendments propose no regulations that would compromise a safe and healthy built environment.
 - b. Policy 5, Housing, contains two objectives that support this policy. Objective F encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment. Objective G encourages upkeep of residential properties.
 - c. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security. Objective A encourages site and building designs that incorporate "Crime Prevention Through Environmental Design" principles. Objective B encourages projects that support active and passive spaces that focus toward the street.
- 95. Objective A:** Ensure safe housing for Portland's citizens of all income levels. The amendments support this objective for the following reasons.
- a. The amendments propose no regulations that would compromise safe housing for Portland's citizens of all income levels.
 - b. Objective A of Policy 9, Public Safety, encourages site and building designs that incorporate "Crime Prevention Through Environmental Design" principles. These include designs that (1) bring more light and visibility to streets, (2) create opportunities for those within buildings to observe activities taking place on the streets and in public open spaces, and (3) avoid attractions to properties where potential harmful objects exist.
- 96. Objective B:** Encourage the return of abandoned housing to useful and safe occupancy. There is little or no abandoned housing in the Northwest District. However, should this situation arise, Objective F of Policy 5, Housing, which encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment, supports this objective.
- 97. Objective C:** Ensure the safety of the general public by requiring owners to repair substandard housing or as a last resort, demolish dangerous housing. The amendments support this objective because of the following reasons.
- a. The amendments propose no regulations that would dilute the power of the City to require owners to repair substandard housing or demolish dangerous housing if necessary.
 - b. Objective G of Policy 5, Housing, encourages upkeep of residential properties.
 - c. Objective F of Policy 5, Housing, encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment.
 - d. Objective A of Policy 9, Public Safety, encourages site and building designs that incorporate "Crime Prevention Through Environmental Design" principles.
- 98. Policy 4.5, Housing Conservation,** calls for restoring, rehabilitating, and conserving existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character. Policy 5, Housing, contains two objectives that support this policy. Objective F encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment. Objective G encourages upkeep of residential properties.

99. Objective A: Require owners, investors, and occupants, to be responsible for maintenance of the housing stock. The amendments are not inconsistent with this objective because they propose no regulations that would limit the ability of the City to require owners, investors, and occupants, to be responsible for maintenance of the housing stock. Objective G of Policy 5, Housing, encourages upkeep of residential properties.

100. Objective B: Encourage the adaptive reuse of existing buildings for residential use. The amendments support this objective for the following reasons.

- a. Objective F of Policy 1, Housing, encourages the renovation and rehabilitation of existing housing as a preferred alternative to clearance and redevelopment.
- b. Policy 8, Historic Preservation, contains two objectives that support this object. Objective A promotes restorations and renovations of residential and commercial structures that maintain the historic style, quality, and character of the original building. Objective B encourages adaptive reuse of historic resources that maintain their historic character.

101. Policy 4.6, Housing Quality, calls for encouraging development of housing that exceeds minimum construction standards. The amendments support this policy for the reasons below.

- a. Objective A of Policy 7, Urban Design, calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective B promotes a high level of design quality in mixed-use areas.
- b. The plan extends the Design 'd' overlay zone throughout the expanded plan district. The design review process takes into account building materials.

102. Objective A: Promote housing that provides air quality, access to sunlight, and is well protected from noise and weather. The amendments support this objective for the following reasons.

- a. Objective G of Policy 1, Land Use, promotes development that includes useable public outdoor spaces such as plazas, play areas, gardens, and pocket parks.
- b. Land use action LU1 considers developing a program with tax incentives for developers who dedicate land for a public open space.
- c. Land use action LU2 encourages the City to create a program that requires developers of new housing or commercial projects to either include public open space within their project or make a contribution to a new park land acquisition fund.
- d. Objective G of Policy 7, Urban Design, encourages building designs that consider solar access impacts on streets and other public spaces.
- e. Action QL18 of Policy 10, Quality of Life, calls for working with the Housing and Nuisance officer to improve enforcement of the City's nuisance abatement and other ordinances that affect the district's quality of life.
- f. Policy 12, Business and Residential Interaction, calls for fostering cooperation between business and residential interests in the district, enhancing ways residential, commercial, and industrial

uses can benefit from their interaction and mitigate negative impacts. This policy also contains two actions that support this objective. BR3 calls for seeking ways to reduce late-night and very early morning noise associated with commercial garbage and recycling pick-up. BR8 calls for providing regular, consistent enforcement of noise and other nuisance laws.

103. Objective B: Ensure that owners, managers, and residents of rental property improve the safety, durability, and livability of rental housing. The amendments support this objective for the following reasons.

- a. Objective G of Policy 5, Housing, encourages upkeep of residential properties.
- b. Policy 9, Public Safety, contains several objectives and actions that support this objective. Objective A encourages site and building designs that incorporate “Crime Prevention Through Environmental Design” principles. These include designs that (1) bring more light and visibility to streets, (2) create opportunities for those within buildings to observe activities taking place on the streets and in public open spaces, and (3) avoid attractions to properties where potential harmful objects exist. Action PS 5 calls for working with property owners to install lighting that will promote safety both on and off the site. Action PS6 calls for working with developers to creating building designs and developments that apply crime prevention design techniques, contribute to a safer pedestrian environment, and provide ‘eyes on the street.’
- c. Action BR7 of Policy 12, Business and Residential Interaction, calls for encouraging multi-dwelling residential and business property owners to provide litter collection on and around their sites.

104. Objective C: Protect housing from excessive off-site impacts including pollution, noise, vibration, odors, and glare. The amendments support this objective for the following reasons.

- a. Action QL18 of Policy 10, Quality of Life, calls for working with the Housing and Nuisance officer to improve enforcement of the City’s nuisance abatement and other ordinances that affect the district’s quality of life.
- b. Policy 11, Environment, contains several objectives and actions that support this objective. Objective C calls for promoting the use of innovative measures that improve air and water quality. Action E15 calls for working cooperatively to resolve and mitigate air quality pollution concerns through business assistance and other programs.
- c. Policy 12, Business and Residential Interaction, calls for fostering cooperation between business and residential interests in the district, enhancing ways residential, commercial, and industrial uses can benefit from their interaction and mitigate negative impacts. This policy also contains two actions that support this objective. BR3 calls for seeking ways to reduce late-night and very early morning noise associated with commercial garbage and recycling pick-up. BR8 calls for providing regular, consistent enforcement of noise and other nuisance laws.

105. Objective D: Limit conflicts between existing business areas and housing caused by traffic and parking, noise, and signage. The amendments support this objective for the following reasons.

- a. Policy 12, Business and Residential Interaction, calls for fostering cooperation between business and residential interests in the district, enhancing ways residential, commercial, and industrial uses can benefit from their interaction and mitigate negative impacts.

- (1) Objective A promotes communication among residents, businesses, industries neighborhood organizations and the City.
- (2) Objective B promotes development of good neighbor agreements.
- (3) Objective C calls for increased understanding and community-based problem solving between residents and nonresidential activities.
- b. The Northwest Plan District includes a Northwest Transportation Fund Bonus Option to be applied in the Transition Subarea along with a similar provision applied in Subdistrict B of the GLIS plan district, which raises funds for transportation system improvements from new non-residential development (or office as with Subdistrict B) above a certain floor area.

106. Policy 4.7, Balanced Communities, calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures, and income levels of the region. The amendments support this policy and its objectives for the reasons below.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective A calls for increasing the number of rental and for-sale housing units in the district.
 - (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the supply of existing affordable rental housing in the district.
 - (4) Objective D encourages housing that accommodates a variety of living situations and a diverse population.
 - (5) Objective E encourages mixed-use projects to include housing in commercial and some employment zones
 - (6) Objective F encourages renovation and rehabilitation of existing housing as an alternative to clearance.
 - (7) Objective G encourages upkeep of residential properties
 - (8) Objective H encourages new opportunities for home ownership through new development rather than conversion of rental stock.
 - (9) Objective I encourages housing attractive to families with children.
- b. Action H22 makes the Northwest Plan District eligible for transit-oriented development tax abatements for mixed-use and affordable housing projects. This is accomplished through amendments to Title 3

- c. The Northwest District contains approximately 803 acres of land with a diverse mix of residential, commercial and industrial land uses. It is one of the city's most densely settled and complex urban areas. The plan maintains a mixture of *Comprehensive Plan* and zoning designations ranging from low-density single-dwelling residential to high-density multi-dwelling residential, as well as commercial and employment zoning that accommodates both residential and commercial activities. This diversity of zoning supports the diversity of living situations in the district.

107. Objective A: Achieve a distribution of household incomes similar to the distribution of household incomes found citywide, in the Central City, Gateway Regional Center, in town centers, and in large redevelopment projects. The amendments support this objective because they provide actions and zoning code provisions that encourage the retention and development of housing for households for a range of incomes.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures and promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. Objective B calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing. Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low- income households. Action H2 calls for creating new and preserving existing affordable housing units for low- and moderate-income people as well as those with special needs.
- b. The following implementation actions support this objective: Action H4 calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median. Require at least 15 percent of the housing units in a multi-dwelling project to be affordable. Action H6 calls for working with City officials to codify the local condominium conversion ordinance. Action H7 calls for working with state legislators to change state laws to control excessive rent increases. Action H11 encourages the replacement of low income, very low income, and special needs housing units with similar units on a one per one basis. Action H12 calls for the active support of not-for-profit and other organizations that develop housing in the district for low- to moderate-income people. Action H13 encourages managers of rental properties to accept households with housing vouchers that subsidize their rents. Action H14 calls for supporting the development of new housing in the district that meets the needs of employees, especially those who work for large employers like Legacy Good Samaritan Hospital and Medical Center and CNF.
- c. Amendments to Policy 15, Goose Hollow, of the *Central City Plan* call for encouraging the retention of existing housing.

108. Objective B: Maintain income diversity within neighborhoods by 1) allowing a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments; and 2) ensure that income diversity is maintained over the long-term. The amendments support this objective for the following reasons.

- a. The Northwest District contains the following mix of residential *Comprehensive Plan* and zoning designations: low, medium and high-density single family (R10, R7, R5) and low, medium and high density multi-family (R2, R1, RH). In addition, housing is allowed in all commercial zones

and the Central Employment, EX, zone. The combination of these designations allow a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments.

- b. Under the Northwest Plan District affordable housing bonus, when a developer provides affordable housing and takes advantage of the height and floor area bonus provisions, the property owner must execute a covenant with the City that ensures that rental units will remain affordable for at least 60 years after the occupancy permit is issued.
- c. This plan extends applicability of the Transit Oriented Development (TOD) tax abatement including its affordability requirements.

109. Objective C: Promote the development of mixed-income housing that may include a mix of housing types. The amendments support this objective for the following reasons.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective A calls for increasing the number of rental and for-sale housing units in the district.
 - (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the supply of existing affordable rental housing in the district.
 - (4) Objective D encourages housing that accommodates a variety of living situations and a diverse population.
 - (5) Objective E encourages mixed-use projects to include housing in commercial and some employment zones
- b. Action H16 of Policy 5, Housing, encourages the inclusion of housing and live/work spaces in the development of mixed use projects.
- c. Objective C of Policy 1, Land Use, calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line.
- d. The plan provides development bonuses for certain residential developments, many of which will be located in the Central Employment, EX, zone, along main streets, and the Portland Streetcar line. The bonuses are available for developments that are at least 50 percent housing, and can thus include mixed-use development
- e. Objective A of Policy 13, Transition Subarea, encourages the mixing of land uses, both on individual sites and throughout the subarea.

110. Objective D: Encourage housing opportunities for extremely low and very low-income households (below 50% MFI) in all neighborhoods to avoid their concentration in any one area. The amendments support this objective for the following reasons.

- a. The expanded Northwest Plan District provides a height and floor bonus for projects that include the possibility of at least 10% of units being affordable to those earning no more than 30% of the area median family income. The bonus is also available for those projects that include the possibility of at least 20% of units being affordable to those earning no more than 60% of the area median family income.
- b. Action H4 of Policy 5, Housing, calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median. Require at least 15 percent of the housing units in a multi-dwelling project to be affordable.
- c. The plan extends applicability of the Transit Oriented Development (TOD) tax abatement including its affordability requirements.

111. Objective E: Actively encourage the dispersal of housing with on-site social services throughout the city. The amendments support this objective for the following reasons.

- a. Action H10 of Policy 5, Housing, calls for forming partnerships among nonprofit, private housing developers, institutions, and social service providers to identify and develop special needs housing options that complement current services.
- b. Objective J of Policy 2, Institutions, calls for utilizing the resources of institutions to encourage partnerships among non-profit, private housing developers, and social service providers.

112. Objective F: Support public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low-income households, or that lack infrastructure. The Northwest District does not experience any significant disinvestment in housing, has little or no concentration of low-income households, and does not lack infrastructure. The amendments are not inconsistent with this objective because they do not prevent action to improve the physical and social environment of areas that do suffer from these situations.

113. Objective G: Encourage the development and preservation of housing that serves a range of household income levels at locations near public transit and employment opportunities. The entire Northwest District is a major housing and employment center and contains five major transit corridors in addition to the Portland streetcar line: Burnside, 18th, 19th, 21st, 23rd, and Glisan. The amendments contain the following policies and their implementing measures to support this policy.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region. The policy contains nine objectives and 19 action items that implement the policy.
- b. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. This Housing Policy contains nine objectives and 22 action items that implement it.
- c. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses. This policy contains seven objectives and five action items that implement it.

114. Objective H: Improve the balance in the city's population by attracting a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and a vital public school system. The amendments support this objective. Objective I of Policy 5, Housing, calls for increasing the supply of housing attractive to families with children. Action H17 encourages developers of multi-dwelling housing projects to include useable outdoor space for residents, especially space designed for families and children.

115. Objective I: Expand homeownership opportunities for existing residents in neighborhoods with homeownership rates lower than the regional average. The percentage of renters in Northwest Portland has decreased from 88% in 1980 to 83% in 2000, and, while this is considerably higher than the city's percentage of renters, 44% in 2000, this district has long provided an important reservoir of rental housing, much of it affordable to a wide range of income levels, in close proximity to the central core. Despite this favorable situation, the amendments support this objective. Objective A of Policy 5, Housing, calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents. Objective H encourages an increase of ownership opportunities through new development rather than conversion of existing rental housing stock.

116. Objective J: Expand multi-dwelling and rental housing opportunities in neighborhoods with homeownership rates higher than the regional average. This objective does not apply to the Northwest District because of the high rate – 83% - of rental housing in the district.

117. Objective K: As neighborhoods evolve, discourage the involuntary displacement of low-income residents from their community, while expanding housing opportunities to create more balanced communities. In 1996, 19% of the population in Northwest Portland was below the federal poverty line, a figure close to the city's figure of 15%. The amendments support this objective for the reasons below.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (2) Objective F encourages renovation and rehabilitation of existing housing as an alternative to clearance
 - (3) Objective H encourages new opportunities for home ownership through new development rather than conversion of rental stock.
- b. Objective E of Policy 14, Eastern Edge Subarea, calls for protecting existing housing from conversion to other uses.
- c. The plan amends Policy 15, Goose Hollow, of the *Central City Plan* by adding a provision to Further Statement A to encourage the retention of existing housing.
- d. Policy 5, Housing, contains five actions that support this objective. Action H4 calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. Action

H6 calls for working with City officials to codify the local condominium conversion ordinance. Action H7 calls for working with state legislators to change state laws to control excessive rent increases. Action H11 encourages the replacement of low income, very low income, and special needs housing units with similar units on a one per one basis. Action H13 encourages managers of rental properties to accept households with housing vouchers that subsidize their rents.

- 118. Policy 4.8, Regional Housing Opportunities**, calls for ensuring opportunities for economic and racial integration throughout the region by advocating for the development of a range of housing options affordable to all income levels throughout the region. The amendments support this policy for the reasons cited in the findings for *Comprehensive Plan Policy 4.7, Balanced Communities* and its objectives.
- 119. Objective A:** Support programs that increase opportunities for minorities, low-income people, and people in protected classes to gain access to housing throughout the region. The amendments support this objective. Policy 5, Housing, contains the following action items that increase opportunities for minorities, low-income people, and people in protected classes to gain access to housing in Northwest Portland. H4 calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median. H5 calls for exploring resource development opportunities, such as the City Lights Program, for the development of moderate-income rental housing in the district. Action H12 calls for the active support of not-for-profit and other organizations that develop housing in the district for low- to moderate-income people. Action H13 encourages managers of rental properties to accept households with housing vouchers that subsidize their rents.
- 120. Objective B:** Prohibit discrimination in selling, renting, leasing, or subleasing residential real estate on the basis of an individual's race, color, age if over 18, gender, marital status, familial status, sexual orientation, religion, national origin, source of income, or disability. The amendments support this objective because there is nothing in this plan that enables discrimination in selling, renting, leasing or subleasing residential real estate. Action H13 encourages managers of rental properties to accept households with housing vouchers that subsidize their rents.
- 122. Objective C:** Reduce barriers to the siting of housing for the elderly or people with disabilities at residential locations throughout the city that have access to needed social services and transit while recognizing that different populations have different needs. The amendments support this objective for the following reasons.
- a. Objective B of Policy 5, Housing, calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing.
 - b. Action H2 calls for creating new and preserving existing affordable housing units for low- and moderate-income people as well as those with special needs. Action H4 calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median.
- 123. Objective D:** Ensure the development of housing accessible to people with physical limitations, and the adaptation of existing homes to improve accessibility for people with disabilities. The amendments support this objective for the following reasons.

- a. Objective B of Policy 5, Housing, calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing.
 - b. Action H2 calls for creating new and preserving existing affordable housing units for low- and moderate-income people as well as those with special needs. Action H4 calls for lobbying the State Legislature to allow the imposition of inclusionary zoning provisions. When allowed, create an inclusionary zoning provision that ensures new housing developments include units affordable to households with incomes at or below 60 percent of median. Require at least 15 percent of the housing units in a multi-dwelling project to be affordable.
- 124. Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community. The amendments support this policy and its objectives for the reasons below. In addition findings for *Comprehensive Plan* Policy 4.7, Balanced Communities and its objectives also support this policy and its objectives.
- a. Policy 5, Housing calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size, and includes nine objectives and 22 action items supporting and implementing this policy.
- 125. Objective A:** Keep Portland inviting to households with children by ensuring through public and private action the availability of housing that meets their needs throughout the city. The amendments support this objective for the following reasons.
- a. Objective H of Policy 5, Housing, calls for increasing the supply of housing attractive to families with children. Action H17 encourages developers of multi-dwelling housing projects to include useable outdoor space for residents, especially space designed for families and children.
 - b. Objective G of Policy 1, Land Use, promotes development that includes useable public outdoor spaces such as plazas, play areas, gardens, and pocket parks. LU1 considers developing a program with tax incentives for developers who dedicate land for a public open space. LU2 encourages the City to create a program that requires developers of new housing or commercial projects to either include public open space within their project or make a contribution to a new park land acquisition fund.
- 126. Objective B:** Support homeownership opportunities in new multi-dwelling housing by encouraging the creation of condominiums, cooperatives, mutual housing associations, and limited equity cooperatives. The amendments support this objective for the following reasons.
- a. Objective H of Policy 5, Housing encourages an increase of ownership opportunities through new development rather than conversion of existing rental housing stock.
 - b. The percentage of renters in Northwest Portland has decreased from 88% in 1980 to 83% in 2000, and, while this is considerably higher than the city's percentage of renters, 44% in 2000, this district has long provided an important reservoir of rental housing, much of it affordable to a wide range of income levels, in close proximity to the central core. Despite this favorable situation, the amendments support this objective. Policy 5, Housing, contains two objectives that support this objective: Objective A calls for increasing the number of housing units in the

district, including rental and ownership opportunities for current and future district residents. Objective H encourages an increase of ownership opportunities through new development rather than conversion of existing rental housing stock.

127. Objective C: Accommodate a variety of housing types that are attractive and affordable to potential homebuyers at all income levels. The amendments support this objective. Policy 5, Housing, which calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. Objective B calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing. Objective D encourages housing that accommodates a variety of living situations and a diverse population.

128. Objective D: Encourage the production of a range of housing types for the elderly and people with disabilities, including but not limited to independent living, assisted living, and skilled nursing care facilities. The amendments support this objective because there is nothing in the plan that would preclude the production of a range of housing types for the elderly and people with disabilities. Objective B calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing.

129. Objective E: Support opportunities for renter households by providing a range of housing types, sizes, and rent levels throughout the city. The amendments support this objective. The percentage of renters in Northwest Portland has decreased from 88% in 1980 to 83% in 2000, and, while this is considerably higher than the city's percentage of renters, 44% in 2000, this district has long provided an important reservoir of rental housing, much of it affordable to a wide range of income levels, in close proximity to the central core. The amendments support this objective for the reasons below:

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
 - (1) Objective A calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents.
 - (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low-income households.
 - (4) Objective D encourages housing developments that accommodate a variety of living situations and support the district's diverse population.

130. Objective F: Increase the public school population in Portland, preventing widespread school closures, and the consequent underutilization of public facilities. The amendments support this objective.

- a. Objective I of Policy 5, Housing, calls for increasing the supply of housing attractive to families with children. Action H17 encourages developers of multi-dwelling housing projects to include useable outdoor space for residents, especially space designed for families and children.

- b. Objective G of Policy 1, Land Use, promotes development that includes useable public outdoor spaces such as plazas, play areas, gardens, and pocket parks.

131. Policy 4.11, Housing Affordability, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. The amendments support this policy for the following reasons.

- a. Policy 5, Housing, calls for retaining the district's existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. Objective B calls for increasing the supply of housing that is affordable, accessible to a full range of incomes, and provides for special needs housing. H21 encourages residential development between NW Thurman and NW Kearney Streets and between NW 23rd and NW 19th Avenues by establishing a residential bonus area. Allow additional bonus height for projects that include a percentage of affordable housing units. H22 calls for the application of the transit-oriented development (TOD) property tax abatement within the Northwest Plan District and encourages developers of affordable housing to take advantage of it.
- b. The expanded Northwest Plan District creates bonus floor area and building height provisions to encourage residential developments. Additional floor area of either 1:1 or 2:1, depending on the parcel size, and additional height up to 75 feet for residential development. The second bonus allows additional floor area of 1:1 and additional height up to 120 feet for affordable housing.
- c. The plan extends the transit-oriented tax abatement program to properties in a portion of the Northwest Plan District through amendments to Title 3.

132. Objective A: Include strategies and actions that encourage the provision of housing affordable to all income levels in neighborhood, and community plans, and other area plans that pertain to housing. The amendments support this objective for the following reasons.

- a. The expanded Northwest Plan District creates bonus floor area and building height provisions to encourage residential developments. Additional floor area of either 1:1 or 2:1, depending on the parcel size, and additional height up to 75 feet for residential development. The second bonus allows additional floor area of 1:1 and additional height up to 120 feet for affordable housing.
- b. The plan extends the transit-oriented tax abatement program to properties in a portion of the Northwest Plan District through amendments to Title 3.
- c. Objective B calls for increasing the supply of affordable housing and housing for those with special needs. Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low-income households.

133. Objective B: Ensure the availability of housing that meets the needs of all Portland households. The *Northwest District Plan* area cannot contain housing to meet the needs of all Portland households. But, within its 803 acres, the Northwest District already contains a diverse mixture of *Comprehensive Plan* and zoning designations that encompass the entire spectrum of residential land uses within its residential, commercial, and employment zones. The district contains low, medium and high-density single family (R10, R7, R5), low, medium and high density multi-family (R2, R1, RH), commercial (CS, CM, CN, CO, CX), and employment (EX) zones. All of these zones allow

housing; many of them already contain multi-dwelling units. The *Northwest District Plan* expands these possibilities by changing the *Comprehensive Plan* designation on a number of properties currently zoned General Industrial, IG, which does not allow housing, to Central Employment, EX, which does.

134. Objective C: Encourage the development and use of housing construction technologies that streamline the housing construction process, reduce development costs and environmental impacts, and produce sound and durable housing. The amendments are not inconsistent with this objective for the following reasons.

- a. There is nothing in this plan that would prevent the development and use of housing construction technologies to streamline the housing construction process, reduce development costs and environmental impacts, and produce sound and durable housing
- b. Action E9 calls for implementing incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.

135. Objective D: Promote conservation programs and energy-efficient practices and programs that reduce housing operating costs for energy, sewer, and water usage. Policy 11, Environment, contains two objectives and three actions that support this objective. Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency. Objective E encourages recycling and the reduction of solid waste generation and litter in the district. E3 calls for identifying opportunities for retrofitting existing facilities and for innovative demonstration stormwater projects, especially on large commercial and institutional sites, with resource-conserving techniques, to reduce the need for additional infrastructure capacity. E8 calls for implementing stormwater mitigation measures to avoid the construction of new storm sewers. Action E9 calls for implementing incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.

136. Objective F: Pursue adequate financial resources to develop, maintain and preserve housing and housing assistance programs for households whose needs are not met by the housing market. The amendments support this objective for the following reasons.

- a. The plan extends the transit-oriented tax abatement program to properties in a part of the Northwest Plan District.
- b. H5 calls for exploring resource development opportunities, such as the City Lights Program, for the development of moderate-income rental housing in the district.
- c. H10 calls for forming partnerships among nonprofit, private housing developers, institutions, and social service providers to identify and develop special needs housing options that complement current services.

137. Objective G: Narrow the gap between housing costs and income. Within the 5 census tracts within the Northwest District in 1996, the income distribution ranged from 66% of the City's median income to 163%. In 1996 rents in those 5 tracts ranged from \$400 to \$510, or 84% of the City's median rent to 107%. In the same year owner-occupied housing units were valued between

\$115,000, or 96% of the City median value to \$300,000. What this says is that the “gap” between housing costs and income varies throughout the district and actually is strikingly low, compared to other locations. There is nothing in this plan that would increase housing costs such that persons at the lower income levels will be forced out.

138. Policy 4.12, Housing Continuum, calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them. The amendments support this policy and its objectives for the reasons below.

- a. Policy 5, Housing, calls for retaining the district’s existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size. Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
- b. Policy 2, Institutions, calls for supporting institutional planning, programming, and development that provides educational, cultural, medical, religious, and social services and amenities in the Northwest District. Objective D calls for maintaining and augment facilities offering social and institutional services for community members. Objective J calls for utilizing institutional resources to encourage partnerships among nonprofits, private housing developers and social service providers. Objective K calls for expanding opportunities for institutions and community organizations to work together on programs beneficial to those who use their services.
- c. The plan extends the transit-oriented tax abatement program to properties in a part of the Northwest Plan District.
- d. H5 calls for exploring resource development opportunities, such as the City Lights Program, for the development of moderate-income rental housing in the district.
- e. H10 calls for forming partnerships among nonprofits, private housing developers, institutions, and social service providers to identify and develop special needs housing options that complement current services.

139. Policy 4.13, Humble Housing, calls for ensuring that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with children, and households supportive of reduced resource consumption. The amendments are not inconsistent with this policy and its objectives because they do not do not inhibit opportunities for these kinds of housing.

140. Policy 4.14, Neighborhood Stability, calls for stabilizing neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction. The amendments support this policy for the following reasons.

- a. Policy 5, Housing, calls for retaining the district’s existing housing stock and mix of types and tenures, as well as promoting new housing opportunities that reflect the existing diversity of housing and support a population diverse in income, age, and household size.
- (1) Objective A calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents.

- (2) Objective B calls for increasing the supply of affordable housing and housing for those with special needs.
 - (3) Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low-income households.
 - (4) Objective D encourages housing developments that accommodate a variety of living situations and support the district's diverse population.
- b. Policy 10, Quality of Life, and its objectives call for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life.
141. **Objective A:** Promote and maintain homeownership options within neighborhoods. Objective A of Policy 5, Housing calls for increasing the number of housing units in the district, including rental and ownership opportunities for current and future district residents. Objective H encourages home ownership through new development.
142. **Objective B:** Promote housing opportunities that build a sense of community, civic involvement and neighborhood pride. Policy 10, Quality of Life calls for strengthening the sense of community.
143. **Objective D:** Encourage the retention of existing rental housing at rent levels affordable to area residents. Objective B of Policy 5, Housing calls for increasing the supply of affordable housing and housing for those with special needs. Objective C calls for retaining the existing supply of rental housing units affordable to the district's low- and very low-income households
144. **Objective E:** Increase opportunities for construction, acquisition, or preservation of housing affordable to area residents in locations where rising property values and gentrification contribute to their involuntary displacement. The findings for *Comprehensive Plan* Policy 4.11, housing affordability and its objectives support this objective.
145. **Objective F:** Require the property owner to assist in the relocation of low-income residents whenever multi-dwelling buildings are converted to condominiums. The amendments are not inconsistent with this objective because they do nothing to prohibit such requirements.
146. **Objective G:** Promote good neighbor relationships between housing developers and their neighbors. The amendments support this policy. Policy 12, Business and residential interaction and its objectives call for cooperation between businesses and residents in the district, including formation of good neighbor agreements.
147. **Objective K:** Enhance the quality of the design of new infill residential development. The amendments support this objective for the reasons below.
- a. Policy 7, Urban Design and its objectives call for new development to respect the urban design and architectural principles that define the districts character.
 - b. The *Northwest District Plan* extends the application of the Design 'd' Overlay Zone to all properties within the expanded Northwest Plan District. The Design Overlay Zone promotes the conservation, enhancement and continued vitality of areas with special scenic, architectural and cultural value, such as the Northwest District. Most new development in the zone will be

required to go through design review, historic design review or comply with the Community Design Standards.

- c. The *Northwest District Plan* includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place. New "Desired Characteristics and Traditions" statements that identify desired architectural and design features and relationships in the district have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.

148. Goal 5, Economic Development, calls for promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments support this goal and its policies and objectives for the reasons below. Findings for Comprehensive Plan Goal 2, Urban Development and its policies and objectives and for State Goal 9, Economic Development also support this Goal and its policies and objectives.

- a. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs. Its nine objectives each address aspects of business and economic development to ensure adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. Its 10 action items implement the policy and objectives.
- b. Policy 2, Institutions, recognizes the importance of institutions to the economy and to public health, welfare, and prosperity.
 - (1) Objective B calls for accommodating the establishment, retention, and growth of institutions that serve district residents and employees.
 - (2) Objective J calls for utilizing the resources of institutions to encourage partnerships among non-profit, private housing developers, and social service providers.
 - (3) Action IN9 calls for institutions to conduct outreach activities in the community that promote institutional employment opportunities for local residents.
- c. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses.
 - (1) Objective D calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.
 - (2) Objective K calls for protecting the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.
 - (3) Actions TS3, TS10, and TS11 propose strategies for retaining existing industrial firms and attracting companies that provide living-wage jobs.
- d. The plan proposes to ensure the continuation of employment and industrial uses on properties zoned Central Employment north of the I-405 by including a provision in the Northwest Plan District to restrict residential development to 20% of the total floor area.

- e. Policy 14, Eastern Edge Subarea, calls for fostering the development of the Eastern Edge as a transition between the more urban Central City and the Northwest District.
 - (1) Objective B encourages the location of businesses that serve local needs along NW 18th and NW 19th Streets.
 - (2) Objective C calls for fostering the establishment and growth of firms that provide living-wage jobs in this subarea.
 - (3) Objective E calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.
 - (4) Actions EE3 and EE4 encourage existing companies to remain and companies that provide living-wage jobs to locate in the subarea.

149. Policy 5.1, Urban Development and Revitalization, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. The amendments support this policy for the reasons below. Findings for Comprehensive Plan Goal 2, Urban Development and its policies and objectives and for State Goal 9, Economic Development also support this policy and its objectives.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. The following objectives help maintain natural resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources:
 - 1) Objective A supports land use strategies and developments that increase the amount of housing in the district.
 - 2) Objective B supports land use strategies and developments that enhance employment opportunities in the district.
 - 3) Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.
- b. Policy 5, Housing and its objectives call for retaining existing housing and promoting new housing that reflects the existing diversity of housing. Objective F calls for renovation and rehabilitation as the preferred alternative to clearance and redevelopment of existing housing.
- c. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs. Its nine objectives each address aspects of business and economic development to ensure adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. Its 10 action items implement the policy and objectives.
- c. The plan supports increased employment and housing potential by applying the Central Employment (EX) Comprehensive Plan Designation and zone to formerly IG1-designated areas within the Transition Subarea primarily south of I-405/Hwy 30. The EX zone allows a broad array of industrial, commercial and residential uses at urban intensities.

- d. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. Housing development is encouraged on a portion of this area by the application of the Bonus Height for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4.

150. Objective C: Retain industrial sanctuary zones and maximize use of infrastructure and intermodal transportation linkages with and within these areas. The amendments support this objective for the reasons below. Findings for Comprehensive Plan Policy 2.14, Industrial Sanctuaries also support this objective.

- a. The *Northwest District Plan (NWDP)* is the final piece of a two-part comprehensive land use planning effort for Northwest Portland from the St. Johns Bridge to West Burnside. The first part, the *Guild's Lake Industrial Sanctuary Plan*, was adopted on 2001 and provides a policy framework to preserve and protect industrial sanctuary lands north of NW Vaughn for manufacturing and other industrial uses. The *Northwest District Plan* provides the framework for preserving and enhancing residential and mixed-use areas south of NW Vaughn. The *NWDP* also provides for a broader mix of uses, including commercial and residential, in the Transition Subarea, where a transition from an industrial emphasis has been found to be appropriate, given long-term economic and land use trends, the large number of existing non-industrial uses, and extensive stakeholder input.
- b. In 1996, the City Council recommended that the four northwest neighborhood associations with industrial zoning agree on issues relating to long-term industrial land use. A joint working group was formed, the Northwest Industrial Sanctuary Working Group (SWG). In 1999, the SWG coalition reached consensus and recommended the creation of an industrial plan district, bounded on the south by NW Vaughn. The group also recommended that land south of NW Vaughn was appropriate for a transition out of industrial use. Taken together, the *Northwest District Plan* and the *Guild's Lake Industrial Sanctuary Plan* implement these recommendations and are intended to facilitate the continuing evolution of Northwest Portland south of Vaughn Street into a diverse urban neighborhood, while further strengthening protections to the industrial land north of Vaughn Street.
- c. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan (GLISP)* in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).
- d. Policy 13, Transition Subarea, contains two objectives that support this objective. Objective D calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area. Objective K calls for protecting the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea. Actions TS3, TS10, and TS11 propose strategies for retaining existing industrial firms and attracting companies that provide living-wage jobs.
- e. The plan proposes to ensure the continuation of employment and industrial uses on properties zoned Central Employment north of the I-405 by including a provision in the Northwest Plan District to restrict residential development to 20% of the total floor area.

