## Draft Documents

### Comp Plan Amendments
- Draft Bel-Red Subarea Plan
- Parks and Transportation Figures
- Project Tables
- Trans Element Amendments
- Crossroads and Wilburton Boundary Changes
- Glossary Amendments

### Land Use Code Amendments
- Phasing
- Permitted Uses
- Existing Conditions
- Land Use Charts
- Dimensional Requirements
- Amenity Incentive System
- Zoning Map
- Etc.

### Design Guidelines
- Character and Site Guidelines
- Pedestrian Emphasis Guidelines
- Architecture Guidelines
- Lighting Guidelines
- Sign Guidelines
Vision for Bel-Red

- A thriving, diverse economy – different from Downtown
- Vibrant, diverse neighborhoods with a range of housing choices and a mix of uses
- A comprehensive, connected parks and open space system
- Environmental improvements
- Transit supportive land uses and a multi-modal transportation system
- A sense of place
- Appropriate scale of development
- Timing of development
- Sustainability
### Capital Infrastructure Improvements

- Long range capital project lists are part of the draft Subarea Plan (Tables 1-3):
  - Multi-modal **transportation** system improvements
  - **Stream** corridor improvement strategy
  - **Park** and trail system improvements

- The infrastructure plan reflects level of detail and refinement added to the projects described in the Steering Committee recommendation

- Specific facilities in the plan have been and continue to be reviewed by the other commissions

- Commissions have not examined the financial implications of the plan, or how it might be funded (Council review ongoing)

### Transportation System Improvements

- **Roadways**
  - New/expanded arterials - updated list does not include NE 10th Street extension
  - Grid of local streets

- **Transit**
  - LRT corridor/stations along NE 16th Street alignment
  - Support for station near OHMC, specific location depends on alignment from downtown

- **Pedestrian/Bicycle**
  - Separated path along NE 16th, plus facilities at roadways, stream corridors, BNSF corridor

- **Neighborhood Traffic Calming** *(Policy H21, page 24 of plan)*

- **Phasing**
  - Draft project phasing based on assumptions about where growth is likely to occur within what timeframe, and how to best develop connections

- **BROTS** project(s) being developed separately through Council interaction with Redmond
Draft Transportation Phasing Plan

BELL-RED SUBAREA
Transportation

This is based on the overall list of transportation projects that were identified in the survey. The survey results indicated the need for new or expanded transportation facilities.

In addition, the survey results show the need for new or expanded transportation facilities. Stated needs are met by a draft of this transportation phasing plan, which is being developed for the City and County of Portland.

The draft plan supports the creation of local coherence to establish a network to link above-ground pedestrian corridors, connectivity and urban sustainability.

NE 15th/16th Boulevard
Mobility Management Areas

- Change recommended by Transportation Commission to reflect Bel-Red Subarea

Current Mobility Management Area Boundaries

Mobility Management Areas

- Proposed MMA Modification: New MMA 12  New MMA 4

New MMA 12

New MMA 4
**Level of Service (LOS)**

<table>
<thead>
<tr>
<th>MMA</th>
<th>Existing LOS</th>
<th>LOS Standard</th>
<th>Projected 2013 LOS</th>
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<tbody>
<tr>
<td>New 12 (old 4)</td>
<td>B</td>
<td>Change from D (.9) to E+ (.95)</td>
<td>B (.66)</td>
</tr>
<tr>
<td>New 4</td>
<td>N/A</td>
<td>D (.9)</td>
<td>C (.74)</td>
</tr>
</tbody>
</table>

- Steering Committee recommended changing LOS specific to Bel-Red to 0.95 “to acknowledge the creation of a higher intensity mixed-use area with multimodal transportation choices”
- Transportation Commission supports change

**Riparian Corridors/Green Infrastructure**

- “Great Streams” strategy to enhance degraded stream corridors
  - Existing regulations plus incentives
  - Public and private projects

Placemaking

Habitat Enhancement

Greenways and Trails

Green Infrastructure

- Great Creek south of Bel-Red Road
- High Point, Scotts
- Tyner Springs Park, Portland
- Bdry Creek Bicycle Trail, Littleton, Colorado
West Tributary Vision

- Wetland/wildlife focus
- Stormwater management
- Passive recreation
- Environmental education
- Trail network

“Great Streams” Vision

Existing Conditions

Parks, Open Space & Trail System

- An interconnected system of public parks and trails
  - Stream corridors
  - NE 15th/16 Boulevard
  - Regional trails
Parks, Open Space & Trail System

- Neighborhood Parks
- Multi-use Trails (NE 15th/16th, BNSF)
- Mini Parks, Gateways & Trailheads
- Trail Connections along Stream Corridors

Parks, Streams and Transportation Improvements

- Image of a map showing various parks, streams, and transportation improvements.

