

**Recommended**  
**St. Johns/Lombard Plan**  
**Exhibit B: Findings Report**  
**Amended Version**



St. Johns/Lombard Plan  
a cooperative planning effort for the peninsula

City of Portland

Bureau of Planning

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# Acknowledgements

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## **Introduction**

The *Recommended St. Johns/Lombard Plan* is the product of effort by residents, business people, property owners, city staff, and other interested stakeholders to guide growth in this part of Portland. When adopted by City Council, the plan will update the Portland *Comprehensive Plan* for this part of Portland and set in motion a set of programs, projects, and regulations intended to guide public and private decision-making and investment in the St. Johns town center and Lombard main street area over the next 20 years. The findings in this document show how the *Recommended St. Johns/Lombard 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 *Recommended St. Johns/Lombard Plan* revises Portland's *Comprehensive Plan* through the addition of its goals and policies into the *Comprehensive Plan*.

### **How This Document is Structured**

This document is organized into several sections: this introduction, Statewide Planning Goals Findings, *Metro Urban Growth Management Functional Plan* Findings, and Portland *Comprehensive Plan* Findings, including the *Portsmouth Neighborhood Plan* findings. Within these sections, the individual findings generally consist of two parts: 1) a brief explanation of the criteria (goal, policy, objective, further statement, etc.) against which the *St. Johns/Lombard 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 *Recommended St. Johns/Lombard Plan*.

## General Findings

- I. The St. Johns/Lombard Plan (ordinance) amends the *Comprehensive Plan*, *Comprehensive Plan* map, Zoning Map, Zoning Code (Chapters 33.218, 33.420, 33.455, 33.460, 33.583, 33.825), and the Community Design Guidelines. The amendments do not change 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.
- II. During the course of public hearings, the Bureau of Planning, and the Planning Commission provided 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.

## Statewide Planning Goals Findings

1. State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.
2. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement. 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) The *St. Johns/Lombard Plan* process included an extensive public outreach program beginning October 2001 and continuing through the first public hearings with the Portland Design Commission and Portland Planning Commission in September 2003.
  - b) During spring and summer 2001, the Bureau of Planning met several times with an outreach group as a preamble to plan kick off. Accomplishments of the outreach group include:
    - Informing the plan staff about the community;
    - Introduction of the plan to neighbors, businesses, churches, community organizations;
    - Contributions to newspaper/newsletter coverage, including *The Oregonian* article;
    - Presence at community events - Dia de San Juan, Festival Latino, Back to School Readiness Fair;
    - Development and distribution of pamphlet and poster; and
    - Creation of contact lists – minority groups, small businesses, community groups.

- c) In Fall 2001, a postcard invitation was mailed to over 11,000 addresses in the 97203 zip code announcing the St. Johns/Lombard Plan process and inviting the public to attend a kick-off open house event in October 2001.
- d) On October 18, 2001, over 100 community members attended a kick off open house for the *St. Johns/Lombard Plan* where they responded to questions about transportation, the built environment, and natural and recreational areas. Community priorities and desires were recorded to assist in the initial shaping of the plan and its goals and vision. A summary of open house comments was mailed to participants of this open house.
- e) A 12-member citizens working group (CWG) composed of representatives from local neighborhood and business associations and at-large members was formed early in 2002 and held their first meeting in March of that same year. The group served as an advisory body, not a decision-making body, to consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG met 20 times prior to the Planning Commission public hearing. Their feedback was important in the development of the plan.
- f) A community vision workshop attended by over 75 community members was held in April 2002 where participants were asked to respond to a series of preliminary vision ideas addressing community identity and livability, transportation, commercial areas, housing, riverfront and river view areas, industrial uses, natural and recreational areas, and social and community services. The project team and CWG used input received at this workshop as the basis for plan's vision statement.
- g) A series of four neighborhood walks were conducted in spring 2002, each held in different parts of the plan area: Lombard Street East; Lombard Street Central; Downtown St. Johns; and Cathedral Park/Riverfront. Roughly 100 people participated in these walks. Participants identified issues and concerns, and shared observations and ideas about the areas that were recorded in text and sketch form.
- h) A follow up workshop for the neighborhood walks was held in June 2002. Information about, and a summary of, the walks was presented. Fifty-one people attended this event.
- i) A technical advisory group (TAG) began meeting in the fall of 2002 through the summer of 2003. The TAG, composed of staff of city, regional, and state agencies, met regularly to provide input on regulatory and public service issues affecting or affect by the plan. The TAG also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals. The information and feedback provided by this group was shared at community meetings and to the CWG, and was important in the shaping of the plan and it's implementation strategy.

- j) Several focus group forums were conducted with the Latino and Hmong communities in August and September of 2002. The forums provided a unique opportunity to establish a relationship with these two communities, which have a strong presence on the North Portland Peninsula. Forums for each group were specially tailored to speak to these communities in a manner that could best engage participants. For the Latino forums, socio-dramas were used as a tool, while a more traditional workshop format was used with the Hmong community. At all forums, translators were relied upon to share information between participants and project staff, and Spanish-speaking staff attended the Latino forums. Additionally, project information in the native language of participants was made available at these forums. These forums provided groups and individuals that may find it difficult to participate in more main stream public processes (due to language barriers, etc.) an opportunity to share concerns and input about land use, transportation, housing, schools, employment, recreation, and other community concerns addressed by the planning process.
- k) In October 2002 a newsletter was sent to residents and property owners within the plan area. This newsletter provided general information regarding the plan, and update on recent events, project contacts, and announced a series of upcoming public urban design workshops.
- l) Two urban design workshops/public meetings were held in the fall of 2002 where community members shared ideas about future development concepts for the St. Johns/Lombard plan area. At these workshops, participants shared preferences regarding land use, intensity of development, and key transportation needs in the plan area. These workshops resulted in the development of the St. Johns/Lombard Plan Urban Design Concept (later referred to as the Urban Development Concept) that was further refined by project staff and consultants with the assistance of the CWG and TAG.
- m) Open house meetings for the business community were held on February 20, 2003 and February 21, 2003, to provide information about the plan process, existing conditions, and development of plan elements. Notice of these meetings was mailed to local business association mailing lists and to select businesses in the plan area identified on City of Portland mailing lists from the Bureau of Licenses and Bureau of Planning.
- n) In April 2003 a second newsletter was mailed to interested parties (plan mail list, and property owners in the plan area). This newsletter provided an update on the planning process and included an announcement of an open house on May 17, 2003 that included draft plan concepts.
- o) In May 2003 an open house was held to allow the public to review the draft plan concepts, the refined urban design concept, proposed transportation improvements, and proposed Comprehensive Plan Map amendments, zoning proposals and other key elements of the plan. Input from this open house was reviewed by project staff and the CWG, and was used to modify elements of the plan before it was released as the

*Proposed St. Johns/Lombard Plan* for public review and Planning Commission consideration.

- p) During the development of the *Plan*, project staff attended meetings of the Cathedral Park, St. Johns, Portsmouth, and University Park Neighborhood Associations; the St. Johns Boosters; North Portland Business Association; St. Johns Heritage Association; Peninsula Optimists Club; Kiwanis Club; Rotary Club of North Portland; and meetings with other groups and organizations including meetings with seniors and school children living in the plan area. A list of outreach activity is included in the plan as Appendix A.
- q) The St. Johns/Lombard planning process was the focus of articles in The Oregonian, The Portland Tribune, and was covered by local newspapers including The Review, The Portland Observer, In & About St Johns, and The Portsmouth Press.
3. **Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. The amendments are supportive of this goal because:
- a) The Zoning Code contains procedures that were followed and criteria that have been satisfied for the development and adoption of the *St. Johns/Lombard Plan* and related implementing measures. The amendments are supportive of this goal because the required legislative process as described in Portland City Code 33.740 was followed. In addition, the applicable approval criteria for legislative Comprehensive Plan Map Amendments, described in 33.810; for Goal, Policy, and Regulation Amendments, described in 33.835; for Zoning Map Amendments, described in 33.855; and Adoption Criteria for establishment of a plan district, described in 33.500, have been evaluated and satisfied as described in the findings below.
- b) The amendments are also supportive of this goal because documents identifying existing conditions, community issues and desires, and documents analyzing economic and transportation issues affecting the plan area were prepared to assist in the creation of plan alternatives and a preferred alternative for the *St. Johns/Lombard Plan*. These documents were available for public review throughout the planning process. These documents include:
- St. Johns/Lombard Plan Citizens Responses Report – Book 1
  - St. Johns/Lombard Plan Citizens Responses Report – Book 2
  - St. Johns/Lombard Plan Neighborhood Walks Report
  - St. Johns/Lombard Plan Neighborhood Walks Summary
  - St. Johns/Lombard Plan Existing Conditions Report
  - St. Johns/Lombard Plan Newsletter
  - Latino and Hmong Outreach Report

- St. Johns/Lombard Urban Development Concept Report
  - Bureau of Planning's Proposed St. Johns/Lombard Plan
- c) Portland Comprehensive Plan findings on Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
4. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the State's agricultural and forest lands, generally located outside of urban areas. The amendments are supportive of this goal because the *St. Johns/Lombard Plan* policies support the provision of additional housing, commercial, employment and recreational opportunities within an urbanized area, thereby reducing pressure on agricultural and forest lands and pressure to expand the urban growth boundary.
5. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal because:
- a) Policy 2 (History and Identity) of the *St. Johns/Lombard Plan* calls for strengthening the identity of the area through development and community activities that integrate and build upon the area's distinctive history and architecture. Plan action items call for further work to develop historic recognition of key community structures, and other identity and placemaking actions.
  - b) Policy 6 (Environment) of the *St. Johns/Lombard Plan* calls for the development and redevelopment of a built environment that fosters environmental quality and uses sustainable development practices. The *St. Johns/Lombard Plan* contains implementing actions responding to this policy.
  - c) Policy 7 (Willamette Riverfront) of the *St. Johns/Lombard Plan* calls for the redevelopment of the Willamette Riverfront as a vibrant mixed-use area containing, among other elements, a network of public open space areas including an expanded greenway trail and other amenities. The plan contains various implementing actions addressing this policy including the re-designation of 28 acres of publicly-owned land to an open space designation for future park development along the riverfront.
6. **Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The amendments are consistent with this goal because the *St. Johns/Lombard Plan* policies encourage more compact mixed-use development of commercial and residential uses and emphasizes a balanced multi-modal transportation system by encouraging the use of alternative modes, such as walking, bicycling, and transit. Compact urban development emphasized in the *St. Johns/Lombard Plan* helps maintain natural resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. Compact mixed-use development with a balanced transportation system should reduce vehicle miles traveled in the study area and positively impact air quality. Portland Comprehensive Plan findings on Goal 8, Environment, and its related policies and objectives, also support this goal.

7. **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 the policies of the *St. Johns/Lombard Plan* promote redevelopment of the Willamette waterfront in an area setback at 100 feet from the top-of-bank of the river, in areas outside of the existing 100-year flood plain. The plan also results in the rezoning of 28 acres of publicly-owned land from an employment designation to an open space designation. This open space area, much of which is within the 100-year flood plain, will be redeveloped in the future as a passive recreation facility with no, or limited, structural development. This action removes 28 acres of potentially flood-prone developable land from impacts and hazards associated with flooding, consistent with the above-stated goal.
8. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the State. The amendments are consistent with this goal because the *St. Johns/Lombard Plan* policies and associated actions encourage an increase of the land available for recreational use (28 acres of new open space) within the plan area as well as expansion of recreational trail facilities, such as the Willamette Greenway Trail and City bike lanes. The plan further calls for the creation of a greenway buffer at least 100-feet wide along the riverfront to be used in part for public recreation needs.
9. **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. Policy 4 (Economic Development) of the *St. Johns/Lombard Plan* calls for the development of vital commercial areas in St. Johns and along Lombard Street that strengthen existing businesses and attract new businesses that foster a positive identity for the area, and encourage housing to support retail and other community amenities. The plan contains actions to implement this policy including provisions to increase housing and mixed-use development within the St. Johns town center and along the Lombard main street. This additional potential for housing and mixed use development is intended to strengthen support of existing commercial development by allowing for an increase in potential customers and employees located within close proximity to existing and new businesses. The plan also preserves the employment and industrial land uses in the waterfront area by maintaining employment and industrial land use designations in this area. Portland Comprehensive Plan findings on Goal 5, Economic Development, and its related policies and objectives also support this goal.
10. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The amendments are consistent with this goal.
  - a) Policy 1 (Urban Form and Land Use) promotes an urban form that supports the development of vital commercial areas supported by additional opportunities for housing and mixed-used residential development.
  - b) Policy 5 (Housing) seeks to provide a broad range of well-designated and compatible housing to accommodate local and regional housing needs, and to support development of vital town center and main street commercial areas. The implementing actions supporting this policy:

- Support neighborhood stability by reducing the potential for major redevelopment in formerly RH-designated residential areas near the town center;
  - Foster additional housing development on key sites in downtown St. Johns and the Lombard main street by providing incentives for new residential and mixed-use development;
  - Facilitate additional housing and mixed use development by creating plan district regulations that set residential density targets when housing is developed in the EX zone;
  - Foster neighborhood growth through infill development by allowing increases in allowed density in selected areas; and
  - Support residential development by conducting feasibility studies on key sites and investigating alternative funding sources for housing development.
- c) Portland Comprehensive Plan findings on Goal 4, Housing, and its related policies and objectives also support this goal.