- f. The plan retains the General Industrial zoning on properties within the Guild's Lake Industrial Sanctuary and adds the *Comprehensive Plan* designation of Mixed Employment. Manufacturing and production are allowed uses under both the General Industrial and Mixed Employment designations.
 - g. The plan retains the General Industrial zoning for most of the properties north of I-405/Hwy30. Manufacturing and production are allowed uses under both the General Industrial and Central Employment designations.
- 151. Objective D:** Provide for a diversity of housing types and price ranges to meet the varied needs of Portland citizens, including market, moderate and low income housing. The findings for *Comprehensive Plan* Policy 5, Housing, and its objectives and actions support this objective, as do those for State Goal 10, Housing.
- 152. Objective E:** Define and develop Portland's cultural, historic, recreational, educational and environmental assets as important marketing and image-building tools of the city's business districts and neighborhoods. The amendments support this objective for the reasons below. Findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources, Goal 6, Air, Water and Land Resource Quality, and Goal 8, Recreational Needs also support this objective.
- a. Policy 11, Environment and its objectives, calls for protecting and enhancing the natural resources of the district.
 - b. Policy 8, Historic Preservation and its objectives, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district.
 - c. Policy 10, Quality of Life and its objectives, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life.
 - d. The Plan's Zoning Code amendments, including its main street development standards, surface parking limitations and prohibition of drive-through land uses are designed to reinforce the historic pedestrian orientation and urban character of the district's streetscapes.
 - e. The *Northwest District Plan* extends the application of the Design 'd' Overlay Zone to all properties within the expanded Northwest Plan District. The Design Overlay Zone promotes the conservation, enhancement and continued vitality of areas with special scenic, architectural and cultural value, such as the Northwest District. Most new development in the zone will be required to go through design review, historic design review or comply with the Community Design Standards.
 - f. Objective C of Policy 2, Institutions calls for maintaining and augmenting facilities and programs that provide educational, recreational and cultural resources and opportunities.
 - g. Objective I of Policy 6, Business and Economic Development calls for building on the unique identity and economic strength of the district's main streets.
- 153. Objective F:** Recognize and support environmental conservation and enhancement activities for their contribution to the local economy and quality of life for residents, workers and wildlife in the city. The amendments support this objective for the reasons below and for the reasons cited in the

findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources, Goal 6, Air, Water and Land Resource Quality and Comprehensive Plan Policy 8, Environment.

- a. Policy 11, Environment and its objectives, calls for protecting and enhancing the natural resources of the district.
 - (1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
 - (2) Objective B promotes measures that encourage landscaping with native species.
 - (3) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.
 - (4) Objective D promotes improved environmental connections between open spaces and the Willamette River.
 - (5) Objective E encourages recycling and the reduction of solid waste generation and litter in the district.
- b. Policy 10, Quality of Life, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life. Objective A calls for the protection of Forest Park as a natural and recreational resource. Objective D calls for improved access to parks, natural areas and the Willamette River.
- c. The Open Space *Comprehensive Plan* designation and zone is placed on several properties owned by the City of Portland, thus ensuring their long-term preservation as open space and environmental resources.

154. Policy 5.2, Business Development, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. The amendments support this policy for the reasons below.

- a. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs.
 - (1) Objective A promotes the formation of new and the growth of established businesses.
 - (2) Objective C supports the growth of neighborhood-serving retail businesses while responding to the regional nature of the Northwest retail and service market.
 - (3) Objective D supports the provision of living wage jobs and attaining the city's economic and employment goals.
 - (4) Objective H recognizes the important role that large employers play in providing employment opportunities.

- (5) Objective I calls for building on the unique identity and economic strength of the district's main streets.

Key action items include ED1 which calls for investigating the formation of an economic improvement district, ED6 which calls for incentives and technical assistance for job and firm retention, and ED7 which encourages industrial firms needing to expand or move to relocate within the City of Portland.

- b. Objective B of Policy 1, Land Use, supports land use strategies and developments that enhance employment opportunities.
- c. Policy 2, Institutions, recognizes the importance of institutions to the economy and to public health, welfare, and prosperity.
- d. Policy 14, Eastern Edge, contains two objectives that support this policy. Objective C calls for fostering the establishment and growth of firms that provide living-wage jobs in this subarea. Objective E calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area. Actions EE3 and EE4 encourage existing companies to remain and companies that provide living-wage jobs to locate in the subarea

155. Objective B: Incorporate economic considerations in long-range planning activities undertaken by the Bureau of Planning. The *Northwest District Plan* addresses economic concerns in the following ways.

- a. The *Northwest District Plan* process included many avenues for input from business community stakeholders. The Northwest Planning Citizen Advisory Committee (CAC) met regularly throughout the planning process, advising staff and providing written and oral input. The CAC included community residents, business people, and property owners from the Northwest District, Northwest Industrial, Pearl District, Hillside, Goose Hollow and Linnton neighborhoods. The Vaughn Corridor Focus Group (VCFG) advised staff on amendments affecting land uses in the NW Vaughn Street corridor area and included property owners and their representatives, community stakeholders, and technical advisors from public agencies. A parking issues working group advised staff on parking-related plan proposals and included representatives from the Northwest District Association and Nob Hill Business Association and representatives from the Portland Office of Transportation's *On-Street Parking Plan* Citizen Advisory Committee. A development community group, that included private sector real estate developers, advised staff on the zoning code amendment proposals. Throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations, and exchanging ideas. These groups included the Northwest District (NWDA), Northwest Industrial (NINA), Pearl District (PDNA), Hillside (HNA), and Goose Hollow-Foothills League (GHFL) Neighborhood Associations and the Nob Hill Business Association (NHBA). Staff met individually with district property owners and business people whenever asked.
- a. Policy 6, Business and Economic Development calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs. Nine objectives and 10 action items support and implement the policy.
- b. Policy 3, Transportation, calls for providing a full range of transportation options for moving people and goods, thereby supporting neighborhood livability and commerce.

- c. Policy 4 Parking calls for providing and managing parking to serve the community while protecting livability. Objective B calls for providing for efficient use of on- and off-street parking through such means as “shared use” of parking facilities and minimizing the number and size of curb cuts. Parking objective C calls for accommodating a limited amount of additional structured off-street parking to serve local residents and businesses, while mitigating for negative impacts.
- 156. Policy 5.3, Community-Based Economic Development and its objectives**, call for supporting community-based economic development initiatives consistent with the *Comprehensive Plan* and compatible with neighborhood livability. The amendments support this policy because the *Northwest District Plan* process included numerous means for input from community-based business and neighborhood organizations. The findings for State Goals 1, Citizen Involvement and 9, Economic Development also support this policy and its objectives.
- 157. Objective A:** calls for assisting community coalitions to implement development objectives and programs of adopted plans. The *Northwest District Plan* supports this objective because the planning process included a broad representation from community and business organizations.
- 158. Objective B:** calls for coordinating activities with other governments and service providers to implement adopted plans. The *Northwest District Plan* supports this objective because the planning process included a broad representation from community and business organizations as well as other bureaus government agencies.
- 159. Objective C:** calls for evaluating the impact of zoning regulations on neighborhood businesses and for involving business and neighborhood associations in that evaluation. The *Northwest District Plan* supports this objective because the planning process included many avenues for input from business and community stakeholders. The Northwest Planning Citizen Advisory Committee (CAC) met regularly throughout the planning process, advising staff and providing written and oral input. The CAC included community residents, business people, and property owners from the Northwest District, Northwest Industrial, Pearl District, Hillside, Goose Hollow and Linnton neighborhoods. The Vaughn Corridor Focus Group (VCFG) advised staff on amendments affecting land uses in the NW Vaughn Street corridor area and included property owners and their representatives, community stakeholders, and technical advisors from public agencies. A parking issues working group advised staff on parking-related plan proposals and included representatives from the Northwest District Association and Nob Hill Business Association and representatives from the Portland Office of Transportation’s *On-Street Parking Plan* Citizen Advisory Committee. A development community group, that included private sector real estate developers, advised staff on the zoning code amendment proposals. Throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations, and exchanging ideas. These groups included the Northwest District (NWDA), Northwest Industrial (NINA), Pearl District (PDNA), Hillside (HNA), and Goose Hollow-Foothills League (GHFL) Neighborhood Associations and the Nob Hill Business Association (NHBA). Staff met individually with district property owners and business people whenever asked.
- 160. Objective D** Calls for encouraging consensus-building activities at the community and neighborhood level. The Northwest District Association supports this objective for the following reasons:
- a. Objective F of Policy 10, Quality of life encourages residents and businesses to participate in planning efforts for entertainment and recreation facilities in the district.

- b. Policy 12 Business and Residential Interaction and its objectives call for fostering cooperation and communication between business and residential interests in the district and for creative, community-based approaches to problem solving.

161. Policy 5.4, Transportation System, calls for promotion of a multi-modal regional transportation system that encourages economic development. The amendments support this policy and its objectives for the reasons below. Findings for State Goal 12, Transportation also support this policy and its objectives.

- a. Policy 3, Transportation, calls for providing a variety of transportation option for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (3) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - (4) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (5) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (6) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
 - (7) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
 - (8) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.
- b. Objective E of Policy 16, Willamette Heights Subarea, calls for maintaining or improving public transit service to Willamette Heights. Action WH3 of this policy calls for improving pedestrian connections through Willamette Heights to Forest Park.
- c. Policy 15, Thurman-Vaughn Subarea, contains two actions that support this goal. Action TV1 calls for encouraging PDOT to improve NW Vaughn and NW Thurman Streets and NW 26th

Avenue as pedestrian ways. Action TV3 calls for widening sidewalks along NW Vaughn Street, where possible.

- d. Policy 13, Transition Subarea, contains four objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective G calls for improving connections through the subarea and to the Willamette River. Objective H calls for supporting additional transit services and facilities to meet the growing needs of the subarea. Three action items implement these objectives.
- e. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.
- f. Transportation system modeling taking into account *Northwest District Plan* zoning, as well as updated employment and housing assumptions in areas adjacent to the study area, projects increased traffic flows and congestion in certain parts of the transportation system in the year 2020. It also projects an improved “mode split” for non-automobile modes. *Northwest District Plan* traffic mitigation provisions include the following actions:
 - Retaining IG1 zone in northern portion of Transition Subarea
 - Limiting commercial uses and encouraging housing in Transition Subarea
 - Limiting retail uses in Transition Subarea
 - Eliminating minimum parking space requirements
 - Limiting access to parking along NW Vaughn
 - Increasing connectivity through NW Master Street Plan
 - Surface parking restrictions
 - Support for Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing.
 - Support for increased transit service including improved headways and expanded service
 - Proposals for Transportation System Management (TSM) improvements, e.g. traffic control measures
 - Planning and support for pedestrian and bicycle system improvements
 - Implementing a NW Transportation Fund to help fund transportation system improvements in the Transition Subarea and the GLIS Subdistrict B areas.

162. Objective C: Work closely with public agencies, such as Tri-Met, and the private sector to deliver an efficient and effective transportation system and network. Improve transit connections between residential communities and work sites. The amendments support this objective for the following reasons:

- a. The planning process included the active participation of TriMet and the Portland Office of Transportation.
- b. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.

- (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - c. Objective E of Policy 16, Willamette Heights Subarea, calls for maintaining or improving public transit service to Willamette Heights. Action WH3 of this policy calls for improving pedestrian connections through Willamette Heights to Forest Park.
- 163. Objective D:** Support transit-supportive development and redevelopment along designated transit streets and in the vicinity of light rail stations. The amendments support this objective for the reasons below.
- a. Generally, the plan area is very well served by public transit, with the entire area within one-quarter mile of a transit line. The existing and recommended zoning designations near main streets, the Portland streetcar line and other transit streets are primarily: Storefront Commercial (CS), Central Employment (EX), high density multi-dwelling residential (RH), Mixed Commercial (CM), medium density multi-dwelling residential (R1), and low density multi-dwelling residential (R2) and Central Commercial (CX). All of these designations are supportive of public transit.
 - b. The area north of the I-405 is less well served by transit at this time compared to other parts of the district. In this area, industrial zoning is retained except for a small area near I-405/Hwy 30, where residential development is restricted to 20% of the total floor area for properties zoned EX.
 - c. The plan supports more intensive commercial development along West Burnside Street, which is well served by transit by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue.
 - d. The Northwest Plan District includes provisions to allow a limited amount of retail development in the RH zone along the streetcar line.
 - e. Objective C of Policy 1, Land Use calls for concentrating a mix of higher intensity residential and commercial development along main streets, which are well served by transit, and the Portland streetcar line.
- 164. Objective E:** Promote safe and pleasant bicycle and pedestrian access to and circulation within commercial areas. Provide convenient, secure bicycle parking for employees and shoppers. The amendments support this objective for the reasons below.
- a. Policy 3, Transportation, calls for providing a variety of transportation option for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.

- (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
- (3) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
- (4) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
- (5) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
- (6) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.

165. Objective F: Encourage a wide range of goods and services in each commercial area in order to promote air quality and energy conservation. The amendments are not inconsistent with this objective because they do nothing to prevent provision of a wide range of goods and services in each commercial area.

166. Objective G: Pursue special opportunities for alternative modes of transportation to serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/pedestrian facilities and amenities. The amendments support this objective because they support the streetcar line as an important focus for development and commercial activities and as a key pedestrian place.

167. Objective H: Pursue transportation and parking improvements that reinforce commercial, industrial and residential districts and promote development of new commercial, industrial, and residential districts. The amendments support this objective for the reasons below.

- a. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (2) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (3) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (4) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.

- (5) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
 - (6) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.
- b. Action WH3 of Policy 16, Willamette Heights Subarea calls for improving pedestrian connections through Willamette Heights to Forest Park.
 - c. Policy 15, Thurman-Vaughn Subarea, contains two actions that support this goal. Action TV1 calls for encouraging PDOT to improve NW Vaughn and NW Thurman Streets and NW 26th Avenue as pedestrian ways. Action TV3 calls for widening sidewalks along NW Vaughn Street, where possible.
 - d. Policy 13, Transition Subarea, contains four objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective G calls for improving connections through the subarea and to the Willamette River. Objective H calls for supporting additional transit services and facilities to meet the growing needs of the subarea. Three action items implement these objectives.
 - e. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.

168. Policy 5.6, Area Character and Identity Within Designated Commercial Areas, calls for promotion and enhancement of the special character and identity of Portland's designated commercial areas. The amendments support this policy because for the following reasons.

- a. Objectives C and D of Policy 1, Land Use call for concentrating a mix of higher intensity residential, commercial and retail development along main streets, which are the district's historic commercial cores, the location of the majority of the district's commercial zoning, and the source of an important part of its urban character and identity.
- b. Objective H of Policy 2, institutions, encourages institutions to along main streets to orient active uses to these street frontages, in support of the historic urban character of these commercial areas.
- c. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs. Objective C calls for supporting the establishment and growth of retail businesses that provide goods and services needed by district residents and employees while responding to the regional nature of the Northwest retail and service market. Objective D calls Objective I calls for building on the unique identity and economic strength provided by the district's main streets.

- d. Policy 7, Urban Design and its objectives call for development to respect the urban design principals that define the human-scaled, pedestrian-oriented character of the district. Elements highlighted in the objectives include acknowledgement of the existing urban fabric, continuous building frontages, and a high level of design quality. Objective C calls for preserving and enhancing the distinct character of different parts of the district.
 - e. Police 8, Historic Preservation and its objectives call for protecting the historic resources and qualities of the district.
 - f. The Plan's Zoning Code amendments, including its main street development standards, surface parking limitations and prohibition of drive-through land uses are designed to reinforce the historic pedestrian orientation of the district's streetscapes.
 - g. The *Northwest District Plan* includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character. The statements for the "Streetcar Main Streets" urban character area, where the majority of the district's commercial activity and zoning is located, highlight many features that contribute to the area's unique character and should be preserved and extended.
- 169. Objective A:** Encourage cooperative efforts by area business, business associations and neighborhood associations to define and enhance the character and identity of commercial areas. The amendments support this objective because the *Northwest District Plan* process included participation from area business, business associations and neighborhood associations, and provided a forum for these stakeholders to define and enhance the character and identity of the district's commercial areas through the policies and implementing measures of the plan.
- 170. Objective B:** Reinforce the character and identity of commercial areas as neighborhood focal points. The amendments support this objective for the reasons cited in the findings supporting Comprehensive Plan Policy 5.6, Area Character and Identity Within Designated Commercial Areas, above.
- 171. Objective C:** Promote voluntary improvements to the physical environment within commercial areas that are attractive to customers and visitors. The amendments support this objective for the reasons below and for the reasons cited in the findings supporting Comprehensive Plan Policy 5.6, Area Character and Identity Within Designated Commercial Areas, above.
- a. Policy 7, Urban Design and its objectives call for development to respect the urban design principals that define the human-scaled, pedestrian-oriented character of the district. Objective F encourages new development on main streets and the streetcar line to include additions to the public realm, such as additional sidewalk width or other public space. Objective H fosters creation of public gathering places at concentrations of activities and focal points.
- 172. Objective D:** Implement crime prevention measures, including design improvements, in commercial areas to increase the safety of business people, employees and customers and to maintain and promote neighborhood patronage. The amendments support this objective for the reasons below.
- a. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security.

- (1) Objective A encourages site and building designs that incorporate “Crime Prevention Through Environmental Design” principles.
- (2) Objective B encourages projects that support active and passive spaces that focus toward the street.
- (3) Objective C encourages and expands participation in community policing.
- (4) Objective D calls for increased police visibility in the district.
- (5) Objective E calls for improved security at parks in the district.
- (6) Objective F calls for forging partnerships with adjacent neighborhoods to address common public safety issues and allocation of resources.

173. Objective E: Work with local businesses, neighbors and property owners, as well as City-recognized business and neighborhood associations, to identify and designate historical landmarks, Historic Districts and Historic Conservation Districts within commercial areas. The amendments support this objective for the reasons cited in the findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources and for Portland Comprehensive Plan Policy 3.4, Historic Preservation.

174. Objective F: Support public and private improvements and maintenance actions which help enhance a commercial area’s identity and provide a safe and attractive physical environment. The amendments support this objective for the reasons cited in the findings for Comprehensive Plan Policy 5.6, Area Character and Identity Within Designated Commercial Areas.

175. Policy 5.7, Business Environment Within Designated Commercial Areas and its objectives call for promotion of a business environment within designated commercial areas that is conducive to the formation, retention, and expansion of commercial businesses. The amendments support this policy for the reasons below and for the reason cited in the findings for State Goal 9, Economic Development.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District.
 - (1) Objective A supports land use strategies and developments that increase the amount of housing in the district.
 - (2) Objective B supports land use strategies and developments that enhance employment opportunities in the district.
 - (3) Objectives C and D call for concentrating a mix of higher intensity residential, commercial and retail development along main streets and the Portland Streetcar line
- b. Policy 6, Business and Economic Development, calls for fostering a healthy and prosperous business community that serves the needs of the district, as well as retaining and expanding the diverse mix of businesses and jobs.

- (1) Objective A promotes the formation of new and the growth of established businesses.
- (2) Objective C supports the growth of neighborhood-serving retail businesses while responding to the regional nature of the Northwest retail and service market.
- (3) Objective F encourages live/work spaces and home occupations.
- (4) Objective H recognizes the important role that large employers play in providing employment opportunities.
- (5) Objective I calls for building on the unique identity and economic strength of the district's main streets.
- (6) Key action items include ED1 which calls for investigating the formation of an economic improvement district, ED6 which calls for incentives and technical assistance for job and firm retention, and ED7 which encourages industrial firms needing to expand or move to relocate within the City of Portland.

176. Policy 5.8, Diversity and Identity in Industrial Areas and its objectives call for promotion of a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland. The amendments support this policy for the reasons below.

- a. The *Northwest District Plan (NWDP)* is the final piece of a two-part comprehensive land use planning effort for Northwest Portland from the St. Johns Bridge to West Burnside. The first part, the *Guild's Lake Industrial Sanctuary Plan*, was adopted on 2001 and provides a policy framework to preserve and protect industrial sanctuary lands north of NW Vaughn for manufacturing and other industrial uses. The *Northwest District Plan* provides the framework for preserving and enhancing residential and mixed-use areas south of NW Vaughn. The *NWDP* also provides for a broader mix of uses, including commercial and residential, in the Transition Subarea, where a transition from an industrial emphasis has been found to be appropriate, given long-term economic and land use trends, the large number of existing non-industrial uses, and extensive stakeholder input.
- b. In 1996, the City Council recommended that the four northwest neighborhood associations with industrial zoning agree on issues relating to long-term industrial land use. A joint working group was formed, the Northwest Industrial Sanctuary Working Group (SWG). In 1999, the SWG coalition reached consensus and recommended the creation of an industrial plan district, bounded on the south by NW Vaughn. The group also recommended that land south of NW Vaughn was appropriate for a transition out of industrial use and that the neighborhoods should continue to work on defining "buffer zones." Taken together, the *Northwest District Plan* and the *Guild's Lake Industrial Sanctuary Plan* implement these recommendations and are intended to facilitate the continuing evolution of Northwest Portland south of Vaughn Street into a diverse urban neighborhood, while further strengthening protections to the industrial land north of Vaughn Street.
- c. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan (GLISP)* in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).

- d. The plan revises the *Guild's Lake Industrial Sanctuary Plan* District by adding a new Subdistrict B that serves as a transition between the Industrial Sanctuary lands north of NW Vaughn Street and the residential and mixed-use areas to the south. In Subdistrict B, land is redesignated Mixed Employment (ME) and retail sales and service uses are limited in to 10,000 square feet. Additional office development is allowed as a transitional use. Other incompatible uses are prohibited in Subdistrict B (once rezoned to an EG zone), including: residential, quick vehicle service, commercial outdoor recreation and major event entertainment. This employment area is also intended to reduce the likelihood of land use conflicts that can negatively impact nearby residents and restrict the ability of industrial firms to operate efficiently. Traffic impacts of EG uses will be evaluated as applicants request rezoning of properties to the EG zone. A NW Transportation Fund Bonus Option requires a contribution based on office square footage to help implement transportation system improvements.
- e. The plan removes Industrial Sanctuary (IS) *Comprehensive Plan* designated land, primarily south of I-405/Hwy 30/NW Thurman, and applies the Central Employment (EX) designation to approximately 36 acres in the Transition Subarea. Approximately 12 acres are redesignated from IS to Mixed Employment (ME, implemented by the EG zones) Most industrial land uses are allowed in the EX and EG zones. Industrial Sanctuary land north of I-405/Hwy 30/NW Thurman in the study area will retain the IS designation due its proximity to the Guild's Lake Industrial Sanctuary and the potential for negative impacts from nonindustrial development, such as an increase in auto congestion.
- f. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses.
 - (1) Objective C encourages the retention of existing and the creation of new jobs in the subarea.
 - (2) Objective D calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.
 - (3) Objective K calls for protecting the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.
 - (4) Actions TS3, TS10, and TS11 propose strategies for retaining existing industrial firms and attracting companies that provide living-wage jobs.
- g. Policy 14, Eastern Edge Subarea, calls for fostering the development of the Eastern Edge as a transition between the more urban Central City and the Northwest District.
 - (1) Objective B encourages the location of businesses that serve local needs along NW 18th and NW 19th Streets.
 - (2) Objective C calls for fostering the establishment and growth of firms that provide living-wage jobs in this subarea.
 - (3) Objective E calls for protecting existing industrial firms in the subarea from being forced to relocate out of the area.

177. Policy 5.9, Protection of Non-Industrial Lands and its objectives, call for protection of non-industrial lands from the potential adverse impacts of industrial activities and development. The

amendments support this policy for the reasons below and the reasons cited in the findings for Comprehensive Plan Policy 5.8, Diversity and Identity in Industrial Areas.

- a. In 1996, the City Council recommended that the four northwest neighborhood associations with industrial zoning agree on issues relating to long-term industrial land use. A joint working group was formed, the Northwest Industrial Sanctuary Working Group (SWG). In 1999, the SWG coalition reached consensus and recommended the creation of an industrial plan district, bounded on the south by NW Vaughn. The group also recommended that land south of NW Vaughn was appropriate for a transition out of industrial use and that the neighborhoods should continue to work on defining "buffer zones." Taken together, the *Northwest District Plan* and the *Guild's Lake Industrial Sanctuary Plan* implement these recommendations and are intended to facilitate the continuing evolution of Northwest Portland south of Vaughn Street into a diverse urban neighborhood, while further strengthening protections to the industrial land north of Vaughn Street.
- b. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan* (GLISP) in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).
- c. The plan revises the *Guild's Lake Industrial Sanctuary Plan* District by adding a new Subdistrict B which serves as a transition between the Industrial Sanctuary lands north of NW Vaughn Street and the residential and mixed-use areas to the south. In Subdistrict B, land is redesignated Mixed Employment (ME) and retail sales and service uses are limited in to 10,000 square feet. Additional office development is allowed as a transitional use. Other incompatible uses are prohibited in Subdistrict B (once rezoned to an EG zone), including: residential, quick vehicle service, commercial outdoor recreation and major event entertainment. This employment area is also intended to reduce the likelihood of land use conflicts that can negatively impact nearby residents and restrict the ability of industrial firms to operate efficiently. Traffic impacts of EG uses will be evaluated as applicants request rezoning of properties to the EG zone. A NW Transportation Fund Bonus Option requires a contribution based on office square footage to help implement transportation system improvements.
- d. The plan removes Industrial Sanctuary (IS) *Comprehensive Plan* designated land, primarily south of I-405/Hwy 30/NW Thurman, and applies the Central Employment (EX) designation to approximately 36 acres in the Transition Subarea. Approximately 12 acres are redesignated from IS to Mixed Employment (ME, implemented by the EG zones) Most industrial land uses are allowed in the EX and EG zones. Industrial Sanctuary land north of I-405/Hwy 30/NW Thurman in the study area will retain the IS designation due its proximity to the Guild's Lake Industrial Sanctuary and the potential for negative impacts from nonindustrial development, such as an increase in auto congestion.
- e. The plan supports the continuation of industrial uses for properties zoned General Industrial (IG1) in the northern most portion of the Northwest Plan District, adjacent to GLIS. For properties near the I-405/ Hwy 30 right-of way, and zoned Central Employment (EX), a provision is included in the Northwest Plan District to restrict residential development to 20% of the total floor area. This is also intended to minimize the potential for land use conflicts with industrial areas to the north.
- f. Policy 13, Transition Subarea, encourages a mix of housing, commercial, institutional, open space, and light industrial uses. Objective K calls for protecting the Guild's Lake Industrial

Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.

- g. Policy 14, Eastern Edge Subarea and its objectives, calls for fostering the development of the Eastern Edge as a transition between the more urban Central City and the Northwest District.

178. Objective B: When industrial zoned lands abut residential zoned lands, and there are no natural boundaries, apply special buffer overlay zone provisions to ensure that development is compatible. The amendments are not inconsistent with this objective because they remove RH zoning on the south side of NW Vaughn abutting the Guild's Lake Industrial Sanctuary (GLIS).

179. Goal 6, Transportation, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments support this goal and its policies and objectives for the reasons below and for the reasons cited in the findings for State Goal 11, Public Facilities and Services and State Goal 12, Transportation and Portland Comprehensive Plan Goal 2, Urban Development.

- a. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (3) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - (4) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (5) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (6) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
 - (7) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
 - (8) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-

commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.

- b. Objective E of Policy 16, Willamette Heights Subarea, calls for maintaining or improving public transit service to Willamette Heights. Action WH3 of this policy calls for improving pedestrian connections through Willamette Heights to Forest Park.
- c. Policy 15, Thurman-Vaughn Subarea, contains two actions that support this goal. Action TV1 calls for encouraging PDOT to improve NW Vaughn and NW Thurman Streets and NW 26th Avenue as pedestrian ways. Action TV3 calls for widening sidewalks along NW Vaughn Street, where possible.
- d. Policy 13, Transition Subarea, contains four objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective G calls for improving connections through the subarea and to the Willamette River. Objective H calls for supporting additional transit services and facilities to meet the growing needs of the subarea. Three action items implement these objectives.
- e. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.
- f. The *Northwest District Plan* zoning map amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure.
- g. Transportation system modeling taking into account *Northwest District Plan* zoning, as well as updated employment and housing assumptions in areas adjacent to the study area, projects increased traffic flows and congestion in certain parts of the transportation system in the year 2020. It also projects an improved “mode split” for non-automobile modes. *Northwest District Plan* traffic mitigation provisions include the following actions:
 - Retaining IGL zone in northern portion of Transition Subarea
 - Limiting commercial uses and encouraging housing in Transition Subarea
 - Limiting retail uses in Transition Subarea
 - Eliminating minimum parking space requirements
 - Limiting access to parking along NW Vaughn
 - Increasing connectivity through NW Master Street Plan
 - Surface parking restrictions
 - Support for Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing.
 - Support for increased transit service including improved headways and expanded service
 - Proposals for Transportation System Management (TSM) improvements, e.g. traffic control measures
 - Planning and support for pedestrian and bicycle system improvements

- Implementing a NW Transportation Fund to help fund transportation system improvements in the Transition Subarea and the GLIS Subdistrict B areas

180. Policy 6.1, Coordination and its objectives, call for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The amendments support this objective because the *Northwest District Plan* process included the active participation of and interaction with the Oregon Department of Transportation, Metro, the Portland Office of Transportation, the Port of Portland, TriMet, private railroad service providers and other public and private organizations.

181. Policy 6.2, Public Involvement and its objectives, call for carrying out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders. The amendments support this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement, Comprehensive Plan Goal 9, Citizen Involvement and in the General Findings of the Ordinance to which this exhibit is attached.

182. Policy 6.3, Transportation Education and its objectives, call for implementing educational programs that support a range of transportation choices and emphasize safety for all modes of travel. The amendments are not inconsistent with this policy because they do nothing to prevent such programs and the planning process itself provided many educational opportunities such as public events, workshops and publication of documents.

183. Policy 6.5, Traffic Classification Descriptions, calls for maintaining a system of traffic streets that support the movement of motor vehicles for regional, interregional, interdistrict, and local trips. The amendments support this policy because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications.

184. Policy 6.12, Regional and City Travel Patterns and its objectives, calls for supporting the use of the street system consistent with its state, regional, and city classifications and its classification descriptions. The amendments support this policy because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications. Objective I of Policy 3, Transportation calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications. Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.

185. Policy 6.13, Traffic Calming and its objectives call for managing traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses. The amendments support this policy because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications. Objective I of Policy 3, Transportation calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications. Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.

- 186. Policy 6.16, Access Management**, calls for promoting an efficient and safe street system, and provide adequate accessibility to planned land uses. The amendments support this policy for the reasons cited in the findings for Comprehensive Plan Goal 6, Transportation.
- 187. Policy 6.17, Coordinate Land Use and Transportation**, calls for implementing the *Comprehensive Plan* Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs. The amendments support this policy because the *Northwest District Plan* process included coordinated land use and transportation planning and the cooperation of the Bureau of Planning and the Office of Transportation.
- 188. Policy 6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the *Comprehensive Plan* (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The amendments support this policy for the reasons below and for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation.
- a. Transportation system modeling taking into account *Northwest District Plan* zoning, as well as updated employment and housing assumptions in areas adjacent to the study area, projects increased traffic flows and congestion in certain parts of the transportation system in the year 2020. It also projects an improved “mode split” for non-automobile modes. *Northwest District Plan* traffic mitigation provisions include the following actions:
- Retaining IGI zone in northern portion of Transition Subarea
 - Limiting commercial uses and encouraging housing in Transition Subarea
 - Limiting retail uses in Transition Subarea
 - Eliminating minimum parking space requirements
 - Limiting access to parking along NW Vaughn
 - Increasing connectivity through NW Master Street Plan
 - Surface parking restrictions
 - Support for Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing.
 - Support for increased transit service including improved headways and expanded service
 - Proposals for Transportation System Management (TSM) improvements, e.g. traffic control measures
 - Planning and support for pedestrian and bicycle system improvements
 - Implementing a NW Transportation Fund to help fund transportation system improvements in the Transition Subarea and the GLIS Subdistrict B areas
- b. The portion of the Transition Subarea south of US-30 that is rezoned to EX and where the transportation system is more fully developed is the preferred location for the first phase of new development. For the most part, the Transition Subarea north of NW Thurman and US-30 remains IGI zoned as long-term industrial next to GLIS. The new GLIS Plan District Subdistrict B, where IGI zoning is retained (but higher intensity Comprehensive Plan designations are applied) is intended for change but over a longer-range time-frame and with a more gradual transition. Transportation system adequacy will be evaluated when applicants seek to rezone Subdistrict B property to an EG zone. This phasing prioritization is necessary due to limited transportation capacity of the existing street and transit system. Long-term change out of

primarily industrial uses can thus be linked to increases in transportation capacity and/or reduction in transportation demand over a longer time frame. Additionally, a NW Transportation Fund Bonus Option will help raise funds for the City to make transportation system improvements to these areas.

- 189. Policy 6.19, Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. The amendments support this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Goal 2, Urban Development.
- a. The *Northwest District Plan* zoning supports urban-level, transit-supportive density throughout most of the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses.
 - b. The plan amends Title 3 of the Portland City Code to designate properties within a portion of the Northwest Plan District as eligible for the Transit Oriented Development (TOD) tax abatement, thus supporting new development in areas well served by transit.
- 190. Policy 6.20, Connectivity**, calls for supporting development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because they include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.
- 191. Policy 6.21, Right-of-Way Opportunities**, calls for preserving existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained. The amendments are consistent this policy because they propose no street vacations or closures and encourage connectivity.
- 192. Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because they include a Master Street Plan that identifies the existing and preferred future street and pedestrian connectivity layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street and pedestrian connections. Action item TS1 calls for the extension of the Northwest Pedestrian District into the Transition Subarea. This action will be further evaluated at the time of the next update of the Transportation System Plan.
- 193. Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because they include a Master Street Plan that identifies the existing and preferred future street and pedestrian/bicycle connectivity layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as

it is implemented, will provide increased connectivity by establishing new street and pedestrian/bicycle connections.

- 194. Policy 6.24, Public Transportation**, calls for developing a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because the *Northwest District Plan* zoning map and code amendments support urban-level, transit-supportive density within the plan area including along main streets and the Portland Streetcar line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit.
- 195. Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality. The amendments are consistent with this policy this policy for the reasons below.
- a. Many of the policies and implementing measures of the *Northwest District Plan* are intended to enhance opportunities for alternative transportation modes such as public transit, bicycling and walking, thereby reducing the demand for automobile parking.
- 196. Policy 6.27, Off-Street Parking**, calls for regulating off-street parking to promote good urban form and the vitality of commercial and employment areas. The amendments support this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Policy 6.25, Parking Management.
- a. Parking strategy elements designed to limit conflicts between residential uses and parking facilities include design review provisions and development standards, parking space limitations and the creation of a Transportation Management Association to monitor and administer elements of the district's parking programs.
- 197. Objective A:** Consider eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access. The amendments support this objective because the Northwest Plan District eliminates minimum parking requirements.
- 198. Objective B:** Encourage the redevelopment of surface parking lots into transit-supportive uses or development or to include facilities for alternatives to the automobile. The amendments support this objective for the reasons below.
- a. The Northwest Plan District limits new surface parking lots to 20,000 square feet per site.
 - b. The plan retains or increases the allowed development potential under residential and mixed-use zoning and *Comprehensive Plan* designations on surface parking lots within the Northwest District, particularly in the Transition Subarea.
- 199. Policy 6.28, Travel Management**, calls for reducing congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies. The amendments support this policy for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation and because the plan

supports Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing.