LEGEND
- TRAFFIC IMPROVEMENTS
- STREAM IMPROVEMENTS
- ONGROUND PARK LOCATIONS
- POLICE STATION LOCATIONS
- CITY PARKS
- TRAILHEADS
- NC: City of Redmond/Ontario Station
**Zoning**

In Draft Land Use Code material at end

**Existing Conditions**

- Some existing use types integrated into new use charts, while regulating for potential conflicts:
  - Hazard materials, operating hours, size
  - BR-GC zone very similar to today's GC zone and will continue to allow service uses
- New "Existing Conditions" section for Bel-Red code section
  - Existing light industrial and LI-type service uses allowed to continue
  - "E" in use charts
  - No new LI uses allowed - some with size limitations to facilitate arts
  - Expansion allowed on current ownership area within nodes
  - Expansion allowed beyond ownership outside of nodes
  - Proportional compliance with new standards
  - Destroyed LI and service structures may be reconstructed in original configuration
- LUC section starting on page C-1, "E" in use charts on pages starting at D-1
Land Use Districts

- Encourage a mix of uses and higher densities that support transit and urban development patterns
  - Medical office and medical institution
  - Office
  - Residential
  - Retail and service uses

- Uses, character, heights and FAR for each set of districts
  - Medical node and medical office area
  - 122nd node area
  - 130th node area
  - East node area
  - Non-node – commercial, residential

Medical Office Node Area

- Permitted uses include (but not limited to):
  - Hotels
  - Personal services
  - Business services
  - Professional/medical services
  - Administrative Office - General uses at up to 0.5 FAR (consistent with current code)

- MI district regulations will be separate from Bel-Red code chapter

<table>
<thead>
<tr>
<th></th>
<th>Max Heights</th>
<th>FAR</th>
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<tr>
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<td>Base</td>
<td>Max</td>
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<tr>
<td>BR-MO</td>
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<td>70</td>
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<tr>
<td>BRMO-1 (node)</td>
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122<sup>nd</sup> Node Area

Permitted uses include (but not limited to):
- Residential, hotels
- Some retail uses, with limits
- Personal and business services
- General office

<table>
<thead>
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<th>Max Heights</th>
<th>FAR</th>
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</thead>
<tbody>
<tr>
<td>Base</td>
<td>Max</td>
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<tr>
<td>BR-OR-1</td>
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<tr>
<td>BR-OR-2</td>
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</table>

130<sup>th</sup> Node Area

Permitted uses include (but not limited to):
- Residential, hotels
- Neighborhood oriented retail – some size limitations
- Personal and business services
- Administrative Office – General uses be limited to 0.5 FAR within districts

<table>
<thead>
<tr>
<th>Max Heights</th>
<th>FAR</th>
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<tbody>
<tr>
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<td>BR-RC-1</td>
<td>45</td>
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<tr>
<td>BR-RC-2</td>
<td>45</td>
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</table>
East Node Area

Permitted uses include (but not limited to):
- Residential, hotels
- Neighborhood oriented retail – some size limitations
- Personal and business services
- Administrative Office – General uses be limited to 0.5 FAR within districts

*Heights limited to 45 ft adjacent to 156th

Non-node Commercial

- BR-GC similar to today’s GC district
- BR-CR similar to today’s CB, with increased focus on mixed use development

<table>
<thead>
<tr>
<th>Max Heights</th>
<th>FAR</th>
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<tbody>
<tr>
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<td>Base</td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>BR-GC</td>
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<tr>
<td></td>
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<tr>
<td>BR-CR</td>
<td>45</td>
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<tr>
<td></td>
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</table>
Non-node Residential

- BR-R – residential uses are predominant; limited local commercial services allowed
- BR-ORT allows office and housing at lower height and intensity as a transition to the SF neighborhood to the south

<table>
<thead>
<tr>
<th></th>
<th>Max Heights</th>
<th>FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Base</td>
<td>Max</td>
</tr>
<tr>
<td>BR-R</td>
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<td>45</td>
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<tr>
<td>BR-ORT</td>
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Use of Incentive System: Value Created By New Zoning

- Bel-Red committee emphasized use of incentives as a principal financial strategy
- Incentive system designed to accomplish affordable housing, capital investment (parks, stream restoration), and other area amenities
- Financial model helps to identify the increase in value created by the change in zoning
- Intent is to design the incentive system so that development is feasible by providing development rights (FAR & height) that offset the cost of providing the amenities
- Not an exact science
  - Range of variation between developments
  - Economic factors may change over time
  - Tracking and periodic reevaluation to occur
Bonus Ranges