11. **Goal 11, Public Facilities and Services**, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The amendments are consistent with this goal because Policy 1 (Urban Form and Land Use), Policy 3 (Transportation), Policy 7 (Willamette Riverfront) of the *St. Johns/Lombard Lombard Plan* promote the development of public service facilities. Additionally, the plan contains implementing actions addressing creation of open space areas, enhancement of existing public open space areas, additional trail connections, additional bicycle lanes, and numerous transportation actions addressing the pedestrian environment, vehicle circulation, and transit. Portland Comprehensive Plan findings on Goals 11 A through 11 I, Public Facilities, and related policies and objectives also support this goal.
12. **Goal 12, Transportation**, requires provision of a safe, convenient and economic transportation system. The amendments are consistent with this goal because Policy 3 (Transportation) promotes a balanced multi-modal transportation system that supports the urban development concept of the plan and the land use vision for the town center and main street. Supporting this policy are over 40 implementing actions addressing enhancements of the pedestrian environment, vehicle circulation, freight mobility, transit use, parking, and bicycle circulation.

The Transportation Planning Rule (TPR) was adopted in 1991 to implement State Goal 12. Section 660-012-0060(1) of the TPR requires “amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility” to ensure that allowed uses are consistent with the identified functional, capacity and level of service of the facility. This requirement is met by “limiting allowed land uses” or “altering land use designations, densities or design requirements to reduce demand for automobile travel.” The St. Johns/Lombard Plan proposes various transportation actions designed to improve the capacity of the transportation system to handle existing development as well as those anticipated as a

result of the plan. For instance, the reclassification enhancement of Richmond, Crawford, and Baltimore streets is proposed to better serve the waterfront area of the plan area as redevelopment occurs there. Improvements along Lombard and at key intersections in downtown St. Johns are proposed including enhancements to the pedestrian, bicycle, and transit circulation.

Section 660-012-0045 of the TPR requires local governments to adopt land use regulations that designate “types and densities of land uses adequate to support transit” and those that “reduce reliance on the automobile which allow transit-oriented developments on land along transit routes.” The amendments of the plan support these requirements because they include opportunities to increase residential densities through new housing and mix-used residential development projects along and near transit streets within the plan area.

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

13. **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 the Comprehensive Plan Map and Zoning Code amendments, and policies, proposed by the St. Johns/Lombard Plan promote the establishment of a compact urban form, including a mix of uses supported by an enhanced pedestrian and transit system. This urban form and supporting multi-modal transportation system should result in decreased use of single occupant vehicle usage and a reduction of fuel consumption. Additionally, Policy 6 (Environment) of the plan promotes the incorporation of sustainable development practices and Leadership in Environmental and Energy Design (LEED) standards into new building developed within the plan area. Portland Comprehensive Plan findings on Goal 7, Energy, and its related policies and objectives also support this goal.
14. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The amendments are consistent with this goal because the St. Johns/Lombard Plan supports providing additional development opportunities for residential, commercial, employment and industrial land uses, and implements town center and main street concepts of Metro’s Urban Growth Management Functional Plan (UGMFP). The implementation of this plan and the opportunities it provides for additional development capacity reduce long-term pressure to expand the UGB and convert rural land for urban purposes. Portland Comprehensive Plan findings on Goal 2, Urban Development, and its related policies and objectives also support this goal.
15. **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 amendments are consistent with this goal as the St. Johns/Lombard Plan promotes continued protection and conservation of riverfront resources and future enhancement of the greenway areas in St. Johns. Specifically, the plan directs that River Renaissance and other related planning efforts conducted by the City of Portland along the St. Johns waterfront pursue a

greenway buffer that is at least 100-feet wide, and that includes pedestrian and bicycle trails, access to the beach along the waterfront, viewpoints, enhanced habitat areas, and other public gather spaces and amenities.

16. **Goals 16, 17, 18, and 19** deal with **Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources**, respectively, and are not applicable to Portland as none of these resources are present within the city limits.

## **Metro Urban Growth Management Functional Plan (UGMFP) Findings**

17. **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 city-wide analysis based on calculated capacities from land use designations. During the development of the St. Johns/Lombard Plan such an analysis was conducted, based on the land use designations existing and proposed within the plan area. This analysis found that there is no net loss in the amount of housing that would be allowed if the plan and corresponding land use designation changes were adopted and implemented. In addition, capacity for employment is maintained by using a combination of industrial employment and commercial land use designations. Thus, the amendments are not inconsistent with this title.
18. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which set limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. The plan furthers this goal by promoting a compact urban form supported by enhanced transit system and pedestrian and bicycle circulation system. Thus, the amendments are not inconsistent with this title.
19. **Title 3, Water Quality and Flood Management Conservation**, calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. This title is addressed by existing City policies and regulations; however, the plan furthers these objectives by promoting the establishment of a wide greenway buffer area along the Willamette River which in part would be enhanced by revegetation activities that would assist in erosion control. Additionally, the plan will result in the re-designation of approximately 28 acres of publicly-owned land to the open space land use designation (formerly industrial/employment). This designation would ensure that significant structural development not take place within or adjacent to the flood plain. Although this publicly-owned land is currently vegetated, additional vegetation enhancement activities will occur in this area furthering the intent of this goal. Thus, the amendments are not inconsistent with this title.

20. **Title 4, Retail in Employment and Industrial Areas**, calls for retail development in Employment and Industrial areas that supports these areas and does not serve a larger market area. This title was recently revised to:
- Limit commercial retail uses exceeding 20,000 square feet within these areas;
  - Limit commercial retail uses to no more than 5 percent of the net developable area of all contiguous Regionally Significant Industrial Areas; and
  - Limit the uses allowed within these areas to that necessary to serve the needs of businesses and employees of Regionally Significant Industrial Areas.

This final wording of this title, the associated mapping process, and the exact manner in which the City of Portland will implement this title locally has yet to be determined. However, this plan is consistent with the basics of this title as it does not propose to weaken or modify existing regulations protecting industrially designated lands. The plan proposes modification of existing regulations that address retail uses in industrial zones, and thus remains within the provisions of Title 4. Thus, the amendments are not inconsistent with this title.

21. **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, defines Metro's policy regarding areas outside of the Urban Growth Boundary. The intent of this title is to enhance Centers designated on Metro's 2040 Growth Concept Map by encouraging growth within Centers. The *St. Johns/Lombard Plan* and associated planning process are directly tied to this title as St. Johns is a 2040 designated town center and North Lombard Street is a designated main street. The plan will comply with this title by providing regulations and incentives to develop additional housing within the town center and along the Lombard main street, which will support existing commercial uses and will promote additional commercial growth in the town center and along the main street. The plan also proposes enhancement to public transportation and recreation facilities to support and encourage additional development within the town center and along the main street. Thus, the amendments are not inconsistent with this title.
22. **Title 7, Affordable Housing**, recommends that local jurisdictions implement tools to facilitate development of affordable housing. As noted, the plan provides numerous opportunities for additional housing growth within the town center and along the Lombard main street. Housing opportunities proposed by the plan range from town houses and medium density apartments along the main street and close to the town center, to higher density multidwelling development within downtown St. Johns. Land near the Willamette Riverfront may also provide an opportunity for a range of housing alternatives. A land use and zoning pattern that fosters a mix of housing types, and redevelopment opportunities through the plan area ensures that a range of housing options can be accommodated through the implementation of this plan. Thus, the amendments are not inconsistent with this title.

## Portland Comprehensive Plan Goals Findings

23. 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.
24. **Goal 1, Metropolitan Coordination**, calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives and plans. Coordination with state and regional planning efforts has been undertaken with the development of the proposed amendments. The St. Johns/Lombard planning process has included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional and state plans.
25. **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 St. Johns/Lombard planning process identified and included a variety of local, regional, and state agencies in the plan development process. Individuals from each of these agencies formed a technical advisory group (TAG), which participated in the local planning process and reviewed and commented on the *St. Johns/Lombard Plan*.
26. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's *Comprehensive Plan* to comply with the Regional Framework Plan adopted by Metro. The amendments support this policy because they implement portions of the Metro UGMFP.
27. **Goal 2, Urban Development**, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The amendments are consistent with this goal because the land use and zoning pattern proposed for the *St. Johns/Lombard Plan* area increases opportunities for additional residential and commercial uses, within areas designated for these land uses. Additionally, the plan provides opportunities for mixed-use development within the St. Johns town center and along the Lombard main street. Furthermore, provisions included in the plan for the main street and town center provide incentives for additional residential and commercial uses beyond that permitted by the base zones when mixed-use development is proposed in specific key locations. Finally, design standards and the design overlay zone have been applied to areas along Lombard and in St. Johns town center, respectively.
28. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The amendments support this policy because the Comprehensive Plan Map

and Zoning Map amendments proposed by the *St. Johns/Lombard Plan* will maintain, and in some cases expand, the long-term potential to develop additional housing units in the plan area. Although a few acres of land currently designated for High Density Multi-dwelling Residential (RH) is proposed to be re-designated to Medium Density Multi-Dwelling (R1), the overall housing potential of the plan area is preserved. Some areas currently zoned as R5 Single Dwelling detached (1 unit per 5,000 sq. ft.) are proposed for R2.5 Single Dwelling attached (1 unit per 2,500 sq. ft.). Additionally, some areas in the St. Johns town center currently zoned R5 Single Dwelling detached are proposed to be rezoned to R1 and R2 multidwelling, to accommodate more intense residential development near retail and commercial uses, and public services, such as transit.

The *St. Johns/Lombard Plan* also will implement residential development bonus incentives. These incentives will allow additional FAR, height, and building coverage to commercial development when a percentage of the square footage of the development is set aside for residential uses. This incentive will be applied within two commercially zoned areas along Lombard and with two commercially zoned portions of downtown St. Johns to encourage mixed-use residential development along the main street and in the commercial core of the town center. These incentives will work as a tool to expand the housing potential of the plan area by encouraging mixed-use residential development within areas typically developed exclusively for commercial retail purposes. Additionally, the St. Johns waterfront, and portions of the hillside leading down to the waterfront, will be located within a plan district and will be placed within the Central Employment (EX) land use designation. Within these areas, residential and residential mixed use development will be allowed, again expanding the housing potential of the plan area.

29. **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 because the zoning pattern for the *St. Johns/Lombard Plan* will create mixed-use residential/commercial and residential/employment (live-work) development areas within the plan area. Specifically, residential development bonus incentives will be applied to two commercially zoned areas along Lombard to encourage mixed-use residential/commercial development along this main street. Similar incentives will be applied to commercially zoned portions of downtown St. Johns to encourage mixed-use residential development in the commercial core of the town center. Along the St. Johns waterfront, and portions of the hillside leading down to the waterfront, the Central Employment (EX) land use designation will be applied and this area will be located in a plan district where the creation of residential development, residential/commercial mixed-use development, and live-work facilities will be encouraged. The areas will provide a range of positive living conditions and choices for residents and will allow employment opportunities to coexist and in some cases be incorporated into residential development projects.
30. **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 because the designated parks and open space areas within the plan area are preserved, and an additional 28 acres of publicly-owned land along the Willamette River will be re-designated from an employment zone to open space. Additionally, the plan proposes that the Willamette greenway buffer along the St. Johns waterfront be expanded from 50 feet to at least 100 feet and be enhanced with pedestrian and bicycle trails that link to the existing greenway/40-mile loop trail system and lead into areas along the waterfront where this trail system is to be continued south, linking St. Johns with Swan Island

31. **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 in several ways. As noted above, the plan proposed the expansion of the Willamette greenway buffer along the St. Johns waterfront from 50 to 100 feet. It also proposed that the buffer be enhanced with pedestrian and bicycle trails, public gathering spaces, and riverfront habitat areas. Additionally, through the planning process for the *St. Johns/Lombard Plan*, riverfront industrial properties, especially those containing river-dependant and river-related uses have been preserved. However, the plan contains actions noting that the long-term viability of these industrial sites for industrial uses needs to be analyzed, and the use of these sites for other potential uses, such as residential, commercial, and recreation, needs to be considered as part of the City's River Renaissance planning process.
32. **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 because they provide for a modest increase in residential density in areas near main street and the St. Johns town center, while maintaining the current *Comprehensive Plan* map and zoning patterns in existing developed neighborhoods outside of the specified plan area.
33. **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 because they provide for continued commercial use of properties within the established main street and town center areas. Commercial centers in the plan area are well served by transit. Plan provisions call for providing additional housing in and near commercial centers, preferably in mixed use buildings that include ground floor commercial to help strengthen the market areas for retail sales and service uses.
34. **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 because they promote development that includes different commercial, employment and residential uses that are transit supportive along identified transit corridors (Lombard St. as well as sections of Ivanhoe St., Richmond Ave., Burlington Ave., Syracuse St., Philadelphia St.;

Chicago Ave., Baltimore Ave., and Willamette Blvd). The Portland Transportation System Plan designates Lombard as a Major Transit Priority Street; Ivanhoe St., Philadelphia St., Richmond Ave., Burlington Ave., Syracuse, Baltimore, and Willamette Blvd. are each designated a Transit Access Street; Chicago is designated a Community Transit Street. Additionally, Lombard is designated as a “main street” and “corridor” on the Metro Regional 2040 Growth Concept map.