- 200. Policy 6.29, Freight Intermodal Facilities and Freight Activity Areas**, calls for developing and maintaining an intermodal transportation system for the safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles within and through the City on Truck Streets and for access and circulation in Freight Districts. The amendments are consistent with this policy for the reasons cited in the findings for the Transportation Policy of the *Guild's Lake Industrial Sanctuary Plan* and because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications.
- 201. Policy 6.30, Truck Movement**, calls for providing a complete, safe, and reliable system of Major and Minor Truck Streets for local truck movement, connecting Freight Districts, intermodal facilities, and commercial areas. The amendments are consistent with this policy for the reasons cited in the findings for the Transportation Policy of the *Guild's Lake Industrial Sanctuary Plan* and because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications.
- 202. Policy 6.39 Northwest Transportation District** calls for strengthening the multimodal transportation system in the Northwest District by increasing public transit use, encouraging transportation demand management measures, and improving pedestrian and bicycle access. The amendments support this objective for the reasons below.
- a. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (3) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - (4) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (5) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (6) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
 - (7) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.

- (8) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.
- b. Objective E of Policy 16, Willamette Heights Subarea, calls for maintaining or improving public transit service to Willamette Heights. Action WH3 of this policy calls for improving pedestrian connections through Willamette Heights to Forest Park.
- c. Policy 15, Thurman-Vaughn Subarea, contains two actions that support this goal. Action TV1 calls for encouraging PDOT to improve NW Vaughn and NW Thurman Streets and NW 26th Avenue as pedestrian ways. Action TV3 calls for widening sidewalks along NW Vaughn Street, where possible.
- d. Policy 13, Transition Subarea, contains four objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective G calls for improving connections through the subarea and to the Willamette River. Objective H calls for supporting additional transit services and facilities to meet the growing needs of the subarea. Three action items implement these objectives.
- e. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.
- f. Transportation system modeling taking into account *Northwest District Plan* zoning, as well as updated employment and housing assumptions in areas adjacent to the study area, projects increased traffic flows and congestion in certain parts of the transportation system in the year 2020. It also projects an improved "mode split" for non-automobile modes. *Northwest District Plan* traffic mitigation provisions include the following actions:
- Retaining IG1 zone in northern portion of Transition Subarea
 - Limiting commercial uses and encouraging housing in Transition Subarea
 - Limiting retail uses in Transition Subarea
 - Eliminating minimum parking space requirements
 - Limiting access to parking along NW Vaughn
 - Increasing connectivity through NW Master Street Plan
 - Surface parking restrictions
 - Support for Transportation Demand Management (TDM) measures, including formation of a TMA, transit subsidies, extending fareless square, and promoting carsharing.
 - Support for increased transit service including improved headways and expanded service
 - Proposals for Transportation System Management (TSM) improvements, e.g. traffic control measures
 - Planning and support for pedestrian and bicycle system improvements
 - Implementing a NW Transportation Fund to help fund transportation system improvements in the Transition Subarea and the GLIS Subdistrict B areas

203. Objective A. Expand transit service throughout the district, including adding more cross-town service, connecting bus service from the Civic Stadium light rail station to the northwest industrial area, and improving service in low-density areas such as Linnton. The amendments support this objective for the reasons below.

- a. Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
- b. Several Transportation action items call for increased transit service including increased streetcar frequency, expansion of fareless square, and reduced headways.

204. Objective B. Route non-local traffic, including non-local truck traffic, on Major City Traffic Streets and Regional Trafficways in order to minimize conflicts among modes. The amendments support this objective because none of the *Northwest District Plan* transportation-related recommendations are inconsistent with existing street classifications and because Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications

205. Objective D. Protect Forest Park's natural resources in the design and development of transportation projects in or near the park. The amendments support this objective because Objective F of Policy 16, Willamette Heights Subarea, calls for protecting and enhancing Forest Park as a regionally significant natural and recreational resource and Objective A of Policy, 10 Quality of Life calls for enhancing and protecting Forest Park as a natural resource area providing passive recreation activities.

206. Objective E. Reinforce the Northwest District main streets – NW 21st, 23rd, Burnside, and Thurman – by retaining and improving their pedestrian-oriented character and improving access to transit. The amendments support this objective for the reasons below.

- a. The Plan's Zoning Code amendments, including its main street development standards, surface parking limitations and prohibition of drive-through land uses are designed to reinforce the historic pedestrian orientation and transit-friendliness of the district's streetscapes. Main street provisions include required windows above the ground floor, ground floor active uses, and restrictions on the location of parking and vehicle access.
- b. Policy 1, Land Use, includes two objectives that support this policy. Objective 3 calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure. Objective E calls for limiting large-scale auto-dependent retail throughout the district.
- c. Objective H of Policy 2 Institutions encourages institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages. Objective I encourages institutions to locate parking within structures. Both of these provisions will encourage a more pedestrian-oriented environment.
- d. Objective G of Policy 3 Transportation calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.

- e. The plan limits the amount of retail sales and service use to 20,000 sq. ft. in the Central Employment zone and to 3,000 sq. ft. in certain areas more than 200 feet from main streets in the Transition Subarea. This provision will encourage a more pedestrian-oriented environment.

207. Objective H. Limit transportation projects on West Burnside to those that reduce vehicle miles traveled, give preference to transit, improve pedestrian and bicycle access, or improve safety, but do not increase automobile capacity. The amendments are consistent with this objective because the plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement C that calls for improving pedestrian and bicycle connections to light rail and across West Burnside Street. An action item is added to the Goose Hollow action chart calling for wider pedestrian areas along West Burnside by providing arcades on new building frontages

208. Goal 7, Energy, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The amendments support this Goal and its policies for the reasons below and for the reasons cited in the findings for State **Goal 13, Energy Conservation.**

- a. The plan supports the conservation of energy with *Comprehensive Plan* map designations throughout the plan area that encourage an urban level of development and a mix of uses. This supports reduced need for travel and the efficient provision of public facilities.
- b. Policy 3, Transportation, calls for providing a full range of transportation options and reducing reliance on the automobile. The objectives below support pedestrian, bicycle and public transit modes, all of which are generally more energy efficient than single-occupancy autos as a transportation mode.
- c. Policy 11, Environment, calls for protecting and enhancing the environmental and natural resources of the district.
 - 1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
 - 2) Objective B promotes measures that protect and enhance trees as a vital part of the urban landscape.
 - 3) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.
 - 4) Objective E encourages recycling and the reduction of solid waste generation and litter in the district.
 - 5) Action E9 calls for implementing incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.
- b. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. Objective C calls for

concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.

- c. Policy 3, Transportation, calls for providing a variety of transportation systems in part to reduce reliance on the automobile. The following objectives encourage the use of alternative modes, such as walking and transit. More compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and reduce energy consumption.
 - 1) Objective A calls for increasing the availability of, and incentives to use, alternatives to the automobile.
 - 2) Objective B calls for maintaining, reinforcing, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - 3) Objective C calls for providing safe and convenient access to public transit.
 - 4) Objective D calls for improving the frequency of service and route coverage of public transportation services.
 - 5) Objective E calls for promoting increased use of public transit by residents, employees and visitors.
 - 6) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
 - 7) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - 8) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.

311. Policy 7.4, Energy Efficiency Through Land Use Regulations and its objectives, call for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The amendments support this policy for the following reasons.

- a. Policy 1, Land Use, includes two objectives that support this policy. Objective 3 calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure. Objective E calls for limiting large-scale auto-dependent retail throughout the district. Two non-regulatory action items implement these objectives.
- b. The plan supports the conservation of energy with *Comprehensive Plan* map designations throughout the plan area that encourage an urban level of development and a mix of uses. This supports reduced need for travel and the efficient provision of public facilities.
- c. Policy 3, Transportation, calls for providing a full range of transportation options for moving people and goods thereby supporting neighborhood livability and commerce and reducing

reliance on the automobile, and balancing the need for adequate parking with the need to limit the negative impacts of automobile use on the district's livability. The first Transportation Objective calls for increasing the availability of, and incentives to use, alternatives to the automobiles. The first Parking Objective calls for reducing the demand for automobile parking. With few exceptions all remaining objectives address aspects of these desires. In addition, almost all action items implement the policy direction away from reliance on the automobile as the sole means of transportation.

- d. Policies 13, 14, and 15, Transition, Eastern Edge, and Thurman-Vaughn Subareas respectively, all contain objectives and action items identifying transportation improvements to increase the transportation mode split and land use proposals to encourage increased residential, commercial, and employment uses within walking or biking distance from each other.
- e. Policy 6, Business and Economic Development Action, contains two action items that support this goal. ED5 calls for actively seeking businesses that address local needs, offer a variety of goods and services for shoppers with diverse incomes, and provide employment opportunities for local residents. Action ED9 of Policy 5, Business and Economic Development, calls for reinforcing main streets, the Portland streetcar line, and the development bonus target area as the focus for retail and service uses by limiting retail sales and service uses. To do this, the plan expands the Northwest Plan District and proposes to limit the amount of retail sales and service use to 20,000 sq. ft. in the Central Employment zone and to 3,000 sq. ft. in certain areas more than 200 feet from main streets in the Transition Subarea.. This provision will encourage a more pedestrian-oriented environment and reduce the amount of energy used for automobile travel.
- f. Policy 2, Institutions, contains two objectives that encourage energy conservation. Policy 2, Institutions, contains three objectives that support this policy. Objective F encourages Legacy Good Samaritan Hospital and Medical Center to focus future expansion in underutilized and underdeveloped areas within its approved campus boundary. Objective H encourages institutions along main streets and the Portland Streetcar line to orient active uses to these street frontages. Objective I encourages institutions to locate parking within structures. Both of these provisions will encourage a more pedestrian-oriented environment.

312. Policy 7.6, Energy Efficient Transportation and its objectives call for providing opportunities for non-auto transportation and for reducing gasoline and diesel use by increasing fuel efficiency. The amendments support this policy for the reasons below and for the reasons cited in the findings for State Goal 12, Transportation.

- a. Policy 3, Transportation, calls for providing a variety of transportation options for the movement of people and goods to improve opportunities for work, trade, and social contact and to reduce reliance on the automobile. The policy contains 23 objectives and 47 action items to implement the policy.
 - (1) Objective A calls for increasing the availability of, and incentives to use alternatives to the automobile.
 - (2) Objective B calls for maintaining, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.

- (3) Objectives C, D and E call for providing safe and convenient access to and improved frequency of service and route coverage of public transportation services and promotes their use.
 - (4) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections and minimizing conflicts between motorized and non-motorized transportation.
 - (5) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.
 - (6) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
 - (7) Objective I calls for preserving the local circulation function of streets that are classified as Local Service Traffic Streets in the Transportation Element of the *Comprehensive Plan* and encourage through-traffic to use streets that are consistent with their traffic classifications.
 - (8) Objectives J, K and L call for avoiding street improvements in residential and commercial areas that are designed to accommodate increased vehicular traffic, discouraging through-commuter and truck traffic in residential zones, and for the use of traffic calming measures to ensure the appropriate functioning of streets, while discouraging street closures.
- b. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid.

313. Objective H: Promote walking and bicycle commuting by developing bikeways and walkways, encouraging spot hazard improvements on city streets, providing bicycle lockers at transit centers and park-and-ride lots, implementing bicycle commuter services such as long-term bicycle parking, showers, and changing facilities, and promoting covered walkways/sidewalks. The amendments support this objective for the reasons below.

- a. Objective F of Policy 3, Transportation calls for maintaining, improving, and expanding pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
- b. Objective H of Policy 3, Transportation calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
- c. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street and bicycle/pedestrian connections.

314. Policy 7.8, Energy Supply, calls for promoting conservation as the first choice energy resource and supporting environmentally acceptable, sustainable energy sources. The amendments support this policy because Objective C of Policy 11, Environment promotes the use of innovative measures that improve air and water quality and energy efficiency.

Policy 7.9, Waste Reduction and Recycling, calls for promoting energy-saving activities such as reduced use of excess materials, recovery of materials from the waste stream for direct reuse and manufacture into new products, recycling, and purchase of products made from recycled materials. The amendments support this policy because Objective E of Policy 11, Environment, encourages recycling and reduction of solid waste and litter.

315. Goal 8, Environment, calls for maintenance and improvement of the quality of Portland's air, water, and land resources, as well as protection of neighborhoods and business centers from noise pollution. The amendments support this goal for the reasons cited in the findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources, State Goal 6, Air, Water and Land Resource Quality, State Goal 14, Urbanization and Portland Comprehensive Plan Goal 2, Urban Development and for the following reasons.

- a. Policy 11, Environment, calls for protecting and enhancing the environmental and natural resources of the district. The following objectives and action items implement the Environment policy.
 - (1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
 - (2) Objective B promotes measures that protect and enhance trees as a vital part of the urban landscape.
 - (3) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.
 - (4) Objective E encourages recycling and the reduction of solid waste generation and litter in the district.
 - (5) Actions E1, E2, E3, E7, E8, and E9 address stormwater management as a means for protecting water and land resource quality.
 - (6) Actions E5, E14, E15, and E18 address ways to include and protect trees in the district, since trees are known to improve the quality of air, land and water resources.
 - (7) Action E6 calls for environmentally connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets.
 - (8) Action E9 calls for implementing incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.
 - (9) Action E10 calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting "buried" stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.

Actions E11, E12, and E13 encourage stewardship of natural areas and minimal use of chemicals to maintain and enhance natural systems.

Action E15 calls for working cooperatively to resolve and mitigate air quality pollution concerns through business assistance and other programs.

Action E16 calls for working with the appropriate agencies to ensure compliance with environmental laws and regulations.

- b. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District. The following objectives help maintain natural resources in the region by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources:
 - (4) Objective A supports land use strategies and developments that increase the amount of housing in the district.
 - (5) Objective B supports land use strategies and developments that enhance employment opportunities in the district.
 - (6) Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure.
- c. Policy 3, Transportation, calls for providing a variety of transportation systems in part to reduce reliance on the automobile. The following objectives encourage the use of alternative modes, such as walking and transit. More compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality.
 - (1) Objective A calls for increasing the availability of, and incentives to use, alternatives to the automobile.
 - (2) Objective B calls for maintaining, reinforcing, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.
 - (3) Objective C calls for providing safe and convenient access to public transit.
 - (4) Objective D calls for improving the frequency of service and route coverage of public transportation services.
 - (5) Objective E calls for promoting increased use of public transit by residents, employees and visitors.
 - (6) Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation.
 - (7) Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places.

- (8) Objective H calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.

316. Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The amendments support this policy for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan policy 6, Transportation.

317. Policy 8.7, Land Use and Capital Improvements Coordination, calls for coordinating land use planning and capital improvement to insure the most efficient use of the city's sanitary and stormwater run-off facilities. The amendments are consistent this policy for the reasons below.

a. Policy 11, Environment, calls for protecting and enhancing the natural resources of the district.

- (1) Objective A calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation.
- (2) Objective C promotes the use of innovative measures that improve air and water quality and energy efficiency.
- (3) Actions E1, E2, E3, E7, E8, and E9 address stormwater management as a means for protecting water and land resource quality.

b. Bureau of Planning staff worked with the Portland Bureau of Environmental Services throughout the planning process, coordinating ongoing planning efforts by both agencies.

318. Policy 8.8, Groundwater Protection, calls for protection of domestic groundwater and surface water resources from potential pollution through a variety of regulatory measures relating to land use, transportation, and hazardous substances. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality.

319. Policy 8.9, Open Space, calls for protection of Portland Parks, cemeteries and golf courses through an Open Space designation on the *Comprehensive Plan Map*. The amendments support this policy for the reasons cited in the findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources and because the Open Space *Comprehensive Plan* designation and zone is placed on several properties covering over three acres owned by the City of Portland, thus ensuring their long-term preservation as open space resources.

320. Policy 8.10, Drainageways, calls for regulation of development within identified drainageways for multiple objectives. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality.

321. Policy 8.11, Special Areas, calls for recognition of the unique land qualities and adoption of specific planning objectives for special areas. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality and because the plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights where the *Comprehensive Plan Map* designation allows higher residential densities.

- 322. Objective A: Balch Creek Watershed.** Protect and preserve fishery, wildlife, flood control, and other natural resource values of the Balch Creek Watershed through the application of special development standards and approval criteria in the environmental overlay zones. The amendments support this objective for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality and because action item E10 calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting "buried" stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.
- 323. Policy 8.13, Natural Hazards,** calls for controlling the density of development in areas of natural hazards consistent with the provisions of the City's Building Code, Chapter 70, the Floodplain Ordinance and the Subdivision Code. The amendments support this policy for the reasons cited in the findings for State Goal 7, Areas Subject to Natural Disasters and Hazards.
- 324. Policy 8.14, Natural Resources,** calls for conservation of significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. The policy also calls for balancing the conservation of significant natural resources with the need for other urban uses and activities through the evaluation of economic, social, environmental, and energy consequences of such actions. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 14, Urbanization and Portland Comprehensive Plan Goal 2, Urban Development and because the plan provides additional development potential in an already urbanized area proximate to the central city, thus relieving pressure to extend development to environmentally sensitive resource lands.
- 325. Policy 8.15, Wetlands/Riparian/Water Bodies Protection,** calls for conservation of wetlands, riparian areas, and water bodies which have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation, and fish and wildlife habitat. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality and because the plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights subdistrict where the Comprehensive Plan Map designation allows higher residential densities.
- 326. Policy 8.16, Uplands Protection,** calls for conservation of significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality and because the plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights subdistrict where the Comprehensive Plan Map designation allows higher residential densities and because the Open Space *Comprehensive Plan* designation and zone is placed on several properties covering over three acres owned by the City of Portland, thus ensuring their long-term preservation as open space resources.
- 327. Policy 8.17, Wildlife,** calls for conservation of significant areas and encouragement of the creation of new areas that increase the variety and quantity of fish and wildlife throughout the urban area in a manner compatible with other urban development and activities. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality and because the plan retains lower intensity residential zoning in certain environmentally sensitive areas of the Willamette Heights subdistrict where the Comprehensive Plan Map designation allows higher residential densities and because the Open Space *Comprehensive Plan* designation and zone is placed

on several properties covering over three acres owned by the City of Portland, thus ensuring their long-term preservation as open space resources.

- 328. Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The amendments are consistent with this goal for the reasons cited in the findings for State Goal 1, Citizen Involvement.
- 329. Policy 9.3, Comprehensive Plan Amendment**, calls for allowing for the review and amendment of the adopted *Comprehensive Plan* which ensures citizen involvement opportunities for the city's residents, businesses and organizations. The amendments support this policy. The amendments support this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and because the *Northwest District Plan* Process provided a forum for a district-specific review and update of portions of the *Comprehensive Plan*.
- 330. Policy 9.4, Intergovernmental Cooperation**, calls for promoting citizen involvement in land use decisions initiated by other governmental agencies. The amendments support this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and because the *Northwest District Plan* Process provided a forum for citizens to engage with other government agencies and their ongoing planning work.
- 331. Goal 10, Plan Review and Administration**, requires that Portland's *Comprehensive Plan* undergo a periodic review. The amendments support this goal for the reasons cited in the findings for State Goal 1, Citizen Involvement and because this plan updates Portland's *Comprehensive Plan* for this area of the city. Area and district plans are the current method the City of Portland is using to update the *Comprehensive Plan* map for specific geographic areas.
- 332. Policy 10.1, Comprehensive Plan Review**, calls for implementing a process for the review of the *Comprehensive Plan* goals, policies, objectives, and implementation provisions on a periodic basis. The amendments support this policy for the reasons cited in the findings State Goal 1, Citizen Involvement and because this plan updates Portland's *Comprehensive Plan* for this area of the city. Area and district plans are the current method the City of Portland is using to update the *Comprehensive Plan* map for specific geographic areas.
- 333. Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the *Comprehensive Plan* Map. The amendments support this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and because this plan updates Portland's *Comprehensive Plan* for this area of the city. Area and district plans are the current method the City of Portland is using to update the *Comprehensive Plan* map for specific geographic areas.
- 334. Policy 10.4, Comprehensive Plan Map**, calls for the *Comprehensive Plan* Map to be the official long range planning guide for uses and development in the city. The amendments support this policy because for the reasons cited in the findings for Portland Comprehensive Plan Goal 2, Urban Development and because the plan applies *Comprehensive Plan* Map designations consistent with the goals and policies of the *Comprehensive Plan*.
- 335. Policy 10.5, Corresponding Zones and Less Intense Zones**, requires that base zones either correspond to the *Comprehensive Plan* Map designation or be a zone less intense than the corresponding zone. The amendments support this policy because all base zones in the plan area correspond or are less intensive than the zone corresponding to the plan designation.

336. Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The amendments support this policy because on November 26, 2002, the Portland Planning Commission held a public hearing on the Proposed *Northwest District Plan*. The Planning Commission deliberated on the plan at subsequent work sessions on December 10, 2002, and January 14, January 28 and April 8, 2003. On April 8, 2003 the Planning Commission recommended that City Council adopt the Recommended *Northwest District Plan*.

337. Policy 10.7, Amendments to the Comprehensive Plan Map, requires that amendments be supportive of the overall *Comprehensive Plan* and Map, be consistent with the Statewide Planning Goals, and be consistent with any adopted applicable area plans. When the amendment is from a residential, or urban commercial, to another non-residential designation the policy requires that there be no net loss of housing units. The amendments support this policy for the reasons below and for the reasons cited in the findings for all of the State Goals and relevant area plans, especially: State Goal 5, Housing and Portland Comprehensive Plan Goal 4, Housing.

- a. The plan increases the housing potential in the study area. The amendments change more than four acres of land from a nonresidential to a residential *Comprehensive Plan* designation. More than six acres of residentially designated land is changed to nonresidential designations, of which over half is owned by the City of Portland and is changed to the Open Space designation. Over 53 acres of land is removed from Industrial Sanctuary designation, where residential land uses are severely restricted, and given commercial or employment designations, which allow, and, in the context of the plan's policies and plan district provisions, actually encourage residential development in targeted areas.
- b. The plan implements a zoning pattern that encourages residential development in between commercial nodes at street intersections along NW Thurman. The plan changes the zoning of selected properties along NW Upshur and NW Thurman streets from commercial to residential or mixed residential-commercial designations to encourage residential uses.
- c. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Place. Housing development is encouraged on a portion of this area by the application of the Bonus Height Option for Housing only and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. Infill development at this gateway location will benefit the immediate area located at the intersection of the Burnside and 23rd main streets.
- d. Action H8 of Policy 5, Housing supports the City's 'no net housing loss' rule or a replacement that achieves the same goal.

338. Policy 10.10, Amendments to the Zoning and Subdivision Regulations, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The amendments are consistent with this policy for the reasons below.

- a. The amended Northwest plan district regulations provide a district-specific refinement of the City's zoning code that responds to the unique urban character and issues in the Northwest District.

- b. The code provisions provide clear regulatory guidance to help realize the vision for the district as expressed in its vision statement, urban design concept and policies. The guidance is in the form of clear and objective standards as well as provisions requiring discretionary review, where appropriate.
- c. The amendments replace the Northwest Master Plan requirements with plan district main street and other development standards, street connectivity through the NW District Master Street Plan, and design review, thus eliminating what would be an unnecessary review process in a part of the plan district.

339. Policy 10.13, Design Review, calls for development of recommendations for Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The amendments support this policy because the *Northwest District Plan* extends the application of the Design 'd' Overlay Zone to all properties within the expanded Northwest Plan District. Most new development in the zone will be required to go through design review, historic design review or comply with the Community Design Standards. The *Northwest District Plan* also includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.

340. Goal 11 A, Public Facilities, General, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. For the most part, the portion of Northwest Portland included in the *Northwest District Plan* already contains sufficient public facilities and services to allow for significant changes and additions in population and economic expansion. The amendments address the few gaps and, therefore, are consistent with this goal. The amendments are consistent with this goal for the following reasons and for the reasons cited in the findings for State Goal 11, Public Facilities and Services, State Goal 12 Transportation, Portland Comprehensive Plan Goal 8 Environment and Portland Comprehensive Plan Goal 12, Transportation..

- a. Objective A of Policy 11, Environment, calls for developing and operating public facilities and infrastructure to be sustainable and to address multiple objectives, including public health and safety, natural resource protection and recreation. The policy contains five action items that implement this objective.
- b. Objective B of Policy 3, Transportation, calls for re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks. Remaining transportation items, are addresses in the next finding.
- c. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security. Six objectives and 15 action items implement this policy.
- d. Objective C of Policy 16, Willamette Heights, calls for ensuring that emergency response vehicles have fast and clear routes into and out of this area. This is implemented by action item WH4 to structurally improve and preserve the Thurman Street Bridge as a safe access route.
- e. Both Action EE1 in Policy 14, Eastern Edge and Action T13 in Policy 3, Transportation, address pedestrian and bicycle access across the I-405 freeway:

- f. Action ED8 of Policy 5, Business and Economic Development, encourages businesses to light their ground floor windows during evening hours.
- g. Policy 13, Transition Subarea, contains three objectives that support this goal. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs. Objective I calls for creating plazas, parks, community facilities, and open spaces to meet the needs of the subarea's residents and employees. Seven action items implement these objectives.

341. Policy 11.2, Orderly Land Development, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The amendments support this policy because they provide for an urban level of development in an area where adequate public facilities and services already exist. The portion of the Transition Subarea south of US-30 that is rezoned to EX and where the transportation system is more fully developed is the preferred location for the first phase of new development. The Transition Subarea north of NW Thurman and US-30 will mainly be retained for industrial uses under IGI. The new *Guild's Lake Industrial Sanctuary Plan* District Subdistrict B, where IGI zoning is retained (but higher intensity Comprehensive Plan designation of Mixed Employment is applied) is intended for change but over a longer-range time-frame and with a more gradual transition. This phasing prioritization is necessary due to limited transportation capacity of the existing street and transit system. Applicants seeking rezoning to an EG zone in GLIS Subdistrict B will be evaluated for adequacy of facilities, especially transportation system impacts. Also, EG zoned properties in GLIS Subdistrict B and in the NWPD Transition Subarea above a designated non-residential or office FAR, will contribute to a NW Transportation Fund that will assist the City in implementing transportation system improvements. Long-term change out of primarily industrial uses can thus be linked to increases in transportation capacity and/or reduction in transportation demand over a longer time frame.

342. Policy 11.4, Capital Efficiency, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they provide for dense, urban-scale development in an area proximate to the central city and well served by urban services and facilities and for the reasons cited in the findings for Portland Comprehensive Plan Policies 2, Urban Development, 4, Housing, and 8, Environment.

343. Goal 11 B, Public Rights-of-Way, calls for preservation of the quality of Portland's land transportation system, protection of the City's capital investment in public rights-of-way, and implementation of street improvements in accordance with identified needs and balanced resource allocation. The amendments are consistent with this goal for the reasons cited in the findings for State Goal 12 Transportation and Portland Comprehensive Plan Goal 12, Transportation.

344. Policy 11.10, Street Improvements, calls for allowing improvements to public rights-of-way only if consistent with the street classifications in the Arterial Streets Classifications and Policies. The amendments are consistent with this policy because none of the transportation-related plan recommendations are inconsistent with the areas street classifications.

345. Policy 11.12, Transit Improvements, calls for constructing or modifying transit streets to promote more efficient and effective public transportation and to improve pedestrian access to transit. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Policy 6, Transportation and because the *Northwest District Plan* zoning map amendments

support urban-level, transit-supportive density in an area well-served by transit including along main streets and the Portland Streetcar line.

- 346. Policy 11.13, Bicycle Improvements**, calls for providing bikeway facilities appropriate to the street classifications, traffic volume, and speed in the design and construction of all new or reconstructed streets. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because they include a Master Street Plan that identifies the existing and preferred future street and pedestrian/bicycle connectivity layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street and pedestrian/bicycle connections.
- 347. Policy 11.14, Public Bicycle Parking**, calls for providing for safe short- and long-term bicycle parking throughout the Central City and in other areas of the City where needed. The amendments support this policy because Objective H of Policy 3, Transportation calls for supporting bicycle use in the district by providing convenient facilities, such as parking and other support services.
- 348. Policy 11.15, Pedestrian Improvements on Arterials**, calls for providing for safe pedestrian movement along all new or reconstructed streets classified as Neighborhood Collectors or above and developing additional pedestrian walkways where needed. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because they include a Master Street Plan that identifies the existing and preferred future street and pedestrian/bicycle connectivity layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street and pedestrian/bicycle connections.
- 349. Goal 11 C, Sanitary and Stormwater Facilities**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state and local clean water requirements. The amendments are consistent with this goal for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 11, Public Facilities and Services and Portland Comprehensive Plan Goal 8, Environment.
- 350. Policy 11.25, Stormwater Management**, calls for integrating master planning for stormwater management with other city activities to achieve adequate drainage and to minimize pollution and erosion problems. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 11, Public Facilities and Services and Portland Comprehensive Plan Goal 8, Environment.
- 351. Policy 11.26, Impervious surfaces**, calls for limiting the increase of Portland's impervious surfaces without unduly limiting development in accordance with the *Comprehensive Plan*, when necessary. The amendments support this policy for the reasons cited in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 11, Public Facilities and Services and Portland Comprehensive Plan Goal 8, Environment and because the plan supports incentive programs for the use of green building, eco-roof, and other low-impact techniques, such as on-site stormwater management, landscaping with native vegetation and porous pavements, in public and private development and redevelopment projects.
- 352. Goal 11 D, Solid Waste**, calls for provision of adequate solid waste disposal. The amendments are consistent with this goal for the reasons stated in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 11, Public Facilities and Services and Portland Comprehensive Plan

Goal 8, Environment and because Objective E of Goal 11, Environment, encourages recycling and reduction of solid waste and litter.

353. Goal 11 E, Water Service, calls for an efficient, adequate, and self-sustaining water supply and delivery system which will meet the future needs of the community. The amendments are consistent with this goal for the reasons stated in the findings for State Goal 6, Air, Water and Land Resource Quality, State Goal 11, Public Facilities and Services and Portland Comprehensive Plan Goal 8, Environment.

354. Policy 11.41, Energy Conservation, calls for pursuing system improvements and efficiencies in operation and maintenance of facilities to reduce and conserve energy. The amendments support this policy for the reasons cited in the findings for State Goal 13, Energy Conservation and Portland Comprehensive Plan Goal 7, Energy.

355. Goal 11 F, Parks and Recreation, calls for maximizing the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments are consistent with this goal for the reasons cited in the findings for State Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources and Portland Comprehensive Plan Policy 2.6 Open Space.

356. Policy 11.45, Improvements, calls for prioritizing improvement and development of parklands based on documented needs and particular criteria. The amendments support this policy because the plan identifies open space and recreation needs in the district.

357. Policy 11.46, New Parkland, calls for increasing the supply of parkland, giving priority to particular areas. The amendments support this policy because the plan identifies open space and recreation needs in the district and redesignates more than three acres of land owned and administered by the Portland Parks and Recreation Bureau to Open Space (OS), thus preserving and protecting land for open space uses into the future

358. Goal 11 G, Fire, calls for the development and maintenance of facilities that adequately respond to the fire protection needs of Portland. The amendments are consistent with this goal because Objective C of Policy 16, Willamette Heights, calls for ensuring that emergency response vehicles have fast and clear routes into and out of this area. This is implemented by action item WH4 to structurally improve and preserve the Thurman Street Bridge as a safe access route.

359. Policy 11.56, Emergency Access, calls for requiring streets to be of high structural quality and sufficient width, and to be kept maintained to ensure emergency and service equipment access. amendments are consistent with this goal because Objective C of Policy 16, Willamette Heights, calls for ensuring that emergency response vehicles have fast and clear routes into and out of this area. This is implemented by action item WH4 to structurally improve and preserve the Thurman Street Bridge as a safe access route.

360. Goal 11 H, Police, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. The amendments are consistent with this goal for the reasons below.

- a. Policy 9, Public Safety, calls for increasing public safety by promoting measures that foster personal security.

- (1) Objective A encourages site and building designs that incorporate “Crime Prevention Through Environmental Design” principles.
- (2) Objective B encourages projects that support active and passive spaces that focus toward the street.
- (3) Objective C encourages and expands participation in community policing.
- (4) Objective D calls for increased police visibility in the district.
- (5) Objective E calls for improved security at parks in the district.
- (6) Objective F calls for forging partnerships with adjacent neighborhoods to address common public safety issues and allocation of resources.

361. Policy 11.60, Crime Prevention, calls for reducing citizen fear of and susceptibility to crime through increasing awareness of crime prevention methods and involving the entire community in crime prevention programs. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 11H, Police

362. Goal 11 I, Schools, calls for the enhancement of educational opportunities of Portland’s citizens through assistance in planning educational facilities. The amendments are consistent with this goal because Policy 10, Quality of Life, calls for strengthening the sense of community and ensuring that cultural, educational and recreational resources continue to be a vital part of public life and because Objective C of Policy 2, Institutions calls for maintaining and augmenting facilities and programs that provide educational, recreational and cultural resources and opportunities.

363. Goal 12, Urban Design, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendments are consistent with this goal for the following reasons.

- a. The *Northwest District Plan* contains an Urban Design Concept that is a graphical representation of the community’s vision for the future, focusing on elements that define the desired urban form.
- b. The *Northwest District Plan* describes characteristics and architectural traditions of the Northwest District that should be considered by developers and designers when undertaking new construction or renovations in the area.
- c. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district’s human-scaled, pedestrian-oriented character. Nine objectives and 11 actions implement this policy.
- d. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district. Four objectives and 13 action items implement this policy.
- e. The Plan’s Zoning Code amendments, including its main street development standards, surface parking limitations and prohibition of drive-through land uses are designed to reinforce the

historic pedestrian orientation, transit-friendliness and traditional urban character of the district's streetscapes. Main street provisions include required windows above the ground floor, ground floor active uses, and restrictions on the location of parking and vehicle access.

