

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

ORDINANCE NO. 1301

Amending Multnomah County's Zoning Code to Incorporate Amendments to the City of Portland's Zoning and Development Code to Implement the Design Overlay Zone Amendments project and Declaring an Emergency.

The Multnomah County Board of Commissioners Finds:

- a. Pursuant to an intergovernmental agreement executed in 2002 (the "IGA"), the City of Portland, Oregon ("City"), provides, with certain exceptions, land use planning services for those areas of unincorporated Multnomah County located within the City's Urban Services Boundary (the "Unincorporated Urban Areas").
- b. Because the County retains legislative authority over the Unincorporated Urban Areas, the County assumed an obligation in the IGA to amend County land use policies and regulations as they relate to the Unincorporated Urban Areas to incorporate applicable City land use policies and regulations, and all subsequent amendments thereto.
- c. City of Portland Ordinance No. 190477 (adopted by the Portland City Council 06-30-21 and in full effect 08-01-21), amends Title 32 (Signs and Related Regulations) and Title 33 (Planning and Zoning) of Portland City Code to implement the City's Design Overlay Zone Amendments (DOZA) project, which updates the tools and processes for Portland's d-overlay and design review program to align with the City's 2035 Comprehensive Plan and Climate Action Plan.
- d. The purpose of the amendments in Ordinance No. 190477 is to make the City Design Review program more efficient, focused, predictable, and effective for all participants—applicants, Design Commission, staff, and the public—by providing applicants seeking development approval in the City's Design Overlay Zone updated guidelines for discretionary approval and more options to follow the alternative prescriptive design standards.
- e. Ordinance No. 190477 also amends the City's Zoning Map to remove the DOZA overlay from certain areas of the City. Because the DOZA overlay does not apply in the Unincorporated Urban Areas, the County need not update the County Zoning Map with any corresponding amendments.
- f. The City has requested that the County amend the County's Zoning Code to incorporate the changes implemented in City Ordinance No. 190477.
- g. Pursuant to State and City notice requirements, as well as the terms of the IGA, the City provided public notice of City Ordinance No. 190477. The City provided

an opportunity for the public to be heard at public hearings, culminating with hearings before the City's Planning and Sustainability Commission and the City Council.

Multnomah County Ordains as Follows:

Section 1. Multnomah County's Zoning Code is amended to incorporate the amendments to Title 32 and Title 33 in City of Portland Ordinance 190477 attached hereto as Exhibit 1. The legislative intent and findings set forth in City of Portland Ordinance 190477 are adopted as findings in support of this Ordinance. To the extent applicable, the Citywide Design Guidelines referenced in Directive F of City of Portland Ordinance 190477 are adopted.

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

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

Section 4. Any future amendments to the legislative matters listed in Section 1 above are exempt from the requirements of MCC 39.1210. The Board acknowledges, authorizes and agrees that the Portland Planning and Sustainability Commission will act instead of the Multnomah County Planning Commission for the Unincorporated Urban Areas by employing the City's own legislative procedures, including providing notice to, and facilitating participation from, property owners within Unincorporated Urban Areas. The Board will consider the recommendations of the Portland Planning and Sustainability Commission and City Council when legislative land use matters for the Unincorporated Urban Areas come before the Board for action.

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Section 5. This ordinance being necessary for the health, safety, and general welfare of the people of Multnomah County, an emergency is declared and this ordinance will take effect immediately upon being signed pursuant to Section 5.50 of the Multnomah County Home Rule Charter.

FIRST READING AND ADOPTION: September 2, 2021



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Deborah Kafoury

Deborah Kafoury, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By Katherine Thomas
Katherine Thomas, Assistant County Attorney

SUBMITTED BY: Jamie Waltz, Director, Department of Community Services



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190477

Ordinance

Amend the Zoning Map, Title 33 Planning and Zoning, and Title 32 Signs and Related Regulations to implement the Design Overlay Zone Amendments project to update the process and tools of the Design Overlay Zone and related code sections (amend Code Titles 32 and 33)

Passed

Amended by Council

The City of Portland ordains:

Section 1. The Council finds:

1. In 2016, City Council replaced the City's 1980 Comprehensive Plan with the new 2035 Comprehensive Plan. This plan was approved by the LCDC on March 15, 2018 and became effective on May 24, 2018. This new plan provided the guidance for the development of the Design Overlay Zone Amendments (DOZA).
2. In 2016, the Bureau of Planning and Sustainability (BPS) contracted out with the consultant Walker Macy to provide an assessment of the city's regulations and processes within the Design overlay zone.
3. The Design Overlay Zone Assessment included a review of the current regulations, interviews with stakeholders, a public survey and open house, analysis of built projects, and consideration of best practices in other cities. This analysis result in a list of recommendations for improving the City's tools and processes.
4. This assessment was done in relation to the Comprehensive Plan Update which included Zoning Map changes that added the Design overlay zone to centers and corridors within the City anticipated to accommodate the City's growth.
5. In April 2017, the consultant, with support of City staff presented a report of their findings to the City Council. The Council supported the report and gave direction to staff to develop a legislative project based on the findings.
6. In April 2018, staff published a DOZA Process Discussion Draft of Zoning Code Changes, and in May 2018, staff published a DOZA

Introduced by

[Commissioner Carmen Rubio](#)

Bureau

[Planning and Sustainability](#)

Prepared by

Phil Nameny

Date Prepared

April 21, 2021

Requested Agenda Type

Time Certain

Changes City Code

Tools Concept Report with ideas for new guidelines and standards.

On May 9, 2018, an open house was held to review the proposals.

7. During the spring and summer of 2018, staff continued to meet with neighborhood and stakeholder groups. At this point, staff made the decision to consolidate the code regulations and design guidelines back into one project.
8. In February 2019, staff released a new DOZA Discussion Draft that included all proposed Zoning Code and Map Amendments as well as the proposed Citywide Design Guidelines.
9. During the spring and summer of 2019, BPS staff met with neighborhood and stakeholder groups to review the consolidated DOZA proposal.
10. On September 16, 2019, a notice of proposed action was received by the Department of Land Conservation and Development pursuant to post-acknowledgement review process requirement of OAR 660-18-020.
11. On September 16, 2019, staff published the DOZA Proposed Draft and sent notice of the release and the upcoming public hearing to approximately 350 people by mail, and to approximately 700 people by email.
12. On October 8, 2019, staff held a joint briefing with the Design Commission and the Planning and Sustainability Commission.
13. On October 22, 2019, staff held a joint public hearing with the Design Commission and the Planning and Sustainability Commission (PSC).
14. Per Title 33, both Commissions have a role in providing a recommendation to City Council. The PSC is the recommending body for amendments to the Zoning Code and Zoning Map. The Design Commission is the recommending body for the Citywide Design Guidelines.
15. From November 2019 until June 2020, each Commission held several work sessions on the staff's proposal for DOZA.
16. On June 18, 2020, the Design Commission voted unanimously to forward their recommendation on the Citywide Design Guidelines.
17. On July 14, 2020, the PSC voted unanimously to forward their recommendation on the amendments to Title 33 and the Zoning Map.
18. In November 2020, BPS staff released the DOZA Recommended Draft, posted on the website.
19. On April 23, 2021, notice of the May 12, 2021 City Council public hearings was mailed to the legislative list and to those who presented oral and written testimony at the Planning and Sustainability and Design Commission public hearing.
20. The Findings of Fact Report, attached as Exhibit A, included additional findings demonstrating consistency with the Statewide Planning Goals, Metro Urban Growth Management Functional Plan and the City of Portland 2035 Comprehensive Plan.
21. The amendments to Title 32, Signs and Related Regulations are necessary to provide consistency between this Title and Title 33.

NOW, THEREFORE, the Council directs:










- A. Adopt Exhibit A, As Amended, as additional findings.

- B. Adopt the commentary in Exhibit B, Design Overlay Zone Amendments Recommended Draft – As Amended as legislative intent and further findings.
- C. Amend Title 32 Signs and Related Regulations of the Municipal Code of the City of Portland as shown in Volume 2 of Exhibit B, Design Overlay Zone Amendments Recommended Draft – As Amended.
- D. Amend Title 33 Planning and Zoning, of the Municipal Code of the City of Portland, as shown in Volume 2 of Exhibit B, Design Overlay Zone Amendments Recommended Draft – As Amended.
- E. Amend the official Zoning Map as shown in Volume 2 of Exhibit B, Design Overlay Zone Amendments Recommended Draft – As Amended.
- F. Adopt the Citywide Design Guidelines as the replacement design guidelines for the Community Design Guidelines in areas of the city that do not have their own guidelines, as shown in Volume 3 of Exhibit B, Design Overlay Zone Amendments Recommended Draft.
- G. Direct the Bureau of Planning and Sustainability to create character statements with area specific plans that have the Design overlay zone.

Section 2. This ordinance shall be in full force and effect on August 1, 2021.

Section 3. If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the map, report, inventory, analysis, or document it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the map, report, inventory, analysis, or document each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Documents and Exhibits

-  [Strikethrough/Underline Ordinance Version](#) (83.7 Kb)
-  [Memorandum](#) (172.72 Kb)
-  [Exhibit A - Findings As Amended](#) (1.49 Mb)
-  [Exhibit B - Volume 1 As Amended](#) (2.98 Mb)
-  [Exhibit B - Volume 2 As Amended](#) (4.15 Mb)
-  [Exhibit B - Volume 3](#) (12.96 Mb)
-  [Exhibit B - Volume 4](#) (16.57 Mb)
-  [Proposed Amendments](#) (839.95 Kb)
-  [Staff Presentations](#) (3.93 Mb)

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed as amended by Council
June 30, 2021

Auditor of the City of Portland
Mary Hull Caballero

Impact Statement

 [Impact Statement](#) (185.26 Kb)

Agenda Items

344 Time Certain in [May 12-13, 2021 Council Agenda](#)

Continued

May 12, 2021 Continued to May 26, 2021 at 2:00 p.m. Time Certain
Oral record is closed. Written record will remain open until Friday, May 14, 2021 at 5:00 p.m.

397 Time Certain in [May 26, 2021 Council Agenda](#)

Continued

May 26, 2021 Continued to June 10, 2021 at 2:00 p.m. Time Certain
The written and oral record will reopen for testimony on the proposed amendments. Information found at <https://www.portland.gov/bps/doza>

447 Time Certain in [June 9-10, 2021 Council Agenda](#)

Continued As Amended

June 10, 2021 Continued to June 23, 2021 at 3:30 p.m. Time Certain As Amended

Oral and written record are closed.

Motion to require a design advice request (DAR) for bridges with a span of over 100 feet, instead of requiring a Type III Design Review for bridges with a span of over 60 feet: Moved by Hardesty and seconded by Ryan. (Y-5)

Motion to move positions with expertise in natural resource management and sustainable building practices to the larger list of development-related experts from which five members are chosen, instead of requiring a position to be reserved for each expertise: Moved by Ryan and seconded by Hardesty. (Y-5)

Motion to add a new optional standard with five options to incentivize architectural features on sites with the Centers Main Street 'm' overlay in the inner pattern area identified in 130-3: Moved by Mapps and seconded by Hardesty. (Y-5)

Motion to allow more affordable housing projects to choose between a Type II and Type III procedure: Moved by Rubio and seconded by Hardesty. (Y-5)

Motion to make technical amendments to the Recommended Draft or include updates from other projects that weren't initially incorporated into

the Draft: Moved by Rubio and seconded by Hardesty. (Y-5)
Motion to amend ordinance to direct the Bureau of Planning and Sustainability to create character statements with area-specific plans that have the Design overlay zone: Moved by Wheeler and seconded by Hardesty. (Y-4 Ryan, Mapps, Rubio, Wheeler; N-1 Hardesty)

502 Time Certain in [June 23, 2021 Council Agenda](#)

Passed to second reading as amended

Motion to amend the Ordinance, Findings, and Recommended Draft of Volumes 1 and 2 as shown in the Amendment Package distributed on June 17, 2021: Moved by Hardesty and seconded by Wheeler. (Y-4)

Passed to Second Reading June 30, 2021 at 10:30 am Time Certain As Amended

511 Time Certain in [June 30, 2021 Council Agenda](#)

Passed

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

General information

✉ cityinfo@portlandoregon.gov

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🗉 [711](#) Oregon Relay Service

City of Portland, Oregon



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Exhibit A: As Amended

Findings of Fact Report

For City Council June 23, 2021

Legislative amendments to the Comprehensive Plan goals, policies and map must be found to be consistent with the goals and policies of the Comprehensive Plan, Metro's Urban Growth Management Functional Plan, the Statewide Planning Goals, and any relevant area plans adopted by City Council. (33.835.040 and 33.810.050).

The Comprehensive Plan requires that amendments to its elements, supporting documents, and implementation tools comply with the plan itself. "Comply" means that the amendments must be evaluated against the comprehensive plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole, than the existing language or designation. (Policy 1.10)

Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, and plan district where the amendment is proposed, and any plan associated with the regulations. (33.835.040)

Legislative zoning map amendments must be found to comply with the Comprehensive Plan Map with a zone change to a corresponding zone of the Comprehensive Plan Map. The change also must demonstrate that there are adequate public services capable of supporting the uses allowed by the zone. In addition, the school district(s) within which the sites are located must have adequate enrollment capacity to accommodate any projected increase in student population over the number that would result from development in the existing zone. This criterion applies only to sites that are within the David Douglas School District, which has an adopted school facility plan that has been acknowledged by the City of Portland. (33.855.050)

1. **Finding:** The City Council has identified and addressed all relevant and applicable goals and policies in this document.
2. **Finding:** As discussed in more detail below, the City Council has considered the public testimony on this matter and has weighed all applicable goals and policies and on balance has found the Design Overlay Zone Amendments (DOZA will be used as short-hand in this document) are consistent with the goals and policies of the Comprehensive Plan, Metro Urban Growth Management Functional Plan, Statewide Planning Goals and other relevant city plans.

Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

The Statewide Planning Goals that apply to Portland are:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland's municipal boundaries and beyond the regional urban service boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4, the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon's coastal zone. Since Portland is not within Oregon's coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

Goal 1. Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

3. Finding: Portland adopted a Community Involvement Program on June 15, 2016. The Community Involvement Program serves as a framework to carry out policies from Chapter 2 — Community Involvement, of the 2035 Comprehensive Plan, and applies to legislative land use and transportation projects initiated by the City. Among the commitments that the City is asked to make in the Comprehensive Plan are the following:

- To provide a wide range of opportunities for involvement in planning and investment decisions.
- To achieve greater equity in land use actions through setting priorities and making decisions with meaningful involvement of under-served and under-represented communities.
- To meaningfully involve, in decision making, those who potentially will be adversely affected by the results of those decisions.
- To provide this meaningful involvement throughout the phases of planning and investment projects

- issue identification and project design through implementation, monitoring, evaluation, and enforcement.

- To provide well-designed, relevant, responsive and culturally-responsive public involvement.
- To build community capacity for meaningful participation and leadership in planning and investment decisions.

A Community Involvement Committee was appointed in June 2018 to oversee implementation of the program.

The findings for Goal 2 of the 2035 Comprehensive Plan demonstrate how that Community Involvement process followed the City's program requirements and meets the requirements of Statewide Goal 1. Therefore, Council finds that community members were afforded opportunities to be involved in all phases of the planning process.

Goal 2. Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

4. **Finding:** Goal 2, as it applies to the Design Overlay Zone Amendments (DOZA will be used as short-hand to refer to the project), requires the City to follow its established procedures for legislative amendments to the Comprehensive Plan policies, the Comprehensive Plan map, the Zoning Code, and the Zoning Map. As demonstrated by findings below, the project meets this goal, since DOZA was developed consistent with the Statewide Planning Goals, the Metro Urban Growth Management Functional Plan, 2035 Comprehensive Plan and Portland Zoning Code, as detailed in this ordinance. Additionally, consistent with Goal 2, other government agencies received notice from the 35-day DLCDD notice and the City's legislative notice. Following the Planning and Sustainability Commission's recommendations to City Council, the City did not receive any requests from other government agencies to modify the amendments in DOZA.

The City Council's decision is based on the findings in this document, and the findings are based on the evidence presented to the Planning and Sustainability Commission, the Design Commission, and City Council that are incorporated in the record that provides the adequate factual basis for this decision.

Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources. To protect natural resources and conserve scenic and historic areas and open spaces.

5. **Finding:** Each category is addressed below:

Open Spaces. The amendments in DOZA are consistent with Statewide Planning Goal 5 because they do not affect the City's Open Space zoning. DOZA provides incentives for development of private open spaces, gardens or plazas and preservation of trees and natural areas on site through the new Citywide Design Guidelines and objective design standards.

Scenic Resources. The amendments in DOZA are consistent with Statewide Planning Goal 5 because they do not affect the scenic resource overlay zone, which conserves significant scenic resources identified in the City's adopted Scenic Resources Protection Plan.

Historic Resources. Historic resources are located throughout the City including in areas that may adjoin the Design overlay zone impacted by the amendments in DOZA. Identified historic resources (individual landmarks and districts) are conserved by the City's Historic Resources overlay zone. The DOZA project does not identify new resources nor affect any existing designated historic resources and the amendments do not affect any of the Historic Resource overlay zone regulations (Chapter 33.445). In general, historic resources located in the Design overlay zone are subject to the Historic

Resource overlay zone, instead of the Design overlay zone. Within the Central City, historic resources are subject to both historic guidelines and design guidelines. However, the requirements for conservation and limits on demolitions are determined through the Historic Resource overlay zone. For this reason, the amendments in DOZA are consistent with Statewide Planning Goal 5. Pursuant to OAR 660-023-0200, when local governments choose to amend acknowledged historic preservation plans and regulations, the standard Goal 5 process applies. DOZA does not amend such plans or historic resource regulations.

Natural Resources. The City protects natural resources by applying environmental zoning (i.e. the Environmental, River, and Pleasant Valley overlay zones) to significant natural resources that it identifies through a natural resources inventory. The amendments in DOZA are consistent with Statewide Planning Goal 5 related to natural resources because they do not amend any of the existing environmental zones and do not amend any of the zoning regulations associated with the environmental zones (33.430, 33.465, 33.475). DOZA does not establish a new conflicting use, nor do they allow greater development than what would be allowed in the base and environmental zones. Outside of these overlay zones, DOZA encourages the preservation of natural features or trees that are not identified as specific resources through the application of the guidelines and standards.

Goal 6. Air, Water, and Land Resource Quality. To maintain and improve the quality of the air, water, and land resources of the state.

6. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted administrative rules for complying with Statewide Planning Goal 6. The City is in compliance with federal and state environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control), the Stormwater Management Manual and for the Environmental overlay zones will remain in effect and are applicable to future development. These other regulations are generally the mechanism used to assure compliance with this goal. The amendments in DOZA are consistent with the goal as they do not impact the existing regulations.

Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan furthers Statewide Planning Goal 6. As shown below in the findings for the 2035 Comprehensive Plan, the amendments in DOZA are consistent with the goals and policies of Chapter 7 and the findings in response to those goals and policies are incorporated here by reference.

New design guidelines and design standards for development with the Design overlay encourage the preservation of natural areas that are not subject to other regulations, such as existing trees, and undesignated wetlands, water bodies, seeps or springs. Guidelines and standards encourage limiting vehicle area paving, using pervious paving or using trees or other protection for paved area which would improve water quality and reduce the heat island effect. Additional guidelines and standards encourage the provision of open spaces adjacent to the Willamette River.

Goal 7, Areas Subject to Natural Disasters and Hazards. To protect people and property from natural hazards.

7. **Finding.** Goal 7, Areas Subject to Natural Hazards, requires policies to reduce people and property from natural hazards such as floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. The State has not yet adopted administrative rules for complying with Statewide Planning Goal 7.

The amendments are consistent with this goal because City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the

environmental overlay zones are unchanged by these amendments and will ensure any new development will be done in a way to protect people and property from hazard.

New design guidelines and standards encourage incorporating natural features of a property into the development. They also encourage setting back development from the edge of the Willamette Greenway and placing open areas in these areas, which can help reduce hazards and erosion to property in these areas.

Goal 8. Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

8. **Finding.** Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements."

The city's Parks 2020 Vision lays out the long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents. This includes the continued acquisition and development of lands for a public park system.

DOZA does not impact the existing vision. The amendments do not impact the zones where destination resorts may locate, nor do they change the location of existing Open Space zones. However, the amendments are consistent with the goal since new design guidelines and standards provide incentives for private development to provide open areas in conjunction with their buildings to allow residents, workers and the public to engage in recreational activities placed in the open area, such as gardens, playgrounds or sitting areas. These areas can supplement the publicly available parks lands.

Goal 9. Economic Development. To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

9. **Finding.** Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

The *2035 Comprehensive Plan* demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the *Economic Opportunities Analysis* (EOA), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City's acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses, which are organized into different geographies that represent a distinct mix of business sectors and building types. In each of the geographies, the City analyzed the future employment growth and the developable land supply to accommodate that growth.

The amendments in DOZA do not amend the zoning entitlements located within the base zones and various plan districts. With only a few exceptions, the Design overlay zone does not apply in areas of the city zoned with General Employment or Industrial designations. The DOZA changes clarify the existing regulations for sites that are located within the Design overlay zone, providing greater flexibility for residential and mixed-use development. A larger number of projects outside of the

Central City can choose to use the clear and objective path towards project approval. This includes the following:

- An increase in the allowed height eligible to use the standards from 55-feet to 75 feet. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit.
- A new allowance for smaller projects and alterations to use the standards in the Gateway Regional Center; and
- An increase in the threshold for non-residential buildings from 20,000 to 40,000 square feet.

In addition, the thresholds addressing the type of land use review required have been simplified based upon building height and size instead of cost. Amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. Smaller residential projects of up to 4 units and 35-feet in height are exempt from the Design overlay zone. Alterations to existing development now only require a maximum staff level discretionary review which can save time and cost for existing businesses.

Goal 10. Housing. To provide for the housing needs of citizens of the state.

10. Finding. Goal 10 specifies that each city must plan for and accommodate needed housing types. As used in ORS 197.307 “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, and includes attached and detached single-family housing and multiple family housing for both owner and renter occupancy.

The adopted *2035 Comprehensive Plan* conducted city-wide analysis to demonstrate compliance with Goal 10. The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing.

The DOZA project is consistent with Goal 10 in that it does not impact the underlying zoning that dictates the number of dwelling units or floor area that is allowed within each zone or plan district. As stated above for Goal 9, the project provides greater flexibility for projects that include residential projects as well as reducing the barriers for smaller residential projects. The changes include:

- An exemption from the Design overlay zone for smaller residential projects of up to 4 units and 35 feet in height;
- An increase in the allowed height eligible to use the standards from 55-feet to 75 feet. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit; and
- A new allowance for smaller projects and alterations to use the standards in the Gateway Regional Center.

In addition, amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones,

with an exception for height bonuses that are specifically granted through design review. This ensures that floor area included area allocated for housing in these zones is not limited through a design review. Lastly, the thresholds addressing the type of land use review required have been simplified based upon building height and size instead of cost

Goal 11. Public Facilities and Services. To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

11. Finding. Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

The DOZA project is consistent with this Goal because it does not change the zoning allowances and entitlements of the base zones and plan districts, and so does not impact the capacity of the city's water, sewer or transportation facilities.

Goal 12. Transportation. To provide and encourage a safe, convenient and economic transportation system.

12. Finding. OAR 660-012-0060 (1) states if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule.

DOZA is consistent with this Goal because the changes to the land use regulations and zoning maps do not change existing or planned development intensity which could impact transportation facilities. The map changes for DOZA simply remove the Design overlay zone from most single-family zones, which does not impact the scale of building on these sites. The regulatory changes impact the processes and criteria that projects subject to the Design overlay zone will need to meet. However, they do not impact the underlying development potential of the site since they focus on site and building design provisions. In one case, the new design standards provide an incentive for projects to not provide on-site parking which reduces the need for additional curb cuts in the right-of-way.

Goal 13. Energy Conservation. To conserve energy.

13. Finding. Goal 13 requires that land use plans contribute to energy conservation. The *Growth Scenario Report* adopted with periodic review Task IV of the *2035 Comprehensive Plan* (Ordinance 187831) contains information about how energy conservation was considered in the development of the comprehensive plan.

The amendments in DOZA do not adopt or amend a local energy policy or implementing provisions. However, the amendments generally support this goal, through the new Citywide Design Guidelines and objective design standards that encourage new development to incorporate energy saving measures such as sunshades, natural ventilation, ecoroofs, landscaping and other green building

materials, that could both reduce the energy load of the new development as well as reduce the “heat island” effect that can influence the energy needs of the neighborhood.

Goal 14. Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

14. Finding. Metro exercises Goal 14 obligations on behalf of Portland and other cities within the Metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

The Goal 2 analysis performed for the *Growth Scenarios Report* adopted by periodic review Task III (Ordinance 187831) provided substantial evidence that the spatial development pattern of urban jobs and housing allowed by the *2035 Comprehensive Plan Map* is compatible with the *Region 2040 Growth Concept*, ensures efficient use of urban land through infill and redevelopment opportunities, and will provide for more complete and livable communities.

The amendments in DOZA do not impact the Metro Urban Growth Management Plan or Growth Scenarios report.

Goal 15. Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

15. Finding. Statewide Planning Goal 15 requires cities to adopt local greenway plans, along with criteria for new development, new uses, and the increase of uses along the river. The City implements Statewide Planning Goal 15 through application of the Greenway and River overlay zones.

The DOZA regulations do not amend the current greenway or river regulations that apply with those overlay zones. Use restrictions, setbacks and landscaping from these overlay zones continue to apply. The DOZA changes do include design guidelines and standards incentivizing development along the Willamette greenway to incorporate additional open areas and connections to the recreation trail while encouraging buildings to acknowledge their relationship to the river to further enhance the recreational, scenic and natural qualities of the river. These provisions are in addition to the regulations imposed by the river and greenway overlay zones. For this reason, the DOZA regulations are consistent with Goal 15.

Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with the regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In Metro’s June 2011 update to its 2010 compliance report Metro found, “The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods. On January 16, 2013 the City received a letter from Metro stating that Portland had achieved compliance with Title 13.

Title 1. Housing Capacity

Title 2. Regional Parking Policy. (Repealed Ord. 10-1241B, Sec. 6, 1997)

Title 3. Water Quality and Flood Management.

Title 4. Industrial and Other Employment Areas.

Title 5. Neighboring Cities (Repealed Ord. 10-1238A, Sec. 4, 1997)

Title 6. Centers, Corridors, Station Communities and Main Streets.

Title 7. Housing Choice.

Title 8. Compliance Procedures.

Title 9. Performance Measures. (repealed Ord. 10-1244B, Sec. 8, 2010)

Title 10. Functional Plan Definitions.

Title 11. Planning for New Urban Areas.

Title 12. Protection of Residential Neighborhoods.

Title 13. Nature in Neighborhoods.