35. **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. Portions of Lombard Street and Philadelphia Avenue are designated Major City Traffic Streets. The amendments support this policy by designating sites for General Commercial (CG) and Neighborhood Commercial 2 (CN2) zones on Lombard and in the St. Johns town center.
36. **Policy 2.14, Industrial Sanctuaries**, calls for encouraging the growth of industrial activities by preserving industrial land primarily for manufacturing purposes. The amendments support this policy because they preserve large areas of industrial land within and directly adjacent to the plan area. In some cases, IG2 and IH zones are maintained where present and future industrial uses are expected. In areas closer to multi dwelling residential areas and commercial areas, industrial sanctuary designations have been changed to General Employment. The General Employment (EG1/EG2) designation allows continued industrial use, but also offers a broader array of employment land use activities. The General Employment designations also act as a buffer between residential uses and the Industrial Sanctuary, thus allowing employment uses and protecting industrial areas from adjacent incompatible uses.
37. **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 amendments support this policy because they provide for additional housing opportunities in and around the St. Johns town center and Lombard main street area, which function to some degree as employment areas. Housing in this area may be multi-dwelling or row house infill, which may maintain housing supply and enhance affordability, and is also close to major employment centers on the North Portland peninsula (Rivergate, Swan Island, Port of Portland terminals). Special provisions of the St. Johns plan district also provide for home-based or live/work type development in some employment areas, in addition to live/work activities allowed in existing residential and commercial zones.
38. **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 because they call for reshaping land use and zoning patterns on Lombard Street, which is currently a

strip with a *Comprehensive Plan* and zoning map designation of General Commercial (CG). The amendments create more distinct areas for pedestrian-oriented development, areas with a housing/mixed-use emphasis, and areas that are accommodating of autos.

39. **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 they generally allow development at these densities throughout the plan area, which is generally focused on areas within one-quarter mile of designated transit streets.
40. **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 because they provide for infill at densities that in some cases are slightly higher than existing densities. Increases in development potential may provide an incentive for redevelopment and better accommodate future increases in population and employment.
41. **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 they provide land use and zoning designations that may encourage development of vacant land and redevelopment of underutilized land. In addition, action items call for strategic public participation in the development of certain key parcels. In addition, specific areas have been identified and designated as open space.
42. **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 because they allow modest increases in residential density within the plan area (a Metro designated main street and town center) and maintain existing densities, which include substantial areas of R5 single-dwelling zones for areas beyond the plan area. Within the plan area, the amendments call for changes in zoning that would allow utilization of larger dwellings as multi-dwelling residences. In addition, the design overlay zone is applied throughout much of the St. Johns town center area. This overlay zone further regulated the appearance and design of new multi dwelling developments and remodels, and is intended to improve compatibility of infill development.
43. **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. The Lombard main street and St. Johns town center areas are considered mixed use areas. The land use and zoning designations applied in

these areas generally allow for mixed use development (commercial and some employment zones) and for a mixing of uses in areas along Lombard and in the St. Johns town center.

44. **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. The amendments support this policy because they use land use and zoning designations to buffer and transition areas from commercial and employment uses to residential uses at decreasing densities. Few properties in the plan area are changed from residential to commercial, employment, or industrial zones.
45. **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 they focus areas of significant change into main street and town center areas, which have been identified as places where change, growth and development are expected to occur. To maintain stability of neighborhoods, no change to land use or zoning is proposed outside of the plan area. This approach helps promote neighborhood stability by strategically focusing change into areas where change can be beneficial for meeting policy objectives, including use of existing and planned infrastructure and services, and for redevelopment over time of underutilized areas.
46. **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 because they offer a range of land use and zoning designations that allow for a variety of residential, commercial, employment and industrial developments. The amendments feature changes in residential land use designations that will provide a broader array of housing opportunities in the plan area, and that can serve a diverse array of incomes, ages, races, and ethnicity.
47. **Policy 3.4, Historic Preservation**, calls for the preservation and retention of historic structures and areas throughout the city. The amendments support this policy because they call for application of the design overlay zone in the St. Johns town center, which contains some key historic resources. The amendments include "desired characteristics and traditions" statements that will be used by design review staff in evaluating proposals for development; these statements make note of the historic development pattern in the town center. The plan also contains action items that call for follow-up efforts to identify and nominate particular historic properties as appropriate.
48. **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 because neighborhood associations, business associations, and the community at large were involved in developing elements of the plan for this area. A citizen working group, composed of representatives from

associations and at-large community members, also played a key role in providing feedback on the plan and communicating with identified community organizations.

49. **Policy 3.6, Neighborhood Plan**, calls for maintaining and enforcing neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council. The amendments support this objective because they create a St. Johns/Lombard area plan that will be included by reference under this Comprehensive Plan policy. The findings in this report demonstrate that the St. Johns/Lombard Plan is consistent with the Comprehensive Plan, including the Adopted Portsmouth Neighborhood Plan.
50. **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 are consistent with this goal because they allow for a variety of residential developments. The amendments feature changes in residential land use designations that will provide a broader array of housing opportunities in the plan area, that can serve a diverse array of incomes, ages, races and ethnicity. These include multi-dwelling units, row houses, and mixed-use and live/work residential situations. The plan also supports single-dwelling areas by focusing multidwelling and more intense residential uses within the plan area (a Metro designated town center and main street). Single-dwelling areas outside of the defined plan area are retained.
51. **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 because they offer a variety of housing types and generally increase the supply of, and opportunity for, new housing in and around the plan area.
52. **Objective A**, calls for designating 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 they offer a variety of housing types and generally increase the supply of and opportunity for new housing in the plan area. Overall, the plan offers a moderate increase in the amount of housing units that may be built in the plan area over time.
53. **Objective C**, calls for considering the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The amendments support this objective because they offer a balanced set of regulations that are designed to allow additional growth and development to occur while improving the design quality, materials quality and general fit on new infill development in this established area. Special provisions for development in the R1 multi dwelling zone in the St. Johns plan district and in the main street corridor overlay zone allow additional flexibility for development by lowering minimum density on existing small R1 zoned lots.

54. **Objective F**, calls for encouraging 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 because they apply the design overlay zone to multi dwelling-zoned areas of St. Johns and Cathedral Park. The amendments also add design standards to multi dwelling-zoned property along Lombard. In combination, these additional standards and reviews will assist in addressing special scenic, historic, and architectural values in the plan area.
55. **Objective J**, calls for limiting residential development in areas designated as industrial sanctuaries. The amendments support this objective because they do not allow residential development in the industrial sanctuary. Industrial sanctuary areas in some locations are buffered from adjoining higher-density residential areas through application of the General Employment (EG) zones.
56. **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 they provide for a modest increase in residential development potential within the plan area. The amendments are estimated to have a slight a net decrease in units based on *Comprehensive Plan* Map designations (from roughly -5 to -355, depending on development assumptions). However, much of the existing *Comprehensive Plan* map has not been implemented by current zoning. From a zoning map perspective, the amendments produce a reasonable increase in housing opportunity (from roughly +460 to +840, depending on development assumptions ). The difference again, is that the existing *Comprehensive Plan* is not implemented by current zoning, while the amendments propose to fully implement the *Comprehensive Plan* map designations.
57. **Objective A**, calls for allowing the replacement of housing potential to be accomplished by such means as: 1) rezoning (and redesignating) existing commercial, employment, or industrial land to residential; 2) rezoning (and redesignating) lower density residential land to higher density residential land; and 3) rezoning to the CM zone; or 4) building residential units on the site or in a commercial or employment zone if there is a long-term guarantee that housing will remain on the site. The amendments support this objective because they redesignate and rezone different parts of the plan area to compensate for other parts of the plan area where housing potential has been diminished by redesignating with less intense residential designations. Specifically, a large area of high density multi-dwelling-designated land (RH, 4:1 FAR, 75 foot height limit, and approx. 120 units/acre) has been redesignated and rezoned to medium density multi dwelling (R1, 45 foot height limit, and approximately 43 units/acre). Other plan designations and zones have been changed throughout the plan area to offset this loss of potential. Some R5 single-dwelling areas have been designated R 2.5, R2 or R1. Also, some existing R1 designated areas are being zoned in conformance with the *Comprehensive Plan* designation.
58. **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 because they promote efficient use of land and resources by providing multi dwelling and higher density single dwelling housing near transit, parks and other community resources. In addition, this type of development is typically more efficient than detached houses in terms of energy consumption for heating and cooling.

59. **Objective A**, calls for placing 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 because they focus new residential development at higher density close to public transit services.
60. **Objective B**, calls for establishing 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 because they propose *Comprehensive Plan* map and zoning designations that promote housing and mixed use development in a variety of compatible situations. The amendments specifically encourage mixed use and housing development in two key areas designated Neighborhood Commercial, which limits commercial uses that may conflict with housing (drive through development, quick vehicle servicing, auto repair, etc.). Housing in a mixed use development pattern is also allowed in other commercially zoned areas, including those zoned for Storefront Commercial (CS zone) and Mixed commercial-residential (CM zone). These zones also limit some uses to improve compatibility with residential uses, and promote transit oriented pedestrian-friendly development.
61. **Objective C**, calls for encouraging 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 because they propose plan designations and zoning at transit supportive densities near transit streets and near schools and parks within the plan area.
62. **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 because the plan is designed over time to improve the appearance and quality of new development through application of the design overlay zone and through new development. This is expected to have a positive effect on neighborhood livability and potential spillover benefits to encourage rehabilitation and improvement of existing housing stock.
63. **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. The amendments support this policy because it reduces development potential in particular areas where existing plan designations (RH designation) may encourage removal of sound housing.

64. **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 because they provide for a variety of housing types in the plan area and to a greater degree, across the North Portland peninsula. The plan area features the potential for a mix of attached and detached housing unit types; in areas beyond the plan boundary, significant areas remain for detached single dwelling houses. The housing diversity in the community is supportive of a broad range of income and different tenures.
65. **Objective A**, calls for achieving 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 for a variety of housing types in the plan area and to a greater degree, across the North Portland peninsula. The plan area features the potential for a mix of attached and detached housing unit types; in areas beyond the plan boundary, significant areas remain for detached single dwelling houses. The housing diversity in the community is supportive of a broad range of income and different tenures.
66. **Objective B**, calls for maintaining 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) ensuring that income diversity is maintained over the long-term. The amendments support this objective because they provide for a variety of housing types in the plan area and to a greater degree, across the North Portland peninsula. The plan area features the potential for a mix of attached and detached housing unit types; in areas beyond the plan boundary, significant areas remain for detached single dwelling houses. The housing diversity in the community is supportive of a broad range of income and different tenures.
67. **Objective C**, calls for promoting the development of mixed-income housing that may include a mix of housing types. The amendments support this objective because they call for designation of additional areas for multi dwelling development and also make provisions for flexible design of a mix of housing units on a variety of sites. The plan offers incentives for creative mixed use development on specified commercially-zoned properties to attract mixed use and mixed income housing development.
68. **Objective D**, calls for encouraging 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 because they allow for a variety of housing types. In addition to opportunity for housing that may serve lower incomes, the amendments also offer opportunities for housing in areas that feature view amenities, which may attract a variety of income ranges.
69. **Objective F**, calls for supporting 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 amendments

support this objective because they apply a design overlay zone to improve the attractiveness, design, and quality of new development. In addition the plan amendments call for transportation improvements that will improve the public realm in portions of the plan area.

70. **Objective G**, calls for encouraging the development and preservation of housing that serves a range of household income levels at locations near public transit and employment opportunities. The amendments support this objective because they propose attached residential and multi dwelling residential designations at locations near public transit service. These housing types can serve a range of income levels.
71. **Objective K**, calls for discouraging the involuntary displacement of low-income residents from their community as neighborhoods evolve, while expanding housing opportunities to create more balanced communities. The amendments support this objective because they provide additional opportunities for housing that can serve a broad income range.
72. **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 because they provide additional opportunities for a broad array of housing that can serve a broad income range.
73. **Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community. The amendments support this policy because they provide additional opportunities for a broad array of housing on the peninsula that can serve a broad income range.
74. **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 because they provide additional opportunities for housing that can serve a broad income range. Further, the design overlay zone and other design standards are applied to multi-dwelling areas in the plan area to promote better design and quality in new development.
75. **Objective D**, calls for promoting conservation programs and energy-efficient practices and programs that reduce housing operating costs for energy, sewer, and water usage. The amendments support this objective because many of the housing units anticipated in the future are attached or multi dwelling units, which are typically more energy and resource efficient because of common walls and shared resources, than detached single dwelling structures.
76. **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 because they provide opportunities for housing for both renters and owners in a variety of housing types.