- f. The *Northwest District Plan* extends the application of the Design 'd' Overlay Zone to all properties within the expanded Northwest Plan District. The Design Overlay Zone promotes the conservation, enhancement and continued vitality of areas with special scenic, architectural and cultural value, such as the Northwest District. Most new development in the zone will be required to go through design review, historic design review or comply with the Community Design Standards.
- g. The *Northwest District Plan* includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.
- h. Plan properties along W. Burnside Street that are brought in to the *Central City Plan* will have design review applied with specific central city and central city subarea design guidelines.

364. Policy 12.1, Portland's Character, calls for enhancing and extending Portland's attractive identity by building on design elements, features and themes identified within the city. The *Northwest District Plan* includes revisions to the *Community Design* Guidelines that will help ensure the preservation the district's unique urban character and sense of place and identity. New "Desired Characteristics and Traditions" statements have been developed to assist in the application of Community Design Guideline P1, Plan Area Character.

365. Objective A: Give form to the City and extend the intimate and human scale that typifies Portland. Preserve public access to light and air by managing and shaping the mass, height and bulk of new development. Retain the variety of alternative routes between locations that is produced by using a small block size. Focus new development at locations where necessary services already exist such as near light rail transit stations and along transit streets. The amendments support this objective in the following ways.

- a. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following objectives implement this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective B promotes a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District. Objective D calls for fostering a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line.
- b. Policy 13, Transition Subarea, calls for integrating the subarea into the pedestrian-oriented, architecturally diverse urban fabric to the south and west. Objective E calls for re-establishing key transportation system connections through the subarea. Objective F calls for implementing multi-modal transportation improvements that address circulation and safety needs.

- c. Objective B of Policy 3, Transportation, calls for maintaining, reinforcing, and re-establishing the historic street grid, for example, by re-establishing streets or pedestrian connections through existing superblocks.

366. Objective B: Preserve and enhance the character of Portland's neighborhoods. Encourage the development of attractive and unique characteristics which aid each neighborhood in developing its individual identity. The amendments support this objective in the following ways.

- a. The *Northwest District Plan* contains a Vision for the Northwest District in 2023, which reflects the community's aspirations for the future.
- b. The *Northwest District Plan* contains an Urban Design Concept that is a graphical representation of the community's vision for the future, focusing on elements that define the desired urban form.
- c. The *Northwest District Plan* describes characteristics and architectural traditions of the Northwest District that should be considered by developers and designers when undertaking new construction or renovations in the area.
- d. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District.
- e. Objective I of Policy 6, Business and Economic Development, calls for building on the unique identity and economic strength provided by the district's main streets.

367. Objective C: Enhance the sense Portlanders have that they are living close to nature. Improve access to the City's rivers, lakes, creeks and sloughs. Establish a system of trails that connect Portland's urbanized areas with nearby woods, forests, meadows, wetlands and riparian areas. Increase the degree to which natural areas and public open spaces penetrate the City. Extend forest and water corridors and join them to provide a network of fish and wildlife habitat areas that mesh with the City's parks, open spaces and circulation system for pedestrians. Design new development to enhance the natural environment that is so much a part of Portland's character. The amendments support this objective for the following reasons.

- a. Policy 10, Quality of Life, contains several objectives that support this objective. Objective A calls for enhancing and protecting Forest Park as a natural resource area providing passive recreation activities. Objective B calls for maintaining, enhancing, and expanding current parks, open spaces, and recreational facilities. Objective D calls for improving public access to nearby parks, natural areas, and the Willamette River.
- b. Objective D of Policy 11, Environment, calls for improving environmental connections between existing and future parks, open spaces, and the Willamette River. Action E6 calls for connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets that blend and transition the vegetation and natural features of the different places. Action E10 calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting "buried" stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.

- c. Objective G of Policy 13, Transition Subarea, calls for improving connections through the subarea and to the Willamette River.
- d. Objective F of Policy 16, Willamette Heights Subarea, calls for protecting and enhancing Forest Park as a regionally significant natural and recreational resource while reducing negative impacts on livability that may be associated with park usage. Action WH1 calls for reconfiguring parking at the entrance of Forest Park to reduce negative impacts on nearby homes. Action WH3 calls for improving pedestrian connections through Willamette Heights to Forest Park. Action WH5 calls for considering the creation of another access into Forest Park that links to Leif Erickson and the Wildwood Trail. Action WH9 calls for seeking to acquire or otherwise preserving significant undeveloped natural areas, including those adjacent to the Willamette Heights Subarea, as additions to Forest Park.

368. Objective D: Expand the use of street furniture. As new street furniture is needed, incorporate Portland design themes into its design. Examples include the City's ornamental drinking fountains, street lighting standards and other features that are designed specifically for this City. Opportunities for the employment of such motifs include utility hole covers, water meter covers, bus shelters and street signs. The amendments support this objective for the reasons below.

- a. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following objectives implement this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective B promotes a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District. Objective D calls for fostering a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line.
- b. Policy 3, Transportation, contains two actions that support this objective. T13 calls for creating safe and attractive passageways under the I-405 freeway through such means as public art, lighting, and improved pedestrian and bicycle facilities. T23 calls for developing a network of pedestrian and bicycle-oriented "Greenstreets", as identified in the Urban Design Concept, with elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements.
- c. The *Northwest District Plan* amends Portland Personality Guideline, P1, of the Community Design Guidelines, by including examples of ways this guideline may be accomplished in the Northwest District. One example shows that the guideline could be accomplished "along main streets and the streetcar alignment by incorporating design elements that contribute to a vibrant and pedestrian-oriented streetscape. Development along these streets should include elements such as large storefront windows, awnings, outdoor space for dining and other activities, and building frontage and setbacks seamlessly integrated with the public realm."

369. Objective G: Extend urban linear features such as linear parks, park blocks and transit malls. Celebrate and enhance naturally occurring linear features such as rivers, creeks, sloughs and ridge-lines. Tie public attractions, destinations and open spaces together by locating them in proximity to

these linear features. Integrate the growing system of linear features into the City's transportation system, including routes and facilities for pedestrians, bicyclists and boaters.

- a. Objective C of Policy 14, Thurman-Vaughn Subarea, encourages development on the south side of NW Vaughn Street that includes a continuous frontage of commercial buildings, unifies the streetscape, and supports both the mixed-use area to the south and the industrial sanctuary to the north.
- b. Revisions to the Central City Plan extend provisions along West Burnside Street to the western end of this street within the Northwest District.
- c. Action TS2 of Policy 12, Transition Subarea, calls for reestablishing Thurman Street as a multimodal through-street connection from NW 23rd Avenue to NW Naito Parkway helping to link the Willamette Greenway to Forest Park.
- d. Objective D of Policy 7, Urban Design, calls for fostering a continuous frontage of buildings and active uses along main streets and the Portland Streetcar line.

370. Objective H: Preserve and enhance existing public viewpoints, scenic sites and scenic corridors. As new development occurs, take advantage of opportunities to create new views of Portland's rivers, bridges, the surrounding mountains and hills, and the Central City skyline. Action QL7 of Policy 10, Quality of Life, calls for considering the amendment of the *Scenic Resources Protection Plan* to include the panorama of wooded slopes on the west side of the plan area as seen from the east, including the slope above and below Willamette Heights and NW Westover Street.

371. Objective I: Encourage the use of materials and a quality of finish work which reinforce the sense of this City as one that is built for beauty and to last. Reflect this desire in both public and private development projects. The *Northwest District Plan* extends design review to all properties within the expanded Northwest Plan District and includes a revision to the Community Design Guidelines to assist developers enhance the district's sense of place and identity. Action HP13 of Policy 8, Historic Preservation, calls for developing and adopting design guidelines for the Alphabet Historic District.

372. Policy 12.2, Enhancing Variety, calls for promoting the development of areas of special identity and urban character. The Northwest District is a complex inner-urban area, with a rich diversity of land uses, people, businesses, infrastructure, services, and amenities. This plan proposes amendments that preserve and support the qualities unique to this area.

- a. The *Northwest District Plan* contains a Vision for the Northwest District in 2023, which reflects the community's aspirations for the future.
- b. The *Northwest District Plan* contains an Urban Design Concept that is a graphical representation of the community's vision for the future, focusing on elements that define the desired urban form.
- c. The *Northwest District Plan* describes characteristics and architectural traditions of the Northwest District that should be considered by developers and designers when undertaking new construction or renovations in the area.
- d. The *Northwest District Plan* contains policies, objectives, and actions that will help achieve the vision and urban design concept.

- e. The *Northwest District Plan* proposes changes to the *Comprehensive Plan* and zoning maps to implement the policies and objectives.
- f. The *Northwest District Plan* extends design review to all properties in the *Northwest District Plan*. The plan amends Guideline P1 of the Community Design Guidelines to include examples of ways this guideline may be accomplished in the Northwest District.

373. Objective B: Enhance the residential scale of Portland's neighborhoods while accommodating the growth allowed by the City's *Comprehensive Plan*. Encourage the development of a distinct and attractive urban identity in each of Portland's neighborhoods. As each new community plan is created, give consideration to how it links to and coordinates with urban design elements of adjacent areas.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District.
- b. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following objectives implement this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District.

374. Objective C: Foster the development of an attractive urban character along Portland's commercial streets and in its commercial districts. Accommodating pedestrians as shoppers and visitors in commercial areas is a major priority of development projects. Commercial areas should allow the development of a mixture of uses, including residential uses. Add new building types to established areas with care and respect for the context that past generations of builders have provided. The amendments support this objective for the following reasons.

- a. Policy 1, Land Use, contains two objectives that support this objective. Objective C calls for concentrating a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line in order to make efficient use of existing infrastructure. Objective D calls for reinforcing main streets and the Portland Streetcar line as the focus for retail activity in the district. LU4 encourages institutional and commercial developments to include mixed-use components, such as housing and neighborhood-serving commercial services. LU5 encourages the development of buildings that contain both commercial and residential uses in zones that allow a mixture of uses. LU11 and LU15 call for adopting changes to *Comprehensive Plan* map designations for selected sites to encourage an urban level of residential, commercial and mixed-use development in the Northwest District.
- b. The *Northwest District Plan* extends design review to all properties in the *Northwest District Plan* District and to those properties brought into the Central City Plan District.
- c. Amendments to the Central City Plan District clarify approval criteria for application of the residential height bonus option to ensure new development fits into the surrounding area.

- d. Objective E of Policy 5, Housing, encourages the development of mixed-use projects that include housing in all commercial and most employment zones.
 - e. Objective F of Policy 6, Business and Economic Development, encourages live/work spaces and home occupations.
- 375. Policy 12.3, Historic Preservation,** calls for enhancing the City's identity through the protection of Portland's significant historic resources. The amendments support this policy. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district. The Plan implements this policy and its objectives with 13 action items.
- 376. Objective A:** Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects. The amendments support this objective.
- a. Three objectives of Policy 8, Historic Preservation, are particularly supportive of this objective. Objective A promotes restorations and renovations of residential and commercial structures that maintain the historic style, quality, and character of the original building. Objective B encourages adaptive reuse of historic resources that maintain their historic character. Objective D encourages individual and multiple property listing in the National Register, including the development of additional historic districts outside of the Alphabet Historic District.
 - b. Objective B of Policy 16, Willamette Heights Subarea, calls for preserving the subarea's stock of historically significant housing. Action WH2 calls for considering the nomination of properties in Willamette Heights, including the Thurman Street Bridge, in the National Register of Historic Places.
 - c. Policy 13, Transition Subarea, contains objectives that call for preserving the historic industrial character of NW Upshur Street north of the freeway and reinforcing the role of St. Patrick's church as a district landmark.
 - d. Action EE5 of Policy 14, Eastern Edge, encourages owners of historic properties to place their property on the National Register of Historic Places.
- 377. Objective B:** Support the preservation of Portland's historic resources through public information, advocacy and leadership within the community as well as through the use of regulatory tools. The amendments support this objective. Objective C of Policy 8, Historic Preservation, calls for promoting awareness of the district's history and historic resources, which may include individual structures or groups of buildings, streetscapes, stairways, trees, gardens, parks, bridges, and natural areas.
- 378. Objective C:** Maintain a process that creates opportunities for those interested in the preservation of Portland's significant historic resources to participate in the review of development projects that propose to alter or remove historic resources. The amendments support this objective because they do not propose to change the current process that creates contains opportunities for those interested in the preservation of Portland's significant historic resources to participate in the review of development projects that propose to alter or remove historic resources.
- 379. Objective E:** Protect potentially significant historic structures from demolition until the City can determine the significance of the structure and explore alternatives to demolition. The amendments

support this objective because they do not propose to change the current process of demolition delay that allows the City time to determine the significance of the structure and explore alternatives to demolition.

380. Policy 12.4, Provide for Pedestrians, calls for providing a pleasant, rich and diverse experience for pedestrians which includes comfortable, safe and attractive pathways. Two objectives of Policy 3, Transportation support this policy. Objective F calls for maintaining, improving, and expanding pedestrian and bicycle connections within the district and to other parts of the city and minimize conflicts between motorized and non-motorized transportation. Objective G calls for enhancing main streets and the Portland Streetcar line as key pedestrian places. Thirteen actions implement these objectives.

381. Objective A: Providing for pedestrians should be a primary mode of transportation throughout the City. Ensure that the safety and convenience of pedestrians are not compromised by transportation improvements aimed at motor vehicle traffic. Movement patterns for pedestrians should contribute to Portland's sense of community and provide for connections between areas of the City.

- a. The following actions implementing Policy 3, Transportation, support this objective.
 - T10 calls for improving pedestrian crossings along main streets and near neighborhood attractions using measures such as curb extensions, improved markings and signage, and signalized intersections.
 - T11 calls for improving the pedestrian environment along NW 23rd Avenue between NW Thurman and NW Vaughn Streets through means such as wider sidewalks, street trees, and curb extensions.
 - T12 calls for improving pedestrian crossings and amenities along NW Vaughn Street.
 - T13 calls for creating safe and attractive passageways under the I-405 freeway through such means as public art, lighting, and improved pedestrian and bicycle facilities.
 - T16 calls for providing improved pedestrian connectivity on the NW 29th Avenue right-of-way between NW Thurman and NW Upshur Streets.
 - T26 calls for using education and outreach tools to alert drivers of pedestrian activity in the neighborhood.
 - T29 calls for creating and maintaining pedestrian, bicycle, and/or automobile connections and reinforcing the historic street grid by implementing the Northwest District Master Street Plan.
 - T31 calls for working with the neighborhood to make traffic control modifications that enhance the safety of children and other pedestrians in the vicinity of parks and high-activity areas.
 - T33 calls for supporting vigorous enforcement of traffic laws related to vehicle speed and pedestrian right of way in intersections.
- b. Amendments to Further Statement B of Policy 15, Goose Hollow, of the *Central City Plan*, calls for improving pedestrian and bicycle connections to light rail, across West Burnside Street, and throughout the neighborhoods.

382. Objective B: Enhance the environment occupied by Portland's pedestrians. Seek to enrich these places with designs that express the pleasure and hold the pleasant surprises of urban living. The amendments support this objective.

- a. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. Nine objectives and eleven action items implement this policy.
- b. Policy 10, Quality of Life, contains two actions that support this objective. QL8 calls for creating banners that can be used for seasonal events, to alert drivers to increased pedestrian activity, or for other special occasions. QL10 calls for examining the possibility of periodically closing portions of NW 23rd Avenue to automobile through-traffic to provide additional pedestrian space and opportunities for occasional street markets.

383. Objective C: Provide Portland's sidewalks with buffering from auto traffic and auto parking areas; provide trees that will shade sidewalks on hot days; provide sidewalks of adequate width to accommodate the pedestrians that future development is expected to generate; provide convenient connections from sidewalks to parks, developments, and attractions; and ensure that the pedestrian circulation system is safe and accessible to children, seniors and the disabled (including the blind). The amendments support this objective.

- a. Most of the Northwest District is already a pedestrian district. Action TS1 of Policy 13, Transition Subarea, calls for expanding the Northwest Pedestrian District to include the Transition Subarea. Sidewalks within pedestrian districts range between 15 feet for arterial streets and 12 feet for local streets.
- b. Action T23 calls for developing a network of pedestrian and bicycle-oriented "Greenstreets", as identified in the Urban Design Concept, with elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements.

384. Objective D: Reinforce commercial areas that include a storefront character and/or are on transit streets by requiring development to be oriented to pedestrians. The following amendments support this objective.

- a. Action UD8 of Policy 7, Urban Design, calls for encouraging new development that contributes to the continuous frontage of buildings and active uses along main streets and the Portland Streetcar line by applying the following zoning code standards:
 - Require ground-level parking areas to locate behind an active use, with the exception of sites that are 10,000 square feet or less.
 - Restrict parking access and curb cuts.
 - Require a minimum floor area ratio (FAR) of 1.5:1.
- b. Action UD7 of Policy 7, Urban Design, calls for working with the Bureau of Development Services Code Compliance staff to enforce regulations in Chapter 33.266 pertaining to new vehicle areas between the fronts of existing buildings and streets, including those with two street faces.
- c. Action GH25 of Policy 15, Goose Hollow, of the *Central City Plan*, calls for creating wider pedestrian areas by including arcades along the frontage of new buildings along West Burnside Street.
- d. Action GH42 of Policy 15, Goose Hollow, of the *Central City Plan*, calls for exploring and applying as appropriate, as part of the next update to the Central City Plan, the following

development standards along West Burnside Street: Active Use Areas and Required Building Lines.

- e. The amendments to the Central City Plan extends the following provision to West Burnside Street within the Northwest District: "New motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9." (includes the extended portion of West Burnside Street)

385. Objective E: Complete the 40-Mile Loop and Willamette Greenway trails and establish links between these trails and Portland's residential neighborhoods and parks. Objective D of Policy 9, Quality of Life, which calls for improving public access to nearby parks, natural areas, and the Willamette River, supports this objective.

386. Policy 12.5, Promote the Arts, calls for humanizing the City through promotion of the arts and excellence in design. The amendments support this policy for the reasons below.

- a. Policy 7, Urban Design, contains two objectives that support this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective B promotes a high level of design quality in mixed-use areas, including main streets, the Portland Streetcar line, and other areas where more intensive development is anticipated.
- b. Policy 3, Transportation, contains two action items that support this policy. Action T13 calls for creating safe and attractive passageways under the I-405 freeway through such means as public art, lighting, and improved pedestrian and bicycle facilities. Action T23 calls for developing a network of pedestrian and bicycle-oriented "Greenstreets", as identified in the Urban Design Concept, with elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements.

387. Objective C: Emphasize important places, transitions and gateways within Portland by celebrating them with works of art. Use art to add interest to the experience of the City's citizens and to accent locations such as transit stations, sidewalks, streets, parks and building lobbies that are visited by many people. The Urban Design Concept of the plan, which proposes the use of public art at the following locations, supports this objective.

- Gateway at NW 23rd Avenue and NW Vaughn Street
- Freeway passages under I-405
- Neighborhood Focal Points, particularly at the intersections of NW Glisan Street with both NW 21st and NW 23rd Avenues.

388. Policy 12.6, Preserve Neighborhoods, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. The Northwest District is a complex inner-urban area, with a rich diversity of land uses, people, businesses, infrastructure, services, and amenities. This plan proposes amendments that preserve and support the qualities unique to the neighborhoods included within this plan: the Northwest District, Hillside, and Goose Hollow neighborhoods. In particular:

- a. The amendment proposed within the Hillside neighborhood eliminates split zoning on a property at the base of the hill at NW 24th. The Hillside neighborhood is primarily residential; this

amendment continues the residential zoning adjacent to the more urban property fronting Burnside.

- b. The amendment proposed within the Goose Hollow neighborhood extends the Central City Plan to properties along Burnside to the neighborhood's boundary with Forest Park. The parking access restrictions along Burnside as well as the extension of parking allowances and requirements to these sites continue the unique character of West Burnside through the neighborhood.
- c. The amendments proposed within the Northwest District neighborhood:
 - Provide standards through the Northwest Plan District that will ensure the desired residential, commercial, pedestrian and transit character will remain in the established parts of the neighborhood and that, as properties in the Transition Area evolve, they do so in keeping with the desired character;
 - Apply design review to all properties within the Northwest Plan District;
 - Encourage businesses to locate at the intersections along Thurman interspersed with residential, so as to eliminate the possibility of strip commercial development along this pedestrian-oriented street;
 - Provide a transition between industrial uses to the north of Vaughn and the mixed-use neighborhood to the south by applying a *Comprehensive Plan* designation of Mixed Employment to the current General Industrial zone with development standards that provide uniformity with the CS zone on the south side of Vaughn; and
 - Extend the Central City Plan to properties along Burnside to the neighborhood's western boundary. The parking access restrictions along Burnside as well as the extension of parking allowances and requirements to these sites continue the unique character of West Burnside through the neighborhood.

389. Objective A: Encourage new developments to respond to the positive qualities of the place where they are to be built and to enhance that place through their development. Developers should consider the character enhancing role played by the use of color and light. The amendments support this objective because design review is being applied throughout the entire Northwest Plan District. Guideline P1 of the Community Design Guidelines is being amended to include examples of ways this guideline may be accomplished in the Northwest District.

390. Objective B: Respect the fabric of established neighborhoods when undertaking infill development projects. The amendments support this objective.

- a. Policy 1, Land Use, calls for participating in the growth of the metropolitan region in a manner that protects and enhances the quality of life in the Northwest District.
- b. Objective A of Policy 16, Willamette Heights Subarea, calls for supporting infill development that can be accommodated by the subarea's constrained transportation access routes and that mitigates for potential impact on environmentally sensitive areas.

391. Objective C: While accommodating increased density build on the attractive qualities that distinguish the area. Add new building types to established area with care and respect for the context that past generations of builders have provided. The amendments support this objective.

- a. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following

objectives implement this policy. Objective A calls for integrating new development with the existing urban fabric by acknowledging the scale, proportions, orientation, quality of construction and other architectural and site design elements of the building's immediate area. Objective C calls for preserving and enhancing the distinct character of different parts of the Northwest District.

- b. Policy 13, Transition Subarea, calls for integrating the subarea into the pedestrian-oriented, architecturally diverse urban fabric to the south and west.
- c. Objective A of Policy 14, Eastern Edge Subarea, supports the established mixed-use urban character of this subarea.
- d. Policy 15, Thurman-Vaughn Subarea, calls for enhancing this mixed-use subarea by emphasizing housing along NW Upshur and NW Thurman Streets and commercial uses on the south side of NW Vaughn Street and in nodes at intersections along NW Thurman Street. Objective C, which encourages development on the south side of NW Vaughn Street that includes a continuous frontage of commercial buildings, unifies the streetscape, and supports both the mixed-use area to the south and the industrial sanctuary to the north, implements this policy.
- e. Policy 16, Willamette Heights Subarea, calls for maintaining and protecting the residential character and environmental resources of the Willamette Heights Subarea.

392. Policy 12.7, Design Quality, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The amendments support this objective.

- a. Design review is being applied throughout the entire Northwest Plan District. Guideline P1 of the Community Design Guidelines is being amended to include examples of ways this guideline may be accomplished in the Northwest District.
- b. Much of the Northwest District is already included within the Alphabet Historic District. The *Northwest District Plan* proposes no amendments that would threaten the historic character of the Alphabet Historic District.

393. Policy 12.8, Community Planning, calls for considering urban design issues as part of area plans. The *Northwest District Plan* is an area plan. The amendments support this policy.

- a. The plan proposes the Northwest Urban Design Concept, a graphical representation of the aspirations of the community for the future of the district. The concept focuses on elements that define the desired urban form of the district and serves as the basis for the plan's policies and implementation strategies.
- b. Policy 7, Urban Design, calls for respecting the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character. The following objectives implement this policy. Nine objectives and 11 action items implement the policy.
- c. Design review will be applied within the Northwest Plan District.

394. Objective A: Consider as part of the development of community plans the following urban design issues: the need for new design zones; the protection of significant historical resources; the location of major and minor points of transition, gateways and focal points; the protection and enhancement of scenic resources; the location of existing public attractions; good locations for possible new attractions; the locations of trails, pedestrian paths and bicycle routes and paths; the location of existing open spaces; and the need for new public open spaces. The amendments support this objective because of the following.

- a. The plan proposes the Northwest Urban Design Concept, a graphical representation of the aspirations of the community for the future of the district. The following are identified on the Concept Plan: the location of major and minor points of transition, gateways, and focal points, the location of existing public attractions and good locations for possible new attractions, greenstreets (which are pedestrian and bicycle-oriented streets that have special elements such as special sidewalk furniture, public art, signage, street lighting, landscaping and crossing improvements), and the location of existing and proposed parks and open spaces.
- b. Design review will be applied within the Northwest Plan District.
- c. Policy 8, Historic Preservation, calls for identifying, preserving, and protecting historic resources and supporting development that enhances the historic qualities of the district. The Plan implements this policy and its objectives with 13 action items.

395. Objective B: Use urban design considerations to guide the evolution of the character of these areas. As each new community plan is created, give consideration to how it links to and coordinates with urban design elements of adjacent areas. The amendments support this objective.

- a. The plan expands the Central City Plan to properties along Burnside within both the Northwest District Neighborhood and the Goose Hollow Neighborhood. Design review will be applied to all these properties as will elements of the Central City Plan that will knit the two sides of Burnside into a coherently designed area.
- b. Design considerations such as wider sidewalks, street trees, public art, and lighting are found in the following action items: T11, which address the pedestrian environment along NW 23rd; T13, which addresses attractive passageways under the I-405 freeway, and T23, which addresses a network of greenstreets.

396. Objective C: Explore the potential for linkages between a community plan's urban design elements and other planning strategies that have been or are being created. Include consideration of open space, scenic, cultural and historic resources, and environmental areas. Other adopted planning strategies that are relevant to the Northwest District include the following: River District Plan, Goose Hollow Station Community Plan, Balch Creek Watershed Plan, Alphabet Historic District, and Kings Hill Historic District. Every effort has been made to coordinate with the Healthy Portland Streams and River Renaissance projects.

- a. The plan expands the Central City Plan to properties along Burnside within both the Northwest District Neighborhood and the Goose Hollow Neighborhood. Design review will be applied to all these properties as will elements of the Central City Plan that will knit the two sides of Burnside into a coherently designed area.

- b. Objective D of Policy 10, Quality of Life, calls for improving public access to nearby parks, natural areas, and the Willamette River. Objective D of Policy 11, Environment, calls for improving environmental connections between existing and future parks, open spaces, and the Willamette River. Action E6 calls for connecting existing and future parks, open spaces and the Willamette River through the use of main and green streets that blend and transition the vegetation and natural features of the different places.
 - c. Action E10 of Policy 11, Environment, calls for supporting natural area restoration efforts, including, but not limited to, revegetation, day-lighting “buried” stream channels, restoring wildlife habitat and wetlands, and restoring Lower Macleay stream.
 - d. QL3 of Policy 10, Quality of Life, calls for completing the wheelchair accessible trail in Lower Macleay Park and improving the entrance to the park.
 - e. No development standards or guidelines have been proposed that would detract from either the Alphabet or Kings Hill Historic Districts. Likewise, the proposed parking strategy will include specific provisions that will not create an unintended incentive to demolish historic buildings or housing.
- 397. Objective E:** Use the creation of new design districts and zoning standards to reduce the likelihood of conflicts between new and existing developments. Address problems that emerge when new infill development is at greater density than existing development. The *Northwest District Plan* extends design review to all properties within the expanded Northwest Plan District and
- 398. Objective G:** Use the community and neighborhood planning processes to help establish, enhance and preserve the area’s character and identity and to foster the evaluation and protection of significant historic resources..
- g. The *Northwest District Plan* contains a Vision for the Northwest District in 2023, which reflects the community’s aspirations for the future.
 - h. The *Northwest District Plan* contains an Urban Design Concept that is a graphical representation of the community’s vision for the future, focusing on elements that define the desired urban form.
 - i. The *Northwest District Plan* describes characteristics and architectural traditions of the Northwest District that should be considered by developers and designers when undertaking new construction or renovations in the area.
 - j. The *Northwest District Plan* contains policies, objectives, and actions that will help achieve the vision and urban design concept.
 - k. The *Northwest District Plan* proposes changes to the *Comprehensive Plan* and zoning maps to implement the policies and objectives.
 - l. The *Northwest District Plan* expands the Northwest Plan District beyond its current boundaries and includes provisions to provide for an urban level of mixed-use development including commercial, office, housing and employment.

- m. The *Northwest District Plan* extends design review to all properties in the *Northwest District Plan*. The plan amends Guideline P1 of the Community Design Guidelines to include examples of ways this guideline may be accomplished in the Northwest District.
- n. Much of the Northwest District is already included within the Alphabet Historic District. The *Northwest District Plan* proposes no amendments that would threaten the historic character of the Alphabet Historic District.

Central City Plan Findings

Portland City Council adopted the *Central City Plan* in 1988 and portions of the plan have been updated since that time.

399. The *Northwest District Plan* amendments to the Central City Plan are limited in scope. The plan extends the boundary of the Central City Plan area and plan district west along both sides of West Burnside from NW 21st Avenue to NW 24th Place. This area is rezoned to CXd (when not already CXd) and added to the Goose Hollow Subdistrict. Some minor amendments are made to the Goose Hollow Policy and action charts. A portion of the Uptown Shopping Center on the north side of West Burnside is made eligible for the bonus height option for housing only and is added to the “residential bonus target area.” The Central City Plan District Bonus Height Option for Housing is amended to clearly state that the review body has the ability to determine the appropriate height, shape, and configuration of a project using this provision and that the increased height is consistent with the purposes stated in 33.510.205 (Height).

400. Policy 1, Economic Development, calls for building upon the Central City as the economic heart of the region and guiding the Central City’s growth to foster the city’s prosperity and livability. The amendments are consistent with this policy because they extend the Central City Plan and plan district area and apply the CX zoning designation which is the city’s most intense commercial zone, allowing high employment density and a broad array of commercial uses.

401. Policy 3, Housing, calls for maintaining the Central City’s status as Oregon’s principal high density housing area by keeping housing production in pace with new job creation. The amendments support this policy for the reasons below.

- a. The plan supports more intensive development along West Burnside Street by extending Central Commercial (CX) zoning and extending the Central City Plan District west to NW 24th Avenue. CX zoning allows both residential and commercial land uses. Housing development is encouraged on a portion of this area by the application of the “Area Eligible for Housing Height Bonus Only” and the Residential Bonus Target Area as shown on maps 510-3 and 510-4. These provisions ensure that a portion of any earned bonus building bulk and/or height will be dedicated to housing.
- b. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement A to encourage the retention of existing housing.

402. Policy 4, Transportation, calls for improving accessibility to the Central City from the rest of the region, and to extend the Central City’s ability to accommodate growth. This policy also calls for extending the light rail system, as well as actions that will maintain and improve other forms of transit and the street and highway system, while preserving and enhancing the city’s livability. The amendments support this policy for the reasons below.

- a. The *Northwest District Plan* extends the Central City Plan and plan district area and applies the CX zoning designation which is the city’s most intense commercial zone, allowing high employment and residential density in close proximity to light rail and other transit options.
- b. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement B that calls for improving pedestrian and bicycle connections to light rail and across West Burnside Street.

- c. An action item is added to the Goose Hollow action chart calling for wider pedestrian areas along West Burnside by providing arcades on new building frontages.

- 403. Policy 6, Public Safety**, calls for the protection of all citizens and their property and creation of an environment in which people feel safe. The amendments are consistent with this policy because they create opportunities for urban-scale mixed-use development that includes office, retail, and residential uses, thus increasing the presence of people in the area.
- 404. Policy 7, Natural Environment**, calls for improving the Central City's environment by reducing pollution, keeping the Central City clean and green, and providing opportunities to enjoy nature. The amendments are consistent with this policy because the increase in development potential in the area added to the Central City Plan and designated CX facilitates increased population and employment density in the core of the metropolitan region, close to jobs, services and amenities and well served by transit, thus reducing the need for automobile use and its concomitant pollution.
- 405. Policy 8, Parks and Open Spaces**, calls for building a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community. The amendments are consistent with this policy because they amend Further Statement B of Policy 15, Goose Hollow to include reference to improving pedestrian and bicycle connections across West Burnside Street, which will provide better access to the adjacent Washington Park.
- 406. Policy 11, Historic Preservation**, calls for preserving and enhancing the historically and architecturally important buildings and places and promoting the creation of our own legacy of the future. The amendments are consistent with this policy for the reasons below.
- a. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement A to encourage the retention of existing housing, thereby facilitating retention of the existing stock of buildings in the subdistrict, many of which are historically and architecturally important.
 - b. The Central City Plan District Bonus Height Option for Housing is amended to clearly state that the review body has the ability to reconfigure the proposed building, including reducing its height, and that it may approve all, some or none of the requested bonus height. Approving the increased height must also be consistent with the purposes stated in 33.510.205 (Height) which include such goals as protecting views, limiting shadows on residential neighborhoods and ensuring height compatibility and step downs to historic districts.
 - c. A portion of the Uptown Shopping Center site is made eligible for the Bonus Height Option for Housing only, which must be approved through the design review process and is subject to design guidelines and approval criteria for obtaining additional building height beyond the base zone maximum. This area is not made eligible for the general height bonuses that are granted as a part of earning FAR bonuses. The intent of this provision is to allow the review body to determine the appropriateness of all additional bonus height above the base zone allowed 75 feet (Central Commercial zone) for this site, which is located next to a historic district and a mix of uses and scales of development. Together, these amendments (including those described in b, above) allow increased development potential for infill residential and mixed-use development in this important Central City gateway area, while providing design review bodies the means for ensuring that the new development will respect its urban context, including proximity to historic districts.

407. Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area that focuses on the Willamette River and captures the glitter and excitement of city living. The amendments are consistent with this policy for the reasons below.

- a. The *Northwest District Plan* extends the Central City Plan and plan district area and applies the CX zoning designation, which is one of the city's most intense urban zones, allowing high employment and residential density and supporting the Central City as the region's urban core.
- b. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement C that calls for improving pedestrian and bicycle connections to light rail and across West Burnside Street.
- c. An action item is added to the Goose Hollow action chart calling for wider pedestrian areas along West Burnside by providing arcades on new building frontages.
- d. An action item is added to the Goose Hollow action chart calling for consideration of the application of active use area and required building line provisions along West Burnside as part of the next update of the Central City Plan.
- e. The Central City Plan District Bonus Height Option for Housing is amended to clearly state that the review body has the ability to reconfigure the proposed building, including reducing its height, and that it may approve all, some or none of the requested bonus height. Approving the increased height must also be consistent with the purposes stated in 33.510.205 (Height) which include such goals as protecting views, limiting shadows on residential neighborhoods and ensuring height compatibility and step downs to historic districts.
- f. A portion of the Uptown Shopping Center site is made eligible for the Bonus Height Option for Housing only, which must be approved through the design review process. This area is not made eligible for the general height bonuses that are granted as a part of earning FAR bonuses. The intent of this provision is to allow the review body to determine the appropriateness of all additional bonus height above the base zone allowed 75 feet (Central Commercial zone) for this site, which is located next to a historic district and a mix of uses and scales of development. Together, these amendments (including those described in e, above) allow increased development potential for infill residential and mixed-use development in this important Central City gateway area, while providing design review bodies the means for ensuring that the new development will respect its urban context.