Title 14. Urban Growth Management Plan.

Title 1. Housing Capacity. The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

16. Finding. The amendments in DOZA do not change the allowable housing capacity within the city. The amendments change some of the processes for the development of housing in the Design overlay zone. These changes include:

- Exempting smaller residential developments of up to 4 units and 35-feet in height from the overlay;
- Allowing projects up to 75-feet in height to be able to use the objective design standards. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit;
- Providing a condensed land use review table that states the type of design review required based upon height and size of the building instead of dollar value; and
- Allowing affordable housing projects normally subject to a Type III Design review to go through a Type II review.
- Ensuring that Design Review approval does not require reducing the floor area or height allowances of a project.

The changes made by the DOZA project are consistent with this title by maintaining capacity and increasing flexibility for housing within Design overlay zone.

Title 2. Regional Parking Policy. (Repealed Ord. 10-1241B, Sec. 6, 1997)

Title 3. Water Quality and Flood Management. To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

17. Finding. Title 3 calls for the protection of the beneficial water 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. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City implements zoning regulations (Title 33.430, 33.440, 33.465, 33.515, 33.537, 33.563, 33.631, 33.640), as well as erosion

control and balanced cut-and-fill standards (Title 10 and Title 24). Metro has found the City to be in substantial compliance with Title 3. This ordinance does not affect any of these regulations.

In addition, the guidelines and standards that guide development adopted through DOZA include incentives for protecting natural areas within the Design overlay, and for providing open area along the Willamette River frontage. These open areas can help support the goals for flood management, erosion control and water quality. For these reasons, DOZA is consistent with Title 3.

Title 4. Industrial and Other Employment Areas. The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

18. Finding. The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas.

There is very little acreage that has a Design overlay zone within the general employment or industrial zones that make up these areas. Within Industrial zones, only IG1 has a small area within the overlay, making up 0.31 percent of the total area zoned IG1. In the Employment zones outside EX, only EG2 has any area with the overlay, making up 3.28 percent of the area zoned EG2. Changes to the Design overlay zone have no effect on Portland's portion of the regional supply of existing industrial and employment lands and do not impact the allowed uses on these lands.

Title 5. Neighboring Cities (Repealed Ord. 10-1238A, Sec. 4, 1997)

Title 6. Centers, Corridors, Station Communities and Main Streets. The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

19. Finding. Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based, so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance.

Metro has designated the areas that may qualify for these regional incentives, including transit stations, the Central City, Gateway regional center, along with Hollywood, Hillsdale, Raleigh Hills, West Portland, Lents, and St. Johns town centers. The DOZA project supports the acknowledgement

of these centers and corridors by providing incentives through the Citywide Design Guidelines and objective design standards to create buildings that emphasize the center and the public realm. These encourage buildings to orient to street corners, create plazas, and provide active space on the ground floor. These guidelines and standards work in conjunction with the city's base zoning and plan districts to support the greatest amount of growth within these areas.

Title 7. Housing Choice. The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

20. Finding. Title 7 addresses housing choice. Metro adopted voluntary affordable housing goals for each city and county in the region for the years 2001 to 2006, but never updated them. Therefore, Title 7 does not apply. Nevertheless, the recently adopted *2035 Comprehensive Plan* includes city-wide affordable housing production goals that greatly exceed those adopted by the outdated Title 7 (Ordinance 178832). In addition, the zoning code includes inclusionary housing regulations within Chapter 33.245 that require affordable housing for buildings with more than 20 units.

While the DOZA project does not change the amount of housing allowed, nor the amount of affordable housing required, it does support the provision of affordable housing through process amendments. This includes a provision to allow affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of preliminary conversations.

Title 8. Compliance Procedures. Title 8 addresses compliance procedures and establishes a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements. An amendment to a city or county comprehensive plan or land use regulation shall be deemed to comply with the functional plan upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply, the functional plan requirement shall no longer apply to land use decisions made in conformance with the amendment. A city or county proposing an amendment to a comprehensive plan or land use regulation shall submit the proposed amendment to Metro at least 35 days prior to the first evidentiary hearing on the amendment.

21. Finding. Required notice was provided to Metro more than 35 days before the first evidentiary hearing on October 22, 2019. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. These findings meet this requirement. All applicable requirements of Title 8 have been met.

Title 9. Performance Measures. (repealed Ord. 10-1244B, Sec. 8, 2010)

Title 10. Functional Plan Definitions. Title 10 contains definitions.

22. Finding. DOZA does not change or add any definitions to the zoning code that could conflict with the definitions in the Metro Title.

Title 11. Planning for New Urban Areas. The purpose of Title 11 to guide long range planning for urban reserves and areas added to the UGB. It also provides interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization to become applicable to the areas.

23. Finding: The amendments do not add areas to the UGB. Therefore, this Title is not applicable.

Title 12. Protection of Residential Neighborhoods. Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

In order to protect these areas, Metro shall not require any city or county to authorize an increase in the residential density of a single-family neighborhood in an area mapped solely as Neighborhood. In addition, specific limits on access to commercial services are applied to commercial uses within designated neighborhood centers in order to reduce air pollution and traffic congestion. This Title also calls on Cities to establish a level of service standard for parks and greenspaces that calls for a park facility within a specified distance of all residences.

24. Finding. Title 12 largely restricts Metro's authority to plan and regulate density in single-family neighborhoods. The changes within DOZA do not change any underlying base zoning, plan districts or center designations. DOZA does remove the Design overlay zone within some neighborhoods that have R5 and R2.5 zoning. This overlay was originally placed on these areas due to concerns about row houses and garage domination. Base zone standards have since been developed city-wide to address these concerns. The DOZA changes do not include amendments to neighborhood center designations or commercial use limits. The City has already established a goal in its Parks 2020 Vision of providing a basic, developed Neighborhood Park facility within a half mile of every Portland resident, and a Community Park within a mile of every resident. DOZA does not impact development allowances that could impact parks service.

Title 13. Nature in Neighborhoods. The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

25. Finding. Title 13 is expressly intended to provide a minimum baseline level of protection for identified Habitat Conservation Areas. Local jurisdictions may achieve substantial compliance with Title 13 using regulatory and/or non-regulatory tools. The City of Portland implements Title 13 through its adopted Natural Resources Inventory (NRI) and environmental overlay zone protection measures, which Metro has found to be in substantial compliance with Title 13.

The DOZA project does not change the current map identifying natural resources, nor does it change the regulations that apply to sites identified through the NRI. Separate overlay zone regulations apply to these areas. The City is currently working on a separate project to update the mapping of the Environmental overlay zones and to address unprotected resources. Some of the Citywide Design Guidelines and objective design standards in DOZA are intended to encourage adapting natural features into development by incentivizing the protection of trees and natural areas in places that don't currently have any environmental protection measures. Thus, DOZA is consistent with this Title.

Title 14. Urban Growth Management Plan. Title 14 addresses the regional urban growth boundary.

26. Finding. The DOZA project does not amend the current regional urban growth boundary. This Title does not apply.

Part III. Portland's Comprehensive Plan

Portland's 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part of Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

27. Finding: The City Council has identified the following guiding principles, goals and policies to be applicable to the DOZA project, except as additionally noted otherwise below.

Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. While the policies in the Comprehensive Plan effectively ensure that the guiding principles are met, the findings below further demonstrate that in addition to meeting those specific policies on balance, the amendments in DOZA are consistent with these guiding principles as described below.

Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

28. Finding. This guiding principle is about ensuring household prosperity through “a robust and resilient regional economy, thriving local businesses and growth in living-wage jobs”. The changes made in DOZA contribute to this Guiding Principle by updating the Citywide Design Guidelines and Zoning Code regulations to create a more efficient and effective review process for projects in the Design overlay zone. Areas with a Design overlay zone include many of the corridors and centers outside of the Central City where 50 percent of Portland's future population growth is estimated to occur. Many of the tools currently used, such as the discretionary Community Design Guidelines and the objective Community Design Standards had not been significantly updated since their initial implementation in the mid-1990s.

The changes include the creation of a new Purpose Statement that aligns the Design overlay zone with the intentions specified in the Comprehensive Plan, especially Chapters 3 and 4. The new Purpose considers Portland as a city designed for people and fulfills three tenets of design: building on context, addressing the public realm, and ensuring quality and resilience.

Other changes that support economic prosperity include updating the thresholds applicable to the design review process to align the city's regulations to projects with a greater development impact, providing greater flexibility in the use of different tools, reducing the overall number of design guidelines and providing alternative tools for smaller scale development in the Gateway plan district. This last item allows many projects within Gateway to use the objective design standards instead of requiring all proposals to go through a discretionary review. Several guidelines and standards have been created to encourage a range of development within the city's town and neighborhood centers, including providing commercial opportunities and developing corner plazas or active spaces.

Greater detail on these changes is provided within the findings below. The revisions made to the tools ensure that they align with updated economic goals and objectives of the Comprehensive Plan.

Human Health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

29. Finding. This guiding principle considers that, “Growing in centers and corridors to create complete neighborhoods is a core concept that brings together many facets to support human health.” The Comprehensive Plan expanded the Design overlay zone into many centers and corridors experiencing growth.

The amendments in DOZA include an emphasis on the urban design of these places to accommodate all people, through the update of the Design overlay zone’s Purpose Statement. This purpose statement includes the three tenets of design that provide the inspiration for the implementing tools. The three tenets, which include building on the area context, contributing to the public realm and promoting quality and long-term resilience, encourage opportunities for human interaction and activity. Many of the new design guidelines and standards encourage site and building designs that promote complete, active, healthy, comfortable and safe environments. Greater detail is provided within the goals and policies of the individual Chapters.

Several process and administrative changes are implemented to better clarify the role of public engagement within the land use process, and to make the criteria for project approval clearer to neighbors and people most affected by development.

Environmental Health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland’s air, water and land.

30. Finding. In general, the protection of the city’s natural resources and environment is achieved through application of our Environmental overlay regulations and Natural Resources Inventory. However, the new standards and guidelines built into the DOZA tool kit include several incentives to integrate the natural environment into the design of projects and would apply to areas not covered under our Environmental overlay zones. Provisions include new design standards that provide incentives for maintaining natural features and large trees on site, and for providing public views into these features. New design guidelines address the area context, creating positive relationships with surrounding and designing for the health and stewardship of the environment. Several standards and guidelines specifically address development that is adjacent to the Willamette River Greenway. In addition, the list of potential professions that can serve on the Design Commission have been expanded to include natural resource management.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

31. Finding. The DOZA project supports this guiding principle by shifting the focus of the Design overlay zone to be a more dynamic tool that creates more equitable inclusive and human-centered places. Many of the standards and guidelines encourage the opportunity to create spaces that can be used by all Portlanders, through incentivizing community benefits such as plazas, affordable commercial spaces, providing places for residents or the public to recreate, and providing opportunities to create spaces that consider the comfort and dignity of residents, workers, and visitors.

The sorting of the guidelines and standards into the three tenets of design simplify and focus the approval criteria and standards into a format that can be understood by a wider range of participants. The amendments include reducing the number of guidelines from 16 to nine. DOZA also includes process improvements both within and outside of the Zoning Code to make the hearing and public comment process more transparent to participants. This includes clarifying the role of the Design Advice Request (DAR) and providing information to attendees of the hearings room. DOZA also provides opportunities for smaller projects and alterations within the Gateway plan districts, as well as throughout the city to avoid the additional steps of design review, and in some cases avoid requirements of the Design overlay zone. This will reduce burdens to small businesses, and the owners of smaller residential projects.

DOZA includes an alternative process for affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of preliminary conversations. This removes some time and cost constraints for projects and may incentivize projects to provide a higher level of affordable housing.

Resilience. Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

32. Finding. The 2035 Comprehensive Plan describes resilience as “reducing the vulnerability of our neighborhoods, businesses, and built and natural infrastructure to withstand challenges – environmental, economic and social – that may result from major hazardous events.” The Design overlay zone was expanded as part of the Comprehensive Plan to apply to the low risk areas that are expected for higher levels of growth.

DOZA supports this Guiding Principle by prioritizing quality and long-term resilience as one of the three tenets of design supporting the purpose of the Design overlay zone. Design guidelines include Guideline 9 to “design for resilience, . . . ensuring adaptability to climate change and the evolving needs of the city”. New quality and resilience design standards incentivize green building practices, the use of reclaimed or certified wood and low carbon concrete. Both standards and guidelines consider providing ground floors with ceiling heights that allow the adaptability of uses over time. The context guidelines and standards encourage incorporating natural features and large trees into site design to help to minimize changes from natural hazards and climate change. Guidelines and standards also encourage the provision of open areas along the Willamette Greenway trail which may reduce future flood losses.

Chapter 1: The Plan

Goal 1.A: Multiple goals. Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

Goal 1.B: Regional partnership. Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

Goal 1.C: A well-functioning plan. Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and

Goal 1.D: Implementation tools. Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

Goal 1.E: Administration. Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

33. Finding. The DOZA project implements the goals and policies of the recent 2035 Comprehensive Plan update, by revising the regulatory standards and discretionary guidelines to align with the policy direction given in the Comprehensive Plan. The current regulations and processes applicable in the Design overlay zone were instigated over 20 years ago with only minor additions and adjustments since, and so were no longer an efficient and effective implementation tool. The revision of the tools and processes within the Design overlay zone bring the regulations in alignment with the goals and policies of the Comprehensive Plan as shown through the findings. These changes recognize that growth within Portland will be focused in many of the Centers and Corridors identified within the Comprehensive Plan and administered, in part, through these new regulations. The DOZA changes also align with the changes that have been made to the Metro Urban Growth Management Plan, as they focus on development within the centers and corridors where the Design overlay zone was added. The amendments support the Citywide and Regional Plans as listed in the Guiding Principles of the Comprehensive Plan. Notification of the DLCD and partner agencies was done in compliance with the regulations.