77. **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 support this policy because they offer opportunities for development of a variety of multi family, attached and detached housing in and around the plan area.
78. **Objective A**, calls for ensuring that regulations facilitate the option of development of small homes. The amendments are not in conflict with this objective because there are no provisions in the amendments that prevent development of small homes or housing units.
79. **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 because the amendments provide options for a variety of housing types that will provide ownership and rental options in the community. Further, the amendments feature design standards and guidelines designed to promote buildings that better address the public realm, are more compatible with some existing development, and encourage community interaction and eyes on the street. This is accomplished partly through increased amount of window area and orientation of entrances in multi dwelling development.
80. **Objective A**, calls for promoting and maintaining homeownership options within neighborhoods. The amendments generally support this objective because they focus higher density development in town center and main street areas, and retain large areas of single dwelling neighborhood outside the focused plan area. The plan amendments broaden the opportunity for home ownership in neighborhoods by providing opportunities for ownership of condominiums and attached dwellings in addition to detached units.
81. **Objective B**, calls for promoting housing opportunities that build a sense of community, civic involvement and neighborhood pride. The amendments support this objective because they promote a mix of housing types, many with design requirements that promote a better relationship with the public realm and sidewalk environment through the placement of windows, parking areas and garages.
82. **Objective G**, calls for promoting good neighbor relationships between housing developers and their neighbors. The amendments support this objective because they, in many cases, call for higher levels of design quality in new development. In some cases, the amendments encourage developer contact with neighborhood association to discuss design details prior to development.
83. **Objective K**, calls for enhancing the quality of the design of new infill residential development. The amendments support this objective because they apply the design

overlay zone and other residential design standards to multi dwelling development to improve the design, quality, and fit of new infill development.

84. **Policy 4.15, Regulatory Costs and Fees**, calls for considering the impact of regulations and fees in the balance between housing affordability and other objectives such as environmental quality, urban design, maintenance of neighborhood character, and protection of public health, safety, and welfare. The amendments support this policy because the design overlay zone as applied in St. Johns town center offers the ability for residential projects to meet standards rather than requiring design review. Fees are minimal for meeting standards. For R1 multi dwelling development along Lombard, the amendments include design standards rather than design review, again, reducing fees for development.
85. **Goal 5, Economic Development**, calls for promotion of a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments are consistent with this goal because they provide for a variety of commercial, industrial and employment land uses in and near the plan area. The amendments retain areas designated for employment, but broaden the range and type of employment types allowed in the town center area. The amendments also support improvements to the transportation system to facilitate and allow regional freight mobility, while providing features that will enhance the pedestrian environment and improve the public realm.
86. **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 because they provide incentives for mixed use development in specific commercial zones (CN1/2), maintain development potential in other commercial zones, and offer expanded building and use envelopes for employment areas through zone changes from General Industrial (IG2) to General Employment (EG1/2) and Central Employment (EX) zones.
87. **Objective A**, calls for ensuring that there are sufficient inventories of commercially and industrially-zoned, buildable land supplied with adequate levels of public and transportation services. The amendments support this objective because they generally maintain the existing supply of commercial and employment land in the plan area, while transitioning about six acres of land from the Industrial Sanctuary designation to the Mixed Employment designation. Further, the plan maintains land zoned for Heavy Industrial and river-related industrial uses. An economic assessment of existing conditions estimated that supply of commercial land exceeded future demand for space substantially.
88. **Objective C**, calls for retaining industrial sanctuary zones and maximizing use of infrastructure and intermodal transportation linkages with and within these areas. The amendments support this objective because they generally retain industrial sanctuary zones on the peninsula, and do not affect the Industrial Areas beyond the boundary of the

*St. Johns/Lombard Plan* area. Within the plan area that focuses specifically on the St. Johns town center, roughly six acres of Industrial Sanctuary is transitioned to the General Employment designation. This designation allows industrial land uses outright, but broadens the range of employment uses that may locate on these sites.

89. **Objective E**, calls for defining and developing Portland's cultural, historic, recreational, educational and environmental assets as important marketing and image-building tools of the city's business districts and neighborhoods. The amendments support this objective in several ways. The design overlay zone will help foster and build upon the unique small town character of the St. Johns town center area, which may be a marketing and economic development asset for the community. In addition, the amendments and plan call for better recognition and utilization of the Willamette Riverfront, an asset for both the community and the city. Further, the plan calls for furthering the area's abundance of environmental and recreational assets by rezoning portions of the riverfront to the Open Space zone, and by identifying opportunities to further capitalize on this asset as an economic development opportunity
90. **Objective F**, calls for recognizing and supporting 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 of the *St. Johns/Lombard Plan* supports this objective as they will result in 28 acres of newly designated publicly-owned open space along the Willamette riverfront. This property, Willamette Cove, currently an industrial/employment area owned by Metro, is to be developed as a passive recreational facility including pedestrian and bicycle trails linking St. Johns with Swan Island to the south. This area consists almost entirely of upland and riparian forest and grasslands. Habitat enhancement activities are ongoing at this site and will continue after plan adoption, making this area an amenity to adjacent residential and mixed-use development. Additionally the proposed trail system will enhance commuter and recreational use of the waterfront. The *St. Johns/Lombard Plan* further supports this objective as it includes actions proposing the expansion of the Willamette Greenway buffer from 50 to at least 100 feet as well as enhancement activities including a segment of the greenway trail and habitat restoration activities. These actions will support the local economy as an enhancement of the recreational, ecological, and aesthetic qualities of the riverfront, and will make this area a more desirable location in which to invest in commercial and residential redevelopment activities.
91. **Policy 5.2, Business Development**, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. The amendments support this policy because they provide opportunities for continued commercial, employment and industrial uses and activities. The amendments also include action items that call for consideration of economic development tools to support business development and economic development activities in the area.
92. **Objective B**, calls for incorporating economic considerations in long-range planning activities undertaken by the Bureau of Planning. The amendments support this objective in several ways: 1) they provide opportunities for development of commercial and

- employment uses in the area and beyond; 2) they call for maintaining freight mobility and supports both short and long-term approaches to continuing this function; 3) they allow for transition of key opportunity sites near the Willamette River and in Downtown St. Johns to act as catalysts for change and economic development in the area; and 4) they call for further economic development assistance from public agencies, including consideration of the transit oriented development tax abatement program and use of urban renewal as tools to foster development.
93. **Objective D**, calls for ensuring citizen involvement in the policy development and decision-making process on publicly-funded economic development projects and activities. The amendments support this objective because action charts in the plan call for participation from neighborhood and business associations in the implementation of many plan features, including economic development actions.
94. **Policy 5.3, Community-Based Economic Development**, calls for supporting community-based economic development initiative consistent with the *Comprehensive Plan* and compatible with neighborhood livability. The amendments support this policy because they include actions for economic development designed to enhance local market conditions and stimulate development and investment in the area. These actions often include local associations as partners for implementation.
95. **Objective A**, calls for assisting broadly-based community coalitions to implement development objectives and programs of adopted community or neighborhood plans. Coalition interests include, at a minimum, City-recognized neighborhood and business associations, as well as businesses, residents, educators, service providers, and other groups and individuals. The amendments support this objective because they build upon and further programs initiated and actions identified in adopted or community-based efforts including the adopted *Portsmouth Neighborhood Plan*, and the St. Johns in the 21<sup>st</sup> Century Action Plan.
96. **Objective B**, calls for coordinating activities with other governments, resource organizations and service providers to implement adopted community and neighborhood plan objectives, programs and actions. The amendments support this objective because the action items call for participation from a variety of agencies and organizations.
97. **Objective C**, calls for evaluating the impact of zoning regulations and procedures on neighborhood businesses and retailers using the community and neighborhood planning process, as well as involving affected business district associations and neighborhood associations in that evaluation. The amendments support this objective because the effects of proposed zoning regulations were evaluated with business association and neighborhood association representatives during review of the zoning aspects of the plan.
98. **Objective D**, calls for encouraging consensus-building activities at the community and neighborhood levels which enhance neighborhood livability and promote economic vitality. The amendments support this objective because they include action items (ED1, ED2, ED3, ED5, ED6, ED7, and others) that call for local participation in economic development activities.

99. **Policy 5.4, Transportation System**, calls for promotion of a multi-modal regional transportation system that encourages economic development. The amendments support this policy because they include transportation action items that foster a balanced transportation system. These include improvements to enhance the pedestrian environment, improve pedestrian safety, and improve public realm amenities. In addition, plan action items call for support of transportation programs that will facilitate freight mobility, a critical component of the local and regional economy. Further, the amendments also foster improved bicycle access, particularly to commercial destinations where trade offs with other vehicle (auto) modes are minimal.
100. **Objective A**, calls for supporting regional transportation improvements to facilitate the efficient movement of goods and services in and out of Portland's major industrial and commercial areas, and ensuring access to intermodal terminals and related distribution facilities. The amendments support this objective because they support actions to maintain freight mobility in the short and long-term (Actions TC6, TC7).
101. **Objective B**, calls for supporting the maintenance and efficient use of the transportation infrastructure for local, national, and international distribution of goods and services. The amendments support this objective because they support actions (TC6, TC7) to maintain freight mobility in the short and long-term .
102. **Objective C**, calls for working closely with public agencies, such as TriMet, and the private sector to deliver an efficient and effective transportation system and network, and improving transit connections between residential communities and work sites. The amendments support this objective because they call for support of planned and future transit improvements along the main street and in the town center (Actions MS6, MS7, TC11, TC 12, TC 13). In addition, the plan fosters a transit supportive and transit-oriented development pattern.
103. **Objective D**, calls for supporting transit-supportive development and redevelopment along designated transit streets and in the vicinity of light rail stations. The amendments support this objective because the plan fosters a transit supportive and transit-oriented development pattern in this designated main street and town center area.
104. **Objective E**, calls for promoting safe and pleasant bicycle and pedestrian access to and circulation within commercial areas, and providing convenient, secure bicycle parking for employees and shoppers. The amendments support this objective because action items call for improvements to the pedestrian realm, pedestrian network, and the bicycle network.
105. **Objective F**, calls for encouraging a wide range of goods and services in each commercial area in order to promote air quality and energy conservation. The amendments support this objective because they provide land use and zoning designations that will support a wide range of commercial goods and services in both the main street and town center areas. Additionally, land use and zoning designations will foster additional residential development in the area to help bolster the market area and help support commercial uses.

106. **Objective G**, calls for pursuing 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 call for improvements to bicycle and pedestrian facilities in the short and medium term. Further, the vision statement aspires to more dramatic transportation alternatives in the future, including a trolley or streetcar-like transit system.
107. **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 they recognize the unique character of the St. Johns and Lombard commercial areas, and apply land use and zoning designations designed to maintain and enhance community-desired small town qualities. In addition, the plan selectively applies design overlay zones and regulations to address special circumstances and to provide additional guidance for new development.
108. **Objective A**, calls for encouraging 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 they include special "desired characteristics and traditions" design statements that apply to many areas in St. Johns, and action items that call for continued involvement of local business and neighborhood associations in future development activities.
109. **Objective B**, calls for reinforcing the character and identity of commercial areas as neighborhood focal points. The amendments support this objective because they identify portions of St. Johns and Lombard Street as key centers of community commercial activity and civic focus.
110. **Objective E**, calls for working 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 because action items HI1, HI2, HI 3 and HI4 call for working with the community on historic preservation and identity enhancement issues.
111. **Objective F**, calls for supporting 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 because they call for public and private actions to improve portions of the public realm and the pedestrian environment within commercial districts (actions LU1 to LU4; HI5 to HI 9; and MS and TC transportation actions).
112. **Policy 5.7, Business Environment Within Designated Commercial Areas**, calls 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 because they allow for a broad array of commercial

- activities in the main street and town center commercial areas. In addition, economic development actions call for public and private partnerships to enhance the business districts.
113. **Objective C**, calls for sustaining the role of designated commercial areas in providing shopping and employment opportunities for city residents. The amendments support this policy because they allow for a broad array of commercial activities in the main street and town center commercial areas.
  114. **Objective D**, calls for promoting the concentration of commercial activities in areas so designated by community and neighborhood plans. The amendments support this objective because they identify key commercial areas within the St. Johns town center and Lombard main street area. The amendments further support this objective by concentrating and defining commercial areas into pedestrian oriented, auto accommodating areas and areas where mixed use and supportive residential development can be foster in commercial areas.
  115. **Objective E**, calls for concentrating the expansion of commercial and mixed use activities near the intersections of Major City Traffic or Transit Streets as designated by the Transportation Element, and near Major Transit streets. The amendments support this objective because they focus commercial and mixed use activities along transit streets and within the designated town center and main street areas.
  116. **Objective F**, calls for encouraging the retention and development of higher density housing and mixed use development within commercial areas. The amendments support this objective in several ways: 1) incentives for mixed use development are provided in key areas along Lombard Street and in St. Johns; 2) housing areas are retained along Lombard Street and in St. Johns; and 3) where appropriate due to proximity to transit and other considerations, residential densities have been increased from R5 single-dwelling to R 2.5 (attached single dwelling), and R2 and R1 low and medium-density multidwelling zones.
  117. **Policy 5.8, Diversity and Identity in Industrial Areas**, calls for promotion of a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland. The amendments support this policy because they provide for a range of employment and industrial activities in the St. Johns town center area. The amendments specify use of the Industrial Sanctuary designation (IH and IG2 zones); General Employment designation (EG1 and EG2 zones); and Central Employment designation (EXd zone) in different areas to respond to the existing desired future character of different areas.
  118. **Objective A**, calls for recognizing and promoting the variety of industrial areas in Portland through development regulations which reflect the varied physical characteristics of the city's industrial areas, and distinguishing between older developed areas and newer, less developed ones. The amendments support this objective because they recognize and address the variety of industrial and employment areas with the plan area and apply land use designations and zoning to address specific characteristics of

each area. Many of the industrial and employment areas within the plan area are older, established areas. However, much of the land is not utilized to full potential due to constraints on the transportation system, existing adjacent land uses, and relative isolation from larger industrial area, among other factors. Land use and zoning designations have been applied to better address some of the existing conditions and to foster effective reuse and revitalization of these areas for industrial, employment or mixed use development.