408. Policy 13, Plan Review, calls for periodically reviewing the progress of the *Central City Plan*. The amendments support this policy because the *Northwest District Plan* process included a review of selected elements of the Central City Plan and recommended revisions where appropriate.

409. Policy 15, Goose Hollow, calls for protecting and enhancing the character of Goose Hollow by encouraging new housing, commercial and mixed use development which retains or enhances a sense of community while improving infrastructure. The amendments support this policy for the reasons below.

- a. The *Northwest District Plan* extends the Central City Plan, plan district and Goose Hollow Subdistrict areas and applies the CX zoning designation which is one of the city's most intense urban zones, allowing high employment and residential density and mixed-use development and supporting the Central City as the region's urban core.

- b. The plan amends Policy 15, Goose Hollow, of the Central City Plan by adding a provision to Further Statement C that calls for improving pedestrian and bicycle connections to light rail and across West Burnside Street.
 - c. An action item is added to the Goose Hollow action chart calling for wider pedestrian areas along West Burnside by providing arcades on new building frontages.
 - d. An action item is added to the Goose Hollow action chart calling for consideration of the application of active use area and required building line provisions along West Burnside as part of the next update of the Central City Plan.
- 410. Central City Transportation Management Plan.** Portland City Council adopted the *Central City Transportation Management Plan (CCTMP)*, in September 1995 to promote economic vitality, livability, and environmental quality in the Central City. The CCTMP boundary has not been updated since initial adoption and will not apply to the areas added to the Central City Plan area by the *Northwest District Plan*.

Guild's Lake Industrial Sanctuary Plan Findings

411. The Jobs and Economic Development Policy and its objectives call for maintaining and expanding industrial business and employment opportunities and for stimulating investment in the area's infrastructure and industrial facilities. The amendments support this policy and its objectives for the following reasons.
- a. The *Northwest District Plan* (NWDP) is the final piece of a two-part comprehensive land use planning effort for Northwest Portland from the St. Johns Bridge to West Burnside. The first part, the *Guild's Lake Industrial Sanctuary Plan*, was adopted on 2001 and provides a policy framework to preserve and protect industrial sanctuary lands north of NW Vaughn for manufacturing and other industrial uses. The *Northwest District Plan* provides the framework for preserving and enhancing residential and mixed-use areas south of NW Vaughn. The NWDP also provides for a broader mix of uses, including commercial and residential, in the Transition Subarea, where a transition from an industrial emphasis has been found to be appropriate, given long-term economic and land use trends, the large number of existing non-industrial uses, and extensive stakeholder input.
 - b. In 1996, the City Council recommended that the four northwest neighborhood associations with industrial zoning agree on issues relating to long-term industrial land use. A joint working group was formed, the Northwest Industrial Sanctuary Working Group (SWG). In 1999, the SWG coalition reached consensus and recommended the creation of an industrial plan district, bounded on the south by NW Vaughn. The group also recommended that land south of NW Vaughn was appropriate for a transition out of industrial use and that the neighborhoods should continue to work on defining "buffer zones." Taken together, the *Northwest District Plan* and the *Guild's Lake Industrial Sanctuary Plan* implement these recommendations and are intended to facilitate the continuing evolution of Northwest Portland south of Vaughn Street into a diverse urban neighborhood, while further strengthening protections to the industrial land north of Vaughn Street.
 - c. At the time of the adoption of the *Guild's Lake Industrial Sanctuary Plan* (GLISP) in 2001, City Council directed staff to address issues pertaining to the interface between industrial and nonindustrial lands along NW Vaughn Street as part of the *Northwest District Plan* process, and to refine as needed GLISP policies and regulations (see GLISP action item L10).
 - d. The *Northwest District Plan* supports higher employment densities in a limited area on the north side of NW Vaughn Street by creating a new Subdistrict B in the Guild's Lake Industrial Plan District. This area is redesignated Mixed Employment (ME) on the Comprehensive Plan Map. When rezoned to an EG designation, office uses will be allowed up to 1.85:1 FAR (2:1 in a landmark). Applicants for office FAR above 1:1 will contribute to a NW Transportation Fund to help the City implement transportation system improvements. This area is also intended to serve as a transition from the heavily industrialized Guild's Lake Industrial Sanctuary to the north to the mixed use and residential areas to the south, thereby reducing the likelihood of land use conflicts that can negatively impact residents and restrict the ability of industrial firms to operate efficiently. In Subdistrict B, retail sales and service uses are limited in an EG zone to 10,000 square feet. Other incompatible uses are prohibited in subdistrict B, including: residential, quick vehicle service, commercial outdoor recreation and major event entertainment.
 - e. Policy 13, Transition Subarea of the *Northwest District Plan*, encourages a mix of housing, commercial, institutional, open space, and light industrial uses. Objective K calls for protecting

the Guild's Lake Industrial Sanctuary by locating activities and uses that are compatible with industry at the northern edge of the subarea.

- f. Within a portion of the Northwest Plan District north of US 30 and I-405, a few blocks south of the Guild's Lake Industrial Sanctuary, residential uses are limited in the EX zone to 20 percent of the net building area. This provision would apply to other properties if they received a Comprehensive Plan map redesignation and rezoning to EX in the future.

412. The Transportation Policy and its objectives call for maintaining and improving the intermodal and multimodal transportation system to provide for the smooth movement of goods and employees. The amendments support this policy for the reasons below and for the reasons cited in the findings for the *Guild's Lake Industrial Sanctuary Plan* Jobs and Economic Development Policy.

- a. IGI zoning is retained in GLIS Plan District Subdistrict B in part to provide a mechanism for evaluating the adequacy of the transportation system as property is rezoned in conformance with the ME Comprehensive Plan Map designation.
- b. Retail uses are limited to 10,000 square feet per site in Subdistrict B (once rezoned to an EG designation) to ensure that large, region-serving retail does not locate here and compromise the transportation system for industrial uses.
- c. Certain land uses such as household and group living, quick vehicle servicing, commercial outdoor recreation and major event entertainment are prohibited in Subdistrict B (once rezoned to an EG designation) because these uses can generate high levels of traffic that can interfere with nearby industrial uses.
- d. Drive-through facilities are prohibited in the subdistrict (once rezoned to an EG designation) in order to limit impacts from the high levels of traffic these use can attract.
- e. In Subdistrict B (once rezoned to an EG designation), motor vehicle access to a vehicle area or structure is not allowed from NW Vaughn Street in order to reduce traffic conflicts and create a safer pedestrian environment on this busy street.
- f. The amendments include a Master Street Plan that identifies the existing and preferred future street layout for the study area. The Master Street Plan will be incorporated into the Transportation System Plan and, as it is implemented, will provide increased connectivity by establishing new street connections and extending the historic street grid. Additional street connectivity is identified for the NW Wilson Street alignment between NW 24th Ave and NW 25th Ave and on the NW 27th Ave alignment between NW Wilson and NW Nicolai.
- g. Properties in GLIS Subdistrict B must meet adequacy of facilities criterion as part of rezoning to an EG zone. Applications for projects under the EG zone with an office FAR of greater than 1:1 will contribute to a NW Transportation Fund to help the City implement transportation system improvements in this area.

413. The Land Use Policy and its objectives call for preserving and protecting land primarily for industrial uses, and minimize land use conflicts in the Guild's Lake Industrial Sanctuary while allowing compatible nonindustrial uses within the GLIS that provide retail and business services primarily to support industrial employees and businesses. The amendments support this policy for the

reasons below and for the reasons cited in the findings for the *Guild's Lake Industrial Sanctuary Plan* Jobs and Economic Development and Transportation Policies.

- a. The plan creates a new Subdistrict B in the Guild's Lake Industrial Plan District. This area is redesignated Mixed Employment (ME) on the Comprehensive Plan Map. This area is intended to serve as a transition from the heavily industrialized Guild's Lake Industrial Sanctuary to the north to the mixed use and residential areas to the south, thereby reducing the likelihood of land use conflicts that can negatively impact residents and restrict the ability of industrial firms to operate efficiently. In Subdistrict B, retail sales and service uses are limited and certain incompatible uses are prohibited.
 - b. IGI zoning is retained in Subdistrict B in part to provide a mechanism for evaluating the adequacy of the public services as property is rezoned in conformance with the ME Comprehensive Plan Map designation.
 - c. Retail uses are limited to 10,000 square feet in Subdistrict B (once rezoned to an EG designation) to ensure that large, region-serving retail does not locate here and compromise the transportation system for industrial uses.
 - d. The following land uses are prohibited in Subdistrict B (once rezoned to an EG designation): household and group living quick vehicle servicing, commercial outdoor recreation and major event entertainment because these uses can generate high levels of traffic and other impacts that can interfere with nearby industrial uses.
 - e. Drive-through facilities are prohibited in the subdistrict (once rezoned to an EG designation) in order to limit impacts from the high levels of traffic these use can attract.
 - f. In Subdistrict B (once rezoned to an EG designation) motor vehicle access to a vehicle area or structure is not allowed from NW Vaughn Street in order to reduce traffic conflicts.
 - g. A new Land Use Objective 11 is created to provide clear policy support for the new Subdistrict B.
 - h. Most industrial land uses are allowed in the EG zones, allowing continued industrial operations and employment in the new subdistrict.
 - i. Subdistrict B regulations acknowledge that this area is within an industrial area and that new office development should continue an industrial focus. The regulations facilitate office development that supports nearby industrial operations.
414. Objective 1: Preserve the overall industrial character of the Guild's Lake Industrial Sanctuary. The amendments are not inconsistent with this objective for the reasons below.
- a. Most industrial land uses are allowed in the EG zones, allowing continued industrial operations and employment in the new subdistrict.
 - b. Subdistrict B, at less than 17 acres, constitutes approximately 1 percent of the total *Guild's Lake Industrial Sanctuary Plan* District area.
 - c. A significant portion of the existing land uses in Subdistrict B are nonindustrial, including a motel, a restaurant and other commercial operations.

- d. Subdistrict B regulations acknowledge that this area is within an industrial sanctuary and that new office development should continue an industrial focus. The regulations facilitate office development that supports nearby industrial operations.
415. Objective 2: Preserve the physical continuity of the area designated as Industrial Sanctuary within the Guild's Lake Industrial Sanctuary. The amendments are consistent with this objective because the new Subdistrict B is located on the very southern edge of the Guild's Lake Industrial Sanctuary and does not isolate any IS designated lands.
416. Objective 3: Minimize conflicts between industrial and nonindustrial land uses. The amendments support this objective because the new Subdistrict B is intended to serve as a transition from the heavily industrialized Guild's Lake Industrial Sanctuary to the north to the mixed use and residential areas to the south, thereby reducing the likelihood of land use conflicts that can negatively impact residents and restrict the ability of industrial firms to operate efficiently. In Subdistrict B, retail sales and service uses are limited in an EG zone to 10,000 square feet. Other incompatible uses are prohibited in Subdistrict B, including: residential, quick vehicle service, commercial outdoor recreation and major event entertainment.
417. Objective 4: Prohibit new residential uses within the GLIS. The amendments support this objective because household and group living are prohibited uses in the new subdistrict.
418. Objective 5: Allow the provision of support services to employees and businesses in the GLIS to reduce trips outside of the GLIS. The amendments support this objective because limited allowances are made for both office and retail uses in the subdistrict.
419. Objective 6: Encourage industrial businesses to locate their accessory offices and showrooms along NW Vaughn Street. The amendments support this objective because they create more flexibility for these kinds of uses and would allow accessory offices and showrooms from industrial firms whose industrial operations are located in parts of the GLIS not abutting land along NW Vaughn.
420. Objective 10: Contribute to the maintenance and enhancement of all of Northwest Portland as a diverse urban environment that includes opportunities for housing, commercial services, and industrial employment in relatively close proximity. The amendments support this objective because the new subdistrict creates a transition from the heavily industrialized Guild's Lake Industrial Sanctuary to the north to the mixed use and residential areas to the south, thereby reducing the likelihood of land use conflicts while fostering new employment opportunities close to dense residential neighborhoods.



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-5 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-5
Est. Start Time: 10:15 am

Agenda Title: Intermediate Exemption from Competitive Procurement Notification for the purchase of fuel from Jubitz Corporation.

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: 11/18/10 **Amount of Time Needed:** 5 Minutes
Department: Department of County Management **Division:** FREDS
Contact(s): Garret Vanderzanden
Phone: 503.988.6564 **Ext.** 86564 **I/O Address:** 374/1/MTLMGT
Presenter Name(s) & Title(s): Garret Vanderzanden, Finance Manager
Brian Smith, Finance Manager Mike Waddell

General Information

1. What action are you requesting from the Board?

Pursuant to County PCRB Rule 47-0285, Special Procurements, we are requesting that the Board grant an exemption in the amount of \$150,000 to extend the current contract with Jubitz Corporation to allow time for procurement number P11-10354 to be completed.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Multnomah County's FREDS Division utilizes Jubitz Corporation for the purchase of fuel across the County using Jubitz's Cardlock system. Until June of 2010 these purchases were executed using the City of Portland's contract with Jubitz Corporation which contained cooperative purchasing language.

The City of Portland was contacted by FREDS in May of 2010 for an update on the Jubitz contract. FREDS was informed that the City would not be renewing their contract with Jubitz and would allow it to expire at the end of June 2010. FREDS procurement staff then began researching alternative cooperative contracts. FREDS contacted Purchasing in June to begin a bid process in order to establish a new contract after discovering no cooperative contracts existed in the Portland area.

Agenda Placement Request
Submit to Board Clerk

Bid B11-10290 was created and opened on 08/20/10 and closed on 09/14/10, with 2 bidders responding. Intent to award was provided on 09/15/10. Multiple protests followed concerning pricing contained within the bids. After consulting the County Attorney regarding the protests the decision was made to cancel the bid on 10/25/10.

FREDS received 2 exemptions from Purchasing to extend the current contract with Jubitz Corporation:

- Intermediate Exemption IE 11-2411, valid 07/01/10 thru 09/30/10, in the amount of \$150,000
- Intermediate Exemption IE 11-2445 valid 10/01/10 thru 11/30/10, in the amount of \$100,000

These exemptions were intended to allow for adequate time for the bid and contract process to be completed. Due to the bid cancellation the current exemption will sunset before a new contract is in place.

FREDS is seeking an additional exemption through February 2011 in the amount of \$150,000 to continue utilizing Jubitz Corporation for the purchase of fuel. Jubitz Corporation is honoring the pricing of the previous City of Portland contract. Purchasing and FREDS are in the process of creating a new bid and anticipate that a contract will be awarded in January 2011. We anticipate having the new contract in place and in use in February 2011.

3. Explain the fiscal impact (current year and ongoing).

No fiscal impact is expected as current fuel prices are within expected budgeted amounts.

4. Explain any legal and/or policy issues involved.

N/A.

5. Explain any citizen and/or other government participation that has or will take place.

N/A.

Required Signature

**Elected Official or
Department/
Agency Director:**

Mindy Hume

Date: 11/10/10

**Agenda Placement Request
Submit to Board Clerk**

INTERMEDIATE / INFORMAL SPECIAL PROCUREMENT & EXEMPTION REQUEST FORM
For dollar limits under the various rules and administrative procedures see this link: THRESHOLDS

Note: Save this form to your hard drive and then e-mail it as an attachment to the "Exemption Request" mailbox (it will automatically route to CPCA for approval). For authorization purposes, include the approving Program/Division Manager as a cc in the address of your e-mail request. Enter all applicable requested information on form to avoid processing delays. See instructions at this link: EXEMPTION INSTRUCTIONS

1. DATE OF REQUEST 11/08/2010 DEPARTMENT: Dept. of County Management DIVISION: FREDs	CONTACT PERSON Claudia Arvidson CONTACT PHONE X 85068 DIVISION/PROGRAM MANAGER Richard Swift
2. VENDOR NAME Jubitz	VENDOR NUMBER 28375
3. EXEMPTION AMOUNT \$ 150,000	<input type="checkbox"/> New, Annual Amount <input checked="" type="checkbox"/> New, Lump Sum Amount <input type="checkbox"/> New, One-Time Purchase
4. REQUESTED TIME PERIOD Start Date 12/01/2010 End Date 02/28/2011	<input type="checkbox"/> New, Price Agreement (Requirements) Amount <input type="checkbox"/> Change (Amount of exemption amendment)
PURPOSE OF REQUEST	
5. <input type="checkbox"/> New Contract	Contract Number [Enter Number] Start Date [Insert Date] End Date [Insert Date]
6. <input checked="" type="checkbox"/> New Purchase Order	Requisition Number 10050257 Date 12/01/2010
7. <input type="checkbox"/> Amendment to existing Exemption	Exemption Number [Enter Number] Start Date [Insert Date] End Date [Insert Date]
<input type="checkbox"/> Contract Amendment	Contract Number [Enter Number] Start Date [Insert Date] End Date [Insert Date]
<input type="checkbox"/> Purchase Order Change Order	Purchase Order Number [Enter Number] Date [Insert Date]

8. DESCRIPTION: For the purchase of fuel accessing the Jubitz Pacific Pride Network.

9. FINDINGS SUPPORTING REQUEST: P-100 Exemption Request. ITB B11-10290 was created and opened on 08/20/10 and closed on 09/14/10, with 2 bidders responding. Intent to award was provided on 09/15/10. Multiple protests followed concerning pricing contained within the bids. After consulting the County Attorney regarding the protests the decision was made to cancel the bid on 10/25/10. FREDs received 2 exemptions from Purchasing to extend the current contract with Jubitz Corporation:

- o Intermediate Exemption IE 11-2411, valid 07/01/10 thru 09/30/10, in the amount of \$150,000
- o Intermediate Exemption IE 11-2445 valid 10/01/10 thru 11/30/10, in the amount of \$100,000

These exemptions were intended to allow for adequate time for the bid and contract process to be completed. Due to the bid cancellation the current exemption will sunset before a new contract is in place.

FREDs is seeking an additional exemption through February 2011 in the amount of \$150,000 to continue utilizing Jubitz Corporation for the purchase of fuel. Jubitz Corporation is honoring the pricing of the previous City of Portland contract. Purchasing and FREDs are in the process of creating a new bid and anticipate that a contract will be awarded in January 2011. We anticipate having the new contract in place and in use in February 2011.

10. AUTHORITY FOR REQUEST (Check one and select rule)

- ☒ PCRB Rule 47-0285 Special Procurement
Products and Non-Personal (Professional) Services

OR

- ☐ PUR 1 Administrative Rule [Choose One]
Personal (Professional) Services

11. ☐ **SOLE-SOURCE PROCUREMENT** (Indicate market research below):

VENDOR ONE [Insert Name]	Contact Date [Insert Date]
Contact Person [Insert Name]	Contacted by [Choose One]
Results [Insert Information - field will expand]	

VENDOR TWO [Insert Name]	Contact Date [Insert Date]
Contact Person [Insert Name]	Contacted by [Choose One]
Results [Insert Information - field will expand]	

VENDOR THREE [Insert Name]	Contact Date [Insert Date]
Contact Person [Insert Name]	Contacted by [Choose One]
Results [Insert Information - field will expand]	

12. **ADDITIONAL REMARKS:** [Insert Information - field will expand]



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST BUDGET MODIFICATION

(revised 12/31/09)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-6 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010

Agenda Item #: R-6

Est. Start Time: 10:20 am

BUDGET MODIFICATION: HD-11-06

BUDGET MODIFICATION – HD-11-06 - Request approval to appropriate
Agenda \$221,799 in revenue from the State of Oregon – Department of Human Services
Title: – Women, Infants, and Children grant.

Note: For all other submissions (i.e. Notices of Intent, Ordinances, Resolutions, Orders or Proclamations) please use the APR short form.

Requested Meeting Date:	<u>November 18, 2010</u>	Amount of Time Needed:	<u>5 minutes</u>
Department:	<u>Health Department</u>	Division:	<u>Community Health Services</u>
Contact(s):	<u>Lester A. Walker – Budget & Finance Manager</u>		
Phone:	<u>(503) 988-3663</u>	Ext.	<u>26457</u>
Presenter(s):	<u>I/O Address: 167/2/210</u>		
	<u>David Brown, Program Supervisor; Loreen Nichols, Program Manager</u>		

General Information

1. What action are you requesting from the Board?

Approval of appropriation of \$221,799 in revenue from the State of Oregon – Department of Human Services – Women, Infants, and Children (WIC) grant.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The purpose of this Breast Feeding Peer Counseling grant is to provide breast feeding support for mothers in the WIC program. Breast feeding initiation rates for WIC moms in Oregon are one of the highest in the nation. However, after one month those rates decrease to the national average. Support for WIC moms during this time period is critical to increasing breast feeding longevity rates.

The Peer Counselor Coordinator will be responsible for coordinating the program, will serve as a breast feeding liaison between WIC moms and hospitals, will collaborate with community partners to help identify and address breastfeeding support needs and provide leadership in promoting the Peer Counseling Program to the community, and will assist with hiring, training, supervising and evaluating Multnomah County WIC Peer Counselors. WIC Peer Counselors will be responsible for leading weekly group meetings, evaluating all WIC pregnant women to establish breast feeding support needs, breast feeding training, and support throughout pregnancy and the first year of infant's life. The goal is to remove barriers to breast feeding duration. This grant will also provide promotional material, training and breast feeding educational material, and breast pumps and breastfeeding aids.

This budget modification supports Program Offer 40018: Women, Infants, and Children (WIC).

3. Explain the fiscal impact (current year and ongoing).

Approval of this budget modification will increase the Health Department's federal/state FY 2011 budget by \$221,799.

4. Explain any legal and/or policy issues involved.

None.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

ATTACHMENT A

Budget Modification

If the request is a **Budget Modification**, please answer all of the following in detail:

- **What revenue is being changed and why? If the revenue is from a federal source, please list the Catalog of Federal Assistance Number (CFDA).**

The Health Department's federal/state revenue budget will increase by \$221,799 in FY 2011 as a result of the work performed under this award.

This is federal revenue, CFDA 10.557: Special Supplemental Nutrition Program for Women, Infants, and Children.

- **What budgets are increased/decreased?**

The Health Department's budget will have the following changes:

- Permanent budget will increase by \$108,848
- Salary Related Expense budget will increase by \$35,364
- Insurance Benefits budget will increase by \$42,676
- Printing budget will increase by \$5,000
- Supplies budget will increase by \$10,000
- Local Travel/Mileage budget will increase by \$1,650
- Central Indirect will increase by \$3,487
- Department Indirect will increase by \$13,189
- Internal Service Telephone will increase by \$1,585

- **What do the changes accomplish?**

This increased funding will allow WIC staff to increase breast feeding duration rates amongst mothers in the WIC program. The Peer Counseling Program will also provide promotional material, training and breast feeding educational material, breast pumps and breastfeeding aids.

- **Do any personnel actions result from this budget modification? Explain.**

- Add 0.92 FTE Program Coordinator, position number 714645. This position was reviewed by Class/Comp and approved on 08/11/2010 (request #1542).
- Add 1.68 FTE Community Health Specialist 2, position numbers 714904 and 714905. These positions were reviewed by Class/Comp and approved on 10/13/2010 (request #1583).

- **If a grant, is 100% of the central and department indirect recovered? If not, please explain why.**

The revenue covers these costs.

- **Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?**

WIC is a continuous grant. The function and revenue stream will be ongoing.

- If a grant, what period does the grant cover? When the grant expires, what are funding plans? Are there any particular stipulations required by the grant (i.e. cash match, in kind match, reporting requirements etc)?

The grant period is July 1, 2010 to June 30, 2011.

There are no match requirements or non-standard reporting requirements.

NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.

ATTACHMENT B

BUDGET MODIFICATION: HD-11-06

Required Signatures

Elected Official or
Department/
Agency Director:

Lillian Shirley

Date: 10/22/2010

[Signature]

10/27/2010

Budget Analyst:

Date: _____

Department HR:

Kathleen Fuller

Date: 10/18/2010

Countywide HR:

[Signature]

Date: 10/25/2010

Budget Modification ID: **HD-11-06****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2011

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1	40-44	20580	40018	0030			4SA76-04-1	50190	0	(221,799)	(221,799)		Increase IG-OP-Fed Thru St
2	40-44	20580	40018	0030			4SA76-04-1	60000	0	108,848	108,848		Increase Permanent
3	40-44	20580	40018	0030			4SA76-04-1	60130	0	35,364	35,364		Increase Salary Related Exps
4	40-44	20580	40018	0030			4SA76-04-1	60140	0	42,676	42,676		Increase Insurance Benefits
5	40-44	20580	40018	0030			4SA76-04-1	60180	0	5,000	5,000		Increase Printing
6	40-44	20580	40018	0030			4SA76-04-1	60240	0	10,000	10,000		Increase Supplies
7	40-44	20580	40018	0030			4SA76-04-1	60270	0	1,650	1,650		Increase Local Travel/Mileage
8	40-44	20580	40018	0030			4SA76-04-1	60350	0	3,487	3,487		Increase Central Indirect
9	40-44	20580	40018	0030			4SA76-04-1	60355	0	13,189	13,189		Increase Dept Indirect
10	40-44	20580	40018	0030			4SA76-04-1	60370	0	1,585	1,585		Increase Intl Svc Telephone
11										0			
12	72-10	3500		0020		705210		50316	(490,586)	(533,262)	(42,676)		Insurance Revenue
13	72-10	3500		0020		705210		60330	473,092	515,768	42,676		Offsetting Expenditure
14										0			
15	19	1000		0020		9500001000		50310	(5,406,058)	(5,409,545)	(3,487)		Indirect Reimb Rev in GF
16	19	1000		0020		9500001000		60470	6,816,989	6,820,476	3,487		CGF Contingency Expenditure
17										0			
18	40-90	1000	40040	0030		409050		50370	(5,878,426)	(5,891,615)	(13,189)		Dept Indirect Revenue
19	40-90	1000	40040	0030		409001		60000	304,460	317,649	13,189		Dept Indirect Offsetting Exp
20										0			
21	10-10	3503		0020		709525		50310	(3,571,030)	(3,572,615)	(1,585)		Telecommunications Intl Svc
22	10-10	3503		0020		709525		60200	1,965,258	1,966,843	1,585		Offsetting Expenditure
23										0			
24										0			
25										0			
26										0			
27										0			
28										0			
29										0			
											0	0	Total - Page 1
											0	0	GRAND TOTAL



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # _____ DATE _____
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-7
Est. Start Time: 10:25 am

Agenda Title: Resolution establishing the Community Advantage Banking (CAB) Program and repealing resolution 98-129

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: 11/18/10
Department: Multnomah Co. Chair's Office
Contact(s): Guillermo A. Maciel, Policy Advisor – Multnomah County Chair's Office
Phone: (503) 988-5531 Ext. 585531
Amount of Time Needed: 20 min.
Division:

Presenter Name(s) & Title(s):

- Guillermo A. Maciel, Policy Advisor – Multnomah County Chair's Office
- Mark Campbell – Treasury Manager
- Invited Guests x 2 (Local Community Banks)

General Information

1. What action are you requesting from the Board?

Resolution establishing the Community Advantage Banking (CAB) Program and repealing resolution 98-129

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Multnomah County has the opportunity to be innovative and achieve multiple goals with our investment dollars through the Community Advantage Banking Program (CAB). Higher deposits in local community banks will result in an increased availability of capital to our community via loans. Multnomah County can be an economic driver and build capital resources in partnership with our local community banks and credit unions. Our investment dollars can become loans that promote new and existing local businesses to help create and save jobs for Oregonians. The County's investment dollars can be used by banks to provide loans that enable home purchases and improvements, automobile purchases and tuition expenses that have the potential of stimulating our local economy.

Agenda Placement Request
Submit to Board Clerk

Multnomah County as an economic engine can promote lending opportunities, and encourage other local authorities to follow suit. The spirit and objective of Community Advantage Banking Program (CAB) is to invest in independent community banks and credit unions, which are locally owned and operated institutions that build their assets and funds from the communities they operate within. In turn these institutions will focus their lending primarily to that same community.

3. Explain the fiscal impact (current year and ongoing).

\$10,000,000 allocated from our bank accounts maintained for the purpose of earning yield.

4. Explain any legal and/or policy issues involved.

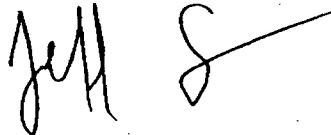
The County is authorized under ORS 294.035 to invest in time deposit open accounts, certificates of deposit and savings accounts community banks with headquarters or branches in Oregon. As defined in ORS 723.006 in Credit Unions or in federal credit unions, if the credit union maintains a head office or a branch in this state ("Local Credit Union").

5. Explain any citizen and/or other government participation that has or will take place.

County will make certified deposits in eligible local community banks as outlined in the resolution.

Required Signature

Elected Official or
Department/
Agency Director:



Date: 11/10/10

Chair's Office

**Agenda Placement Request
Submit to Board Clerk**

BEFORE THE BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Establishing the Community Advantage Banking Program (CAB) and repealing resolution 98-129.

The Multnomah County Board of Commissioners Finds:

- a. Our nation is reeling from the worst economic recession since the 1930s. Multnomah County residents are suffering right alongside their fellow Oregonians with the 8th highest rate of unemployment in the country. 9.9% of the State's population is without a job.
- b. The County has the opportunity to be innovative with its investment dollars. It has the opportunity to be an economic driver, and build capital resources in partnership with our local community banks and credit unions.
- c. The County's investments dollars can be used by Oregon banks for loans that promote new and existing businesses that help save and create jobs for Oregonians.
- d. The County's investment dollars can be used by Oregon banks for loans that enable home purchases and improvements, automobile purchases and tuition expenses that stimulate our local economy.
- e. The County as an economic engine can promote lending opportunities, adding to the quality of life of all Oregonians - including those in Multnomah County, and encourage other local authorities to follow suit.
- f. Local Community Banks are banks with headquarters in the State of Oregon that have less than \$1 billion in assets, are located throughout the State of Oregon and provide valuable financial services to the small business and agricultural sectors ("Local Community Bank").
- g. In addition to deposits with Local Community Banks, the County is also authorized under ORS 294.035 to invest in time deposit open accounts, certificates of deposit and savings accounts in Credit Unions as defined in ORS 723.006 or in federal credit unions, if the credit union maintains a head office or a branch in this state ("Local Credit Union").
- h. The County's investment policy, adopted by the Board, authorizes the County to purchase time certificates of deposits with financial institutions covered by Federal Deposit Insurance Corporation (FDIC) insurance and credit unions covered by National Credit Union Administration (NCUA) insurance.
- i. The County Investment Policy requires the County to safeguard assets, maintain sufficient liquidity requirements and obtain a competitive rate of return.
- j. The County's Investment Advisory Board reaffirmed this policy at its September 30, 2010 meeting.
- k. On September 10, 1998, the Board of County Commissioners adopted Resolution 98-129 that established a "Community Banking Investment Program." It is in the best interests of the County to repeal Resolution 98-129 and to instead adopt the provisions of this Resolution.

The Multnomah County Board of Commissioners Resolves:

1. Resolution 98-129 is repealed.
2. The County will purchase qualified time certificates of deposit from qualifying Local Community Banks and Local Credit Unions headquartered in Oregon to provide deposits for those institutions to make loans.

3. The total amount of funds available for this program will be \$10,000,000.
4. The par amount of the certificate of deposit will not exceed FDIC and NCUA insured limits.
5. Local Community Banks and Local Credit Unions must meet the following requirements to participate in this program:
 - (a) The yield on time certificates of deposit must be competitive with similar qualified investments available to the County at the time of purchase.
 - (b) The institution must have headquarters in the State of Oregon.
 - (c) The assets of the institution must not exceed \$1 billion as of the institution's most recent financial statement.
 - (d) The institution must have its Board of Directors approve a resolution affirming participation in Multnomah County's Community Advantage Banking Program (CAB) .
 - (e) The loans to deposits ratio at the institution must equal or exceed the national average for similar institutions.
 - (f) The institution must maintain a rating of "Satisfactory or Better" upon annual examination by the State of Oregon's Division of Finance Corporate Securities.
 - (g) The institutions that participate in the program must provide evidence that they are a member of the FDIC or NCUA.
6. When making investments with Local Community Banks and Local Credit Unions, the Treasury Manager will follow all other provisions contained in the County Investment Policy.

ADOPTED this 18th day of November, 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By: _____
John S. Thomas, Deputy County Attorney

SUBMITTED BY:

Guillermo A. Maciel, Policy Advisor - Chair's Office



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 12/31/09)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-8 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-8
Est. Start Time: 10:40 am

Agenda Title: **RESOLUTION Accepting the Portland Children's Levy Recommendation to Fund Collaboration Grant for Trauma Recovery Services for High Need Families; and Offering Advice and Counsel to the City of Portland Concerning the Recommendations**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 **Amount of Time Needed:** 5-10 minutes
Department: Non-departmental **Division:** Commissioner Kafoury
Contact(s): Liz Smith Currie
Phone: 503-988-4435 **Ext.** 84435 **I/O Address:** 501/6th
Presenter(s): Commission Kafoury, Meg McElroy, Assistant Director, Portland Children's Levy
PCL

General Information

1. What action are you requesting from the Board?

Approval of Resolution to accept Portland Children's Levy (PCL) recommendation and to recommend adoption to Portland City Council.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The Portland Children's Levy was authorized by Portland voters in 2002 and renewed in Fall 2008 for an additional five years to fund proven children's programs within the City. The ballot language authorizing the Children's Levy requires that investments be made in early childhood programs, child abuse prevention and intervention programs, programs for children in foster care, and after-school and mentoring programs.

After the Levy was renewed, a competitive funding process was held for each of the program areas. In addition, the Levy Allocation Committee designated \$500,000 of Levy revenues for Collaboration Grants in an effort to leverage additional resources to fund efforts in PCL's program areas. The objective of the Collaboration Grants would be to seek and generate intentional collaborations with other funders to achieve a policy goal(s) in the Levy's five program areas by

jointly funding services, capacity building, or improvements in service systems.

The Allocation Committee designated a Collaboration Committee of local funders to guide and advise the Collaboration Grants effort. The Committee also created framework against which potential projects are screened.

PCL is requesting that the Multnomah County Board of Commissioners accept the recommendation of the Allocation Committee to fund an investment of \$100,000 over three years in Trauma Recovery Services for High Needs Families. Portland State University's Regional Research Institute is the applicant, in partnership with Impact NW and Catholic Charities. The Gates Foundation has agreed to provide \$225,000 of funding over three years, conditioned on PSU raising local matching funds.