The Comprehensive Plan

Policy 1.1. Comprehensive Plan elements. Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
- **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035 including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City's public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.

- **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.

34. Finding. This policy ensures the maintenance of the elements of the Comprehensive Plan. The changes in DOZA update regulations that support and maintain the Comprehensive Plan. The new purpose of the Design overlay zone, and the revised exemptions, processes and tools align with the guiding principles, goals and policies of the Comprehensive Plan. The findings within this document indicate that support.

Supporting Documents

Policy 1.2. Comprehensive Plan supporting documents. Maintain and periodically update the following Comprehensive Plan supporting documents.

- 1. Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
 - Economic Opportunities Analysis (EOA)
 - Buildable Lands Inventory (BLI)
 - Natural Resource Inventory (NRI)
 - Housing Needs Analysis (HNA)
- 2. Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland's Urban Services Boundary. The Citywide Systems Plan (CSP) is the City's public facilities plan.
- 3. Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*
- 4. School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.

35. Finding. The amendments in DOZA work within the existing goals and objectives of the Comprehensive Plan and its supporting documents. They do not amend or change the impact of the supporting documents listed above.

Implementation tools

Policy 1.3. Implementation tools subject to the Comprehensive Plan. Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. *Implementation tools include those identified in policies 1.4 through 1.9.*

Policy 1.4. Zoning Code. Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

36. Finding. The Zoning Code is one of the main implementation tools of the Comprehensive Plan. The

changes to the Zoning Code through the DOZA project update the Zoning Code to ensure that the Design overlay zone regulations implement the new guiding principles, goals and policies of the Comprehensive Plan. This includes acknowledging the gradual shift of the purpose of the Design overlay zone from solely applying to existing, established developed areas to include areas anticipated for the majority of the City's growth over the next 20 years. This is reflected in the revised purpose statement for the Design overlay zone as well as in the new tools (guidelines and standards) that are used to review development projects. These changes update a portion of the Zoning Code that last had substantial changes more than 20 years ago, well before the Comprehensive Plan update.

The new purpose statement focuses the regulations in the Design overlay zone on the following three tenets: building on the context of an area, contributing to the public realm, and ensuring projects of quality and resilience. The focus on these new regulations is less on the architectural character and features of a proposal and more on the urban and site design elements that contribute to an area's growth over the long term.

Policy 1.5 Zoning Map. Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

37. Finding. The Zoning Map is the tool used to indicate the geographic representation of the implementing Zoning Code. DOZA is not changing any of the base zones within the Zoning Map. DOZA is removing the Design overlay from some older plan areas that are zoned R5 and R2.5 that were assigned the overlay in the 1990s. In many of these situations, such as in Sellwood-West Moreland, the main concern for the R2.5 zone was the potential for rowhouses built with garage-dominated front facades. Since that time, the single-dwelling zone regulations have added design standards within the base zone that address the original concerns. In addition, the focus of the overlay zone in the past decade has shifted from an emphasis on compatibility within a neighborhood to an emphasis to direct larger-scale growth. With the changes in the purpose and tools of the Design overlay zone instituted through DOZA, the mapping of the overlay in the single-dwelling zones has little applicability. Removal of the overlay ensures the maintenance of the maps in conjunction with the change of the regulations.

Policy 1.6 Service coordination agreements. Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

Policy 1.7 Annexations. Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation. See policies 8.11-8.19 for service extension requirements for annexations.

Policy 1.8 Urban renewal plans. Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

Policy 1.9 Development agreements. Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

38. Finding. DOZA is not proposing or amending any provisions related to Policies 1.6-1.9. The small changes to remove the Design overlay from some single-family zones occurs within Portland's service area. An area of approximately 12 homes zoned R2.5 along North Prescott St is within the Interstate Corridor Urban Renewal Area. However, removal of the Design overlay zone does not impact the availability to access this program in this area. All other areas that are scheduled to have the Design overlay zone removed are outside of Urban Renewal Areas. The DOZA project does not impact any existing development agreements.

Administration

Policy 1.10. Compliance with the Comprehensive Plan. Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

1.10.a Legislative amendments to the Comprehensive Plan's elements and implementation tools must also comply with the Guiding Principles.

1.10.b Legislative amendments to the Comprehensive Plan's elements should be based on the factual basis established in the supporting documents as updated and amended over time.

1.10.c Amendments to the Zoning Map are in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map.

39. Finding. This is a fundamental policy of the Comprehensive Plan that guides the manner in which the City Council considers amendments to the Plan itself or any implementing regulations, such as the Zoning Code. This policy requires the Council to consider whether, after considering all relevant facts, an amendment is equally or more supportive of the Comprehensive Plan. The City Council finds that an amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The City Council finds that the policy requires consideration as to whether amendments are equally or more supportive of the Plan *as a whole*. The City Council finds that amendments do not need to be equally or more supportive with individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, the City Council finds that there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. The City Council finds that there is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires City Council discretion in evaluating the competing interests and objectives of the plan.

DOZA is a legislative amendment to the Zoning Code, the Zoning Map, and the design guidelines that form the approval criteria to discretionary reviews. These findings identify how the amendments comply with the Comprehensive Plan. That is, the amendments are evaluated against the Comprehensive Plan's Guiding Principles, goals, and policies, as detailed throughout this set of findings. The factual basis of the Comprehensive Plan and its supporting documents are not changed by this ordinance.

The City Council finds that these amendments are equally or more supportive of the Comprehensive Plan than the existing Zoning Code, Zoning Map, and design guidelines. The current regulations and guidelines were developed under the previous Comprehensive Plan policies and objectives and were not updated with the change in focus in the application of the Design overlay zone to centers and corridors of growth. As illustrated throughout these findings, the amendments within DOZA are directly linked to the new Comprehensive Plan Goals and Policies, especially those related to Chapters 3, Urban Form and Chapters 4 Design and Development, which replaced previous Comprehensive Plan Goals from 1980. The amendments also incorporate the Urban Design Framework which serves as the blueprint for desired future development within the city. These amendments have also been shown to be consistent with the other goals and policies of the Comprehensive Plan update as shown in these findings.

Policy 1.11. Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary. Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland Metropolitan area.

Policy 1.12. Consistency with Statewide Planning Goals. Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

40. Finding. As illustrated under the findings above, the DOZA project remains consistent with the Metro Urban Growth Management Functional Plan and the Statewide Planning Goals. The project amends the implementation tools for the Comprehensive Plan and maintains the compliance with other planning documents and the Urban Growth Boundary.

Policy 1.13. Consistency with state and federal regulations. Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

41. Finding. The DOZA project was developed to be consistent with state and federal regulations. This includes recent changes to the Oregon Revised Statutes (ORS 197 and 227) related to local regulations for needed housing. DOZA clarifies the situations when clear and objective standards are used and ensures that land use decisions made through discretionary design review do not reduce the available floor area (i.e. density) granted through the city's zoning.

Policy 1.14. Public facility adequacy. Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

42. Finding. DOZA does not impact the development capacity of land in the city, nor does it revise any zone map entitlements, so the amendments do not impact the availability of public facilities and services.

Policy 1.15. Intergovernmental coordination. Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

43. Finding. As noted in Statewide Goal 2, notice was provided of the first evidentiary hearing to the Oregon Department of Land Conservation and Development who provided notification to other

partner agencies. BPS staff have also engaged in communication with other City Bureaus including the Bureaus of Transportation (PBOT) and Housing (PHB) to ensure the regulatory amendments do not cause conflict with other city programs.

In addition, BPS staff partnered with the Bureau of Development Services (BDS) to provide the opportunities for the Design Commission to discuss and make their recommendation on the Citywide Design Guidelines. This procedure is required since the Design Commission is the recommending body to the City Council on design guidelines. The process was similar to the review done under Policy 1.16. This included the initial discussion with staff and a consultant for development of the assessment portion of DOZA in 2016 – 2017. Further hearings and discussion took place as follows:

October 8, 2019 – PSC/Design Commission joint briefing on DOZA

October 22, 2019 – PSC/Design Commission joint hearing and testimony on DOZA

November 7, 2019 – Design Commission work session regarding their testimony on zoning code

December 5, 2019 – Design Commission work session on Quality and Resilience guidelines

December 19, 2019 – Design Commission work session on Public Realm guidelines

January 9, 2020 – Design Commission work session on Context guidelines

February 20, 2020 – Design Commission work session on guideline photos and introduction

March 12, 2020 – Design Commission work session to consider amendments to proposed guidelines

May 21, 2020 – Design Commission briefing and release of guideline amendments

June 4, 2020 – Design Commission review and approval of amendments to Citywide Design Guidelines

June 18, 2020 – Design Commission final review and vote of recommendation to City Council for Citywide Design Guidelines

Policy 1.16. Planning and Sustainability Commission review. Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

44. Finding. The Planning and Sustainability Commission (PSC) have had many opportunities to discuss and influence the recommendations brought forward to City Council. This included initial discussion with staff and a consultant for development of the assessment portion of DOZA in 2016 – 2017.

Further hearings and discussion took place during 2019 and 2020 as follows:

October 8, 2019 – PSC/Design Commission joint briefing on DOZA

October 22, 2019 – PSC/Design Commission joint hearing and testimony on DOZA

November 12, 2019 – PSC work session regarding their testimony on design guidelines

November 19, 2019 – PSC work session on purpose and thresholds

December 17, 2019 – PSC work session on Quality and Resilience design standards*

January 14, 2020 – PSC work session on Public Realm design standards

January 28, 2020 – PSC work session on design thresholds and process

February 11, 2020 – PSC work session on thresholds and Context design standards

February 25, 2020 – PSC work session to review the amendments to staff proposed draft

June 9, 2020 – PSC review and approval of amendments to draft zoning code

July 14, 2020 – PSC vote of recommendation for DOZA code and map amendments to City Council

Policy 1.17. Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

45. Finding. The Citizen Involvement Committee was appointed in June 2018 and reviews and advises the way City staff engage with the public in land use and transportation planning. While the workplan for DOZA was initially determined through the assessment completed in 2017, BPS staff met with the Committee in 2018 while the initial DOZA public outreach process was under way to gather ideas for contacting and notifying diverse members of the community.

Policy 1.18. Quasi-judicial amendments to the Comprehensive Plan Map. Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.

The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

46. Finding. This policy addresses Comprehensive Map amendments proposed through the quasi-judicial process and is not relevant to the legislative process for DOZA.

Policy 1.19. Area-specific plans. Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

1.19.a Area-specific plans that are adopted after May 24, 2018, should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

1.19.b Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

1.19.c Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

47. Finding. DOZA does not amend the language of any specific area plans. The DOZA changes affect the citywide application of the Design overlay zone. Some areas that were mapped with R2.5 and R5 zoning are having the Design overlay removed from the zone. In many cases with the R2.5 zone, this overlay was applied with an area specific plan and was added to address specific issues such as

the garage dominated row house. Since then, the base development standards in these zones have been updated to address many of these concerns, and the Design overlay zone is no longer necessary. In general, the area and community plans that included the Design overlay zone, including those with the Design overlay zone in single-family zones have been reviewed for relevant policy guidance. Specific responses to the area and neighborhood plan policies regarding urban design are contained within the section on area specific plans in Part IV.

Chapter 2: Community Involvement

Goal 2.A: Community involvement as a partnership. The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

Goal 2.B: Social justice and equity. The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Goal 2.C: Value community wisdom and participation. Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Goal 2.D: Transparency and accountability. City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

Goal 2.E: Meaningful participation. Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Goal 2.F: Accessible and effective participation. City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

Goal 2.G: Strong civic infrastructure. Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

48. Finding. The above goals are intended to promote community involvement that engages and values all members of the community, with emphasis on engaging the full diversity of affected community members. The preparation of these amendments provided numerous opportunities for meaningful community and stakeholder involvement. This included the following steps:

Design Overlay Zone Assessment. The city hired a consultant, Walker Macy in 2016 to review the city's existing Design overlay zone process and tools, in order to make recommendations on potential areas of change. As part of the assessment during 2016 and 2017, the consultant hosted several interview sessions with developers, architects, community members and city staff to help determine issues with the current regulations and process. In addition, the city worked with the consultant to host an equity focus group. The consultant met with both the Design Commission and the Planning and Sustainability Commissions during briefings open to the public. In addition, the city and consultant developed an online questionnaire and held a public open house to provide opportunities for the public to comment on initial observations that they had made. The consultant combined information gained from these interviews with the review of other city's regulations and the observation of built projects to develop a report of findings about the Design overlay zone. These findings were formally presented to the City Council in April 2017 at a session that included public testimony.

Discussion Draft. During the City Council hearing on the assessment, the Council directed staff to provide some of the potential amendments on an accelerated schedule. As a result, the staff initially put together a Discussion Draft containing code amendments impacting the Design overlay process, while also discussing the potential changes to the tools through a Concept Report. These initial drafts were released to the public in April 2018 and followed up with an Open House on May 5, 2018 and over 15 meetings with stakeholder and neighborhood groups. At the conclusion of the public outreach, staff realized that the package of guidelines and standards needed to be combined with the process changes to provide clarity and transparency for the proposal. The remainder of 2018 was spent finalizing the guidelines and standards and combining the document.