119. **Objective D**, calls for, within industrial districts, allowing some lands designated for commercial or mixed employment, and providing for this while maintaining the overall industrial orientation of the districts. The amendments support this objective because they designate areas for mixed employment or central employment. These designations exist within the context of a much larger industrial area that exists beyond the limited boundaries of the plan area affected by the proposed amendments.
120. **Objective E**, calls for creating mixed employment areas which encourage a broad range of employment opportunities by permitting a mix of industrial and commercial activities. Prevent land use conflicts within the mixed employment areas through the use of development standards and by limiting conflicting types of development. The amendments support this objective because they allow a broad range of industrial and commercial activities and provide limitations on specific activities in employment areas (zoning code Chapter 33.583).
121. **Objective F**, calls for limiting the zones where activities which tend to have substantial off-site impacts or demands on public services are permitted outright, and requiring additional reviews where they may be appropriate. The amendments support this objective because they limit the areas where activities with substantial off site impacts can be located. Many of these activities are permitted in the Heavy Industrial (IH) zone, which is applied only in a limited area, and is buffered from other uses (residential and commercial) by employment zones that limit uses with substantial off site impacts.
122. **Policy 5.9, Protection of Non-Industrial Lands**, calls for protection of non-industrial lands from the potential adverse impacts of industrial activities and development. The amendments support this objective because they limit the areas where industrial activities with substantial impacts can be located. Many of these activities are permitted in the Heavy Industrial (IH) zone, which is applied only in a limited area, and is buffered from other uses (residential and commercial) by employment zones that limit uses, particularly those with substantial off site impacts.
123. **Objective A**, calls for where possible, using major natural or man-made features as boundaries and buffers for industrial areas. The amendments support this objective because tracks of publicly-owned park land, such as Cathedral Park and Willamette Cove are to remain or be re-designated as open space and will serve as buffers from areas that have the potential to be used for industrial purposes from portions of the plan area where mixed-used or residential development is encouraged by the plan.

124. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments are consistent with this goal for the reasons stated in the Goal 6 policies and objectives, stated below.
125. **Policy 6.1, Coordination**, calls for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The amendments support this policy because other agencies, including TriMet, Metro, and ODOT, were involved in the planning process and represented on the project technical advisory committee.
126. **Policy 6.1 Objective A** calls for coordinating the funding and development of transportation facilities with regional transportation and land use plans and with public and private investments. The amendments support this objective because development of the plan was coordinated with intergovernmental oversight by a Technical Advisory Committee with representation from regional partners including Metro, TriMet and the Oregon Department of Transportation.
127. **Policy 6.1 Objective B** calls for participating in Metro's processes for allocating and managing transportation funds and resources to achieve maximum benefit with limited available funds. The amendments support this objective because transportation funding which implements the first phase of recommendations has been secured through a grant from the Metropolitan Transportation Improvement Program (MTIP) run by Metro.
128. **Policy 6.4 Objective A:** Classification descriptions and designations are used to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review processes. The amendments support this objective because all improvements recommended within the public right-of-way are consistent with their street functional classifications.
129. **Policy 6.4 Objective B:** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present. The amendments support this objective because they were developed with the intent of supporting each street's functional classification rather than the existing actual function.
130. **Policy 6.4, Objective C:** All of a street's classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street. The amendments support this objective because all of the recommendations do not preclude future street modifications that are consistent with the functional classifications.
131. **Policy 6.4, Objective D:** When the existing use of a street does not comply with its classification, no additional investments should be made that encourage that

- inappropriate use. The amendments support this objective because none of the recommendations encourage an inappropriate use inconsistent with the functional classifications.
132. **Policy 6.13, Objective A:** Manage traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability. The amendments support this policy because the transportation system recommendations contained within the plan for Neighborhood Collectors and Local Service Streets are not inconsistent with their functional classifications. Traffic modeling done as part of the alternatives analysis does not indicate any shifting of traffic patterns and volumes that are inconsistent with their functional classifications.
  133. **Policy 6.13, Objective C:** Encourage non-local traffic, including trucks, to use streets of higher traffic and truck classifications through design, operations, permitting, and signing. The amendments support this policy because traffic modeling done as part of the alternatives analysis does not indicate any shifting of traffic patterns and volumes that are inconsistent with their functional classifications. Truck traffic using non-designated trucks routes, such as Fessenden St, is addressed through action items which support implementation of the St Johns Truck Strategy.
  134. **Policy 6.13, Objective D:** Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification. The amendments support this policy because traffic modeling done as part of the alternatives analysis does not indicate any shifting of traffic patterns and volumes that are inconsistent with their functional classifications.
  135. **Policy 6.13, Objective E:** Implement measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification. The amendments support this policy because traffic modeling done as part of the alternatives analysis does not indicate any shifting of traffic patterns and volumes that are inconsistent with their functional classifications.
  136. **Policy 6.13, Objective F:** Reduce traffic speeds through enforcement and design in high-density 2040 Growth Concept areas, including main streets and centers, to levels that are comfortable for bicyclists and pedestrians. The amendments support this policy because the plan recommends curb extensions and bicycle lanes to improve safety and comfort for both modes on Lombard St., designated a main street, and will help reduce speeding by narrowing excessive travel lane widths.
  137. **Policy 6.14, Objective A:** Use the emergency response classification system to determine whether traffic-slowing devices can be employed. The amendments support this policy because the plan does not recommend any traffic slowing devices.
  138. **Policy 6.14, Objective B:** Use the emergency response classification system to guide the routing of emergency response vehicles. The amendments support this policy because the plan does not recommend any changes to the emergency response classifications.

139. **Policy 6.15, Objective A:** Reduce and manage automobile travel demand and promote transportation choices before considering the addition of roadway capacity for single-occupant vehicles. The amendments support this policy because they do not recommend expanding roadway capacity to meet future travel demand on key arterials, instead relying upon improvements to the transit, bicycle and pedestrian systems.
140. **Policy 6.15, Objective B:** Employ transportation system management measures, including coordinating and synchronizing signals and intersection redesign, to improve traffic and transit movements and safety for all modes of travel. The amendments support this policy because action items MS 1 and 2, TC 2 call for improving signal coordination, and TC 6 calls for implementation of the St Johns Truck Strategy to improve operations through intersection redesign at Philadelphia/ Ivanhoe and St Louis/ Lombard intersections.
141. **Policy 6.15, Objective C:** Design, build, and operate the transportation system so that it can be safely navigated by all users. The amendments support this policy because a fundamental objective of the plan development process was to create a more balanced, multi-modal transportation system. The resulting action items provide for and increase safety for all modes of travel.
142. **Policy 6.16, Objective B:** Provide local access to arterials, while minimizing conflicts with through-traffic. The amendments support this policy because none of recommended improvements conflict with through traffic movement.
143. **Policy 6.16, Objective C:** Ensure that access management measures do not adversely impact any transportation mode, consistent with the classifications of the street where these measures are applied. The amendments support this policy because action item MS 3 is intended to support safety for all modes.
144. **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 development of the plan was a joint effort in cooperation with the Bureau of Planning that proposes both land use and transportation system changes that are consistent with and supportive of the Transportation System Plan functional classifications for streets within the plan area, as well as the policies and map designations of the 2040 Growth Concept.
145. **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 because the plan development process included an assessment of the plan area's transportation system capacity over a 20 year planning

horizon and found that adequacy of services criteria could be met and that the functional classifications of streets within the plan area are consistent with their classified intent.

146. **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 because they call for increases in residential and employment density in key areas near transit along and adjacent to the Lombard main street and within the St. Johns town center.
147. **Policy 6.19, Objective A:** Consider the existing or planned availability of high-quality transit service when adopting more intensive residential, commercial, and employment designations. The amendments support this policy because zone changes proposed both increase housing density and orientation to existing transit service on Lombard St, classified in the Transportation System Plan as a Major City Transit Street.
148. **Policy 6.19, Objective B:** Focus medium-density and high-density development, including institutions, in transit-oriented developments along transit lines. The amendments support this objective because all higher density zone changes proposed by plan are all either adjacent to streets with existing transit service, designated as transit streets in the Transportation System Plan, or within a quarter mile of existing service.
149. **Policy 6.19, Objective D:** Examine the benefits of limiting drive-through facilities in existing or planned areas of high-intensity development and high levels of pedestrian, bicycle, and transit activity when planning studies are being done for these areas. The amendments support this objective because existing and proposed zone changes prohibit or limit the use of drive-through facilities in most of the town center core area.
150. **Policy 6.20, Objective A:** Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets. The amendments support this objective because the action item HR 3 improves street connectivity within the plan area through the adoption of a master street plan.
151. **Policy 6.20, Objective B:** Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development. The amendments support this objective because the action item TC 9 provides for new pedestrian connections through existing large block areas within the town center to improve pedestrian and bicycle connectivity.
152. **Policy 6.20, Objective C:** Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible. The amendments support this objective because the action item TC 9 provides for new pedestrian connections through existing large block

- areas within the town center to improve access to transit service and other activity destinations.
153. **Policy 6.22, Objective A:** Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, schools, neighborhood shopping, and parks. The amendments support this objective because the recommended improvements are all within areas designated as either a town center, main street or Pedestrian District.
  154. **Policy 6.22, Objective B:** Support walking to transit by giving priority to the completion of the pedestrian network that serves transit centers, stations, and stops; providing adequate crossing opportunities at transit stops; and planning and designing pedestrian improvements that allow adequate space for transit stop facilities. The amendments support this objective because the recommended improvements for pedestrian crossing safety are coordinated with transit service stops.
  155. **Policy 6.22, Objective C:** Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets. The amendments support this objective because most of the plan area currently meets the basic guidelines for town centers, main streets and Pedestrian Districts. Additional improvements recommended by the plan, such as actions MS 11-12 and TC 14-16 (pedestrian crossing improvements) and MS 14 and TC 17 (pedestrian scale street lighting) will improve the quality of the pedestrian environment consistent with the intent and guidelines for town centers, main streets and Pedestrian Districts.
  156. **Policy 6.22, Objective D** Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and supporting changes to adopted statutes and codes that would enhance pedestrian safety. The amendments support this objective because the recommended improvements are targeted at existing areas of potential safety hazard.
  157. **Policy 6.22, Objective E:** Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities. The amendments support this objective because the recommendations support access to existing pedestrian trails within the study area and the planned extension of the Greenway trail.
  158. **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 as they propose amendments to the bicycle network to improve bicycle access to town center and main street destinations, as described in the objectives, below.