- Use of ranges for public hearing draft to acknowledge how financial system may be implemented
- Current ranges may need more refinement, including potentially extending outside of current range
- Bonus range outside of the nodes to be developed following additional direction on financial plan

Incentive Tiers and Draft Bonus Ranges

<table>
<thead>
<tr>
<th>Amenity</th>
<th>TIER 1</th>
<th>TIER 2</th>
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<tbody>
<tr>
<td>AFFORDABLE HOUSING (potential to exempt bonus area from FAR calc.)</td>
<td>80% Rental: 3.2-10.9sf : $1,000 stream restoration</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>100% Owner: 5.4-12.4sf : Fee-in-lieu for tier 1: $11-555 per 1sf</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Fee-in-lieu for commercial and tier 2: $11-555 per 1sf</td>
<td>TBD</td>
</tr>
<tr>
<td>PARKS</td>
<td>2.1-4.5sf : $19-$40 per 1sf</td>
<td>4.7-10.0sf : $19-$40 per 1sf</td>
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<tr>
<td>STREAM RESTORATION</td>
<td>2.1-4.5sf : Fee-in-lieu: $19-$40 per 1sf</td>
<td>0.9-1.9sf : $19-$40 per 1sf</td>
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<tr>
<td>AFFORDABLE HOUSING (potential to exempt bonus area from FAR calc.)</td>
<td>2.1-4.5sf : Fee-in-lieu: $19-$40 per 1sf</td>
<td>0.9-1.9sf : Fee-in-lieu: $19-$40 per 1sf</td>
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<tr>
<td>NONPROFIT COMMUNITY SERVICE SPACE</td>
<td>4.7-10.0sf : 1sf non-profit/community space</td>
<td>25.2-53.4sf : $1,000 active recreation improvement</td>
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<tr>
<td>(potential to exempt bonus area from FAR calc.)</td>
<td>Buy-out: $19-$40 per 1sf (or higher rate - policy discussion)</td>
<td>(potential to exempt indoor bonus area from FAR calc.)</td>
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<tr>
<td>PUBLIC RESTROOMS (potential to exempt bonus area from FAR calc.)</td>
<td>6.3-13.3sf : 1sf outdoor plaza</td>
<td>0.9-1.9sf : 1sf outdoor plaza</td>
</tr>
<tr>
<td>PUBLIC ART</td>
<td>25.2-53.4sf : $1,000 art</td>
<td>0.3-0.6sf : 1sf effective natural drainage feature</td>
</tr>
<tr>
<td>PUBLIC ACCESS TO OUTDOOR PLAZA</td>
<td>0.9-1.9sf : 1sf outdoor plaza</td>
<td>Reserved for future updates</td>
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<tr>
<td>LEED</td>
<td>0.1-0.15 FAR bonus for LEED Gold</td>
<td>0.15-0.2 FAR bonus for LEED Platinum (LEED for Neighborhoods in subsequent updates)</td>
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<tr>
<td>ACTIVE RECREATION AREA (potential to exempt bonus area from FAR calc.)</td>
<td>25.2-53.4sf : $1,000 active recreation improvement</td>
<td>0.3-0.6sf : 1sf effective natural drainage feature</td>
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<tr>
<td>NATURAL DRAINAGE FEATURE</td>
<td>0.3-0.6sf : 1sf effective natural drainage feature</td>
<td>Reserved for future updates</td>
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<tr>
<td>REGIONAL TDRs</td>
<td>(Reserved for future updates)</td>
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Phasing of Land Use

- Vision seeks to coordinate the development of public infrastructure, including transportation, parks, and open space, with the private redevelopment.

- Infrastructure supports development while development helps pay for infrastructure.

- Phasing helps to ensure that a basic level of streets, parks, and natural open space are programmed to occur with new development.

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Phasing of Land Use

- Limit medical office node, 122nd node, and 130th node to 0.5 FAR intensity (similar to current levels) until a funding mechanism is in place for initial development of streets, parks and open spaces.
  - May occur in conjunction with land use package.

- BROTS agreement with Redmond.
  - In the process of being updated.

- 2030 Sync with High Capacity Transit.
  - Limit overall commercial development to 4.5M SF throughout area until light rail or comparable high capacity transit is available.
Next Steps

- May 15, at City Hall
  - Public open house (4:00 to 6:30 p.m.) and presentation to city boards and commissions (6:30 p.m.)
  - Part of the City's Spring Forward Expo of planning and transportation projects

- May 28, 6:30 p.m. at City Hall
  - Public hearing with the Planning Commission

Questions?