The combined DOZA Discussion Draft was released in February 2019. This was followed by a total of 61 meetings including open houses, focus group, stakeholder and neighborhood meetings and briefings. Information was also provided through the City's website. Staff tallied approximately 1,100 comments from 97 different participants. In some cases, participants collected their own surveys to submit. The comments were received by individuals, bureaus or agencies, community and advocacy organizations and neighborhoods. These comments were reviewed and led to changes in some cases for the Proposed Draft.

Proposed Draft. The Proposed Draft was released in September 2019 and notice was sent via email of the upcoming hearing to nearly 700 recipients who had expressed an interest or participated in past DOZA discussions. Addition mailed notice was sent to over 350 recipients who are part of the legislative notice list to be notified of all planning projects and hearings, resulting total noticing of over 1000 recipients. The Form 1 notice was posted with DLCD in accordance with requirements. Additional information was posted on the city's website.

A joint hearing held with the Planning and Sustainability Commission and the Design Commission was held on October 22, 2019, following a joint briefing on October 5. Written and oral testimony were heard by both Commissions. A total of 168 distinct pieces of testimony were received, although some individuals submitted multiple pieces of testimony. The record for comment was held open until November 15, 2019. Similar to the comments received during the Discussion Draft, testimony was submitted by a wide range of residents, businesses, developers, contractors, and housing advocates. After the close of the hearing, each Commission deliberated at several follow up work sessions between December 2019 and June 2020. The Design Commission made their recommendation for the Design Guidelines on June 18, 2020 while the Planning and Sustainability Commission made their recommendation on July 14, 2020.

Recommended Draft. The Recommended Draft was released in November 2020, although a formal Council hearing date had not yet been established. Starting in 2021, staff sent emails to those who had participated in past events to notify them about the release and to offer to provide follow-up information. During March and April, staff met with several neighborhood and stakeholder groups to provide updates on the project and discuss tentative Council dates. The MapApp testimony database was re-opened at this time.

On April 23, 2021, the City sent a legislative notice of the City Council Hearing to the City's legislative list, those who testified to the PSC on the proposed draft and supplied contact information and interested parties.

City Council held a public hearing for the Recommended Draft in accordance with the COVID-19 executive order sent by Governor Brown in 2020, which requires local governments to conduct public meetings by telephone, video, or other electronic means whenever possible. The Bureau of Planning and Sustainability has continued to proceed with public noticing and the holding of public hearings following the guidelines of the order. The virtual public meeting was held on May 12, 2021, using the Zoom platform. It was free to participants and it allowed them to provide testimony by phone or computer. Participants were given 3 minutes to testify. Participants could also watch the hearing on YouTube with closed caption accommodations. The City Council closed the hearing on May 12 but kept the MapApp open for written testimony until May 14, 2021, giving ample time for the public to comment on the recommendation.

City Council heard oral testimony *from* 52 people in addition to receiving over 230 written pieces of testimony.. Common points within the testimony included both support and opposition to the raised height limits under which the objective design standards can be used, concerns about how the design review process can impact housing, including affordable housing, requests by several close-in neighborhood and business groups to consider more context sensitive guidelines and standards, and requests to require ground floor commercial for new development within the boundaries of the Arbor Lodge neighborhood.

In response to this testimony, staff held open and transparent work sessions with Council on May 26, 2021 to identify possible revisions to the proposals and discuss issues. The work session resulted in a list of seven sets of code amendments and an amendment to the implementing ordinance. The amendments were initially sponsored by individual Commissioners and incorporated both their concerns and the public's concerns. The amendments included the following topics:

1. Bridges
2. Makeup of the Design Commission
3. Main Street Standards Option
4. Affordable Housing Review Procedure
5. Thresholds for Design Review
6. Technical Amendments
7. Ground Floor Active Use in Arbor Lodge
8. Ordinance Directive to Create Future Character Statements

A second public hearing was held on June 10, 2021 to consider the amendments suggested by Council. The opportunity to testify was reopened on June 3, and over 100 additional pieces of written testimony was provided, and more than 30 people testified at the hearing.. Council did not make a motion on the amendment to the threshold height or for use of the design standards, stating that they agreed with the PSC and testimony stating that the standards achieved parity without requiring design review. They also did not make a motion for a standard to require ground floor retail in the

area of Interstate Avenue, in the Arbor Lodge neighborhood, stating that existing standards already provided incentives to both provide ground floor commercial, and to make it affordable. Other amendments were approved as presented, with the exception that Item 4 included an amendment to require affordable housing projects electing the Type II design review procedure to first hold a design advice request with the Design Commission. Council felt that this preliminary meeting ensures that potential development issues are considered before the formal review, which can reduce overall land use review time.

Staff presented amended exhibits of the staff report and code amendments, revised findings, and a revised ordinance for vote on June 23rd. Final approval of the project was made on June 30, 2021.

The events and outreach strategies summarized here demonstrate consistency with the requirements of Statewide Planning Goal 1.

Summary: In summary, the public engagement process provided opportunities for interested parties to comment on and influence the Recommended Draft and the final decision before City Council. To support these notices, the BPS website had a project page with the available documents; a Map App page with a testimony function; and BPS staff presented at community meetings and drop-in hours to explain and answer questions regarding the Proposed Draft.

The public was provided opportunities to express concerns and suggest amendments in front of both the Planning and Sustainability Commission, the Design Commission, and City Council. The outreach and engagement process utilized various methods and forums to interact and solicit input from a wide variety of perspectives. Staff made presentations to community groups and provided one-on-one communication with individuals and organizations requesting information, supporting the goal of meaningful community involvement.

Partners in decision making

Policy 2.1. Partnerships and coordination. Maintain partnerships and coordinate land use engagement with:

2.1.a Individual community members.

2.1.b Communities of color, **low-income populations, Limited English Proficient (LEP) communities**, Native American communities, and other under-served and under-represented communities.

2.1.c District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

2.1.d Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

2.1.e Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

2.1.f Institutions, governments, and Sovereign tribes.

49. Finding: This policy directs the City to maintain partnerships and coordinate community engagement on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. Nevertheless, these partnerships were engaged to determine initial interest in the project, through interviews and open houses starting with the consultant assessment in 2016. These were maintained throughout the legislative amendment

process in 2018 through 2021 depending on the group's interest, as shown in the finding for Goals 2A through G above. Staff conducted on-going communication and responded to requests for additional information from neighborhood associations, coalitions, community-based organizations, under-represented communities as well as individuals among others.

Policy 2.2. Broaden partnerships. Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

50. Finding: This policy directs the City to work with coalitions and associations to increase participation and improve communication on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. However, DOZA provided several opportunities for comment and participation during the project as shown under the finding for Goals 2A through, and as evidenced by the range of comments and testimony received. The city was engaged with a breadth of partners to increase participation from these organizations and better reflect the diversity of the people served by them.

Environmental justice

Policy 2.3. Extend benefits. Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

51. Finding: The 2035 Comprehensive Plan defines “ensure” to mean “to make something certain; to make sure that something will happen or be available”. The intent is to provide opportunities for community benefits to be available through land use investments. While DOZA does not change the types of city improvements that can benefit under-represented communities, it is consistent with this policy within the Design overlay zone by expanding the improvements encouraged through guidelines or standards to include features that can benefit residents or tenants livability, such as open areas, operable windows and window shades. It also provides incentives for development to provide welcoming places for the public to “pause, sit, and interact”, including plazas, seating areas along the public realm, and weather protection along street frontages. Additional provisions encourage development to consider the social and historical context of an area when considering the features of a development.

Policy 2.4. Eliminate burdens. Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

2.4.a, Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

2.4.b, Use plans and investments to address disproportionate burdens of previous decisions.

52. Finding: The intent of this policy is to have plans and investments contribute to the elimination of the disproportionate burdens over the duration of the planning period. DOZA will apply new guidelines and standards that can provide benefits to residents and tenants as stated in the finding for 2.3. DOZA also amends the review process for affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design

review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This can reduce the process barriers for new affordable housing developments which could mitigate for potential loss of affordable housing in the neighborhood. In addition, the guidelines include introductory language on page 9 for every review to consider the historical impact of development on underserved populations.

Invest in education and training

Policy 2.5. Community capacity building. Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

Policy 2.6. Land use literacy. Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

Policy 2.7. Agency capacity building. Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

53. Finding: These policies address broad approaches to educating community members and City staff about planning processes and are not applicable to this project given the project scope. As noted in findings 2.1 and 2.2, DOZA engaged partnerships through on-going communication and provided additional information in meaningful and culturally appropriate ways to better enable these community partners to convey important project information and engage their members.

Community assessment

Policy 2.8. Channels of communication. Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

54. Finding: The intent of this policy is to create the opportunity for the community and advisory committees to have opportunities to communicate their issues and concerns to the PSC and City Council outside of the formal legislative process. The DOZA changes are a legislative process with formal opportunities to testify to communicate directly with the recommending commissions and City Council. Therefore, this policy does not apply.

Policy 2.9. Community analysis. Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

Policy 2.10. Community participation in data collection. Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

Policy 2.11, Open data. Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

55. Finding: Policies 2.9 through 2.11 concern how the City collects and makes available data that supports land use decisions. In this case, the City worked with a consultant to develop an assessment of current Design overlay zone regulations and processes. This included surveying

community members and stakeholders in the process, holding interviews, analyzing and viewing land use cases and projects, and reviewing best practices elsewhere. This led to recommendations made from the assessment that helped inform the regulatory package in the legislative proposal.

Transparency and accountability

Policy 2.12. Roles and responsibilities. Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

Policy 2.13. Project scope. Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

Policy 2.14. Community influence. At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

Policy 2.15. Documentation and feedback. Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

56. Finding: The Comprehensive Plan defines establish as to “create something, such as a program or project, that does not exist and defines provide as “to supply, offer, or make available”. DOZA is a legislative project, so it is bound by the requirements of local and state law. As described in the findings above, the legislative process was clearly outlined in notices, documents and on the project website as to how to testify to influence the Proposed Draft at the joint hearing of the Planning & Sustainability and Design Commissions, who each made further amendments to the proposal. The Recommended Draft was published with information about how to testify.

Throughout this process, BPS staff contacted, met with, and coordinated with stakeholders to inform them how to engage in the decision-making process, how the process was structured, and additional opportunities to participate when such opportunities existed. Findings on this outreach are included in this document.

During the review phases of the project, BPS staff presented at various community meetings to inform people of the proposed amendments. All meetings and events were open to the public and included opportunities for public comment. Subsequent drafts included summaries and commentary providing information on the rationale for the amendments and the community involvement process.

Community involvement program

Policy 2.16. Community Involvement Program. Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

Policy 2.17. Community engagement manual. Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

Policy 2.18. Best practices engagement methods. Utilize community engagement methods, tools, and technologies that are recognized as best practices.

Policy 2.19. Community Involvement Committee. The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

Policy 2.20. Review bodies. Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas.

Policy 2.21. Program evaluation. Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

Policy 2.22. Shared engagement methods. Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community.

Policy 2.23. Adequate funding and human resources. Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.

57. Finding: Policies 2.16 through 2.23 address the City's Community Involvement Program, including the Community Involvement Committee, and are not applicable because the amendments in DOZA do not change this program. During the project assessment, Discussion Draft, and legislative process, community members were afforded opportunities to be involved in and inform all phases of the planning process which meet the goals and purposes of the community involvement program.

Process design and evaluation

Policy 2.24. Representation. Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

Policy 2.25. Early involvement. Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

Policy 2.26. Verifying data. Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

Policy 2.27. Demographics. Identify the demographics of potentially affected communities when initiating a planning or investment project.

Policy 2.28. Historical understanding. To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

Policy 2.29. Project-specific needs. Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

Policy 2.30. Culturally-appropriate processes. Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

Policy 2.31. Innovative engagement methods. Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

Policy 2.32. Inclusive participation beyond Portland residents. Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

Policy 2.33. Inclusive participation in Central City planning. Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

Policy 2.34. Accessibility. Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

Policy 2.35. Participation monitoring. Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

Policy 2.36. Adaptability. Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

Policy 2.37. Process evaluation. Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

58. Finding: Policies 2.24 through 2.37 address how the community involvement program is designed and developed to support planning and investment projects. The community involvement began during the assessment phase, done in conjunction with the consultant Walker Macy in 2016. This involvement was targeted to those familiar with or impacted by the City's Design overlay zone, and included focused interviews with architects, staff and residents involved in the development process. Outreach also included an online survey and an open house in the city offices. This information helped inform the findings and recommendations of the assessment report presented to City Council in 2017.

During the development of the Discussion Draft, staff worked with the BPS equity specialist and with the Community Involvement Committee to discuss outreach strategies. Staff engaged with a wide range of neighborhood, business and stakeholder groups during two phases in 2018 and 2019,

which related to the two releases of the Discussion Draft. Groups included the neighborhood coalitions and associations, business associations, architects, the sign industry, advocates with the neighborhood prosperity initiative that supports developing business areas such as Cully and Rosewood. Staff also hosted two open house information sessions. One was held in the SE neighborhood in March 2019 and one was held as part of Design Week in April 2019. To supplement the outreach, the BPS website had a project page for DOZA which included information and documents, information on the open houses and opportunity to provide comment. Overall, staff attended approximately 60 meetings or events, including standing meetings hosted by other groups, and received approximately 1100 comments from nearly 100 sources. Some of the sources were made up of multiple individuals. Comments received during this phase were considered for implementation into the amendments for the Proposed Draft. This included concerns from business owners from the neighborhood prosperity initiative concerned with adding regulatory burdens to areas considered for Design overlay expansion.

For the Proposed Draft release and schedule of hearing, information was provided on the website and a link to the City's MapApp was provided for individuals to provide testimony to the Planning and Sustainability Commission (PSC) and to the Design Commission. The link to the MapApp was also provided as part of the legislative notice and through email communications with interested individuals who had signed up for notification. During this hearing process, a total of 168 pieces of testimony were provided including 36 people who testified orally at the hearing. These comments were considered by both Commissions during their work sessions over the following 6 months in 2020.