The project focuses on providing group psychotherapy and case management services to 30 chronically homeless mothers annually. The mothers have a history of trauma that has significantly impaired their ability to provide for and parent their children. The service model, Trauma Recovery Empowerment Model (TREM) is an evidence-based practice recognized by SAMHSA. The goal of the program is to increase trauma recovery skills in mothers, stabilize housing for the families, and reduce the risk of abuse/neglect and exposure to violence for the children. In addition, PSU will also provide training regarding trauma-informed service delivery to partner agencies, and to other agencies who have a role in the families lives, building local capacity among service agencies to provide trauma-informed services.

Additional information about the Collaboration Grants, including the Collaboration Committee and its Collaboration Grants framework, and the Trauma Recovery Services project are outlined in the attached memo entitled "Request for County Board Acceptance".

3. Explain the fiscal impact (current year and ongoing).

No fiscal impact to County.

4. Explain any legal and/or policy issues involved.

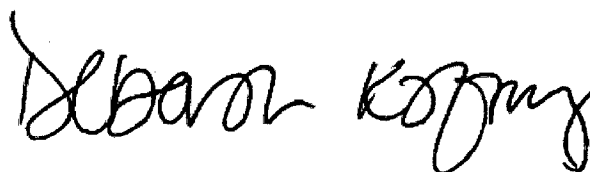
No legal issues involved; supports policies previously set by the Board.

5. Explain any citizen and/or other government participation that has or will take place.

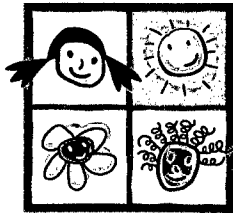
This is a multi-jurisdictional effort that has involved community stakeholders.

Required Signature

Elected Official or
Department/
Agency Director:



Date: 11/08/2010



Investing in our future

portland children's levy

Request for Multnomah County Board Acceptance

Portland Children's Levy Background

In November of 2002, Portland voters approved the Portland Children's Levy (PCL). In the fall of 2008, voters renewed the levy for another five years. The levy generates approximately \$13 million annually for early childhood, after-school and mentoring, child abuse prevention and intervention and foster care programs. Administrative costs for the fund are capped at 5% of revenues and the fund obtains annual audits to assure compliance with the administrative cap. A copy of the 2008 ballot language for the Children's Levy is attached as Exhibit A.

An Allocation Committee governs the PCL and grants funds to programs serving children and families residing in the City of Portland. The Allocation Committee is comprised of a City Commissioner (Dan Saltzman), a County Commissioner (Deborah Kafoury), a representative of the Portland Business Alliance (Ron Beltz), a citizen member appointed by the County Board (Adrienne Livingston), and a citizen member appointed by the City Council (Alissa Keny-Guyer).

Request for County Board Acceptance

PCL is requesting that the Multnomah County Board of Commissioners accept the recommendation of the Allocation Committee to fund a Collaboration Grant investments made through its Leverage Fund in the amount \$100,000 over three years for the Trauma Recovery Services for High Need Families project, led by Portland State University's Regional Research Institute.

Leverage Fund Collaboration Grant Funding Process Background

At the January 15, 2010 Allocation Committee meeting, the Committee voted to use \$500,000 of the Leverage Fund for Collaboration Grants. These grants are funder-initiated partnerships on projects in any of the five program areas. The Allocation Committee authorized formation of a Collaboration Committee to further define how the collaboration grant process would go forward. Staff and Committee member, Alissa Keny-Guyer, worked to assemble a committee of funders and individuals in the funding community to help seek out and develop projects for Collaboration Grants. Collaboration Committee members include: Alissa Keny-Guyer, Suk Rhee (Northwest Health Foundation), Mark Holloway (Social Venture Partners Portland), Howard Klink and Colin McCormack (United Way), and Sue Hildick (Chalkboard Project). Projects can include capacity building, service system improvements, or direct services.

Collaboration Grants Framework and Grant Guidelines

The Collaboration Committee has met monthly since March to establish a framework for considering collaboration grant opportunities and to discuss potential collaboration projects. The committee's framework serves as a set of criteria for screening collaborative projects and deciding whether to recommend them to the Allocation Committee for funding. The full framework is attached as Exhibit B to this memo, and below is a quick overview:

- *Theory of Change*: consider system-improvements or capacity building efforts that are based on well-developed theory of change
- *Project Preferences*: support projects that can build capacity and lead to system improvement, particularly if projects could benefit existing Levy grants & grantees
- *Innovation/ Evidence of Learning*: seek projects that offer different or more robust lessons learned than Levy's other grants
- *Readiness of Project*: balance portfolio between projects with high momentum & due diligence by funders and projects with high potential but not yet with significant attention from funders
- *Leverage Potential*: weigh the amount & type of money and partnerships leveraged
- *Grant Size*: think of aiming for 4 – 5 funding relationships regardless of size

Apart from the Framework, there are a handful of other guidelines for the Collaboration Grants, including:

- Funded projects must include at least one other funder apart from the Children's Levy
- Eligible Activities:
 - Organizational capacity building: projects that improve the capacity for an organization(s) to deliver quality services;
 - System Improvement Efforts: activities that improve alignment among systems to make service utilization and/or service provision in our community more efficient and effective.
 - Program services: direct services to children/families: keeping in mind that 96% of the Levy's grant funds go toward direct services (approx \$12 million per year), staff recommends that the Collaboration Committee seek out projects that address capacity building or systems improvement.

Brief Summary of Trauma Recovery Services for High Need Families project

- Portland State University's Regional Research Institute is the applicant, in partnership with Impact NW and Catholic Charities.
- Gates Foundation has agreed to provide \$225,000 of funding over three years (match of 2.25 : 1 for Levy dollars), conditioned on PSU raising local matching funds. Meyer Memorial Trust is also considering funding this project at \$225,000 over three years but will not decide for at least another month or two. Total potential leverage is 4.5: 1 for Levy.
- Project focuses on providing group psychotherapy and case management services to 30 chronically homeless mothers annually (for 3 years). The mothers have a history of trauma that has significantly impaired their ability to provide for and parent their children. The service model, Trauma Recovery Empowerment Model (TREM) is an evidence-based practice recognized by SAMHSA. The goal of the program is to increase

trauma recovery skills in mothers, stabilize housing for the families, and reduce the risk of abuse/neglect and exposure to violence for the children.

- The service population is families residing in 2 low-income housing sites in SE Portland, one run by Catholic Charities (Esperanza Court) and the other by Impact NW (Richmond Place). Those partner agencies and sites are involved with the Bridges to Housing project (which has received PCL funds in the past); the families to be served in this model have not been able to successfully engage in the Bridges program due to their extensive trauma histories and its impact on the mothers' lives, including major substance abuse or mental health issues.
- Partner agencies will provide housing and case management to the families (as they do with all Bridges families); Portland State University's Regional Research Institute would provide the TREM model with support from the School of Social Work.
- PSU will also provide training regarding trauma-informed service delivery to partner agencies, and to other agencies who have a role in the families lives, building local capacity among service agencies to provide trauma-informed services.

The Collaboration Committee screened this project against its framework, and it met all criteria as follows:

- TREM model offers a strong and proven Theory of Change; moreover, the capacity building with partner agencies will allow PSU to work with partners to assess their own trauma-informed service delivery and monitor their effectiveness toward that end.
- Project builds service effectiveness capacity of two current Levy grantees (and builds on the lessons learned from past grantee); has attracted Gates & Meyer attention and Gates investment because of an interest to learn better how to serve high-needs families.
- Project will pilot an evidence-based practice that has not been offered in Portland, providing several opportunities for learning and capacity building among other service systems involved with the families (housing, mental health, AOD, and child welfare).
- Much attention has been paid locally to "trauma-informed services" for children, but that same attention has not been directed toward their parents. This project marries both methods and helps stabilize families from both angles.
- Gates funding toward this project is contingent on funding from the Levy (or Meyer Memorial Trust), so this is a true leverage opportunity. In addition, for PSU, this relationship means being part of a distinguished community of grant recipients and a larger network of Gates community grants, in which there are explicit goals regarding sharing lessons learned among grantees and communities. For PCL, this means more opportunities to leverage Gates' due diligence, lessons learned from their grantmaking, and their actual dollars.

Exhibit A: 2008 Children's Levy Ballot Measure

Measure 26-94

Renew five-year levy for Children's Investment Fund

Question

Shall Portland continue supporting child abuse prevention, foster children, early childhood, after-school programs, renewing five-year levy starting 2009? This measure may cause property taxes to increase by more than 3 percent.

Summary

Measure would continue financing Children's Investment Fund to support proven programs designed to help children arrive at school ready to learn, provide safe and constructive after-school alternatives for kids, helps foster children and prevent child abuse and neglect and family violence.

This Children's Investment Fund can only be used for:

- Child abuse prevention and intervention, addressing juvenile crime, school failure, drug and alcohol abuse and homeless youth.
- Early childhood programs making childcare more affordable and prepare children for success in school.
- After-school, summer and mentoring programs: promoting academic achievement, reducing the number of juveniles victimized by crime and increasing graduation rates.
- Children in foster care programs: helping foster children succeed who have been abused and neglected.

Accountability measures include:

- Programs funded must be cost effective and have a proven record of success.
- Investment fund subject to oversight by a citizen committee
- Investment fund subject to annual audits.
- Administrative costs cannot exceed 5 percent.

Levy is \$0.4026 per \$1,000 of assessed property value and produces an estimated \$14 million per year for five years.

EXHIBIT B: Collaboration Grants Funding Framework

Portland Children' Levy

Theory of Change- consider system-improvements or capacity building efforts that are based on well-developed theory of change

- shift the balance of power in “systems:” support people outside “systems” to become involved within them (i.e. voices in decision-making) and challenge the “system” status quo by working with people within the “system” to make change (i.e. improve outcomes)
- seek or develop models where consumers are clearly involved in design & oversight
- assure that funded projects have articulated their theory of change
- emphasize system “improvements” because “change” takes longer than funding available

Project Preferences- support projects that can build capacity and lead to system improvement, particularly if projects could benefit existing Levy grants & grantee organizations

- support capacity building with culturally specific organizations
- identify what it is about culturally specific organizations that we want to support-differentiate that it's not just about outcomes but also about balance of power
- support direct service projects with high opportunity for learning/contribution to field
- consider projects addressing health/dental health or parent involvement; areas that are related to Levy's main program areas but not typically part of funded grants

Innovation/ Evidence of Learning- seek projects that offer different or more robust lessons learned than Levy's other grants

- ask selves, “what is different about this project? what can we learn by doing this? how is it different than business as usual? how will this contribute to current knowledge?”
- award all funds in next 2 years; use remaining 2 years of Levy for committee to reflect on lessons learned from projects. Use evidence of learning to argue for more money from future Levy for deliberate funder collaboration purposes.

Readiness of Project- balance portfolio between projects with high momentum & due diligence by funders and projects with high potential but not yet with significant attention from funders

- invest in what is in motion with other funders; select pieces that fit our preferences
- understand how funders made the case to each other about a need, and how they've worked and thought together in their approach to the project
- allow or encourage funder(s) to bring projects they couldn't afford to fund but that were deemed of interest to the funder(s); pursue as collaboration possibilities
- funder-initiated projects only (and evidence of that); not provider requests
- develop projects likely to succeed but yet to gain mass of funder support and attention

Leverage Potential- weigh the amount & type of money & partnerships that project(s) leverage

Grant Size- rather than constrict # of grants, think of aiming for 4 – 5 funding relationships

- issue fewer and larger grants
- consider smaller grants if potential for system improvement and capacity increase could leverage more investment and/or yield other large impacts in the future

Funding Guidelines— stipulations for these funds currently include:

- Funded projects must include at least one other funder apart from the Children's Levy
- Total Funds Available (\$500,000): based on limited administrative capacity of the Levy, staff recommends that this total be used for no more than 4 - 5 grants.
- Eligible Activities:
 - Organizational capacity building: projects that improve the capacity for an organization(s) to deliver quality services;
 - System Improvement Efforts: activities that improve alignment among systems to make service utilization and/or service provision in our community more efficient and effective.
 - Program services: direct services to children/families: keeping in mind that 96% of the Levy's grant funds go toward direct services (approx \$12 million per year), staff recommends that the Collaboration Committee seek out projects that address capacity building or systems improvement.
- Program areas of the Levy: funds must be spent per the Levy ballot language in any of the following 5 program areas: Early Childhood, Child Abuse Prevention/Intervention, Foster Care, Mentoring and After School.
- Time Periods of Grants: grants can be for multiple years throughout the life of the current levy (until June 30, 2014) and there is no minimum time period for the grants.
- Match Ratio: no requirements were provided as to the ratio of match between Levy funds and other funders' contributions for individual grants.
- City of Portland residents- in any Collaboration Grant project, Levy funds can only be used toward the portion of the project that benefits or directly serves City of Portland residents.
- Involvement of "Applicants" or "Beneficiaries"- depending on the nature of the collaborative project, Levy and the other funding partners, along with input from prospective entities to be funded, would negotiate scopes of work to be performed under the collaboration grants.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Accepting the Portland Children's Levy Recommendation to Fund Collaboration Grant for Trauma Recovery Services for High Needs Families; and Offering Advice and Counsel to the City of Portland Concerning the Recommendations

The Multnomah County Board of Commissioners Finds:

- a. In 2002 the citizens of the City of Portland authorized a five-year property tax levy to fund proven children's programs within the City.
- b. In November 2008 voters approved a renewal of the local option property tax levy to continue supporting the Portland Children's Levy to make targeted investments in proven programs in early childhood, child abuse prevention and intervention, foster care, after-school and mentoring.
- c. In December 2008 the Allocation Committee of the Portland Children's Levy voted to set aside \$3 million for a Leverage Fund in an effort to leverage additional private and public resources to fund services in PCL's program areas.
- d. The Allocation Committee voted January 2010 to allocate \$500,000 of the Leverage Fund to support Collaboration Grants with the objective to seek and generate intentional collaborations with other funders to achieve a policy goal(s) in the Levy's five program areas by jointly funding services, capacity building, or improvements in service systems.
- e. In October 2010 the Portland Children's Levy awarded funds totaling \$100,000 (over three years) for a Collaboration Grant, in collaboration with the Bill and Melinda Gates Foundation, to Portland State University's Regional Research Institute for the Trauma Recovery Services for High Needs Families project.
- f. The City of Portland and Multnomah County entered into an Intergovernmental Agreement to make certain that the funds received from the Levy are allocated in a manner complementary with a coordinated and comprehensive plan, and to ensure accountability and equity throughout the system. As part of the agreement, the City of Portland created the Children's Levy Allocation Committee to provide citizen oversight of the Levy.
- g. Furthermore, the Board of County Commissioners, through its expertise and experience in children's policy and administration, provides the City Council with advice and counsel. In the past the Board has made recommendations regarding allocations for early childhood care and education, for child abuse prevention and intervention programs, services to support children in foster care and for after school and mentoring programs. The Board is now making recommendations to make additional investment in a child abuse prevention and intervention program.

The Multnomah County Board of Commissioners Resolves:

1. The Board accepts the attached recommendation and request from the Allocation Committee to fund a Collaboration Grant investment made through its Leverage Fund in the amount \$100,000 over three years for the Trauma Recovery Services for High Need Families project.
2. Furthermore, the Board recommends and forwards the attached Portland Children's Levy Allocation Committee Recommendation to the Portland City Council for its consideration.

ADOPTED this 18th day of November, 2010

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
John S. Thomas, Deputy County Attorney

SUBMITTED BY:
Commissioner Deborah Kafoury



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (short form)

APPROVED: MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-9 DATE 11/18/2010
LYNDA GROW, BOARD CLERK

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-9
Est. Start Time: 10:50 am

Agenda Title:	RESOLUTION Approving Intergovernmental Agreement, Providing Gresham Police data to Multnomah County for inclusion in the Local Public Safety Coordinating Council's (LPSCC) Data Warehouse known as the Decision Support System for Justice (DSS-J)
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Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: November 18, 2010 Amount of Time Needed: 20 minutes
Department: Non Departmental Division: Shiprack
Contact(s): Matthew Lashua
Phone: 503-988-4105 Ext. x 84105 I/O Address: 503/6
Presenter(s): Elizabeth Davies & Invited Guests from Gresham & Portland Police

General Information

1. What action are you requesting from the Board?

Adoption of Resolution

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results. In 1996, Multnomah County's Board of Commissioners and public safety officials obtained voter approval of a \$7.5 million bond to improve information technology among the county's law enforcement and justice agencies. This bond money was used to fund the development of DSS-J, a common data warehouse that would integrate public safety data from local sources.

In its FY 2010 adopted budget, Multnomah County's Board of Commissioners formally transferred responsibility for the administration of DSS-J to the County's Local Public Safety Coordinating Council (LPSCC), which agreed to oversee the development of DSS-J through a Policy Committee and ensure data security through a Security Committee. This Policy Committee, recognizing the tremendous benefit already demonstrated by this data

warehouse, also determined that an action plan was needed to identify strategies that would improve the administration and operation of DSS-J and ensure the realization of the system's full potential. One of those strategies is to improve accessibility of DSS-J's tools. With the inclusion of Gresham's data, analysts, program managers and policy makers will have access to more reliable and complete public safety data.

3. Explain the fiscal impact (current year and ongoing).

None

4. Explain any legal and/or policy issues involved.

Approval of this resolution approves the IGA between Multnomah County and Gresham

5. Explain any citizen and/or other government participation that has or will take place.

Multnomah County jurisdictions continue to collaborate via the Local Public Safety Coordinating Council and improve public safety systems through partnership and collaboration.

ATTACHMENT A

Required Signatures

Elected Official or
Department/
Agency Director:



Date:

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Approving Intergovernmental Agreement Providing Gresham Police Data To Multnomah County For Inclusion In The Local Public Safety Coordinating Council's Data Warehouse

The Multnomah County Board of Commissioners Finds:

- a. The Multnomah County Local Public Safety Coordinating Council (LPSCC) is dedicated to the use of data in the making of effective public safety policy.
- b. The Decision Support System for Justice (DSS-J) is a unique data 'warehouse,' allowing for detailed and accurate data-based understanding and analysis of the Multnomah County public safety system.
- c. Multnomah County has previously entered into a similar agreement with the City of Portland allowing for the mutually beneficial sharing of data, but the County has been unable to access police data from Gresham because of incompatible systems.
- d. On July 1, 2010, the City of Gresham began to use a new data system that is compatible with county systems and allows for sharing of police data without any additional costs to Gresham, Portland or Multnomah County.
- e. Access to county-wide law enforcement data will increase public safety personnel's understanding of where crime occurs, allow for tracking data across the entire county, and be used by various agencies serving the entire county.

The Multnomah County Board of Commissioners Resolves:

1. The attached Intergovernmental Agreement among the City of Gresham, the City of Portland, and Multnomah County is approved; and the County Chair is authorized and directed to sign the attached agreement for the purposes of increasing our mutual understanding of the public safety system and to foster evidence-based decision making and policies.

ADOPTED this 18th day of November, 2010.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Jacqueline A. Weber, Assistant County Attorney

SUBMITTED BY:

Commissioner Judy Shiprack, District 3

INTERGOVERNMENTAL AGREEMENT

This is an Agreement between City of Gresham (GRESHAM), City of Portland (PORTLAND), and Multnomah County (COUNTY).

PURPOSE:

The purpose of this agreement is to establish the terms for providing Gresham Police data to Multnomah County for inclusion in a common database for easy access by all authorized parties. Specifically, this Agreement provides for the release of data from PORTLAND's PPDS system to designated IT representatives of Multnomah County. The extracted data will be incorporated into the Multnomah County Local Public Safety Coordinating Council's data warehouse known as DSS-Justice.

The parties agree as follows:

1. **TERM OF AGREEMENT.** The term of this agreement shall be the date the Agreement is signed by all parties and shall continue in effect until termination by one of more of the parties. Each party agrees to annually review this Agreement to ensure the terms and conditions remain appropriate for their requirements.
2. **RESPONSIBILITIES OF GRESHAM.**
 - (a) GRESHAM agrees that Gresham Police data stored in the PPDS system will be released by PORTLAND for use in the DSS-Justice warehouse while this agreement is in effect.
 - (b) GRESHAM will designate a representative to coordinate with the COUNTY on issues involving Gresham Police data stored in PPDS and exported to DSS-Justice.
 - (c) GRESHAM and COUNTY will agree upon a list of data fields to be shared under this agreement. The list, attached as Exhibit A, will also identify any access restrictions to this data. The list may be modified periodically. Any additions, deletion, or modifications to the data field list will be made by mutual written consent and Exhibit A will be modified accordingly.
 - (d) In addition to the termination rights in section 7 below, in the unlikely event that data extraction has a significant negative impact on GRESHAM's operations GRESHAM reserves the right to immediately terminate the data sharing procedure.
3. **RESPONSIBILITIES OF CITY OF PORTLAND**
 - (a) PORTLAND agrees to provide the COUNTY with read-only access to Gresham Police data in the PPDS database in order for the COUNTY to develop an extract of the data and download the extract for use in DSS-Justice.
 - (b) The initial data extract from PPDS will include all historical Gresham Police data *available in the PPDS system*.
 - (c) PORTLAND will allow a full extract of the Gresham Police data on a daily basis, unless a daily download negatively impacts the operations of PORTLAND or GRESHAM.

(d) Nothing in this agreement will affect PORTLAND's or GRESHAM's use of the PPDS system.

(e) PORTLAND reserves the right to reschedule or delay a download due to a system maintenance conflict.

4. RESPONSIBILITIES OF COUNTY.

(a) The COUNTY will designate an IT representative to communicate and coordinate with PORTLAND and GRESHAM on data issues involving this DSS-Justice project.

(b) Multnomah County's Information Technology Division will be responsible for maintaining the DSS-Justice system. Specifically, the COUNTY will be responsible for developing the program to extract the data; and obtaining, transforming, and loading the data extracted from PPDS to DSS-Justice.

(c) Prior to running daily extracts of data, the extraction program will be fully tested on a partial data set to insure that the operation and integrity of the PPDS system is not negatively impacted.

(d) The COUNTY agrees to conduct runs of the extraction program (referred to above) daily at 6:00 am, unless other notified as outlined in 3.e. of this agreement.

5. AUTHORIZATION FOR ACCESSING DATA THROUGH DSS-JUSTICE.

(a) GRESHAM authorized personnel may become users of DSS-Justice information through the standard application procedure.

(b) GRESHAM reserves the right to appoint a representative to participate as a member of the DSS-Justice Policy Committee, which authorizes access to DSS-Justice by all users and handles other data security concerns.

6. COSTS. Each party will pay for their own costs and expenses associated with the data extraction, staff support, machine resources, and database maintenance.

7. TERMINATION. This Agreement may be terminated by any party following 30 days written notification to all other parties. Upon termination, GRESHAM retains the authority to control access to their PPDS data that may remain resident on the DSS-Justice system or to have selected fields, or all previously transferred Gresham Police data deleted from the DSS-Justice system.

8. INDEMNIFICATION. Subject to the conditions and limitations of the Oregon Constitution and the Oregon Tort Claims Act, ORS 30.260 through 30.300, each party shall indemnify, defend and hold harmless all other parties from and against all liability, loss and costs arising out of or resulting from the acts of that party, its officers, employees and agents in the performance of this agreement

9. ADHERENCE TO LAW. Each party shall comply with all federal, state and local laws and ordinances applicable to this agreement.

10. NON-DISCRIMINATION. Each party shall comply with all requirements of federal and state civil rights and rehabilitation statutes and local non-discrimination ordinances.

11. **ACCESS TO RECORDS.** Each party shall have access to the books, documents and other records of the other which are related to this agreement for the purpose of examination, copying and audit, unless otherwise limited by law.

12. **SUBCONTRACTS AND ASSIGNMENT.** Neither party will subcontract or assign any part of this agreement without the written consent of the other party.

13. **THIS IS THE ENTIRE AGREEMENT.** This Agreement constitutes the entire Agreement between the parties. This Agreement may be modified or amended only by the written agreement of the parties.

MULTNOMAH COUNTY, OREGON:

County Chair or Designee

Date: _____

Approved: 
Department Director or Designee

Date: 9/28/10

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY

By: _____
Assistant County Attorney Date

CITY OF GRESHAM:

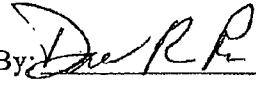
Signature: 

Name: CRAIG JUNGINGER
Please Print

Title: POLICE CHIEF

Date: 9/13/2010

Approved as to form:

By:  9/13/10
Date

CITY OF PORTLAND:

Signature: Michael Reese

Name: MICHAEL REESE
Please Print

Title: CHIEF OF POLICE

Date: 10/01/10

Approved as to form:

By: _____
Date



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Briefing material will be
supplied Mon. 11/15

Board Clerk Use Only

Meeting Date: 11/18/2010
Agenda Item #: R-10
Est. Start Time: 11:10 am

Agenda Title: Homeless Youth Oversight Committee Presentation to Board of County Commissioners

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 Amount of Time Needed: 45 minutes
Department: Non-Departmental—Chair's Office Division: Chair Jeff Cogen
Contact(s): Caitlin Campbell, Emerald Bogue
Phone: 503-988-5772 Ext. I/O Address:
Presenter Name(s) & Title(s): Kathy Oliver, Outside In; Sara Westbrook, Portland Police Bureau; Sally Erickson, Portland Housing Bureau; Mary Li, Dept. of County Human Services; youth representative (name unknown)

General Information

1. What action are you requesting from the Board?

The Homeless Youth Oversight Committee (HYOC) would like to provide a briefing to the Board on the work of the past year along with the challenges and opportunities ahead of us. This is also an opportunity for the Board to ask questions of the HYOC.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The mission of the Homeless Youth Oversight Committee is to ensure the wise investment of public funds, the provision of culturally competent services, and the effective implementation of system design in order to get youth in our community off of the streets and into stable housing. The HYOC reports back to the Board annually.

3. Explain the fiscal impact (current year and ongoing).

None.

4. Explain any legal and/or policy issues involved.

n/a

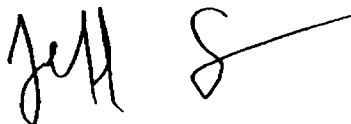
5. Explain any citizen and/or other government participation that has or will take place.

Agenda Placement Request
Submit to Board Clerk

There is a good deal of participation from providers, the business community, youth, Multnomah County, law enforcement, the City of Portland and the community at large.

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in black ink, appearing to be "Jell S", written over a horizontal line.

Date:

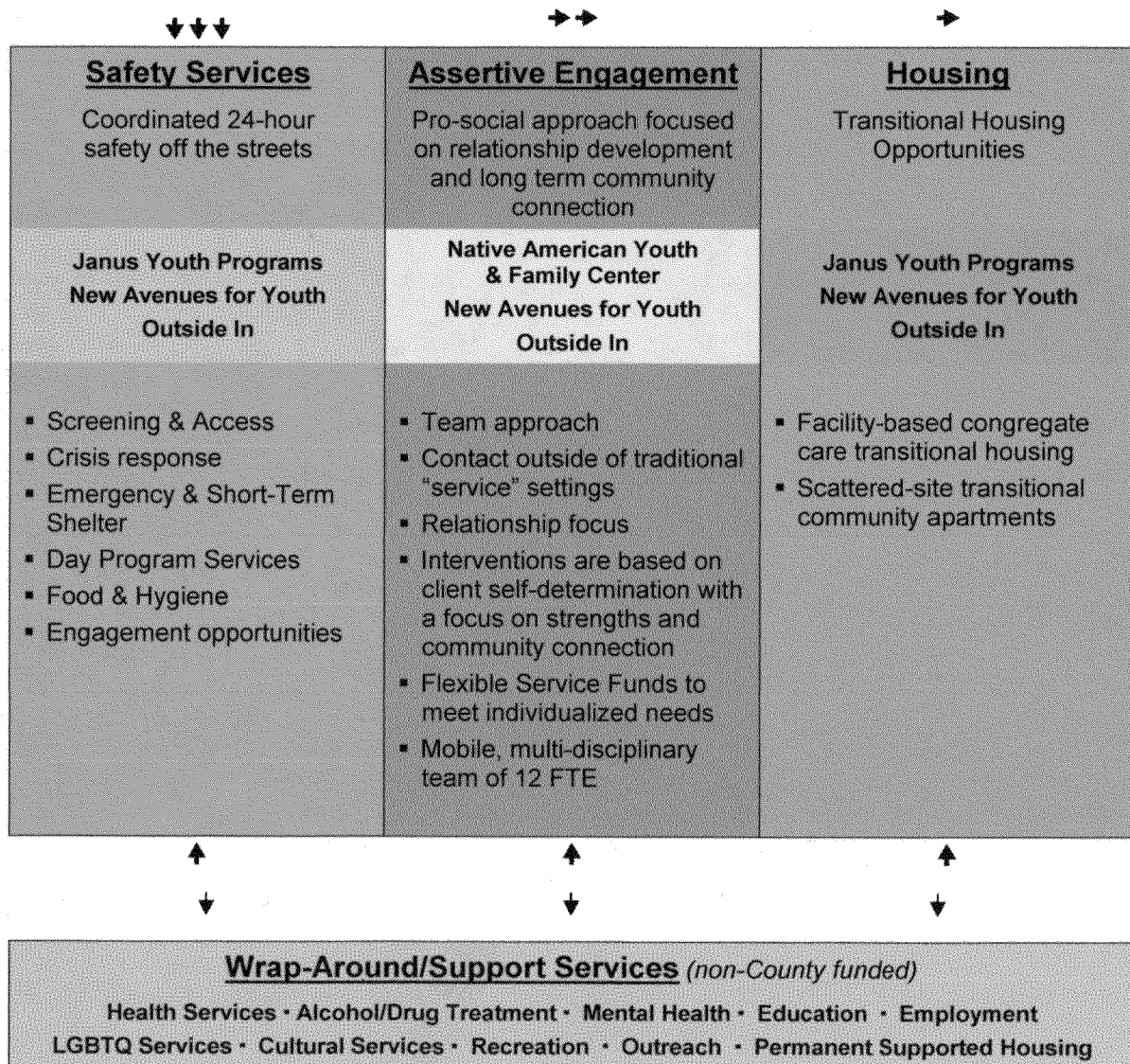
**Agenda Placement Request
Submit to Board Clerk**

Multnomah County Funded Homeless Youth System Overview

Homeless Youth System (HYS) Statement of Purpose: The strategic investment of community resources - public, private, financial, and human - that creates the unified system of supports and services necessary to: build protective factors, promote developmental outcome attainment, and achieve lasting, long-term impact in the lives of homeless youth.

This is accomplished through a seamless, multi-agency assertive engagement model that seeks to connect youth to the larger community and measures success using the evidence-based practices of Positive Youth Development. Services are targeted to youth between the ages of 15-23, with the ability to serve youth up to age 25.