159. **Policy 6.23, Objective A:** Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations. The amendments support this objective because improvements include bicycle lanes on Lombard between Van Houton and Ida and parallel bicycle boulevard improvements to side streets both east and west of the bicycle lanes to complete the connections within the North Portland bicycle network.
160. **Policy 6.23, Objective B:** Provide continuous bicycle facilities and eliminate gaps in the bike lane system. The amendments support this objective because improvements include bicycle lanes on Lombard between Van Houton and Ida and parallel bicycle boulevard improvements to side streets both east and west of the bicycle lanes to complete the connections within the North Portland bicycle network.
161. **Policy 6.24, Objective C:** Expand primary and secondary bus service to meet the growing demand for work and non-work trips, operate as the principal transit service for access and mobility needs, help reduce congestion, and support the economic activities of the City. The amendments support this objective because action items MS 6-10 and TC 11 and 12 all call for improvements to the transit system that serves the plan area to increase access to employment and reduce congestion.
162. **Policy 6.24, Objective D:** Implement transit-preferential measures on Major Transit Priority Streets to achieve travel times competitive with the automobile and to improve service reliability. The amendments support this objective because the curb extensions (action item MS 11-12 and TC 15-16) are intended to support access to transit and to be designed to support service at transit stops, consistent with transit preferential treatments that improve safety and travel times.
163. **Policy 6.24, Objective E:** Consider the use of alternative forms of transit, including vanpools and dial-a-ride in low-density areas and other forms of transit such as water taxis. The amendments support this objective because a developing a streetcar system is included as a long term vision for the plan area.
164. **Policy 6.25, Objective A:** Implement measures to achieve Portland's share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years. The amendments support this policy because the plan supports greater access to alternative modes of travel and a greater mix of land uses and density within walking distance of transit service, therefore limits the demand for parking as the town center and main street grows over time.
165. **Policy 6.26, Objective A:** Support land uses in existing and emerging regional centers, town centers, and main streets with an adequate supply of on-street parking. The amendments support this policy because the plan supports, through action item TC 8, the preservation of the existing on-street parking supply.
166. **Policy 6.26, Objective B:** Maintain existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile. The amendments

- support this policy because the plan supports, through action item TC 8, the preservation of the existing on-street parking supply. Improvements which may impact on-street parking supply, including curb extensions, support alternatives to the automobile.
167. **Policy 6.27, 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 policy because the plan uses existing regulations which eliminate the minimum off-street parking requirements adjacent within the most of the plan area, which is within 500 ft. of existing high quality transit service.
  168. **Policy 6.29, Objective A:** Participate in the planning and development of marine, aviation, and rail facilities with the Port of Portland and other affected agencies, groups, and individuals. The amendments support this policy because The Port of Portland participated on the plan's technical advisory committee.
  169. **Policy 6.29, Objective B:** Address freight movement and access needs when conducting multimodal transportation studies or designing transportation facilities. The amendments support this policy because freight needs were taken into account in the development of all recommended transit improvements, including over-dimensional freight needs.
  170. **Policy 6.30, Objective A:** Encourage truck through-traffic to use Regional and Major Truck Streets for mobility and the use of Minor Truck Streets and Local Service Truck Streets to access local destinations. The amendments support this policy because action items TC 6 supports implementation of the St Johns Truck Strategy which was developed specifically to address the routing of trucks on appropriate designated freight routes.
  171. **Policy 6.30, Objective B:** Identify measures to improve truck access into and within Freight Districts and to and within 2040 Growth Concept centers. The amendments support this policy because action items TC 6 supports implementation of the St Johns Truck Strategy which includes among its two key objectives to improve truck access between the St Johns Bridge and the Rivergate freight district while mitigating impacts to the St Johns town center.
  172. **Policy 6.34, Objective A:** Improve truck and freight movement in North Portland through changes to the street system, street classifications and signing to enhance the economic vitality of the area and minimize impacts on residential, commercial and recreational areas. The amendments support this policy because action item TC 6 supports implementation of the St Johns Truck Strategy, accepted by Council in 2001, which recommends transportation system improvements which are designed to address the above objectives.
  173. **Policy 6.34, Objective B:** Support efficient functioning of the N Marine Drive/ N Lombard/N Columbia Blvd loop as the truck and commuter access to the Rivergate industrial and adjacent industrial areas. The amendments support this policy because as noted in Objective A above, the plan supports implementation of the St Johns Truck Strategy, which is intended to encourage freight use of the above designated freight route

through a series of improvements that enhance freight mobility on this route while discouraging freight traffic on non-designated freight routes.

174. **Policy 6.34, Objective C:** Direct industrial traffic onto N Columbia Boulevard, while allowing limited access from residential neighborhoods and mitigating for unacceptable traffic impacts. The amendments support this policy because of the reasons stated above under Objective B.
175. **Policy 6.34, Objective E:** Work with the Federal Highway Commission and ODOT to remove the US 30 Bypass designation from Philadelphia and Lombard, west of Martin Luther King, Jr. Boulevard, and relocate it to more appropriate streets to minimize impacts on the St Johns town center and the Lombard main street. The amendments support this policy because action item MS 5 supports this policy and the St Johns Truck Strategy's proposed designation of Lombard St west of St Louis St to Burgard and Columbia Blvd as the appropriate bypass route for US 30 Hwy.
176. **Policy 6.34, Objective F:** Support improvements to transit service that will link North Portland to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas within and outside the district. The amendments support this policy because action items MS 6, 7, 8, 9 and 10, and TC 10, 11, 12 and 13 call for all call for improvements to transit service within the plan area that improve the quality and efficiency of using transit as a mode of travel to and from the town center and main street.
177. **Policy 6.34, Objective G:** Encourage transit coverage and frequency improvements, as well as bus stop improvements, within the district and within commercial and employment centers, including Portland International Raceway, Swan Island, and Rivergate. The amendments support this policy because action items MS 6, 7, 8, 9 and 10, and TC 10, 11, 12 and 13 call for all call for improvements to transit service within the plan area that improve the quality and efficiency of using transit as a mode of travel to and from the town center and main street.
178. **Policy 6.34, Objective I:** Preserve the planned functions of Willamette Boulevard by evaluating and implementing transportation measures along N Lombard east of N St. Louis to improve Lombard's function as a District Collector and main street. The amendments support this policy because the improvements proposed by the plan on Lombard St collectivity improve capacity on Lombard for all modes of travel and traffic engineering analysis done as part of the plan development process did not indicate any anticipated diversion of traffic over a 20 year planning horizon.
179. **Policy 6.34, Objective J:** Improve pedestrian and bicycle access within the St. Johns town center and from nearby destinations, including Pier Park, the Columbia Slough, and Smith and Bybee Lakes. The amendments support this policy because action items TC 19 and 20 recommend extension of the bicycle network to improve connectivity to the St Johns town center.

180. **Policy 6.34, Objective K:** Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways. The amendments support this policy because action items MS 16 and 17 recommend improvements to the North Portland bicycle network that expand connectivity of the network and improve access along Lombard St.
181. **Policy 6.34, Objective L:** Complete the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of traffic. The amendments support this policy because the plan includes action items MS 11, 12 and 13 which call for pedestrian crossing improvements on Lombard, and TC 14, 15 and 16 on Ivanhoe through the town center core, the two highest volume streets within the plan area.
182. **Policy 6.34, Objective M:** Consider extension of the Willamette Greenway Trail south from its current designation that ends at Edgewater and connecting to the trail on Swan Island, following the outcome of a feasibility study. The amendments support this policy because action item WR 7 encourages extension of the Greenway Trail south to complete its connections to Swan Island.
183. **Policy 6.34, Objective N:** Explore opportunities for additional street connections over the railroad cut and between the Willamette River and nearby residential areas. The amendments support this policy because the plan includes a master street plan (HR 3) that includes three new secondary street connections to the waterfront, Burlington, John and Richmond streets.
184. **Policy 6.34, Objective O:** Improve parking management within the St Johns town center and at the Portland International Raceway. The amendments support this policy because the recommended plan includes an action item (TC 8) that directs PDOT to evaluate on-street parking regulations within the town center core to maximize parking supply and utilization.
185. **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 are consistent with this goal because they promote a transit oriented development pattern centered on Metro 2040 designated town center and main street areas. This development pattern may reduce the need for single-occupant vehicle trips. Further, many of the new structures in these areas may be multi-story, multi dwelling or attached units, which may reduce energy expended on heating and cooling when compared to a comparable level of development in low rise and/or detached structures.
186. **Policy 7.4, Energy Efficiency Through Land Use Regulations,** calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The amendments support this policy because they make efficient use of land resources and concentrate development into areas that are well served by existing and planned transit services, and infrastructure.
187. **Objective A,** calls for promoting land use patterns that increase energy efficiency in buildings and transportation systems by making energy efficiency a critical element when

developing new zoning regulations and modifying old regulations and the comprehensive map. This objective applies to the following long-range planning efforts: (1) Downtown, regional and neighborhood commercial service centers and central industrial areas with a balance of complementary retail and employment activities. Locate them near major arterials and transit lines; (2) Medium and high-density residential zones in and adjacent to the downtown core. Develop other general commercial centers and medium-density residential zones adjacent to neighborhood service centers; (3) Housing adjacent to employment areas; (4) Planned unit developments to include mixed uses; (5) Zero lot line/common wall construction in designated low and medium density residential zones (6) Buildable “substandard” lots; (7) Secondary rental units in single-family, owner-occupied homes. The amendments support this objective in several ways. 1) they focus and reinforce commercial activities in town center and main street areas through use of appropriate zones; 2) they focus medium density multi dwelling residential zones (R1) in locations adjacent to the commercial centers of Lombard Street and St. Johns; 3) The maintain housing potential in the area, which is relatively close to employment centers at Rivergate and Swan Island; 4) they allow for and foster mixed use development in a variety of situations; 5) they provide opportunity for common wall construction of row houses and multi dwelling units in several areas (R 2.5, R2, R1 zones); 6) they apply special provisions to reduce minimum density in the R12 zone to provide flexibility in the development of substandard lots (less than 10,000 square feet); and 7) they do not affect the ability for secondary rental units in single dwelling zones.

188. **Objective B**, calls for promoting density, location, and mix of land uses that decrease the length of required daily trips and encourage the consolidation of related trips. The amendments support this objective because they promote a transit oriented development pattern with residential commercial and employment uses centered around designated Metro 2040 town center and main street areas..
189. **Objective C**, calls for promoting medium to high density residential near proposed transit stations and medium density residential development along major transit routes. The amendments support this objective because they provide for medium density multi dwelling residential development along and near the Lombard main street and in and near the St. Johns town center, which are areas that are well served by transit and feature major transit routes as identified in the Portland Transportation System Plan.
190. **Policy 7.6, Energy Efficient Transportation**, calls for providing opportunities for non-auto transportation and for reducing gasoline and diesel use by increasing fuel efficiency. The amendments support this policy because they provide for a transit-supportive development pattern that will provide opportunities for using transit, walking, and bicycling to destinations for those living, visiting, and doing business in and around the plan area.
191. **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 are consistent with this goal

because they make efficient use of land resources, through intensifying development opportunity in area that are currently urbanized and served by public facilities.

192. **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 because they promote a development pattern that will enhance opportunities to reach destinations by walking, bicycling or by transit. Commercial and civic uses will be focused in key areas that are more easily served by transit and accessed by a number of people, and are relatively central to population bases in the greater area.
193. **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 as the *Plan* re-designates 27 acres of publicly-owned riverfront property from an employment land use designation to the Open Space land use designation. This area, known as Willamette Cove, was purchased by Metro as public open space and is to be turned over to the City of Portland for redevelopment as a passive recreational facility.
194. **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 because the *St. Johns/Lombard Plan* includes policies and action items that recognize the special features and topography of the plan area that are intended to address these factors as a more compact urban form is created over time. Special emphasis is given to the Cathedral Park and Willamette riverfront due to the topographic and natural resource features present in these two areas.
195. **Objective H: Willamette River Greenway**, calls for protecting and preserving the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan. The amendments support this objective as the *St. Johns/Lombard Plan* contains policies and action items addressing expansion of the Willamette Greenway buffer along the St. Johns waterfront, and the enhancement of this area to include recreation trails, public gathering spaces, and enhanced habitat areas. Additionally, the plan will result in the re-designation of 28 acres of publicly-owned riverfront forestland to the Open Space land use designation. Twenty seven acres of this area will be enhanced for public recreation and habitat purposes.
196. **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 because the plan preserves the scenic and greenway

- overlay zones that currently provide protection to the plan area, and proposes future expansion of the greenway protection measure affecting the St. Johns waterfront.
197. **Objective H: Bike and Pedestrian Routes**, calls for enhancing the value and beauty of Portland's bicycle and pedestrian routes by locating them to take advantage of significant viewpoints, scenic sites, and scenic corridors. The amendments support this objective because the plan contains policies and action items calling for expansion of the Willamette Greenway Trail, for pedestrian and bicycle use, along the St. Johns waterfront as redevelopment of this area occurs. This expansion would occur along the riverfront and connect to existing and proposed sections of trail along the north shore of the Willamette. These new segments of the trail will benefit from views of the river, St. Johns Bridge, and the West Hills/Forest Park area.
198. **Objective J: Consideration of Scenic Resources in Planning Process**, calls for ensuring that master plans and other planning efforts include preservation and enhancement of significant scenic resources. The amendments support this objective because the plan preserves the scenic overlay zones that currently provide protection to the plan area.
199. **Policy 8.15, Wetlands/Riparian/Water Bodies Protection**, calls for conservation of wetlands, riparian areas, and water bodies that 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 policy also calls for regulation of development within significant water bodies, riparian areas, and wetlands to retain their important functions and values. The *St. Johns/Lombard Plan* supports this policy because the plan contains policies and actions that will allow and foster the future redevelopment of the Willamette riverfront with the inclusion of a greenway buffer extending 100 feet or more from the top-of-bank to allow public access and habitat restoration and enhancement projects. Public access to this area would be for recreational purposes, yet access routes within or near areas under restoration and enhancement activities could also be used for educational purposes. Restoration and enhancement activities would be designed to address upland habitat and erosion control concerns and protection of the Willamette River and its associated local resource values.
200. **Objective A: Wetland/Water Body Buffer**, calls for conserving significant riparian, wetland, and water body natural resources through the designation and protection of transition areas between the resource and other urban development and activities, and restricting non-water dependent or non-water related development within the riparian area. As noted above, the *St. Johns/Lombard Plan* supports this objective because it contains policies and actions calling for the redevelopment of the Willamette riverfront with the inclusion of a greenway buffer extending 100 feet or more from the top-of-bank to allow public access and habitat restoration and enhancement projects. The buffer area would ensure that significant development be set back from the river's edge and that the buffer be developed as a transition zone where elements of the built and natural environment merge. This buffer area would contain pedestrian and bicycle trails, view points and stormwater management facilities, as well as extensive plantings of native

vegetation common to riverbanks and upland areas along the riverside. This landscaped buffer will help establish a smooth transition between the river and the built environment, will function as habitat and a riverfront corridor for wildlife, will provide stormwater and erosion control, and will add aesthetic and recreation value benefiting recreational use within the buffer and private development located adjacent and within close proximity to the buffer.