The Recommended Draft from the joint decisions of the PSC and the Design Commission was released in November 2020. Starting in January 2021, staff began contacting interested stakeholders and sending out email information about the draft. BPS staff updated the web site to provide access to the Recommended Draft and a summary of the changes made by the PSC and the Design Commissions. On request, staff attended meetings from stakeholders with an interest in the updated draft. On April 23, 2021, the City sent a legislative notice to interested parties, and others that participated in the PSC/Design Commission hearing to inform them of the opportunity to testify at the May 12, 2021 City Council public hearing, and provided email notification of the hearing to the email and contact list.

Information design and development

Policy 2.38. Accommodation. Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

Policy 2.39. Notification. Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

Policy 2.40. Tools for effective participation. Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

Policy 2.41. Limited English Proficiency (LEP). Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

59. Finding: Consistent with Policies 2.38 – 2.41 and BPS community involvement practices, meetings, open house events, and all public meetings, described in more detail in the findings above, were

held at locations that could accommodate people with disabilities, meetings were noticed, and information was provided online. Information about accommodation and translation was provided on all notices. The city maintained an email and contact list and provided updates to those on the list to announce decisions and upcoming events during the years of amendment development and legislative process. BPS also provided updates through the website and as part of the BPS Planning Project monthly notification. The City sent a legislative notice of the PSC/Design Commission hearings to interested parties, including neighborhood associations, business associations, and other affected jurisdictions, that have requested notice of proposed land use changes. The City also sent a legislative notice on April 23, 2021 to interested parties, and others that participated in the PSC/Design Commission hearing to inform them of the opportunity to testify at the May 12, 2021 City Council public hearing, and provided email notification of that hearing and the follow up amendment hearing on June 10, 2021 to the email and contact list. In accordance with COVID-19 guidelines, these meetings were held through the Zoom platform and broadcast on YouTube with Closed Captioning

Chapter 3: Urban Form

GOAL 3.A: A city designed for people. Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

60. Finding: This goal calls for a built environment that supports the ability of Portlanders to meet their needs, including but not limited to needs for housing, employment, commercial and community services, education, and access to recreation and open space. It is the basis for how the City of Portland will guide the future of the built environment. This goal promotes a number of important outcomes, including prosperity (which the Comprehensive Plan defines as including the prosperity of both households and businesses), health, equity (which the Comprehensive Plan defines to be when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential), and resilience (which the Comprehensive Plan defines as the capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment). This goal also calls for the City to be involved in fostering development and public investments that reduce disparities, which means reducing disparities among all Portlanders and Portland communities in access to resources that are essential for achieving equity, such as household income and access to housing, quality education, and services. A desired outcome of this goal is therefore to create a healthy connected city in which Portlanders can meet their needs for housing, employment, services, transportation, social connections, and have access to recreation and nature.

The changes in DOZA use this goal, as well as the other Urban Design Goals as the blueprint for many of the code amendments, starting with the revision of the Purpose Statement used to define the Design overlay zone. The new Purpose Statement, as copied below embodies this goal:

"The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy."

The Citywide Design Guidelines and objective design standards are the tools used to implement this purpose. These standards and guidelines include several measures to ensure and encourage development to consider the need of residents and workers through the provision of active spaces, plazas and open areas, the standards and guidelines promote interaction between the public and private realms, and consider resiliency by designing buildings, and using materials, that are both long lasting and adaptable to changing conditions and consider the context of natural features on site and in the area. More detailed information is provided under the individual policies below.

GOAL 3.B: A climate and hazard resilient urban form. Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

61. Finding: The purpose of this goal is to link the impacts of development and the built environment and the region's climate and natural environment. By reducing carbon emissions, natural hazard risks and impacts, and improving the city's resilience to the effects of climate change, the city and the people who live and work here are in a stronger position to survive and prosper. This future is supported when development contributes to a compact urban form, through sustainable development practices such as energy-efficient development and green infrastructure, and by supporting active transportation such as walking, bicycling and transit.

As mentioned above, the changes to the Purpose of the Design overlay zone, as well as the tools to implement that purpose, are aligned with this and the other Goals for urban form. The Purpose Statement recognizes the need to build in harmony with nature and design buildings to be resilient and support alternative ways of mobility. New standards and guidelines further support developing sustainable systems such as solar arrays, ecoroofs and shading or reducing parking areas, as well as encouraging the reuse of materials. More specific detailed findings are found within the findings for individual policies.

GOAL 3.C: Focused growth. Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

62. Finding: This goal reflects the 2035 Comprehensive Plan's preferred growth scenario, which calls for 30 percent of the growth in the Central City, with Centers and Corridors accommodating 50 percent of new housing units, while the single-family residential areas account for the remaining 20 percent of growth. As a result, implementing land use strategies should contribute to meeting these growth percentages.

As part of the Comprehensive Plan update effective in 2018, several of the Centers and Corridors were assigned the Design ('d') overlay to provide this tool to the areas of concentrated growth. The changes brought forward through DOZA align the implementing regulations and tools with the growth strategy goal of Goal 3C, since the current Design overlay regulations were last updated well

before the approval of the Comprehensive Plan update. Both tool sets (guidelines and standards) implementing the Design overlay zone provide guidance specific to development along corridors and within the city's town and neighborhood centers. Several standards under Context and Public Realm specifically apply to these areas with a higher level of service and amenities and guide development to provide features that support the public realm in these areas. More specific detailed findings are found within the findings for individual policies.

GOAL 3.D: A system of centers and corridors. Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

63. Finding: The intention of this goal is to identify the role of the interconnected system of designated centers and corridors as central to the organization of Portland's urban form and transportation networks. The update to the Comprehensive Plan has laid out the policy while the changes instituted through DOZA help to implement the policy by updating the regulations and tools that apply to development in the centers and corridors that include a Design overlay zone. Similar to 3C, these tools, including the new guidelines and standards, provide focus to these centers and corridors and support the provision of active spaces, and a mixture of uses. Specific provisions in the guidelines and standards encourage commercial ground floor activity, and guidance to place the buildings and entrances toward the street encourage active and healthy communities. See below for findings to specific policies.

GOAL 3.E: Connected public realm and open spaces. A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

64. Finding: The City of Portland currently includes a diverse network of parks, streets, City Greenways, and other public spaces that provide connections and support community interaction. Projects in the Transportation System Plan (TSP) and Citywide Systems Plan (CSP) will continue to improve upon this network as those project designs are undertaken. While DOZA does not amend these plans or the application public streets and parks, the amendments are consistent with these plans by encouraging opportunities to provide plazas, open spaces, gardens and natural areas to augment the facilities that are publicly owned. This is done through design guidelines and standards that encourage private developers to include these spaces for the enjoyment of residents and the public. Spaces such as these, even on private property can support community interaction and provide gathering spaces and opportunities for more active living. Encouraging gardens and play areas provide more healthy opportunities for outside interaction. Encouraging balconies and views between the public spaces and private buildings create opportunities of informal interaction.

GOAL 3.F: Employment districts. Portland supports job growth in a variety of employment districts to maintain a diverse economy.

65. Finding: This goal works in conjunction with the policies within Goal 6, Economic Development to promote a diverse range of employment opportunities through the city. In general, the City's Design overlay zone do not apply within the industrial and employment districts. However, the process and tools implemented through DOZA encourage a range of mixed-use development within the Design overlay zone. Some standards encourage the provision of affordable commercial space within mixed use zones. As a result, DOZA is consistent with this goal where it may apply.

GOAL 3.G: Nature in the city. A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

66. Finding: This goal relates to achieving a system of habitat corridors, which include protected open space such as Forest Park, habitat areas such as stream corridors, and swaths of tree canopy, the concept for which is shown in Comprehensive Plan Figure 3-6 (Urban Habitat Corridors). The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. While DOZA does not directly impact the city's NRI or its environmental overlay zones, the project is consistent with this Goal by encouraging development to incorporate natural areas, strands of trees and other open space into its site planning through the design standards and guidelines. These tools are intended to satisfy the Purpose of the Design overlay zone as stated above, including designing a city for people in harmony with nature.

Citywide design and development

Policy 3.1 Urban Design Framework. Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

67. Finding: Inclusive and enduring places are those that are both accessible and welcoming to residents, tenants, visitors and others, and that can provide a variety of services to maintain complete neighborhoods. These places are intended to be concentrated in the Centers and Corridors defined in the Urban Design Framework (UDF). The UDF provides guidance on the built and natural form of Portland, indicating in Comprehensive Plan Figure 3-1 a diagrammatic arrangement of centers, corridors, city greenways, urban habitat corridors, and pattern areas. The UDF identifies centers and corridors where the majority of commercial and housing development is intended to be concentrated. The UDF is also a resource document intended to link the current development pattern with the future context of the city.

DOZA supports the UDF by designing its processes and tools around the centers, corridors and transit station concepts of the UDF. It also uses the UDF as a source document in the references within the introduction to the Citywide Design Guidelines to the UDF as a foundational document for the guidelines. This includes references to the UDFs breakdown of Portland into four distinct layers: pattern areas, centers, corridors and transit stations. Further, Guideline 1 of the Citywide Design Guidelines uses the UDF as a measure of determining the character, local identity, and aspiration of a place where a development is being proposed. In addition, the objective design standards promote site and building designs to align with the Citywide Design Guidelines and the UDF. Lastly, many of the guidelines and standards encourage development to both provide welcoming public spaces and measures to ensure the development is enduring and resilient. In this way, the changes in DOZA implement and support the Urban Design Framework and the policy. Future work, as directed by the ordinance will consider contextual responses for area and neighborhood plans through development of character statements within the Citywide Design Guidelines and potential new standards specific to these areas.

Policy 3.2. Growth and stability. Direct most growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.

68. Finding: This policy reflects the Comprehensive Plan preferred growth scenario which calls for roughly 30% of the housing growth in the Central City, centers and corridors accommodating about 50% of new housing units, while the single-family residential areas accounting for the remaining 20% of growth. This strategy focuses office and commercial growth in the centers and corridors

while industrial and employment growth is spread amongst the industrial sanctuaries, centers and corridors. DOZA does not change the underlying development allowances of the base zones or plan districts, but it is consistent with this policy by updating the tools used to implement the Urban Design Framework (UDF). Both the guidelines and standards include provisions to ensure that development within the centers and corridors contains a mix of uses, and provides amenities for residents, workers and visitors. The guidelines are approval criteria which are analyzed during the discretionary design review process, while the standards are objective regulations that are reviewed during a building permit instead of through a discretionary design review. Several standards under Context and Public Realm are specific to sites within town or neighborhood centers. Other standards apply to areas of transition to residential neighborhoods and encourage contextual responses, such as residential entries.

Policy 3.3. Equitable development. Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all Portlanders.

3.3.a. Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.

3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

3.3.c. Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.

3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

3.3.f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts to private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

69. Finding: This set of policies is intended to ensure that areas targeted for growth and public investments are done in a way that minimizes or mitigates the potential effects of this growth on the displacement of communities and the level of affordability of housing and services in the community. DOZA does not directly impact the siting of public facilities but may affect them if they are located within the Design overlay zone. Although DOZA does not impact past policy decisions determining areas of growth, it is intended to work in conjunction with other city regulations such as inclusionary housing to provide avenues to minimize and mitigate impacts of new development on underserved communities. In addition, the new Citywide Design Guidelines address the historical disparities that have been exacerbated through past development practices, as evidenced

on Page 9 of the Citywide Design Guidelines. Guideline 1 encourages new development to build on the social characteristics of a place, “such as the histories, cultures, and needs of the communities it serves”. It encourages developers to listen to community voices as well as official city documents. The alternative objective design standards provide incentives for new development to provide affordable commercial space as part of a development. In addition, the use of the standards and their scoring alternatives can encourage the use or expansion of existing buildings which could keep certain physical development as part of a community’s identity. The development of character statements in the guidelines to accompany future area planning can further build on this policy.

Policy 3.4. All ages and abilities. Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

70. Finding: This policy is focused on creating a supportive built environment for all people, children, the elderly and people with disabilities. This policy is especially relevant in the Zoning Code in relationship to requirements for outdoor spaces that support active living and ensure that the built environment accommodates the needs of people of a variety of abilities, including those with mobility limitation. DOZA is consistent with this policy through guidelines and standards that provide opportunities for outdoor spaces within development projects that encourage recreation, contemplation and social interaction. Several development standards award points for developing plazas connected to the public realm as well as for providing outdoor recreation areas. These standards work with the building code requirements for accessibility to ensure that they can be visited by people of all abilities. Projects subject to the new Citywide Design Guidelines are encouraged to provide amenities including places to “pause, site and interact” within Guideline 05 as well as through Guideline 07 for “thoughtful site and building design” which includes ideas for plazas, courtyards and pedestrian walkways.

Policy 3.5. Energy and resource efficiency. Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

71. Finding: DOZA supports this policy on many levels. The new guidelines and standards encourage the inclusion of sustainable building principles, including the use or reuse of sustainable or existing materials, the inclusion of green building practices including solar panels, ecoroofs and the shading of vehicle areas, as well as through incorporating nature into the built environment. DOZA also encourages, through both its guidelines and standards, development and site planning that benefits those that use active transportation modes over the use of single occupancy vehicles. Excessive parking is discouraged, and the guidelines and regulations further encourage buildings to be accessible to the public realm.