Multnomah County Homeless Youth



HOMELESS YOUTH SYSTEM BLUEPRINT for ELIGIBLE YOUTH

STAFF GOALS		ACTIVITIES / PROCESS	YOUTH GOALS
ENGAGEMENT / PRE-ENGAGEMENT	<ul style="list-style-type: none"> Provide information about services and resources Make a connection for eligibility and screening 	<p><i>Initial Contact</i> (Outreach, Safety Services, Crisis Shelter, Community Referral)</p> <p style="text-align: center;">↓</p>	<ul style="list-style-type: none"> Seek assistance Gather information about services Learn about safety services
	<ul style="list-style-type: none"> Determine eligibility Make referral to AE Point Person or refer to other resources outside of the HYS Introduce youth to staff Build relationship with youth 	<p><i>Screening & Eligibility</i> JANUS (NAYA currently screening too)</p> <p style="text-align: center;">↓</p>	<ul style="list-style-type: none"> Provide needed information for eligibility determination Work with screener to connect with appropriate services
	<ul style="list-style-type: none"> Connect to safety services if needed Continue relationship development Begin informal assessment Connect youth to primary contact 	<p><i>Point Person</i> OI/NAFY/NAYA Assertive Engagement Team Member or Safety Services Member</p> <p style="text-align: center;">↓</p>	<ul style="list-style-type: none"> Meet basic needs Get information about system
	<ul style="list-style-type: none"> Assessment Relationship Development with primary AE staff member 	<p><i>Primary Contact</i> OI/NAFY/NAYA Assertive Engagement Team Member</p> <p style="text-align: center;">↓</p>	<ul style="list-style-type: none"> Agree to work with staff in building relationship, commitment to self determined goals
ASSERTIVE CONNECTION	<p>Relationship Development</p> <ul style="list-style-type: none"> Meaningful engagement of youth Make "youth meeting time" worth while to the youth Increase work with youth in the community (mobility) Staff accompany youth to community activities <p>Team Approach (AET):</p> <ul style="list-style-type: none"> Shared staffing of youth Collaboration on planning Use of Flex Funds for individualized youth planning and goal setting Leveraging of system and community relationships Identification of social capital through the use of eco-maps 	<p><i>Primary Contact</i> OI/NAFY/NAYA Assertive Engagement Team Member</p> <ul style="list-style-type: none"> Eco Mapping Meaningful Community Participation <ul style="list-style-type: none"> Skill Development Activity Participation Self Care (MH & AOD) Service Learning and Leadership Opportunities <ul style="list-style-type: none"> Job Training Work Experience Education <p style="text-align: center;">↓</p>	<p>Self Care</p> <ul style="list-style-type: none"> Address MH and AOD Issues <p>Meaningful Participation</p> <ul style="list-style-type: none"> Identify interests, skills, resources and existing relationships <p>Relationship Development</p> <ul style="list-style-type: none"> Primary contact and/or other HYS staff Community engagement and relationship development Identification of social capital through the use of eco-maps
TRANSITION	<ul style="list-style-type: none"> Reduce AE staff meeting time with youth Encourage deepening connection to long-term community resources. Supports and relationships 	<p><i>Meaningful Participation in Community Activities</i></p> <p style="text-align: center;">↓</p>	<ul style="list-style-type: none"> Decrease Reliance on Staff and Program Increase Social Capital Resources developed for long-term plan
CLOSURE	<p><i>Rite of Passage / Acknowledgment of Achievements / Celebration</i></p>		

**Homeless Youth Oversight Committee
Annual Presentation to the Board of County Commissioners
Homeless Youth System (HYS) Data Points & Trends
November 18, 2010**

2009 – 2010 Fiscal Year Data and Trends:

Demographics

- Average age of youth entering services = 20 years of age, up from 18.7 in the previous two years
- 45% of youth served in the system were youth of color
- Approximately 37% of youth in the system identify as lesbian, gay, bi, trans, queer (LGBTQ)
- 40% of females are pregnant or parenting

Presenting Issues

- Over 50% of youth are receiving A/D treatment services, double the amount from the prior year
- Youth screened with past DHS involvement increased by 15% over the prior year
- 36% of youth served came into services directly from the streets

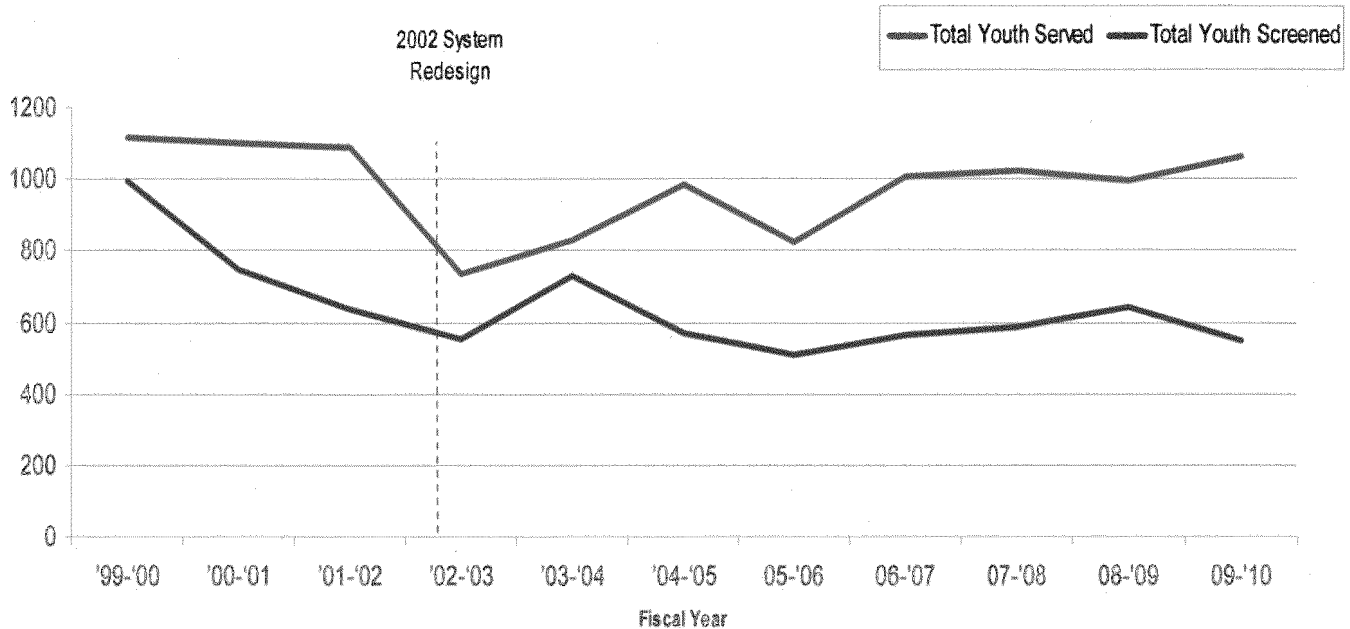
Service Utilization

- 20% increase in enrollment in HYS Education programs, 465 youth served, an increase of almost 100 from the prior year
- An average of 104 youth served daily in Safety Services – meals, hygiene, etc...
- Average length of stay at Crisis Shelter was 20 days, expected length of stay is eight, length of stay continues to increase from year to year

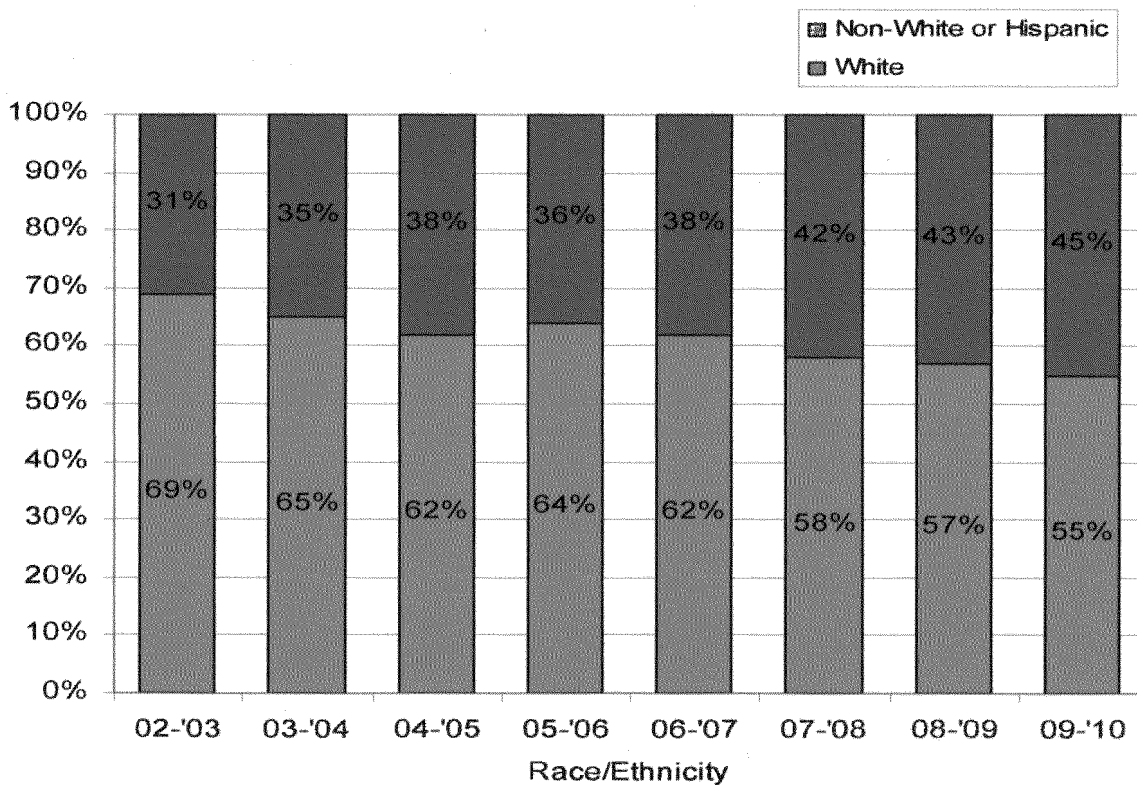
Outcomes

- 63 youth entered college, up from 55 the prior year
- 89% of youth in the transitional housing programs exited to safe, stable housing, 76% were still stably housed at 6 months
- 26% of youth receiving employment services were employed at exit

Youth Screened and Served: 1999 – 2010



Youth Served Race/Ethnicity: 2003 - 2010



Multnomah County Homeless Youth Continuum Fidelity Scale – Results from Year One Implementation Review

CRITERION		RATINGS / ANCHORS				
AE Team Approach		(1)	(2)	(3)	(4)	(5)
TA1 Point-in-Time Progress Report	SMALL CASELOAD: youth/AE team member ratio of 10:1.	> 30 youth per AE staff	21 – 29 youth per AE staff	16 – 20 youth per AT staff	11 – 15 youth per AE staff	< 11 youth per AE staff
TA2 Chart Review	SHARED CASELOAD/TEAM APPROACH: Although individual staff has individual caseloads, AE staff function as team.	Fewer than 20% of youth in AE have face-to-face contacts involving more than one person.	21 – 40%.	41-60%.	61-80%.	>= 80% of youth in AE have face-to-face contact with more than one AE staff.
TA3 Team survey	TEAM COMMUNICATION: Information about youth is seamlessly and routinely shared between AE staff team members.	<50% of staff agree	<60% of staff agree	<70% of staff agree	<80% of staff agree	>= 80% of staff agree
TA4 Supervisor Survey	AVAILABILITY OF AE TEAM: Flexible hours for services offered. Team offers 7-day/week coverage with some hours in morning, afternoon and evening times.	Program provides services less than 5 days a week with limited hours and no weekend or evening coverage.	Program is strictly 5 days with limited hours between 9-5.	Program offers weekly coverage including limited evening and some weekend coverage.	Program provides support most hours and days but relies on emergency back-up services during non-business hours	AE staff provides 24-hour coverage

AE Team Approach (continued)		(1)	(2)	(3)	(4)	(5)
TA5 Meeting Schedule and Attendance	TEAM MEETING FREQUENCY: AE team participants meet frequently to plan, review and coordinate services for each youth.	Team meets less than once a month where almost all of the team members are present	Team meets only once a month where almost all of the team members are present	Team meets twice a month where almost all of the team members are present	Team meets three times a month where almost all of the team members are present	Team meets weekly or more almost all of the team members are present
TA6 Team Survey	TEAM MEETING CONTENT: Teams used meetings to plan, review and coordinate services for each youth.	< 20% of AE team members agree that meeting time is used to coordinate services for each youth	21-40%	41-60%	61-80%	>= 80% of AE team members agree that meeting time is used to coordinate services for each youth
TA7 Chart review	AE TEAM USE OF FLEXIBLE SERVICE FUNDS: Funds are used to help meet the goals of individual youth as directed by their engagement plans.	< 20% of youth have been granted flex funds to meet personal goals.	21%-40% ¹	41-60%	61-80%	>= 80% of youth have been granted flex funds to meet personal goals.

¹ This score was based on the information found primarily in client charts regarding flexible service fund usage. However, not all organizations consistently track flexible service fund usage in the charts.

Services provided in the community		(1)	(2)	(3)	(4)	(5)
SC1 Chart Review/ Youth Survey	COMMUNITY-BASED SERVICES: Works with youth in community rather than in agency buildings in order to facilitate the develop of community living skills	Less than 20% of youth have services provided in the community ²	21-40%	41-60%	61-80%	>= 80% of youth have services provided in the community
SC2 Chart Review	ENGAGEMENT STAGE FREQUENCY OF CONTACT: High number of interactions with youth	Average of less than 1 face-to-face contact / week or fewer per youth	1 – 2 / week.	2 – 3 / week.	3 – 4 / week.	Average of 4 or more face-to-face contacts / week per youth.
SC3 Chart Review	ASSERTIVE CONNECTION STAGE FREQUENCY OF CONTACT: Moderate number of interactions with youth	Less than one contact a month	1 contact a month	2-3 contacts a month	1 contact per week	Average 2 contacts a week per youth
SC4 Chart Review	TRANSITION STAGE FREQUENCY OF CONTACT: Infrequent contacts- client has been integrated into community and no longer needs HYC	Client still has moderate to high contact and not ready to transition out of HYC	3 or more contacts a week	2 contacts a week	Contact once a week	Two or less contacts a month, may only contact by telephone, open but integrated into the community

² Note: The chart review only measured whether staff met with youth in community settings, not whether services in general were provided in the community.

Model Integrity		(1)	(2)	(3)	(4)	(5)
MI1 Interviews	PROGRAM PHILOSOPHY: Agency is committed to a clearly articulated philosophy consistent with model including 1) Executive Director, 2) Supervisor, 3) Team, and 4) Youth	No staff within the organization understand or embrace the model	Some staff within the organization understand the model	Most staff at most levels of the organization understand the model	Most staff at most levels of the organization understand and embrace the model	All staff at all levels of the organization understand and embrace the model
MI2 Team Survey	TRAINING³: All new team members receive standardized training in model (at least a 2-day workshop or equivalent) within 2 months after hiring. Existing team members receive annual refresher training (1-day workshop or equivalent)	< 20% of team members receive standardized training annually	21-40%	41-60%	61-80%	81-100% of team members receive standardized training annually
MI3 Team Survey	SUPERVISION CONTENT: Team members receive supervision that is youth centered and explicitly addresses the model and its application to specific youth situations.	<20% of team members report that supervision is youth centered and explicitly addresses the model and its application to specific youth situations	21-40%	41-60%	61-80%	81-100% of team members report that supervision is youth centered and explicitly addresses the model and its application to specific youth situations

³ Could be centralized training provided by the county once/quarter.

MI4 Team Survey	SUPERVISION FREQUENCY: Team members receive structured, weekly supervision (group or individual) from a team member experienced in the model.	<20% of team members receive weekly structured supervision	21-40% of team members receive weekly structured supervision OR All team members receive informal supervision	41-60% of team members receive weekly structured supervision OR All team members receive monthly supervision	61-80% of team members receive weekly structured supervision OR All team members receive supervision twice a month	81-100% of team members receive weekly structured supervision
MI5 Team Survey	MOTIVATIONAL INTERVIEWING: Team members have received training in motivational interview techniques.	< 20% of team members have completed or are scheduled to complete MI training	21-40%	41-60%	61-80%	>= 80% of team members have completed or are scheduled to complete MI training
MI6 Youth Survey	TEAM MEMBERS HAVE HIGH EXPECTATIONS TOWARD YOUTH: Youth feel that AE team members have high expectations for them.	<20% of youth feel that their AE team member has high expectations for them	21-40%	41-60%	61-80%	>=80% of youth feel that their AE team member has high expectations for them

Youth Development Approach/Assertive Engagement		(1)	(2)	(3)	(4)	(5)
YD1 Youth Survey	MEANINGFUL YOUTH PARTICIPATION⁴: Assertive Connection Stage and Transition Stage youth have multiple and ongoing opportunities to engage in the community with the support of caring adults	< 20% of youth report having multiple opportunities to participate in meaningful projects	21-40%	41-60%	61-80%	>= 80% of youth report having o multiple opportunities to participate in meaningful projects
YD2 Youth Survey	LEADERSHIP OPPORTUNITIES FOR YOUTH: Assertive Connection and Transition Youth are participating in opportunities for leadership growth	Less than 20% of youth are participating in leadership experiences.	21-40%	41-60%	61-80%	>= 80% of youth are participating in leadership experiences
YD3 Chart Review	INDIVIDUALIZED ACTION PLAN: Goals are individualized to youth and match goals of the model and it is updated every 3 months ⁵	<20% of charts have individualized goals that have been updated within 3 months	21-40%	41-60%	61-80%	>= 80% of charts have individualized goals that have been updated within 3 months
YD4 Chart Review	STRENGTHS BASED ENGAGEMENT: Assets/strengths approach reflected in engagement, assessment, planning, and transition	<20% of the charts illustrate that assets and strengths have been assessed and have been updated within 3 months	21-40%	41-60%	61-80%	>= 80% of the charts illustrate that assets and strengths have been assessed and have been updated within 3 months

⁴ Insufficient data was available on this measure. Additional questions will be added to the youth survey in the future in an effort to better capture this measure.

⁵ It was not possible to determine whether some action plans had been updated every three months based on chart review information.

Relationship Building		(1)	(2)	(3)	(4)	(5)
RB1 Service Point	LOW DROPOUT RATE: Few youth stop participating in services before completing at least half of action plan ⁶	Less than 20% of exited caseload completes half of action plan goals	21-40%	41-60%	61-80%	>= 80% of exited caseload complete half of action plan goals
RB2 Chart Review	WORK WITH INFORMAL SUPPORT SYSTEM: AE team provides support and skill building for youth's community support network such as: family, landlords, and employers	AE team works with informal support system for <20% of caseload	21-40%	41-60%	61-80%	AE team works with informal support system for >80% of caseload
RB3 Supervisor Survey	CONTINUITY OF STAFFING: Keeps the same staff over time	Greater than 80% turnover in 2 years	60-80% turnover in 2 years	40-59% turnover in 2 years	20-39% turnover in 2 years	Less than 20% turnover in 2 years ⁷
RB4 Chart Review	ECO-MAP: An eco-map has been created and is updated every 3 months ⁸	Less than 20% have current eco-map	21-40%	41-60%	61-80%	>= 80% have current eco-map
RB5 Youth Survey	YOUTH HAS DEVELOPED MEANINGFUL RELATIONSHIPS IN THE COMMUNITY: Youth report having meaningful relationships with positive adults outside of HYC ⁹	Less than 20% have meaningful relationships outside of HYC	21-40%	41-60%	61-80%	>= 80% have meaningful relationships outside of HYC

⁶ Insufficient data was available in Service Point to assess this measure.

⁷ Turnover was measured from July 1, 2009 to March 20, 2010.

⁸ The assessment did not measure whether Eco-Maps were updated every three months because it is so early in the implementation process.

⁹ This measure was based on the Youth Survey rather than the Eco-Maps. It was not always possible to determine the types of relationships reflected in the Eco-Map because youth only listed names, not roles for each relationship.



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
501 S.E. HAWTHORNE BLVD. , Suite 600
PORTLAND, OREGON 97204
(503) 988-5213

Diane McKeel • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: Chair Jeff Cogen
Commissioner Deborah Kafoury
Commissioner Barbara Willer
Commissioner Judy Shiprack
Board Clerk Lynda Grow

FROM: Sean Files
Assistant to Commissioner Diane McKeel

DATE: October 26, 2010

RE: November 16, 2010 Board Work Session

Commissioner McKeel will not be able to attend and participate in the November 16th, 2010 Board Work Session, as she will be out of town at an Association of Oregon Counties conference. She will return for the Board Meeting on November 18th, 2010.

Thank you,

Sean Files



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
501 S.E. HAWTHORNE BLVD. , Suite 600
PORTLAND, OREGON 97214
(503) 988-5220

Deborah Kafoury • DISTRICT 1
COMMISSIONER

MEMORANDUM

TO: Chair Jeff Cogen
Commissioner Barbara Willer
Commissioner Judy Shiprack
Commissioner Diane McKeel
Board Clerk Lynda Grow

FROM: Aaron Ridings
Staff Assistant to Commissioner Deborah Kafoury

DATE: November 1st, 2010

RE: Excuse memo for November 16th, 2010.

Commissioner Kafoury will attend the Day of Awareness to End Homelessness Walk from 7-10am on Tuesday, November 16th, 2010. She will not be available for the Executive Session and may arrive late to the Board Briefing on Tuesday, November 16th, 2010.

Thank you,

Aaron Ridings



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Board Clerk Use Only

Meeting Date: _____
Agenda Item #: _____
Est. Start Time: _____
Date Submitted: _____

Agenda Title: Homeless Youth Oversight Committee Presentation to Board of County Commissioners

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 **Amount of Time Needed:** 45 minutes
Department: Non-Departmental—Chair's Office **Division:** Chair Jeff Cogen
Contact(s): Caitlin Campbell, Emerald Bogue
Phone: 503-988-5772 **Ext.:** _____ **I/O Address:** _____
Presenter Name(s) & Title(s): Kathy Oliver, Outside In; Sara Westbrook, Portland Police Bureau; Sally Erickson, Portland Housing Bureau; Mary Li, Dept. of County Human Services; youth representative (name unknown)

General Information

1. What action are you requesting from the Board?

The Homeless Youth Oversight Committee (HYOC) would like to provide a briefing to the Board on the work of the past year along with the challenges and opportunities ahead of us. This is also an opportunity for the Board to ask questions of the HYOC.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The mission of the Homeless Youth Oversight Committee is to ensure the wise investment of public funds, the provision of culturally competent services, and the effective implementation of system design in order to get youth in our community off of the streets and into stable housing. The HYOC reports back to the Board annually.

3. Explain the fiscal impact (current year and ongoing).

None.

4. Explain any legal and/or policy issues involved.

n/a

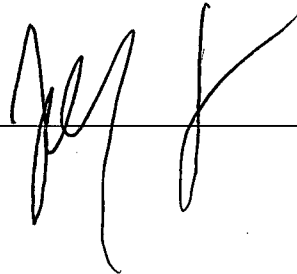
5. Explain any citizen and/or other government participation that has or will take place.

Agenda Placement Request
Submit to Board Clerk

There is a good deal of participation from providers, the business community, youth, Multnomah County, law enforcement, the City of Portland and the community at large.

Required Signature

**Elected Official or
Department/
Agency Director:**



Date:

11/2/10

**Agenda Placement Request
Submit to Board Clerk**



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Board Clerk Use Only

Meeting Date: 11-18
Agenda Item #: _____
Est. Start Time: _____
Date Submitted: _____

Agenda Title: Amending County Land Use Code to Adopt Portland's Recent Land Use Code Revisions related to the Northwest District Plan in Compliance with Metro's Functional Plan and Declaring an Emergency.

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 18, 2010 **Amount of Time Needed:** 5 minutes
Department: Community Services **Program:** Land Use & Transportation
Contact(s): Chuck Beasley
Phone: 503-988-3043 **Ext.** 22610 **I/O Address:** 455/116
Presenter Name(s) & Title(s): Chuck Beasley, Senior Planner

General Information

1. What action are you requesting from the Board?

Adopt the ordinance as recommended by the Portland Planning Commission and Portland City Council.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

On October 11, 2001 the Board adopted Ordinance 967 (effective date January 1, 2002) adopting, in summary, the Portland Comprehensive Plan and zoning ordinance. The County and the City of Portland have been engaged in agreements enabling the City of Portland to provide planning services to achieve compliance with the Metro Functional Plan for those areas outside the City limits, but within the urban growth boundary and urban service boundary of Portland. Since the adoption of Ordinance 967 and subsequently Ordinance 997, the attached ordinances have been passed by the Portland City Council and therefore the County must adopt them pursuant to our intergovernmental agreement to keep the code up to date. Multnomah County and the City of Portland entered into an Intergovernmental Agreement (IGA) to transfer land use planning

responsibilities on January 1, 2002. The IGA lays out a process requiring the County to ensure that any amendments to the City's comprehensive plan, zoning code and other regulations adopted by the City Council will be considered by the County Board of Commissioners at the earliest possible meeting. It also states "The County Board of Commissioners shall enact all comprehensive plan and code amendments so that they take effect on the same date specified by the City's enacting ordinance" (unless adopted by emergency). The City will have taken action on all of the above items by the hearing date of this ordinance. If the County does not adopt these amendments, the IGA will be void and the County will be required to resume responsibility for planning and zoning administration within the affected areas.

3. Explain the fiscal impact (current year and ongoing).

NA

4. Explain any legal and/or policy issues involved.

State law requires a notice be placed in a newspaper of general circulation 10 days prior (11/8/10) to the BCC hearing. The County Attorney's office was involved in the drafting of the original IGA and has been involved in coordinating our compliance effort through adoption of these code amendments.

5. Explain any citizen and/or other government participation that has or will take place.

The City included the County affected property owners in their noticing for these code revisions when required pursuant to the IGA and directed them to the City legislative process.

Required Signatures

Department/
Agency Director:



Date:

10/29/10

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. ____

Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Code Revision related to the Northwest District Plan and Declaring an Emergency

The Multnomah County Board of Commissioners Finds:

- a. The Board of County Commissioners (Board) adopted Resolution A in 1983 which directed the County services towards rural services rather than urban.
- b. In 1996, Metro adopted the Functional Plan for the region, mandating that jurisdictions comply with the goals and policies adopted by the Metro Council.
- c. In 1998, the County and the City of Portland (City) amended the Urban Planning Area Agreement to include an agreement that the City would provide planning services to achieve compliance with the Functional Plan for those areas outside the City limits, but within the Urban Growth Boundary and Portland's Urban Services Boundary.
- d. It is impracticable to have the County Planning Commission conduct hearings and make recommendations on land use legislative actions pursuant to MCC 37.0710, within unincorporated areas inside the Urban Growth Boundary for which the City provides urban planning and permitting services. The Board intends to exempt these areas from the requirements of MCC 37.0710, and will instead consider the recommendations of the Portland Planning Commission and City Council when legislative matters for these areas are brought before the Board for action as required by intergovernmental agreement (County Contract #4600002792) (IGA).
- e. On September 9, 2010, the Board amended County land use codes, plans and maps to adopt the City's land use codes, plans and map amendments in compliance with Metro's Functional Plan by Ordinance 1170.
- f. Since the adoption of Ordinance 1170, the City's Planning Commission recommended land use code, plan and map amendments to the City Council through duly noticed public hearings.
- g. The City notified affected County property owners as required by the IGA.
- h. The City Council adopted the land use code, plan and map amendments set out in Section 1 below and attached as Exhibits 1 and 9. The IGA requires that the County adopt these amendments for the City planning and zoning administration within the affected areas.

Multnomah County Ordains as follows:

Section 1. The County Comprehensive Framework Plan, community plans, rural area plans, sectional zoning maps and land use code chapters are amended to include the City land use code, plan and map amendments, attached as Exhibits 1 and 9, effective on the same date as the respective Portland ordinance:

Exhibit No.	Description	Date
1	Ordinance to amend then Northwest District Plan and official zoning and comprehensive plan maps in a portion of Northwest Portland. (PDX Ord. #183915)	
2	Exhibit A - Comprehensive Plan and Zone Map	
3	Exhibit B – Northwest District Plan Remand Transportation Model Technical Report	5/27/10
4	Exhibit C1 - Traffic Analysis for Title 4	4/15/10
5	Exhibit C2 - Supplement for Traffic Analysis for Title 4	4/19/10
6	Exhibit D – Correspondence from ODOT	4/28/10
7	Exhibit E - Areas of Proposed Changes to Zoning and Comprehensive Plan Maps	5/21/10
8	Exhibit F1 – Ordinance 183269 Readopt affirmed and unchallenged portions of the Northwest District Plan; Repeal Ordinance 177920	10/21/09
9	Exhibit F2 – Northwest District Plan Exhibit C: Findings	9/2003

Section 2. In accordance with ORS 215.427(3), the changes resulting from Section 1 of this ordinance shall not apply to any decision on an application that is submitted before the applicable effective date of this ordinance and that is made complete prior to the applicable effective date of this ordinance or within 180 days of the initial submission of the application.

Section 3. In accordance with ORS 92.040(2), for any subdivisions for which the initial application is submitted before the applicable effective date of this ordinance, the subdivision application and any subsequent application for construction shall be governed by the County's land use regulations in effect as of the date the subdivision application is first submitted.

Section 4. Any future amendments to the legislative matters listed in Section 1 above, are exempt from the requirements of MCC 37.0710. The Board acknowledges, authorizes and agrees that the Portland Planning Commission will act instead of the Multnomah Planning Commission in the subject unincorporated areas using the City's own procedures, to include notice to and participation by County citizens. The Board will consider the recommendations of the Portland Planning Commission when legislative matters for County unincorporated areas are before the Board for action.

Section 5. An emergency is declared in that it is necessary for the health, safety and general welfare of the people of Multnomah County for this ordinance to take effect concurrent with the City code, plan and map amendments. Under section 5.50 of the Charter of Multnomah County, this ordinance will take effect in accordance with Section 1.

FIRST READING AND ADOPTION: November 18, 2010

BOARD OF COUNTY COMMISSIONERS,
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H LAZENBY JR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Jed Tomkins, Assistant County Attorney

SUBMITTED BY:
M. Cecilia Johnson, Director, Department of Community Services

EXHIBIT LIST FOR ORDINANCE

1. Ordinance to amend then Northwest District Plan and official zoning and comprehensive plan maps in a portion of Northwest Portland. (**PDX Ord. #183915**).
2. Exhibit A - Comprehensive Plan and Zone Map
3. Exhibit B – Northwest District Plan Remand Transportation Model Technical Report
4. Exhibit C1 - Traffic Analysis for Title 4
5. Exhibit C2 - Supplement for Traffic Analysis for Title 4
6. Exhibit D – Correspondence from ODOT
7. Exhibit E - Areas of Proposed Changes to Zoning and Comprehensive Plan Maps
8. Exhibit F1 – Ordinance 183269 Readopt affirmed and unchallenged portions of the Northwest District Plan; Repeal Ordinance 177920
9. Exhibit F2 – Northwest District Plan Exhibit C: Findings

Prior to adoption, this information is available electronically or for viewing at the Multnomah County Board of Commissioners and Agenda website (www.co.multnomah.or.us/cc/WeeklyAgendaPacket/). To obtain the adopted ordinance and exhibits electronically, please contact the Board Clerk at 503-988-3277. These documents may also be purchased on CD-Rom from the Land Use and Transportation Program. Contact the Planning Program at 503-988-3043 for further information.

SUBSTITUTE
ORDINANCE No. 183915

Amend Northwest District Plan and Official Zoning and Comprehensive Plan maps in portion of Northwest Portland (Ordinance).

The City of Portland ordains:

Section 1. The Council finds:

SUMMARY OF BACKGROUND

1. In 2003 and 2004, City Council adopted the Northwest District Plan (NWDP) and a number of implementing and other actions. Four ordinances and a resolution were used for this adoption: Ordinances Nos. 177920, 177921, 177993, and 178020, and Resolution No. 36171
2. The four ordinances and the resolution were appealed to the Oregon Land Use Board of Appeals (LUBA).
3. After an initial decision by LUBA, an appeal to the Oregon Court of Appeals, and a remand to LUBA, LUBA remanded Ordinance No. 177920 to the City of Portland in 2005 and affirmed the other three ordinances and the resolution.
4. Ordinance No. 177920 had incorporated the NWDP into the City's Comprehensive Plan, amended the Zoning Code, and amended the Official Zoning Map and Comprehensive Plan Map for a number of properties.
5. In its remand of Ordinance No. 179220, LUBA found that the City had not meet its evidentiary burden under Statewide Planning Goal 12, Transportation, and Oregon Administrative Rules 660-0012-0060, Transportation Planning, to show that Comprehensive Plan Map redesignations and rezones north of NW Pettygrove and Comprehensive Plan Map redesignations north of NW Vaughn would not have significant adverse traffic impacts on NW Vaughn Street or the NW Vaughn and 23rd intersection. In all other respects, LUBA upheld Ordinance No. 179220, the other three ordinances and the resolution.
6. In an unrelated 2009 decision on a quasi-judicial case involving property within the NWDP area, LUBA indicated that the effect of the 2005 remand of Ordinance No. 179220 was to invalidate the ordinance, and that the regulations and implementing actions adopted by that ordinance were no longer effective. This was affirmed by the Oregon Court of Appeals.
7. In response to the 2005 remand and the 2009 LUBA and Court of Appeals opinions, the City Council began readopting actions and elements that had been part of the remanded ordinance (Ordinance No. 179220). On October 21 2009, the City Council adopted Ordinance No. 183269, which repealed Ordinance No. 179220 and readopted the bulk of the NWDP that was unchallenged and/or sustained on appeal by LUBA.
8. This ordinance readopts the amendments to the Zoning and Comprehensive Plan maps that were affected by LUBA's remand of Ordinance No. 179220. It includes supplemental findings that address the deficiencies noted in the remand order. It also includes supplemental findings to address Metro's Title 4 and State Planning Goal 9, both of which have been amended since Ordinance No. 177920 was adopted.

THIS ORDINANCE

9. On November 7, 2007, staff met with the Transportation Committee of the Northwest District Association (NWDA) to discuss the NW Plan District Remand project (the Remand).
10. On November 13, 2007, staff met with the Northwest Industrial Neighborhood Association to discuss the Remand.
11. On October 1, 2008, staff met with the Transportation Committee of the NWDA to discuss the latest transportation information related to the Remand.
12. On July 16, 2009, staff met with the Planning Committee of the NWDA to discuss the status of the NW District Plan and the proposal to re-adopt the portions of the plan not related to the remanded items.
13. On October 29, 2009, staff met with representatives from Neighbors West/Northwest and the NWDA to discuss the continuing public participation process for the Remand. On April 8, 2010, staff met with the Leadership Committee of the NWDA to discuss the amendments proposed by this ordinance.
14. On May 5, 2010, staff met with the Transportation Committee of the NWDA to discuss the amendments proposed by this ordinance.
15. On May 13 and 17, 2010, staff met with the Land Use Committee of the NWDA and interested property owners to discuss the amendments proposed by this ordinance.
16. On April 21, 2010, notice of the proposed action was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-18-020. They received the notice on April 23, 2010.
17. On May 11, 2010, notice was mailed to more than 1,200 people and organizations, including all neighborhood associations and coalitions and business associations in the City of Portland, as well as property owners and those within 400 feet of the areas to be rezoned, other interested persons, to notify them of an Open House and the City Council Hearing.
18. On May 14, 2010, notice of the proposal as required by ORS 227.186 was sent to all 88 property owners potentially affected by proposed changes to the Zoning and Comprehensive Plan Maps.
19. On May 19, 2010, staff held an open house on this proposal at Good Samaritan Hospital in Northwest Portland. Twenty-five people attended the open house.
20. During April and May, staff also communicated via email, meetings, and phone with various interested people, including property owners.
21. This ordinance and the attachments—including Exhibit B, Northwest District Plan Remand Transportation Model Technical Report and Exhibit C, Traffic Analysis for Title 4—were published on May 28, 2010. They were made available to the public, posted on the Bureau's website, and mailed to those who requested copies. Earlier versions of Exhibits B and C had been available to the public for several weeks before May 28.
22. On June 10, 2010, City Council held a hearing on this proposal. Staff from the Bureau of Planning and Sustainability presented the proposal, and public testimony was received.
23. On June 17, 2010, City Council voted to adopt the proposal by adopting this ordinance.

SUPPLEMENTAL FINDINGS

24. The findings below are in addition to the findings in Ordinance No. 183269. Ordinance No. 183269 and the findings for that ordinance are attached as Exhibits F-1 and F-2 and incorporated by reference as part of this ordinance.

25. **State Goal 9, Economic Development.** In 2005, the administrative rule implementing this goal was amended to foster conservation of prime industrial land. Because of the 2005 changes, the new findings below are added. To redesignate and rezone more than 2 acres of industrial land, the City must demonstrate that the proposed map amendments are consistent with the City's most recent economic opportunities analysis and the parts of the City's acknowledged Comprehensive Plan which address the requirements of this division. The criteria are underlined.

- a. The proposed map amendments are consistent with the City's most recent economic opportunities analysis. The most recent adopted economic opportunities analysis is in the form of industrial and commercial land inventories adopted as background documentation for the City's Comprehensive Plan Goal 5, Economic Development. According to a 1987 vacant land analysis cited in the City's adopted report responding to its first periodic review order, the City has "a sufficient inventory of vacant buildable commercial and industrial land" (pg. 135, City of Portland, Oregon Comprehensive Plan Periodic Review: Proposed Local Review Order, March 1989; Resolution No. 34523). The 1987 report identifies that the City has 2,290.56 acres of vacant buildable industrial land available and deems that figure sufficient. The report also identifies another 3,441.36 acres of industrial land within a hazard area or the floodplain and states that much of the vacant industrial land within the floodplain can be developed. LDCD acknowledged the determination that the City has sufficient commercial and industrial land in the City's first periodic review.

Given that in 1987 the City had a sufficient supply of vacant buildable industrial land and had a substantial surplus beyond that which was deemed sufficient, the change to the comprehensive plan map designation for the 53.4 industrial acres in Northwest Portland is not significant because it is offset by the portion of the 3,441 acres of partially buildable industrial land that can be developed. Therefore, the amendment of the comprehensive plan map designation from Industrial Sanctuary to Mixed Employment (for 16.9 acres) and from Industrial Sanctuary to Central Employment (for 36.5 acres) is consistent with the City's most recent adopted economic opportunities analysis.

Portland's Comprehensive Plan is currently in periodic review. As part of that, a draft economic opportunities analysis (draft EOA) was prepared in 2009, but has not yet been adopted. The draft EOA found that the City currently has about 600 acres of vacant industrial land that has no identified constraints. The forecast demand for industrial development between 2010 and 2015 is for about 250 acres, indicating that we have an adequate supply for the next five years. Therefore, the proposed amendments are consistent with the draft EOA.