201. **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 policy also calls for encouraging increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the city and compatible with the character of surrounding urban development.

The amendments support this policy because they will result in future enhancement activities along the Willamette riverfront that include the future expansion of the Willamette Greenway buffer along the river to at least 100 feet, as well as buffer enhancement activities that include public view points, recreation trails, and vegetation and wildlife habitat enhancement projects to restore functional value to the riverside. The plan also will result in the re-designation of 28 acres of publicly-owned riverfront land to an Open Space designation that will be enhanced in the future as a passive recreational facility including public trails within riverfront forested area. The enhancement of this parkland and the greenway buffer will help to buffer the built environment from the river and its associated resource areas and will provide a transition area where elements of the built and natural environment merge. Both the natural and built environments benefit from these activities, as natural functions such as erosion and stormwater control, and wildlife habitat and corridors, would be restored along the river's edge. These areas would also benefit adjacent development as such areas provide aesthetic value as well as recreational value for residents and visitors to the area.

202. **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 because the plan will result in the re-designation of 28 acres of publicly-owned land to open space that will eventually be developed as a passive recreational facility. Redevelopment activities will also include significant habitat restoration and resource stewardship efforts. Additionally, the plan proposes future expansion of the Willamette Greenway buffer to include enhancement areas of wildlife habitat and the restoration of other functional resource values.

203. **Objective C: City Parks**, calls for protecting existing habitat and, where appropriate, incorporating new fish and wildlife habitat elements into park plans and landscaping. As noted above, the amendments support this objective because 28 acres of publicly-owned and forested land will be designated as open space, potentially become a future city park, and will be enhanced for wildlife and recreational purposes. Additionally this area and the proposed expanded greenway buffer will experience significant landscape

enhancement activities in an effort to restore wildlife habitat for terrestrial and aquatic species associated with the riverside and near-shore environment.

204. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The amendments are consistent with this goal because the planning process included extensive opportunities for citizen involvement. Some citizen involvement and outreach activities are listed below. Also see State Goal 1 of this document, and the *Recommended St. Johns/Lombard Plan* Appendix A.

- a) The *St. Johns/Lombard Plan* process included an extensive public outreach program beginning October 2001 and continuing through the first public hearings with the Portland Design Commission and Portland Planning Commission in September 2003.
- b) During spring and summer 2001, the Bureau of Planning met several times with an outreach group as a preamble to plan kick off. Accomplishments of the outreach group include:
  - Informing the plan staff about the community;
  - Introduction of the plan to neighbors, businesses, churches, community organizations;
  - Contributions to newspaper/newsletter coverage, including *The Oregonian* article;
  - Presence at community events - Dia de San Juan, Festival Latino, Back to School Readiness Fair;
  - Development and distribution of pamphlet and poster; and
  - Creation of contact lists – minority groups, small businesses, community groups.
- c) In Fall 2001, a postcard invitation was mailed to over 11,000 addresses in the 97203 zip code announcing the St. Johns/Lombard Plan process and inviting the public to attend a kick-off open house event in October 2001.
- d) On October 18, 2001, over 100 community members attended a kick off open house for the *St. Johns/Lombard Plan* where they responded to questions about transportation, the built environment, and natural and recreational areas. Community priorities and desires were recorded to assist in the initial shaping of the plan and its goals and vision. A summary of open house comments was mailed to participants of this open house.
- e) A 12-member citizens working group (CWG) composed of representatives from local neighborhood and business associations and at-large members was formed early in 2002 and held their first meeting in March of that same year. The group served as an advisory body, not a decision-making body, to consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG met

- 20 times prior to the Planning Commission public hearing. Their feedback was important in the development of the plan.
- f) A community vision workshop attended by over 75 community members was held in April 2002 where participants were asked to respond to a series of preliminary vision ideas addressing community identity and livability, transportation, commercial areas, housing, riverfront and river view areas, industrial uses, natural and recreational areas, and social and community services. The project team and CWG used input received at this workshop as the basis for plan's vision statement.
  - g) A series of four neighborhood walks were conducted in spring 2002, each held in different parts of the plan area: Lombard Street East; Lombard Street Central; Downtown St. Johns; and Cathedral Park/Riverfront. Roughly 100 people participated in these walks. Participants identified issues and concerns, and shared observations and ideas about the areas that were recorded in text and sketch form.
  - h) A follow up workshop for the neighborhood walks was held in June 2002. Information about, and a summary of, the walks was presented. Fifty-one people attended this event.
  - i) A technical advisory group (TAG) began meeting in the fall of 2002 through the summer of 2003. The TAG, composed of staff of city, regional, and state agencies, met regularly to provide input on regulatory and public service issues affecting or affect by the plan. The TAG also assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals. The information and feedback provided by this group was shared at community meetings and to the CWG, and was important in the shaping of the plan and it's implementation strategy.
  - j) Several focus group forums were conducted with the Latino and Hmong communities in August and September of 2002. The forums provided a unique opportunity to establish a relationship with these two communities, which have a strong presence on the North Portland Peninsula. Forums for each group were specially tailored to speak to these communities in a manner that could best engage participants. For the Latino forums, socio-dramas were used as a tool, while a more traditional workshop format was used with the Hmong community. At all forums, translators were relied upon to share information between participants and project staff, and Spanish -peaking staff attended the Latino forums. Additionally, project information in the native language of participants was made available at these forums. These forums provided groups and individuals that may find it difficult to participate in more main stream public processes (due to language barriers, etc.) an opportunity to share concerns and input about land use, transportation, housing, schools, employment, recreation, and other community concerns addressed by the planning process.
  - k) In October 2002 a newsletter was sent to residents and property owners within the plan area. This newsletter provided general information regarding the plan, and update on recent events, project contacts, and announced a series of upcoming public urban design workshops.

- l) Two urban design workshops/public meetings were held in the fall of 2002 where community members shared ideas about future development concepts for the St. Johns/Lombard plan area. At these workshops, participants shared preferences regarding land use, intensity of development, and key transportation needs in the plan area. These workshops resulted in the development of the St. Johns/Lombard Plan Urban Design Concept (later referred to as the Urban Development Concept) that was further refined by project staff and consultants with the assistance of the CWG and TAG.
  - m) Open house meetings for the business community were held on February 20, 2003 and February 21, 2003, to provide information about the plan process, existing conditions, and development of plan elements. Notice of these meetings was mailed to local business association mailing lists and to select businesses in the plan area identified on City of Portland mailing lists from the Bureau of Licenses and Bureau of Planning.
  - n) In April 2003 a second newsletter was mailed to interested parties (plan mail list, and property owners in the plan area). This newsletter provided an update on the planning process and included an announcement of an open house on May 17, 2003 that included draft plan concepts.
  - o) In May 2003 an open house was held to allow the public to review the draft plan concepts, the refined urban design concept, proposed transportation improvements, and proposed Comprehensive Plan Map amendments, zoning proposals and other key elements of the plan. Input from this open house was reviewed by project staff and the CWG, and was used to modify elements of the plan before it was released as the *Proposed St. Johns/Lombard Plan* for public review and Planning Commission consideration.
  - p) During the development of the *Plan*, project staff attended meetings of the Cathedral Park, St. Johns, Portsmouth, and University Park Neighborhood Associations; the St. Johns Boosters; North Portland Business Association; St. Johns Heritage Association; Peninsula Optimists Club; Kiwanis Club; Rotary Club of North Portland; and meetings with other groups and organizations including meetings with seniors and school children living in the plan area. A list of outreach activity is included in the plan as Appendix A.
  - q) The St. Johns/Lombard planning process was the focus of articles in The Oregonian, The Portland Tribune, and was covered by local newspapers including The Review, The Portland Observer, In & About St Johns, and The Portsmouth Press.
205. **Policy 9.1, Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects through coordination with community organizations, availability of planning reports and notice of public hearings. The amendments support this policy because the plan was developed with feedback and input from representatives of local neighborhood associations and business associations. Other community organizations were informed of the process and given plan updates;

participation from these groups and individuals was also solicited. A list of organizations contacted is listed in Appendix A of the *Recommended St. Johns/Lombard Plan*.

206. **Policy 9.3, Comprehensive Plan Amendment**, calls for allowing for the review and amendment of the adopted *Comprehensive Plan* which ensures citizen involvement opportunities for the city's residents, businesses and organizations. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan* that was conducted with input and feedback from local neighborhood and business associations and other groups and individuals.
207. **Goal 10, Plan Review and Administration**, requires that Portland's *Comprehensive Plan* undergo a periodic review. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*. The proposed amendments have been sent to the Department of Land Conservation and Development for review.
208. **Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the *Comprehensive Plan* Map. The amendments support this policy because they are a review and amendment to the *Comprehensive Plan*, at the area and neighborhood plan level.
209. **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 they are amendments to the *Comprehensive Plan* Map which guides uses and development within the city and is implemented by the Portland Zoning Code and Zoning Map.
210. **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 in most cases the applied base zones correspond to the *Comprehensive Plan* Map designation. In some circumstances, the zoning is less intense than the corresponding *Comprehensive Plan* Map designation (EX plan designation and EG1 and EG2 zone).
211. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The amendments support this policy because the Planning Commission reviewed the proposed amendments and took public testimony at a public hearing on September 9, 2003. The Planning Commission held subsequent work sessions on October 14, 2003; November 25, 2003; December 9, 2003 and January 13, 2004. The Planning Commission finalized its recommendation to Portland City Council on January 13, 2004, which have been forwarded to City Council for a public hearing on March 17, 2004.
212. **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 because the amendments do not include a net loss of housing as a result of amendment from a residential, or urban commercial, to another non-residential designation.

213. **Policy 10.10, Amendments to the Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The amendments support this policy because they offer clear and concise standards and direction for development. The amendments include *zoning code* amendments that create a plan district for the St. Johns town center area, the purpose of which is to foster urban development in a way that is more tailored for the unique circumstances in St. Johns.
214. **Objective A**, calls for promoting good planning by: effectively and efficiently implementing the *Comprehensive Plan*; addressing present and future land use problems; balancing the benefits of regulations against the costs of implementation and compliance; and assuring that Portland remains competitive with other jurisdictions as a location in which to live, invest, and do business. The amendments support this objective because they: analyzed future land use needs and issues to provide for housing and commercial needs in this part of Portland; apply appropriate *Comprehensive Plan* map designations to foster a future land use pattern that provides for a balance of housing, commercial, and employment opportunities; and implement the *Comprehensive Plan* through changes to the zoning map and zoning code regulations.
215. **Objective B**, calls for assuring good administration of land use regulations by: keeping regulations simple; using clear and objective standards where ever possible; maintaining consistent procedures and limiting their number; establishing specific approval criteria for all land use reviews; emphasizing administrative procedures for land use reviews; and avoiding overlapping reviews. The amendments support this objective because they use base zone development standards and regulations for most situations, and only apply special provisions of the Zoning Code (plan district, main street overlay, design overlay, etc.) where needed to achieve special objectives not accomplished through base zone regulations.
216. **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The amendments support this policy because they recommend application of the design overlay zone in the St. Johns town center area to help foster better design, quality, and fit of development in this mixed-use area. The amendments offer both a standards approach and a design review approach to application of this overlay zone. The amendments also call for application of specific design standards on R1-zoned properties adjacent to the Lombard main street to enhance the R1 development relationship to the public realm and to existing lower intensity development.

217. **Goal 11 A, Public Facilities, General**, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The amendments are consistent with this goal because the planned land use pattern and density is generally consistent with the existing planned density in the plan area. Service bureaus indicate that most public facilities are adequate to meet current demand, and that additional facilities are or can be made available to accommodate the anticipated level of development.
218. **Policy 11.2, Orderly Land Development**, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The amendments support this policy because they focus transit-oriented and supportive development in the Metro 2040 designated St. Johns town center and Lombard main street areas, where urban public facilities and services currently exist.
219. **Policy 11.3, Orderly Service Extension**, calls for improvement and expansion of urban public facilities or services to not stimulate development that significantly precedes the ability to provide all other necessary urban public facilities and services at uniform levels. The amendments support this policy because they do not propose public facilities and services at levels likely to stimulate development that may create a disproportionate demand for other public facilities and services.
220. **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they focus development at higher densities along the Lombard main street corridor and within the St. Johns town center area, which are already developed. Special provisions in the amendments provide additional incentives for development of key vacant and underutilized sites.
221. **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 because the improvements recommended have gone through an extensive plan development process that looked at all transportation needs in the study area, and because plan objectives included providing for a balanced transportation system that efficiently allocates transportation resources.
222. **Policy 11.9, Transit Corridors**, calls for assigning priority to improvements that promote more effective public transportation for those streets functioning as transit corridors. The amendments support this policy because they focus transportation improvements along identified transit corridors, and support transit investment along these corridors by fostering a transit-supportive land development pattern along and near key transit corridors.
223. **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 support this policy because all street improvements recommended are consistent with their classifications in the Arterial Streets Classifications and Policies.