Policy 3.6. Land efficiency. Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

72. Finding: DOZA does not change or limit any policies for the more efficient use of urban land, but is consistent with this policy by supporting the city’s existing zoning and UDF to encourage the greatest investment within areas anticipated for growth within the Design overlay zone. DOZA formalizes the policy through its zoning amendments that design review cannot dictate a reduction in floor area or height that is granted through the zoning code unless that granting is specifically subject to approval through design review, such as for certain current height bonuses. This ensures that the discretionary design review process promotes the intensification of urban lands where the growth has been allocated.

Policy 3.7. Integrate nature. Integrate nature and use green infrastructure throughout Portland.

73. Finding: DOZA is consistent with this policy because it is intended to work with existing regulations to integrate nature and use green infrastructure, such as the environmental zone regulations and documents such as the Stormwater Management manual. DOZA also supports this policy through the application of guidelines and standards that encourage the integration of nature through the preservation of existing trees, the planting of new evergreen strands, and by encouraging the preservation of other natural features. Green infrastructure may be integrated by applying the guidelines and standards that encourage natural shading, ecoroofs or solar installations.

Policy 3.8. Leadership and innovation in design. Encourage high-performance design and development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

74. Finding: Similar to Policy 3.7 above, DOZA supports this policy through the tools by encouraging sustainable building practices, providing opportunities for reuse of buildings and materials, and providing guidelines and standards that ensure livability measures for residents and tenants of buildings by providing open space, operable windows and buildings that can adapt over time. Guideline 9 and several standards under the quality and resilience sections support this policy. These provisions will work with advances in other city and state codes and regulations.

Policy 3.9. Growth and development. Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

75. Finding: The Comprehensive Plan defines evaluate to "assess the range of outcomes and identify costs and benefits". This policy asks to consider potential outcomes of the new tools and processes on existing neighborhoods and residents. Although DOZA does not change the public planning and investment decisions that guide new growth and infrastructure, it provides guidance within the Design overlay zone on how the development may relate to existing character. The new guidelines and standards work with other city policies such as inclusionary housing to mitigate the impacts of new development on underserved communities. See the finding for Policy 3.3 for more information.

Policy 3.10. Rural, urbanizable, and urban land. Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed, and full urban services are extended.

76. Finding: DOZA augments Portland's regulations within the Design overlay zone of the City Limits and do not apply outside the Urban Growth Boundary. This policy does not apply.

Policy 3.11. Significant places. Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges

- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

77. Finding: Enhance means to intensify, increase, or further improve a situation. DOZA supports this policy through the implementation of its tools; the Guidelines and Standards, that apply to projects within the Design overlay zone. The Guidelines include provisions to address area and site context as part of Guidelines 1 through 3. Each of these guidelines requires the development to consider and build on the social and physical context of the area, starting at the level of the neighborhood and then focusing from adjacent sites down to the characteristics of the actual building site. While the new design standards need to provide an objective path to an approval, they also provide regulations based on a sites location in a town or neighborhood center or whether it is located adjacent to historic landmarks or natural features such as the Willamette River. These provisions apply to public buildings as well as private buildings. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address significant places if these areas are within the Design overlay zone. Lastly, new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission.

Centers

Policy 3.12. Role of centers. Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

78. Finding: Enhance means to intensify, increase, or further improve a situation. DOZA supports this Policy by updating the processes and tools used to apply within the Design overlay zone. These overlay zones were expanded as part of the Comprehensive Plan Update to apply to several additional neighborhood and town centers. As a result, the language within the Design overlay zone, from the Purpose Statement to the review thresholds, to the new design standards and the Citywide Design Guidelines has been updated to acknowledge the role that centers play in creating complete neighborhoods. This rewrite is intended to complement the individual base zones that assign varying intensities to the centers as well as with the Centers Main Street overlay zone. The new guidelines and standards are specifically written to address the hierarchy of centers and corridors within Portland as laid out in the Urban Design Framework (UDF) which is specifically referenced within the guidelines. Specific guidelines and standards encourage the creation of active ground floor uses, link the public realm with private development, encourage the provision of plazas and open areas, and minimize 'back of house' provisions such as utilities, parking and storage areas. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

Policy 3.13. Variety of centers. Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

79. Finding: DOZA implements this policy by providing new guidelines and standards that recognize the range of centers developed through the UDF. Guidelines are tailored to provide consideration for approval that are tailored to the intensity of the center. Standards provide a menu of options to allow applicants some leeway on what design features to include in the development, which can allow for geographically focused design based on an area's features.

Policy 3.14. Housing in centers. Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

80. Finding: DOZA does not impact housing capacity which is determined through the City's Comprehensive Plan and Zone Map, and the standards located in the base zones and plan districts of the Zoning Code. However, the amendments to support housing that provides amenities for residents, contributes to the public realm and is sustainable and adaptable over time. These provisions are encouraged through the Citywide Design Guidelines and objective design standards that implement the Design overlay zone when the zone is applied in centers.

Policy 3.15. Investments in centers. Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

81. Finding: The amendments in DOZA do not impact the planned public investments of the Capital Systems Plan (CSP) or the Transportation Systems Plan (TSP), but they provide the guidance for development on parcels within centers to provide services and amenities that are accessible to the public realm of the center. This includes guidelines and standards that encourage plazas and open spaces, ground floor active uses in spaces that are resilient and can change as the center changes.

Policy 3.16. Government services. Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

82. Finding: The amendments in DOZA do not change the types of uses that can go into the centers but do encourage development on parcels to provide plazas, open spaces and ground floor active uses through application of the design guidelines and standards to development subject to the Design overlay zone.

Policy 3.17. Arts and culture. Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

83. Finding: The Comprehensive Plan defines ensure as to make certain or make sure it is available. The policy is intended to ensure that regulatory plans provide the opportunity for art and culture within centers. DOZA supports this policy through the application of the design guidelines and standards that encourage the provision of public art or water features as part of development. This includes standards PR21 and 22 and Guideline #5. Providing these features helps a development to gain discretionary design review approval or meet the objective standards.

Policy 3.18. Accessibility. Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

84. Finding: DOZA supports this policy through the application of the design guidelines and standards. These guidelines and standards encourage buildings and entrances to locate adjacent to the street,

or for development to provide plazas accessible to the public realm. Guidelines and standards also encourage places to pause and rest along the sidewalk or while waiting for public transit. These guidelines and standards work together with the building codes to ensure that public areas are accessible to those of all abilities.

Policy 3.19. Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

85. Finding: DOZA does not directly impact the public connections and streets that connect centers to each other. However, the amendments do promote the connection of buildings and development on a site to the public realm, so they are consistent with this policy.

Policy 3.20. Green infrastructure in centers. Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

86. Finding: DOZA supports this policy by encouraging these features in a development. See the findings under Policies 3.7 and 3.8 for more information.

Central City

Policy 3.21. Role of the Central City. Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

Policy 3.22. Model Urban Center. Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

Policy 3.23. Central City employment. Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 3.24. Central City housing. Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services.

Policy 3.25. Transportation hub. Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

Policy 3.26. Public places. Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

87. Finding: The Central City is recognized as the regional hub for the Portland Metropolitan area and these policies provide the desired characteristics and functions of the Central City. While the Central City does include large areas with the Design overlay zone, it has its own set of review tools in the form of the Central City Fundamental Design Guidelines and various sub-district guidelines. Projects in the Central City do not have the option of meeting the revised objective design standards instead of a review.

However, DOZA supports the policies in the Central City by clarifying and simplifying some of the exemptions to the Design overlay. Many of these exemptions apply to the Central City. DOZA also

clarifies the thresholds that determine the type of design review to be based upon the size and height of a project, rather than based upon a dollar threshold. In addition, these amendments provide a single set of thresholds for all projects within the Central City, in contrast to the current system where review types change by the district or side of the street a project is located. These amendments provide a more universal design review process that applicants, staff and the public can more easily understand and navigate. The simplification and more consistent approach of the design review process will allow the focus of a Central City design review to shift toward a discussion on the approval criteria which are the applicable guidelines, and away from the administrative confusion. In addition, amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review.

Gateway Regional Center

Policy 3.27 Role of Gateway. Encourage growth and investment in Gateway to enhance its role as East Portland's center of employment, commercial, and public services.

Policy 3.28 Housing. Encourage housing in Gateway, to create East Portland's largest concentration of high-density housing.

Policy 3.29 Transportation. Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system.

Policy 3.30 Public places. Enhance the public realm and public places in Gateway to provide a vibrant and attractive setting for business and social activity that serves East Portland residents and the region.

88. Finding: These policies provide direction for plans that impact the Gateway Regional Center and are intended to further emphasize Gateway's role in the City's future growth. However, currently the Gateway regional center is a mixture of development types and intensities not unlike other mixed-use areas. Currently all development in Gateway that isn't exempt must go through the discretionary design review. The review requirement applies even for small development and alterations and can sometimes create a disincentive for small businesses to propose changes. The Gateway area is in a state of transition between the current suburban retail center that it is, and the city's future as the second downtown. The DOZA changes recognize this transition and revise the processes and thresholds for review within the regional center. Smaller projects can elect to use the design standards as part of a building permit, while taller projects, over 35-feet in height, that will establish the future context of Gateway will still be required to go through discretionary design review. This allows flexibility for small developers while still providing more oversight for transformative projects. With the updated design standards in place, projects that go through the objective design standards path as part of a permit will be encouraged to provide active and mixed uses that relate to the public realm and encourage the redevelopment of sites to incorporate public amenities such as plazas.

Town Centers

Policy 3.31 Role of Town Centers. Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

Policy 3.32 Housing. Provide for a wide range of housing types in Town Centers, which are intended to

generally be larger in scale than the surrounding residential areas. There should be sufficient zoning capacity within a half-mile walking distance of a Town Center to accommodate 7,000 households.

Policy 3.33 Transportation. Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system.

Policy 3.34 Public places. Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

89. Finding: Policies 3.31 through 3.34 provide the direction and function for Town Centers. DOZA does not change any designation or boundaries of the Town Centers, nor does it change the map of the Design overlay zone in the Town Centers, with the exception that it removes the Design overlay in areas of single-dwelling zoning within some centers such as Hillsdale. This removal is done to these lower density zones citywide. See the finding for Policy 1.5. DOZA does not change the development capacity of these centers, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). The town centers generally consist of commercial, employment and higher density residential zones, usually assigned with the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different centers. The findings for Policies 3.12 through 3.19 provide more information on how DOZA's implementation tools are tailored to support the public investments planned to establish the Town Center as an area serving the wider area. Guidelines 1 and 2 recognize the Town Center's role for discretionary review, while several standards specifically apply to areas within a Town Center. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

Neighborhood Centers

Policy 3.35 Role of Neighborhood Centers. Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.

Policy 3.36 Housing. Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

Policy 3.37 Transportation. Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

Policy 3.38 Public places. Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

90. Finding: Policies 3.35 through 3.38 provide the direction and function for Neighborhood Centers. DOZA does not change any designation or boundaries of the Neighborhood Centers, nor does it change the map of the Design overlay zone in the Neighborhood Centers. DOZA does not change the development capacity of these centers, which is determined through the base zones and any

plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). The Neighborhood Centers generally consist of commercial, employment and moderate density residential zones, with some of these centers assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different centers. The findings for Policies 3.12 through 3.19 provide more information on how DOZA's implementation tools are tailored to support the public investments planned to establish the Neighborhood Center as an area serving the needs of the surrounding area. Guidelines 1 and 2 recognize the Neighborhood Center's role for discretionary review, while several standards specifically apply to areas of the Neighborhood Center. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

Inner Ring Districts

Policy 3.39 Growth. Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.

Policy 3.40 Corridors. Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

Policy 3.41 Distinct identities. Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

Policy 3.42 Diverse residential areas. Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.

Policy 3.43 Active transportation. Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

91. Findings: Policies 3.39 through 3.43 provide the direction and function for the Inner Ring Districts. DOZA does not change any designation or boundaries of the Inner Ring Districts, nor does it change the map of the Design overlay zone in these districts, with the exception that it removes the Design overlay in areas of single-dwelling zoning within some areas like Sellwood-Moreland. This removal is done to these lower density zones citywide. See the finding for Policy 1.5. DOZA does not change the development capacity of these districts, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). These districts have a variety of commercial, employment and residential zones, with some, but not all, areas assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes

developing guidelines and standards that recognize the role of the different areas of the city including the inner neighborhoods. The finding for Policies 3.12 through 3.19 provides more information on how DOZA's implementation tools are tailored to support the public investments along the main streets of the Inner Ring Districts, which are often located within centers. Guidelines 1 and 2 recognize the area's role for discretionary review, while several standards apply to the main streets, including Context standard C3, added by City Council to apply to main streets that also have the Centers Main Street (m) overlay and are located within the inner pattern area of the city. The new discretionary guidelines and objective standards directly support Policies 3.41 and 3.42, especially as it relates to historic landmarks and properties. Several objective design standards provide incentives for new development adjacent to landmarks or other historic properties to incorporate characteristics of the historic building into the new development. The new Citywide Guidelines include contextual guidelines that acknowledge the historical form of the inner neighborhoods as well as references to character-defining architectural features. Guideline 2 includes specific direction that applies to new development next to historic landmarks and historic districts, as well as for providing contextual development with Portland's historic main street blocks, such as those within the Inner Ring Districts. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

Corridors

Policy 3.44. Growth and mobility. Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

Policy 3.45. Connections. Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

Policy 3.46. Design. Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

Policy 3.47. Green infrastructure in corridors. Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

92. Finding: Policies 3.44 through 3.47 provide the direction and function of the corridors as active streets with redevelopment. DOZA does not change any designation of the corridors, nor does it change the map of the Design overlay zone along the corridors. DOZA also does not change the development capacity of these districts, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). These corridors have a variety of development opportunities, with some areas assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different areas of the city. Several guidelines and standards provide direction to different corridors in the city, including ways to incorporate existing landscaping and provide trees to better fit within the context of the existing area. Guidelines and standards encourage and often require street design that factors in active transportation and the needs of the pedestrian.