The regulatory analysis and policy responses required by the Goal 9 rule to meet employment land needs between now and 2035 will be undertaken in the periodic review process on a citywide basis; we expect to complete this work by 2015. Options for addressing industrial and employment land supply shortfalls between now and 2035 are explored in the draft EOA..

- b. The amendment is also consistent with the parts of the comprehensive plan that address the requirements of Goal 9. The three comprehensive plan goals that address the requirements of Goal 9 are Goals 5, Economic Development, 2.11, Commercial Centers, and 2.14, Industrial Sanctuaries. The findings for these three comprehensive plan goals in Ordinance No. 183269 address why the Northwest District Plan is consistent with the requirement of Statewide Planning Goal 9 and are incorporated here by reference. The ordinance and findings are attached as Exhibits F-1 and F-2.

26. **State Goal 12, Transportation.** Goal 12 calls for provision of a safe, convenient and economic transportation system. In its remand of Ordinance No. 177920, LUBA found that this goal was not adequately supported by the findings originally adopted with the Northwest District Plan in 2003. In particular, the findings did not provide adequate data to support the conclusions that the NWDP would not significantly affect the transportation facilities at NW Vaughn and at the intersection of NW 23rd; and NW Vaughn. Since the remand, the City has compiled additional data and performed in-depth analysis, and concludes that the transportation facilities will not be significantly affected for the reasons stated below. The criteria are underlined.

a. Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures . . . to assure that allowed land uses are consistent with the identified function, capacity, and performance standards . . . of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(1) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed amendments to the Zoning and Comprehensive Plan maps will not change the functional classification of an existing or planned transportation facility. NW Vaughn St., the street identified in the remand from LUBA, is currently classified as a Neighborhood Collector and the proposed comprehensive plan and zone changes do not propose to change this classification. The Transportation Element of the City's Comprehensive Plan describes that neighborhood collectors "are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets and to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors."

(2) Change standards implementing a functional classification system; or

The proposed amendments to the Zoning and Comprehensive Plan maps do not change standards implementing a functional classification system.

(3) As measured at the end of the planning period identified in the adopted transportation system plan:

(a) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(b) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(c) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

The *Northwest District Plan Remand Transportation Model Technical Report* (Exhibit B) determined that the zone changes proposed will have no significant effect on the performance of NW Vaughn St. in regards to its street classification. In 2030, the percentage of trips starting and ending in the area bounded by Major City streets and District Collectors (NW 16th, W. Burnside, NW Yeon) remains the same as today. In addition, 85 percent of the trips today and in 2030 have a local origin or destination. Therefore, these map amendments will not generate increased levels of travel inconsistent with the functional classification of any city street within the meaning of OAR 660-012-0060 (3) (a). See Exhibit B *Northwest District Plan Remand Transportation Model Technical Report*.

The intersection of NW 23rd Ave. and NW Vaughn St. is an existing city transportation facility. It is currently functioning at a level of service "D." Level of service "E" is an acceptable level of service that meets the standard described in the City's TSP within the meaning of OAR 660-012-0060 (3)(b). The analysis found that the map amendments will worsen the performance of the intersection from "D" to "F." (See Exhibit B, *Northwest District Plan Remand Transportation Model Technical Report*.) Therefore, mitigation is proposed for this impact, as described below. The mitigation will increase the level of service to the acceptable level; level "E."

The map amendments will not worsen the performance of any state facility not already performing to standard within the meaning of OAR 660-012-0060 (3) (c). The analysis done in 2002 as part of the NW District Plan projected higher household and employment numbers for 2030 than are projected by the current analysis in Exhibit B, *Northwest District Plan Remand Transportation Model Technical Report*. In 2002, the Oregon Department of Transportation (ODOT) found that the higher numbers would have no significant effect on the state facility, and they find that the lower numbers also will have no significant effect. See email from ODOT dated April 28, 2010 (Exhibit D).

- b. Where a local government determines that there would be a significant effect, the effect must be mitigated at least to the point where a finding of "no significant affect" can be made. The mitigation must be accomplished through one or more of the following:
- (1) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility;
 - (2) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Division 660-012-0060; such amendments must include a funding plan or mechanism consistent with section 660-012-0060 (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period; or
 - (3) Altering land-use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Based on the analysis above, there is only one facility that is "significant affected" within the meaning of OAR 660-012-0060: unacceptable future service levels at the intersection of NW 23rd Ave. and NW Vaughn St. This single significant effect will be mitigated by the project identified in Attachment C of Exhibit B, the *Northwest District Plan Remand Transportation Model Technical Report*. The mitigation project entails re-configuring the I-405 off-ramp to improve the operation and performance of the facility in the future and bring the performance standard into acceptable levels and compliance with OAR 660-0012-0060(2).

The mitigation project proposed in Attachment C of the *Northwest District Plan Remand Transportation Model Technical* will be added, as a project element, to a larger project identified in the City's TSP as Project #60027--23rd/Vaughn, NW: Intersection Improvements. Project #60027 is primarily a placeholder for a project with a scope and specific improvements to be determined by a later study, and is described as: "Improve intersection to reduce congestion, improve pedestrian access, and provide a transition into the Northwest District." It has a cost estimate of \$540,000 with a projected time frame of 6-10 years. The project element in Attachment C of the *Northwest District Plan Remand Transportation Model Technical Report* will be identified as a priority component of Project #60027 in keeping with the directives of this ordinance. In addition, the timeframe identified for the project will be revised from Years 6-10 to Years 1-5, also in keeping with the directives of this ordinance. The City TSP was adopted in 2002, and has been updated twice, most recently in 2007.

Project #60027 was added to the TSP after the Northwest District Plan was originally adopted in 2003. It is intended to address not just congestion at the ramps, but pedestrian improvements and additional transitions into the neighborhood. The proposed mitigation project in Attachment C of the *Northwest District Plan Remand Transportation Model Technical Report* will mitigate traffic impacts at the ramps and requires only the re-configuration of the lanes and signalization at the ramps.

The mitigation project identified in Attachment C of the *Northwest District Plan Remand Transportation Model Technical Report* is reasonably likely to be funded during the planning period for several reasons.

First, this ordinance directs the Bureau of Transportation to amend project #60027's description to make the mitigation project a priority element and to change the time frame from 6-10 years to 1-5 years. The TSP was adopted in 2002 with a financial plan that includes funding for projects.

Second, the mitigation project proposed in Attachment C will likely be funded, at least in part, by the Northwest Transportation Fund. The Northwest Transportation Fund collects money from certain development projects in the district to fund transportation improvements. The estimated cost of the project proposed in Attachment C is \$200,000; the fund currently holds \$66,000.

Third, the planning horizon for the traffic analysis is 2030. The analysis indicates that depending on the rate of development in the area, the intersection could potentially have a lower level of service in 2015 (based on a calculation of vehicles and capacity) or 2029 (based on LOS). Therefore, this ordinance directs the Bureau of Transportation to add a study to the TSP Refinements Plan and Studies chapter that assesses the level of service of the intersection at five-year intervals beginning in 2015. The ordinance further directs that if the level of service drops below "E," then the Bureau of Transportation is directed to add Project #60027, which will include the mitigation project as a priority element, to the Capital Improvement Plan (CIP). Level of service "E" is an acceptable level of service that meets the standard described in the City's TSP within the meaning of OAR 660-012-0060 (3)(b). The CIP is the City's 5-year spending plan for capital improvements and is a component of the City budget. Projects in the CIP have an identified source of funds.

Because this mitigation will cause the affected intersection to function within the requirements of the City TSP, all applicable requirements of the state transportation planning rule have been met.

27. **Metro Title 4, Retail in Employment and Industrial Areas.** In 2007, Metro amended Title 4 to add criteria that apply to changes in zoning and Comprehensive Map designations. Because of the 2007 changes, the new findings below are added. The criteria are underlined.

This ordinance makes changes to the Comprehensive Plan Map in three areas and to the Official Zoning Map in two of those areas. The three areas are shown in Exhibit E, *Areas of Proposed Changes to Zoning and Comprehensive Plan Maps*.

- Area 1 (north of Vaughn): 16.9 acres currently zoned IG1 with a Comprehensive Plan designation of IS (Industrial Sanctuary) changes to the IG1 zone with a Comprehensive Plan designation of ME (Mixed Employment).
- Area 2 (north of Pettygrove): 36.5 acres currently zoned IG1 with a Comprehensive Plan designation of IS (Industrial Sanctuary) changes to the EXd zone with a Comprehensive Plan designation of EX (Central Employment).
- Area 3 (Between Thurman, Vaughn, and 23rd): 1.7 acres from CS zoning with a UC (Urban Commercial) Comprehensive Plan designation changes to the EXd zone with a Comprehensive Plan designation of EX (Central Employment).

- a. These changes to zoning and Comprehensive Plan designations will not reduce the jobs capacity of the city below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan (209,215 jobs) because all three changes are to zones or Comprehensive Plan designations that allow a higher employment density than the current zoning/Comprehensive Plan designations.
- b. These changes to zoning and Comprehensive Plan designations will not allow uses that reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan (RTP), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan (OHP) for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses.

Metro's RTP Table 2.4, Regional Mobility Policy designates LOS "E" as the standard for off-peak hours performance. Interstate 405 is classified as a Main Freight Roadway and NW Nicolai Street is identified as a Freight Road Connector. In April 2010 additional traffic analysis was conducted for three intersections: NW Nicolai at NW Wardway St., NW Nicolai at US 30, and NW Vaughn at NW 23rd Ave. The intersections performed at Level of Service C, B and D, respectively, in 2010. The analysis showed that in 2030, all three intersections would continue to perform at the same level of service with the proposed zoning in place. This is above the LOS E standard criterion required by Title 4 (see Exhibit C-1, *Traffic Analysis for Title 4*).

The three intersections studied in April 2010 also met the volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan (OHP) for state highways. The standard listed in Table 7 is .99 volume/capacity (v/c). According to Exhibit C-2, *Supplement to Traffic Analysis for Title 4*, in 2030, the v/c for the three intersections are .56, .76 and .93. Therefore this standard is met.

- c. These changes to zoning and Comprehensive Plan designations will not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural, and civic services in their market areas because Area 2 (north of Pettygrove) and Area 3 (between Thurman, Vaughn, and 23rd) already have a high concentration of residential and commercial uses; changing the zoning and designation for this area will actually be an expansion of the Central City, reinforcing the role of the Central City as the principal location of retail, cultural, and civic services in the region. Area 1 (directly north of Vaughn) will become a buffer zone between the industrial sanctuary and the Central City.
- d. These changes to zoning and Comprehensive Plan designations will not reduce the integrity or viability of a traded sector cluster of industries for three reasons. First, the resulting reduction in available land for industry-related clusters in the Working Harbor (primarily metals manufacturing and distribution) will be offset by expansion of developable land for office-related clusters in the NW portion of the Central City (particularly creative services and software). This shift is consistent with office growth trends in the River District. Area 2 (north of Pettygrove) has a mix of distribution facilities, residential, retail, and office uses. Second, the changes will reinforce a functional boundary along the Vaughn corridor between the Working Harbor's Regionally Significant Industrial Area to the north and the higher density, mixed use development in the expanding Central City to the south, encouraging long-term investments in both areas. This Vaughn corridor boundary (Area 1) was jointly developed in the Guild's Lake Industrial Sanctuary Plan (2001 and 2003) and Northwest District Plan. Third, the change to Area 1 (north of Vaughn) will reinforce the metals cluster, because it will establish a transition buffer between the expanding Central City and a major steel manufacturer on the north side of Vaughn (ESCO), and ease expansion of ESCO's headquarters offices. Having headquarters offices in proximity to the manufacturing functions creates significant efficiencies for

companies. Additionally, Area 1 (north of Vaughn) will become a transitional buffer to keep housing and most retail uses from conflicts with the industrial uses, and the buffer will help resist market pressures for residential and retail uses pressing northward.

- e. These changes to zoning and Comprehensive Plan designations will not create or worsen a significant imbalance between jobs and housing in a regional market area. There is currently no significant imbalance. Area 1 (north of Vaughn) is changing from a Comprehensive Plan designation of IS (Industrial Sanctuary) to ME (Mixed Employment). Both designations are designed to foster jobs, and housing is severely limited in both. Although the new designation may result in more jobs in the area, the increase will not be significant enough to cause a significant imbalance in the region. Area 2 (north of Pettygrove) is changing from the IG1 zone with an IS (Industrial Sanctuary) Comprehensive Plan designation to the EXd zone with an EX (Central Employment) Comprehensive Plan designation. While both the Industrial and Employment zones and designations allow jobs, the EXd zone also allows residential development. Because both uses are allowed—and because it is a relatively small area—the changes will not be enough to cause a significant imbalance in the region. Area 3 (between Thurman, Vaughn, and 23rd) is changing from CS zoning (UC Comprehensive Plan designation) to EX zoning and designation. Both the CS and EX zones allow for jobs and residential development, so there will not be a significant effect on the balance of jobs and housing in the region.
- f. These changes to zoning and Comprehensive Plan designations on lands that are designated as Regionally Significant Industrial Areas will not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities. Both Area 1 (north of Vaughn) and Area 2 (north of Pettygrove) are areas of industrial land where the zone or Comprehensive Plan designation is changing from Industrial to Employment. Neither area is classified by Metro as Regionally Significant, so this criterion is met.

NOW, THEREFORE, the Council directs:

- a. The Portland Comprehensive Plan Map and the Official Zoning Map of the City of Portland are amended, as shown in Exhibit A, Proposed Amendments to Zoning and Comprehensive Plan Maps;
- b. The Bureau of Transportation is directed to amend the Transportation System Plan (TSP) as follows:
 - (1) Revise the description for TSP Project #60027 to add, as a project element, the project identified in Attachment C of Exhibit B, the *Northwest District Plan Remand Transportation Model Technical Report*. This project element will be identified as a priority component of Project #60027. In addition, the timeframe identified for the project will be revised from Years 6-10 to Years 1-5.
 - (2) Revise the TSP Refinements Plan and Studies chapter to add a new study calling for a performance assessment of the NW 23rd/NW Vaughn Street intersection. This study will summarize the process and findings of the *Northwest District Plan Remand Transportation Model Technical Report* and will describe changes in development in the Northwest District Plan area and determine the level-of-service at this intersection.
- c. The work described in b.(2) above will be undertaken in 2015 and will determine if intersection improvements are needed at that time. If it is found that improvements are not needed at that time, this assessment process will be updated in five years intervals to identify when intersection improvements are needed.
- d. The year for when improvements for the NW 23rd/NW Vaughn Street intersection will be needed will be determined through studies described in b.(2) and c. above. When the year for improvements is identified, the Bureau of Transportation is directed to add TSP Project #60027 to the Capital Improvements Program at its next update. This work will include both project development activities and construction.
- e. If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the plan, map or code it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the plan, map, or code and each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Section 2. This ordinance will be effective on December 1, 2010, in anticipation of approval of these amendments by the Metro Council in August 2010. Metro Council's actions are effective 90 days after adoption.

Section 3. In the event that the Metro Council does not approve these changes to the Zoning and Comprehensive Plan Maps by September 15, 2010, the Bureau of Planning and Sustainability is directed to return to City Council before December 1, 2010 with an ordinance to extend the effective date of this ordinance.

Passed by the Council: JUN 17 2010

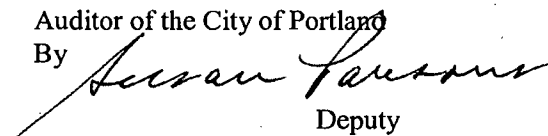
Mayor Adams

Prepared by: Sandra P. Wood

Date Prepared: June 10, 2010

LaVonne Griffin-Valade
Auditor of the City of Portland

By

A handwritten signature in cursive script, appearing to read "Susan Parsons", written over a horizontal line.

Deputy

5-860-916

Agenda No.
ORDINANCE NO.
Title

SUBSTITUTE
183915

the
Amend Northwest District Plan and Official Zoning and Comprehensive Plan maps in portion of Northwest Portland (Ordinance).

<p>INTRODUCED BY Commissioner/Auditor: Mayor Sam Adams</p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration <i>Sam Adams</i></p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p> <p>BUREAU APPROVAL</p> <p>Bureau: Planning and Sustainability Bureau Head: Susan Anderson</p> <p>Prepared by: Sandra Wood Date Prepared: May 27, 2010</p> <p>Financial Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Council Meeting Date June 10, 2010</p> <p>City Attorney Approval</p>	<p>CLERK USE: DATE FILED <u>JUN 10 2010</u></p> <p style="text-align: right;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>Susan Parsons</i> Deputy</p> <p>ACTION TAKEN:</p> <p style="text-align: center;">SUBSTITUTE JUN 10 2010 PASSED TO SECOND READING JUN 17 2010 2 P.M.</p>
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AGENDA
<p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____</p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: <u>2</u> hrs. (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	—	
4. Leonard	4. Leonard	—	
Adams	Adams	✓	

EXHIBITS
PDY ORD TO
183915

183915

NORTHWEST
DISTRICT
PLAN



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: _____
Agenda Item #: _____
Est. Start Time: _____
Date Submitted: _____

Agenda Title: Unclaimed Property Sale/Auction

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date:	Next Available	Amount of Time	NA
Department:	Sheriff's Office	Division:	Business Services
Contact(s):	Chris Payne/Wanda Yantis		
Phone:	503-251-2501	Ext.	I/O Address: 313/118/Payne
Presenter(s):	Consent Calendar		

General Information

1. What action are you requesting from the Board?

To comply with Multnomah County Codes 15.650, I am requesting that this listing of property be placed on the Board of County Commissioners' agenda for approval for the auction and disposition of unclaimed property.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The found/unclaimed or unidentified property has been in the Sheriff's possession for over 30 days. All attempts to establish the rightful owner(s) of the listed property have proven negative. Property was acquired from closed case files which were originally connected to the following crimes or events:

- Burglaries
- Identification theft
- Narcotics
- Found property
- Recovered stolen, unable to locate owner

Property will either be sold on the Internet or disposed of by the County's Contracted vendor, "PropertyRoom.com". Proceeds from sales will be deposited in the County Treasury to the credit of the Multnomah County general fund. The auction website is www.PropertyRoom.com.

3. Explain the fiscal impact (current year and ongoing).

Proceeds from the sale of the items will be applied to the general fund after the auction fee is deducted.

4. Explain any legal and/or policy issues involved.

None.

5. Explain any citizen and/or other government participation that has or will take place.

None.

Required Signature

Elected Official or

Dept/Agency Director: Sheriff Dan Strum by CO Date: 11-01-10
T. Stone



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 08/02/10)

Board Clerk Use Only

Meeting Date: _____

Agenda Item #: _____

Est. Start Time: _____

Date Submitted: _____

Agenda Title: Code Compliance Program Briefing (Land Use and Transportation Program)

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: November 16, 2010 **Amount of Time Needed:** 20 minutes

Department: Community Services **Division:** Land Use and Transportation Program

Contact(s): Bill Gotzinger

Phone: 988-5050 **Ext.** 26747 **I/O Address:** 455/116

Presenter Name(s) & Title(s): Bill Gotzinger and Michael Grimmett, Code Compliance Specialists

General Information

1. What action are you requesting from the Board?

No action requested.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

In 2004, the County re-initiated the Code Compliance program with one FTE. In 2007, the County approved and hired an additional FTE for the program. The program enforces land use and grading and erosion control regulations in the unincorporated areas of the County, and right-of-way regulations for all roads and public access areas under County jurisdiction. This briefing will satisfy the Board's request for regular program updates. The Code Compliance office is located within the Land Use and Transportation Program.

3. Explain the fiscal impact (current year and ongoing).

None.

4. Explain any legal and/or policy issues involved.

None.


Agenda Placement Request
Submit to Board Clerk

5. Explain any citizen and/or other government participation that has or will take place.

A similar briefing will be provided to the Planning Commission.

Required Signature

Elected Official or
Department/
Agency Director:

vs 

Date:

11/3/10

Agenda Placement Request
Submit to Board Clerk



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(revised 12/31/09)

Board Clerk Use Only

Meeting Date: _____

Agenda Item #: _____

Est. Start Time: _____

Date Submitted: _____

Agenda Title: **FY11 Animal Services Revenue Briefing and Budget Note Update**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date:	<u>November 16, 2010</u>	Amount of Time Needed:	<u>30 minutes</u>
Department:	<u>Community Services</u>	Division:	<u>Animal Services</u>
Contact(s):	<u>Mike Oswald</u>		
Phone:	<u>503-988-7387</u>	Ext.	<u>25234</u>
Presenter(s):	<u>Mike Oswald</u>	I/O Address:	<u>B324</u>

General Information

1. What action are you requesting from the Board?
Briefing on Animal Services FY11 revenues and Budget Note update
2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

This briefing will cover two items: 1) a report on revenues for the first 4 months of the fiscal year; and 2) an update on the Budget Note concerning a temporary animal adoption center.

1) The FY11 Animal Services Division adopted budget incorporated an increase in pet license fees. The fee increase enabled the division to implement key recommendations from the City of Portland- Multnomah County Animal Services Taskforce report. The additional funding from the fee increase restored services, and enhanced license collection and marketing efforts. The Board adopted a resolution to raise pet license fees effective August 1, 2010. License revenue at the end of Period 4 (October) is at 86% of the budgeted year-to-date target for October. October was the highest license revenue month on record. And, internet license sales for the month of October were \$51,000—a record internet sales month.

2) The County's FY11 Adopted Budget included a Budget Note about an Animal Services Division's request for funding a temporary animal adoption center in the City of Portland. The Board set aside \$75,000 in contingency to be made available for the Pet Adoption Center in Portland once \$225,000 in private funding was raised by Animal Services. This briefing will provide the Board with an update and recommendation on the adoption center concept.

3. Explain the fiscal impact (current year and ongoing).

The fee resolution established a new license fee for cat and dog licensing. The one year pet license fee will increase from \$18 to \$25 for dogs, and from \$8 to \$12 for cats. The fee resolution establishes a 20% discount for a 2-year license, and a 33% discount for a 3-year license. The new fees were projected to raise an additional \$517,000 revenue in FY11, and similar amounts in future years. This will be used to restore services and fund service enhancements. Total pet license revenue for FY11 is projected to be \$1,625,000.

4. Explain any legal and/or policy issues involved.

Chapter 13 of the County Code authorizes pet licensing fees. The City – County Animal Services Task Force recommendations, which included raising fees, was accepted by the Board of County Commissioners in May 2008.

5. Explain any citizen and/or other government participation that has or will take place.

The license fee changes were part of the recommendations from the City of Portland – Multnomah County Animal Services Task Force. The Task Force met over a 18 month period. The membership included representatives from three City Bureaus, the Portland Veterinary Medical Association; nonprofit animal welfare organizations; the ASFCME labor Union; Dove Lewis Emergency Medical Hospital; and interested citizens. The Task Force engaged citizens and pet owners in three community forums, and four focus group sessions.

Required Signature

Elected Official or
Department/
Agency Director:



Date: NOV. 2, 10



Lynda Grow <lynda.grow@multco.us>

Fwd: Submitting Bud Mod HD-11-06

1 message

Shannon Busby <shannon.busby@multco.us>

Wed, Oct 27, 2010 at 3:24 PM

To: Marissa Madrigal <marissa.d.madrigal@multco.us>

Cc: Linda Pickthorne <linda.k.pickthorne@multco.us>, bROWN David T <david.t.brown@multco.us>, Loreen Nichols <loreen.nichols@multco.us>, JOHNSON KaRin R <karin.r.johnson@multco.us>, Robert Stoll <robert.r.stoll@multco.us>, GROW Lynda <lynda.grow@multco.us>, WALKER Lester A <lester.a.walker@multco.us>, Wendy Lear <wendy.r.lear@multco.us>, Leah Isaac <leah.isaac@multco.us>

Hi Marissa,

Attached is Budmod HD-11-06 for placement on the November 18th board agenda.

Thanks

Shannon Busby

Sr. Budget Analyst

Multnomah County Budget Office

503-988-3312 x26744

No paper was wasted in the creation of this email but a number of electrons were severely inconvenienced.

----- Forwarded message -----

From: Linda Pickthorne <linda.k.pickthorne@multco.us>

Date: Mon, Oct 25, 2010 at 11:52 AM

Subject: Submitting Bud Mod HD-11-06

To: BUSBY Shannon <shannon.busby@co.multnomah.or.us>

Cc: BROWN David T <david.t.brown@multco.us>, Loreen Nichols <loreen.nichols@multco.us>, JOHNSON KaRin R <karin.r.johnson@multco.us>, Robert Stoll <robert.r.stoll@multco.us>

Shannon please accept Bud Mod HD-11-06 for placement on the November 18 Board consent calendar.

Agenda	BUDGET MODIFICATION – HD-11-06 - Request approval to appropriate \$221,799 in revenue from the State of Oregon – Department of Human Services – Women, Infants, and Children grant
Title:	



Lynda GROW <lynda.grow@multco.us>

Fwd: BCC Packet for Nov 18th - PDX Northwest District Plan

6 messages

Sheila ISLEY <sheila.l.isley@multco.us>

Fri, Oct 29, 2010 at 11:48 AM

To: Marissa Madrigal <marissa.d.madrigal@multco.us>

Cc: GROW Lynda <lynda.grow@multco.us>, BAKER Marina <marina.baker@multco.us>, BEASLEY Charles <charles.beasley@multco.us>

Hi Marissa,

Please find attached the electronic documents for the November 18 BCC agenda for your review and approval. Cecilia has signed the hard copy which is being forward to Lynda. The exhibits are coming by CD because of the size.

Respectfully,

Sheila Isley, CPS/CAP

Administrative Analyst

Multnomah County Dept. of Community Services

1600 SE 190th STE 224

Portland OR 97233

(503) 988-5881

----- Forwarded message -----

From: **Stuart FARMER** <stuart.l.farmer@multco.us>

Date: Fri, Oct 29, 2010 at 11:14 AM

Subject: BCC Packet for Nov 18th - PDX Northwest District Plan

To: Sheila Isley <sheila.l.isley@multco.us>

Cc: Adam Barber <adam.t.barber@multco.us>, Karen Schilling <karen.c.schilling@multco.us>

Good morning Sheila. Attached are some of the electronic files for another Portland Code amendment related to the Northwest District Plan. After speaking with Board Clerk I have attached a CD with all the Exhibits to the Portland Ordinance rather than printing out all the documents. She plans on distributing them electronically to the Commissioners.

Thanks for your assistance.

—

Stuart

Administrative Services Officer

Multnomah County Land Use and Transportation Program

(503) 988-5276 Fax (503) 988-3389

My new email address is stuart.l.farmer@multco.us ; please update your records.

Please consider the environment before printing this e-mail 

3 attachments

 **APR PDX Northwest District Plan.doc**
76K

 **ORD PDX Northwest District Plan.doc**
74K

 **Adopted Ord 183915 (3).pdf**
1715K

Lynda GROW <lynda.grow@multco.us>
To: Sheila ISLEY <sheila.l.isley@multco.us>

Fri, Oct 29, 2010 at 11:51 AM

Sheila:
do things like this come before Board Staff at their weekly meeting?
Lyn

[Quoted text hidden]

—
Lynda J. Grow, Board Clerk
Multnomah County Commissioners
501 SE Hawthorne Blvd., Ste. 600
Portland, OR 97214-3587
Lynda.Grow@multco.us
Phone & Voice Mail: 503-988-5274
View our Agenda and Board Packets at:
<http://www.co.multnomah.or.us/cc/agenda.shtml>

Sheila ISLEY <sheila.l.isley@multco.us>
To: Lynda GROW <lynda.grow@multco.us>

Fri, Oct 29, 2010 at 11:54 AM

Yes. I have scheduled it for Board Staff on November 15.
Sheila Isley, CPS/CAP
Administrative Analyst
Multnomah County Dept. of Community Services
1600 SE 190th STE 224
Portland OR 97233
(503) 988-5881

[Quoted text hidden]

Lynda GROW <lynda.grow@multco.us>
To: Sheila ISLEY <sheila.l.isley@multco.us>

Fri, Oct 29, 2010 at 11:58 AM

Ok, good - some people, not you, are trying to put things on the agenda w/out going to board staff, and it's creating some real headaches! So Marissa has asked me to start trying to be more pro-active about finding out when/if things are going to board staff.

Thank you, Kind Lady! Have a wonderful weekend, whatever you do!

[Quoted text hidden]

Sheila ISLEY <sheila.l.isley@multco.us>

Fri, Oct 29, 2010 at 12:01 PM

To: Lynda GROW <lynda.grow@multco.us>

I will start including this information in my emails so that you will know and won't have to ask or guess.

Sheila Isley, CPS/CAP

Administrative Analyst

Multnomah County Dept. of Community Services

1600 SE 190th STE 224

Portland OR 97233

(503) 988-5881

[Quoted text hidden]

Lynda GROW <lynda.grow@multco.us>

Fri, Oct 29, 2010 at 12:13 PM

To: Sheila ISLEY <sheila.l.isley@multco.us>

Bless you, Child!

[Quoted text hidden]



Lynda GROW <lynda.grow@multco.us>

Fwd: BCC Packet for Nov 18th - PDX Northwest District Plan

Sheila ISLEY <sheila.i.isley@multco.us>

Fri, Oct 29, 2010 at 11:54 AM

To: Lynda GROW <lynda.grow@multco.us>

Yes. I have scheduled it for Board Staff on November 15.

Sheila Isley, CPS/CAP

Administrative Analyst

Multnomah County Dept. of Community Services

1600 SE 190th STE 224

Portland OR 97233

(503) 988-5881

[Quoted text hidden]

*18th
MUST
FOOD
INITIATIVE
20th KEITH*

GROW Lynda

*18th RES
KAT WEST
20 mid.
GREENMIG
POLICY
BRIEFING*

From: Gibbons, Rebecca [Rebecca.Gibbons@portlandoregon.gov]
Sent: Wednesday, September 22, 2010 3:44 PM
To: GROW Lynda
Subject: RE: NOV 18 2010 BRD MTG RE: Comcast franchise expiration - MHCRC recommendation to extend the term of the franchise

Perfect. Thanks! I'll be in touch as we get closer.

From: GROW Lynda [mailto:lynda.grow@co.multnomah.or.us]
Sent: Wednesday, September 22, 2010 2:37 PM
To: Gibbons, Rebecca
Cc: GROW Lynda
Subject: NOV 18 2010 BRD MTG RE: Comcast franchise expiration - MHCRC recommendation to extend the term of the franchise

Ok, then we'll expect the materials by e-mail by noon on Nov. 3rd for the Nov. 18th's meeting and see you there. Thank you so much!

Lynda J. Grow, Board Clerk
 Multnomah County Commissioners
Lynda.Grow@co.multnomah.or.us
 Phone & Voice Mail: 503-988-5274

From: Gibbons, Rebecca [mailto:Rebecca.Gibbons@portlandoregon.gov]
Sent: Wednesday, September 22, 2010 11:45 AM
To: GROW Lynda
Subject: RE: Comcast franchise expiration - MHCRC recommendation to extend the term of the franchise

It's not a public hearing, so I don't think you'll need to do any special notice posting. The MHCRC conducts any public hearings as necessary on behalf of the Board, so the Board is just being asked to consider the MHCRC's recommendation.

Per your earlier email: 9:30 or as close to top of the agenda as possible is preferred.

From: GROW Lynda [mailto:lynda.grow@co.multnomah.or.us]
Sent: Wednesday, September 22, 2010 11:38 AM
To: Gibbons, Rebecca
Subject: RE: Comcast franchise expiration - MHCRC recommendation to extend the term of the franchise

Do we have sufficient time for posting notice? (sorry, I don't know what the requirements are for this particular District?)

(One of these days I'll be up to speed, boy it's frustrating in the meantime!)

Lyn

Lynda J. Grow, Board Clerk
 Multnomah County Commissioners
Lynda.Grow@co.multnomah.or.us
 Phone & Voice Mail: 503-988-5274

R-1

GROW Lynda

From: WEST Kathleen S
Sent: Tuesday, October 12, 2010 4:07 PM
To: MADRIGAL Marissa D; GROW Lynda
Cc: WEST Kathleen S
Subject: Board Agenda Request - Green Meeting & Event Policy - Nov 18th
Importance: High
Attachments: GME_Best_Practices FINAL (8-27-10).doc; GME_AP (8-27-10).doc; Green Meeting & Event Resolution Final.doc; APR_Shortform - Sustainability Liaisons-GME (11.18.10).doc; RE: Green Meeting & Event Policy

Hi Marissa and Lynda:

Per the BCC-1 Admin Procedures (please let me know if these are out of date), I am submitting a Board agenda request for November 18th (Power Point to follow).

The title is: **Multnomah County Sustainability Liaison Presentation: Green Meeting & Event Policy**

Attached are:

1. APR
2. Resolution
3. Best Practices (to be attached to resolution)
4. Administrative Procedures to be signed by the Chair (only)
5. County attorney approval

I presented this policy to Board Staff on Oct. 4 and received their approval to proceed.

Best regards,

Kat West

Director

Multnomah County - Office of Sustainability

(503)-988-4092

kathleen.s.west@co.multnomah.or.us

www.multco.us/sustainability



Please consider the environment responsibly **before** printing this email

10/22/2010



Lynda GROW <lynda.grow@multco.us>

Fwd: Notice of Intent

1 message

Patrick HEATH <patrick.heath@multco.us>

Tue, Nov 2, 2010 at 3:56 PM

To: GROW Lynda <lynda.grow@multco.us>, Marissa MADRIGAL <marissa.d.madrigal@multco.us>

Cc: Kathy TINKLE <kathy.m.tinkle@multco.us>

Hi Lynda,

Attached is DCHS' Notice of Intent to apply for a \$130,000 grant. The department asks that this NOI be placed on the consent calendar for November 18. Please let me know if you have any questions about this request.

Patrick

——— Forwarded message ———

From: **Kathy TINKLE** <kathy.m.tinkle@multco.us>

Date: Mon, Nov 1, 2010 at 5:11 PM

Subject: Notice of Intent

To: Patrick HEATH <patrick.heath@multco.us>

Cc: SHAW Ron <ron.shaw@multco.us>, Lee Girard <lee.girard@multco.us>

Hi Patrick, attached is a NOI from ADSD to apply for a 2 year \$130,000 grant. Given the dollar amount this item will be able to be placed on the consent agenda. The program had requested to have this on the November 11th agenda but since that is a holiday, it will need to be placed on the November 18th agenda to be able to meet the grant submission deadlines. Please let us know if you have questions. thanks.

Kathy Tinkle

DCHS Business Services Director

(503) 988-3691 ext. 26858

kathy.m.tinkle@multco.us**NOI - ADSD NCOA Grant.doc**

106K