224. **Policy 11.11, Local Service Street Improvements**, calls for constructing of local service streets in accordance with existing and planned neighborhood land use patterns and accepted engineering standards, including the provision of sidewalks on most streets. The amendments support this policy because the master street plan proposes new local streets that are consistent with the historical street network and will be designed according to existing City design guidelines.
225. **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 because the plan contains recommendations that support safe pedestrian to transit service and improvements to service that directly support efficient and effective transit service to the plan area.
226. **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 because the plan includes recommendation for bicycle facilities along the Lombard corridor, consistent with its designation as a City Bikeway and designed consistent with guidelines contained in the Bicycle Master Plan.
227. **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 because the plan recommends improvements to pedestrian crossing safety on Lombard St, a designated City Walkway and within the St Johns town center, a designated Pedestrian District. Otherwise, all arterial streets within the plan area are currently improved with sidewalks.
228. **Goal 11 C, Sanitary and Stormwater Facilities**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state and local clean water requirements. The amendments are consistent with this goal. The amendments call for exploring innovative treatment of stormwater facilities for selected rights of way to provide a more sustainable storm water management system. Wastewater systems are in place, and are either currently adequate or can be made adequate to accommodate future development.
229. **Goal 11 E, Water Service**, calls for an efficient, adequate, and self-sustaining water supply and delivery system that will meet the future needs of the community. The amendments are consistent with this goal. Water supply systems are in place, and are either currently adequate or can be made adequate to accommodate future development.
230. **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety, and usability of parklands and facilities through the efficient maintenance and operation of park

improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments of the *St. Johns/Lombard Plan* are consistent with this goal because existing parks and designated open space areas are preserved within the plan area. Additionally, the plan proposes to re-designate 28 acres of publicly-owned land employment land to an Open Space designation. This property, Willamette Cove, was purchased by Metro via an open space bond measure and is proposed to be turned over to Portland Parks and Recreation for development as a passive recreation facility including riparian and upland habitat areas. The *St. Johns/Lombard Plan* also proposes future enhancement of the public center plaza area located within downtown St. Johns. The plan also includes actions considering the long-term use or redevelopment of the St. Johns Racquet Center, possible development of a new aquatic center near St. Johns, and Willamette greenway buffer enhancements including public open space areas and an expanded pedestrian and bicycle trail.

231. **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. The Fire bureau has indicated that systems are in place, and either currently adequate or can be made adequate to accommodate future development. Two stations in the area provide prompt response time. Response times to potential development near the Willamette River, between the Bradford street railroad line and the river, will be affected when trains are present.
232. **Policy 11.53, Service Level**, calls for providing a uniform level of fire protection throughout the city through a combination of both prevention and suppression activities. The amendments support this policy. Two stations in the area provide prompt response time. Response times to potential development near the Willamette River, between the Bradford street railroad line and the river, will be affected when trains are present.
233. **Goal 11 H, Police**, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. The amendments are consistent with this goal, as they do not call for a change to police service in the area. The Portland Police Bureau operates the North Precinct at the historic former St. Johns City Hall building, 7214 N. Philadelphia Avenue.
234. **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 because they call for special features to address and enhance the quality and design of new development, and propose actions to address and preserve key historic buildings, elements, and features in the community.
235. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity by building on design elements, features and themes identified within the city. The amendments support this policy because they include application of the

- design overlay zone for the St. Johns town center area. The amendments include specific “desired characteristics and traditions” statements that describe the unique character of the area, and an amendment of the *Community Design Guidelines* to specify how Guideline P1 may be accomplished in St. Johns. Further, *Comprehensive Plan* map designations and zoning map designations have been applied to foster a development pattern that respects and builds upon unique attributes of this area and the desired future development pattern.
236. **Policy 12.2, Enhancing Variety**, calls for promoting the development of areas of special identity and urban character. The amendments support this policy because they include application of the design overlay zone and other features to enhance the unique identity and character of this area. See Policy 12.1 finding.
237. **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 because they apply the design overlay zone and call for enhancement of the unique and historic features of the St. Johns area. Action items HI 1, HI 2, HI 3, HI 4, HI 5, HI 6 and HI 7 call for specific actions to preserve and enhance historic features and aspects of the St. Johns and Lombard street areas.
238. **Policy 12.4, Provide for Pedestrians**, calls for providing a pleasant, rich and diverse experience for pedestrians which includes comfortable, safe and attractive pathways. The amendments support this policy because they propose specific streetscape enhancements to improve the pedestrian realm. Further, application of base zones to promote pedestrian oriented development has been recommended in key areas to enhance the attractiveness of the pedestrian environment. In addition, the design overlay has been applied in some areas to further address design of development and its relationship to the public realm and pedestrian environment. The master street plan offers further guidance for the development of a safe and attractive pedestrian environment in the St. Johns town center area.
239. **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 because they call for coordination with the Regional Arts Council for the siting of major artwork in St. Johns (Action HI 8). Further, they call for application of the design overlay zone, which will improve the design and quality of development in the St. Johns town center area.
240. **Objective C**, calls for emphasizing important places, transitions and gateways within Portland by celebrating them with works of art; and using 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 amendments support this objective because they identify, on the Urban Development Concept map, key locations that function as gateways and focal points within the community, and identify them as places that are appropriate for location of public art.
241. **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. The amendments

- support this policy in several ways. The amendments propose no change to the area outside the plan area, preserving the stability of established residential areas and smaller commercial nodes. They focus areas of change and growth into identified town center and main street areas and apply *Comprehensive Plan* map and base zone designations to promote future development that is appropriate for these locations and supportive of regional and city policies for development of centers. The amendments also feature appropriate height and bulk transitions to lower intensity single dwelling neighborhoods to support neighborhood quality, attractiveness, and stability. In higher density areas within the St. Johns town center, the design overlay is applied to better address the compatibility and fit of new infill development in the portion of a neighborhood within the town center. Further, the amendments propose design standards for R1 multi dwelling residential zones to promote better treatment and interface with the public realm and a better transition to existing single dwelling areas along the Lombard main street.
242. **Objective B**, calls for respecting the fabric of established neighborhoods when undertaking infill development projects. The amendments support this objective because they apply *Comprehensive Plan* map and zoning designations that are not out of scale and character with the existing pattern of *Comprehensive Plan* map designations, zoning designations or areas of existing development. Further, the amendments call for application of the design overlay zone or design standards to address the compatibility and fit of new infill development.
243. **Objective C**, calls for, while accommodating increased density, building on the attractive qualities that distinguish the area; and adding 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 because they call for application of design overlay zone or special design standards for higher density development, along with special amendments to the Community Design Guidelines that highlight and address the unique features, traditions and characteristics of the St. Johns area.
244. **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 policy because they call for possible public participation in key development areas (actions ED8 to ED12), as well as innovative design for development of certain streets to promote water quality and other desired design features.
245. **Objective B**, calls for continuing the design review process to ensure public review of public and private development proposals at locations linked with Portland's character, setting, history, identity, and image; and considering the details of development projects as well as the impacts of the project as a whole. The amendments support this objective because they propose the design overlay zone for a large area with the St. Johns town center.
246. **Objective D**, calls for considering the application of the design review requirement to parts of Portland expected to experience significant change. The amendments support this

- objective because they call for application of the design overlay zone in the St. Johns town center, an area that is expected to experience a greater degree of change than other areas over time.
247. **Objective F**, calls for establishing development standards that foster compatible design solutions in areas not subject to design review; and identifying and establishing standards aimed at improving how development projects fit into the community. The amendments support this objective because in addition to base zone standards they feature special design standards to foster improved fit and compatibility of infill development in the R1 zone near the Lombard main street, an area where the design overlay is not applied.
248. **Policy 12.8, Community Planning**, calls for considering urban design issues as part of area plans. The amendments support this policy because they address and consider urban design as part of the *St. Johns/Lombard Plan*. The Urban Development Concept sets the development and urban design framework for the St. Johns and Lombard area. Policy 1 addresses Land Use and Placemaking, and includes action items that call for application of the design overlay zone and other urban design features. Policy 2, History and Identity and Policy 3, Transportation, also include action items that address urban design issues and features.
249. **Objective A**, calls for considering 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. They apply the design overlay and scenic overlay zone to specific zones in the plan area; provide direction for historic resource protection; identify points of transition, gateways, focal points and attractions; identify the locations of trails, pedestrian paths and bicycle routes and paths; identify the location of existing open spaces; and designate new public open spaces through the *Comprehensive Plan* map and zoning map.
250. **Objective B**, calls for using urban design considerations to guide the evolution of the character of these areas, and as each new community plan is created, giving consideration to how it links to and coordinates with urban design elements of adjacent areas. The amendments support this objective because the amendments to the *Community Design Guidelines* feature desired characteristics and traditions that consider the existing and desired future character of the area, and provide for transitions that address linkages with adjacent areas.
251. **Objective D**, calls for including in new community plans conceptual proposals for future development projects that stimulate the imagination and help identify the community plan's development objectives. The amendments support this objective because they feature conceptual proposals including site plans, elevations, and other drawings of developments and streetscapes that may provide guidance or ideas for future

development proposals. These conceptual proposals are included in the plan document and specific appendices: *Land Use Evaluation Report* and *Urban Development Concept Report* and *Neighborhood Walks Summary*.

252. **Objective E**, calls for using the creation of new design districts-and zoning standards to reduce the likelihood of conflicts between new and existing developments, and addressing problems that emerge when new infill development is at greater density than existing development. The amendments support this objective because they use the design overlay zone and special standards for R1 zones (Chapter 33.460) to improve the compatibility and fit of new development and reduce the likelihood of conflicts between new and existing development.
253. **Objective G**, calls for using 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. The amendments support this objective. The *Community Design Guidelines* feature desired characteristics and traditions statements that consider the existing and desired future character of the area, to enhance the identity of the area by building upon the unique qualities of the area and fostering quality development in the future. Further, the amendments call for further evaluation and possible protection of significant historic resources (Actions HI 1 to HI 5).

## Portsmouth Neighborhood Plan Findings

230. **Policy 1: Portsmouth Identity:** Build a strong neighborhood identity that fosters a sense of pride and community among Portsmouth residents. Celebrate, and strive to maintain, the cultural and ethnic diversity of the neighborhood. Strengthen the sense of neighborhood history in the Portsmouth neighborhood. The amendments support this policy as they propose a land use pattern and implementing *Comprehensive Plan* map and zoning map designations, along with other actions including transportation improvements, designed to enhance the identity of the Lombard street area within Portsmouth as a identifiable place.
231. **Policy 4: Neighborhood Livability Policy B: Neighborhood Appearance:** Improve Portsmouth neighborhood's appearance by maintaining property, keeping the neighborhood clean, and planting more green and landscaped areas. Encourage new development to be compatible with the existing character of the neighborhood. The amendments support this policy as they propose a land use pattern and implementing *Comprehensive Plan* map and zoning map designations, along with other actions, designed to enhance the compatibility of new development. Special features include design standards for R1 zoned areas along Lombard to enhance the relationship with the public realm.
232. **Policy 6A: Business Growth and Development, Lombard Main Street:** Develop Lombard as a main street that provides neighborhood services and is a safe, pleasant environment for pedestrians and transit riders. Foster a pedestrian-oriented node along

Lombard from Fiske to Portsmouth by protecting existing storefront commercial buildings and encouraging new pedestrian-oriented mixed-use, commercial, and residential developments. The amendments support this policy by applying the Urban Commercial *Comprehensive Plan* map designations in the area between Fiske and Portsmouth, along with corresponding zoning. In addition, the plan calls for improvements to the public realm to further enhance this area and enhance pedestrian safety and comfort.

233. **Policy 7: Transportation:** Create a safe environment in which to walk, cycle, ride public transit, and drive. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Strive to ensure accessibility throughout the neighborhood and encourage people to use nonmotorized modes of transportation. The amendments support this policy because they offer a balanced set of transportation improvements that provide for access by auto, bicycle, and pedestrian modes. Specific actions call for improvements to the pedestrian system to enhance the safety for pedestrians. They also call for applying a bike lane to a portion of Lombard where trade offs are minimal (i.e., no lane or parking removal).
234. **Policy 8: Housing:** Strengthen the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. As property values rise, ensure that there continues to be affordable housing in the neighborhood. The amendments support this policy by proposing additional opportunity for new housing along and near the Lombard main street. Special provisions to foster mixed-use and residential development are applied to sites on Lombard in the Neighborhood Commercial zone. The R 2.5 zone replaces the R5 zone adjacent to Lombard, providing additional housing opportunity. Special design standards are applied to the R1 zone along Lombard to enhance compatibility and development's relationship to the public realm.