Civic Corridors

Policy 3.48. Integrated land use and mobility. Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.49. Design great places. Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.50. Mobility corridors. Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Policy 3.51. Freight. Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

93. Finding: As mentioned in the finding for Policies 3.44 through 3.47, DOZA provides guidance for development along corridors that include the Design overlay zone, including Civic Corridors. The objective design standards and the Citywide Design Guidelines provide regulations and criteria that are specific to development along Civic Corridors. Civic Corridors are identified within the background material for the Citywide Design Guidelines as an infrastructure resource that warrants treatment with development that accents the pedestrian experience, encourages landscaping to beautify the corridor and to minimize the heat island effect. Standards include encouraging of tree planting within required civic corridor setbacks as well as several standards applicable to Town and Neighborhood Centers, which often include Civic Corridors as the main street. Many guidelines and standards encourage the development of buildings with active uses out toward the sidewalk to contribute to the public realm as stated in the Purpose Statement for the overlay zone. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

Neighborhood Corridors

Policy 3.52. Neighborhood Corridors. Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

94. Finding: As mentioned above, the regulations, standards and guidelines that are updated through DOZA are consistent with this, and other corridor policies. While they do not change the underlying zoning or entitlements, the new guidelines and standards provide guidance to development within the city's corridors through the development of new objective design standards and the Citywide Design Guidelines that encourage active public realms, the consideration of area context and resilient neighborhoods. Standard C3 encourages development to include context based architectural features in neighborhood corridors located under the Centers Main Street (m) overlay within the inner pattern area. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

Transit Station Areas

Policy 3.53. Transit-oriented development. Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

Policy 3.54. Community connections. Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

Policy 3.55. Transit station area safety. Design transit areas to improve pedestrian, bicycle, and personal safety.

Policy 3.56. Center stations. Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Policy 3.57. Employment stations. Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

Policy 3.58. Transit neighborhood stations. Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

Policy 3.59. Destination stations. Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

95. Finding: While DOZA does not change the underlying zoning or entitlements at transit stations, it supports the policies for transit station areas by updating the regulations and guidelines that apply to Transit Station Areas that have the Design overlay zone. Transit Station Areas are spelled out specifically within the background material for the Citywide Design Guidelines as an infrastructure that warrants treatment with development that accents the pedestrian experience and creates active links between the public and private realm. Many of the guidelines and design standards encourage pedestrian areas and plazas which can reinforce the potential for gathering and focused activity generated by the station. These implement the new Purpose Statement for the Design overlay one which was developed to align with the new Comprehensive Plan. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these station areas if these areas are within the Design overlay zone.

City Greenways

Policy 3.60. Connections. Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Policy 3.61. Integrated system. Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

Policy 3.62. Multiple benefits. Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

Policy 3.63. Design. Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City

Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

96. Finding: Policies 3.60 through 3.63 primarily relate to the design and construction of improvements for City Greenways within rights-of-way and not to the development requirements for lots that abut them. However DOZA provides implementing measures through the new Citywide Design Guidelines and the objective design standards to support the relationships between urban trails & city greenways, the Willamette Greenway, and adjacent private development. Specifically, the guidelines and standards recognize the Willamette Greenway as an environmental, open space resource and as a pedestrian network. Guidelines and standards encourage buildings to provide active uses, windows, plazas and landscaping along this greenway. See the finding under the Rivers Pattern Area for more information. Other standards and guidelines encourage private development to link their circulation system to the city's urban trail network to create an integrated system between private and public infrastructure. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context along these greenways if these areas are within the Design overlay zone.

Urban habitat corridors

Policy 3.64. Urban habitat corridors. Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

Policy 3.65. Habitat connection tools. Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

Policy 3.66. Connect habitat corridors. Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

97. Finding: Policies 3.64 through 3.66 provide direction on the desired characteristics and functions of urban habitat corridors. These policies call for achieving a system of habitat corridors, which include protected open space such as Forest Park, habitat areas such as stream corridors, and swaths of tree canopy, the concept for which is shown in Comprehensive Plan Figure 3-6 (Urban Habitat Corridors). The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. DOZA does not amend the environmental zones or the tree protection provisions in Title 11. However, DOZA supports these policies through the application of the new Citywide Design Guidelines and objective design standards to site development in Design overlay zone. These regulatory tools encourage the preservation of existing strands of trees, the planting of new groupings of evergreen trees in East Portland, the use of native plants in landscaping, and the preservation of existing natural features outside of environmental zones. These measures can help enhance and augment efforts within environmental zones, as well as public efforts to develop urban habitat corridors within the public realm.

Employment areas

Policy 3.67. Employment area geographies. Consider the land development and transportation needs of Portland's employment geographies when creating and amending land use plans and making infrastructure investments.

Policy 3.68. Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 — Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

98. Finding: In general, DOZA does not impact much area set aside for employment or industrial zones, nor does it impact the intensity of development allowed by the base zones or plan districts. See finding under Metro Title 4. In cases where the Design overlay zone may include some employment zoning, or corridors designated for regional freight traffic, the amendments are consistent with the policies contained elsewhere. Within some employment area geographies, such as the neighborhood commercial, DOZA is intended to support land development that incorporates active or multi-modal transportation options, linking private development to the public realm.

Rivers Pattern Area

Policy 3.69. Historic and multi-cultural significance. Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

Policy 3.70. River transportation. Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland's historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

Policy 3.71. Recreation. Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland's riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

Policy 3.72 Industry and port facilities. Enhance the regionally significant economic infrastructure that includes Oregon's largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region's critical energy hub; and proximity to anchor manufacturing and distribution facilities.

Policy 3.73. Habitat. Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

Policy 3.74. Commercial activities. Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

Policy 3.75. River neighborhoods. Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

Policy 3.76. River access. Enhance and complete Portland's system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections

between neighborhoods and the rivers.

Policy 3.77. River management and coordination. Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

Policy 3.78 Columbia River. Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

Policy 3.79 Willamette River North Reach. Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

Policy 3.80. Willamette River Central Reach. Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

Policy 3.81 Willamette River South Reach. Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

Policy 3.82. Willamette River Greenway. Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway.

99. Finding: While DOZA does not change the underlying zoning and plan districts that apply along the Willamette and Columbia Rivers, it supports several of these policies in areas where the Design overlay zone apply and when the Citywide Design Guidelines and objective design standards are used as the tools to review projects outside of the Central City within the River pattern areas. Specifically, the new guidelines and standards provide direction to development along the South Reach to orient open spaces and landscaping as well as building features and interest to the Willamette Greenway and the corresponding greenway trail Standards C16-C18 directly apply to sites located in the River overlay zone within or near the river setback and greenway trail. Guidelines include guidance for development to recognize the historic and multi-cultural significance of both the Willamette and Columbia Rivers. The character statement approved with the River Plan South Reach will be integrated with the Citywide Design Guidelines to provide criteria within the Design overlay zone along the South Reach. Guidelines and standards also provide incentives to integrate on-site pedestrian circulation systems with adjacent trails, which are often located along the city's waterways. This integration can help to activate the adjoining trails used for recreation.

Central City Pattern Area

Policy 3.83. Central City districts. Enhance the distinct identities of the Central City's districts.

Policy 3.84. Central City river orientation. Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

Policy 3.85. Central City pedestrian system. Maintain and expand the Central City's highly interconnected pedestrian system.

Policy 3.86. Central City bicycle system. Expand and improve the Central City's bicycle system.

100.Finding: DOZA is consistent with these policies and simplifies the range of review processes within the Central City. This provides a more consistent review approach while it still ensures the distinct characteristics identified in the individual subdistrict design guidelines. However, DOZA does not have a large impact on the Central City Pattern Area, because it does not change the design guidelines used to approve projects within the Central City that are subject to design review. It also does not change any regulations for the subdistricts or for systems within the right of way.

Inner Neighborhoods Pattern Area

Policy 3.87 Inner Neighborhoods main streets. Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

Policy 3.88 Inner Neighborhoods street patterns. Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.

Policy 3.89 Inner Neighborhoods infill. Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

Policy 3.90 Inner Neighborhoods active transportation. Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active transportation system

Policy 3.91 Inner Neighborhoods residential areas. Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

101.Finding: Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods Pattern Area. DOZA does not impact the building intensity allowed through the base zones and plan districts. It also does not impact the street patterns and transportation modes planned within the right-of-way of these areas which are listed within policy's 3.88, 3.90 and 3.91. However, DOZA supports policy 3.87 and 3.89 by providing new guidelines and standards that apply specifically to the older commercial corridors and historic blocks of the inner pattern areas, when they are within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Inner Neighborhoods Pattern Area. Guidelines and standards encourage buildings with active uses to locate close to the street and to integrate on-site amenities such as plazas, resting areas and artwork so that they are accessible from the public realm. Both the guidelines and standards encourage limiting parking, utilities and other non-active services along the street frontage. The guidelines and standards also provide an incentive to reuse and expand existing older buildings as an alternative to demolition and building new buildings. Several standards provide options to alterations and additions of existing buildings. Standard C3 encourages development to include context based architectural features in neighborhood corridors located under the Centers Main Street (m) overlay within the inner pattern area.

Eastern Neighborhoods Pattern Area

Policy 3.92 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

- A. **North-South Transit.** Support development of, access to, and service enhancement for North-South transit.
- B. **Alleyways.** Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.

Policy 3.93 Eastern Neighborhoods site development. Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

Policy 3.94 Eastern Neighborhoods trees and natural features. Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

Policy 3.95 Eastern Neighborhoods buttes. Enhance public views of the area's skyline of buttes and stands of tall Douglas fir trees.

Policy 3.96 Eastern Neighborhoods corridor landscaping. Encourage landscaped building setbacks along residential corridors on major streets.

Policy 3.97 Eastern Neighborhoods active transportation. Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

102.Finding: Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. DOZA does not impact the underlying development regulations that apply through the base zones and plan districts. It also does not impact the evolving street pattern which is provided through the Transportation System Plan (TSP), and it doesn't impact the regulatory protection of natural resources through the Environmental overlay zones, or trees through Title 11. The base zone and street planning impact several of the above policies. However, DOZA supports several of these policies, including Policies 3.94, 3.96 and 3.97, through the implementation of the new Citywide Design Guidelines and objective design standards when an area is within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Eastern Neighborhoods Pattern Area. These characteristics help to inform the Context Guidelines 1 through 3. Both guidelines and standards include provisions encouraging sites to preserve existing trees, to plant new groves of evergreen trees or replant with native vegetation, and to allow public views of natural features. Along Civic Corridors, they encourage providing additional landscaping along building setbacks. The guidelines and standards encourage the establishment of open areas for the use of residents or workers. They also encourage the linking of areas of private development with the public realm to provide the opportunity to create areas amenable to alternative and active forms of transportation.

Western Neighborhoods Pattern Area

Policy 3.98 Western Neighborhoods village character. Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.

- A. **Prioritize new sidewalk connections.** Prioritize adding sidewalks where there are none over expanding/ widening existing connections.
- B. **North-South transit.** Support development of, access to, and service enhancement for North-

South transit.

Policy 3.99 Western Neighborhoods active transportation. Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

Policy 3.100 Western Neighborhoods development. Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes.

Policy 3.101 Western Neighborhoods habitat corridors. Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.

Policy 3.102 Western Neighborhoods trails. Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

- A. **TDM strategies.** Explore and emphasize Transportation Demand Management strategies and tools, that function in spite of unique topographic conditions of the West Hills, to provide effective options for commuters while reducing carbon emissions, improving neighborhood livability and cycling safety, and protecting important natural resources.
- B. **Forest Park natural resources.** Protect the ecological quality and function of natural Forest Park's natural resources in the design and development of transportation projects in or near the park and avoid, minimize, then mitigate adverse impacts to wildlife, habitat, and riparian corridors.
- C. **Focus for active transportation.** Primarily focus sidewalk and bicycle route improvements in (and in close proximity to) the designated Centers and Corridors of the Comp Plan.
- D. **Filling gaps in connections.** Fill gaps in important access connections, including exploring traditional ROW acquisition and partnerships with other City bureaus.
- E. **Accessible routes.** Improve accessibility/create parallel routes in some cases (for motor vehicles, bicycles and pedestrians, and/or both). Explore what existing facilities and connections most merit upgrades or secondary accessible routes.

103.Finding: Policies 3.98 through 3.102 provide direction on the desired characteristics and functions of the Western Neighborhoods Pattern Area. DOZA does not impact the development regulations that apply through the base zones and plan districts. It also does not impact the evolving street pattern which is provided through the Transportation System Plan (TSP), and it doesn't impact the regulatory protection of natural resources through the Environmental overlay zones, or trees through Title 11. Many of the above policies are implemented through those measures. However, DOZA supports several of these policies through the implementation of the new Citywide Design Guidelines and objective design standards when an area is within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Western Neighborhoods Pattern Area. These characteristics help to inform the Context Guidelines 1 through 3 for proposals subject to design review. Both guidelines and standards include provisions encouraging sites to preserve existing trees, to replant with native vegetation, and to allow public views of natural features. They also encourage development to preserve and set back away from waterbodies or natural features that may be outside of an environmental zone protection. This further minimizes impacts on the areas habitat and can augment other policies to develop wildlife corridors along the street. The guidelines and standards encourage the establishment of open areas for the use of residents or workers. They also encourage the linking of areas of private development with the public realm and public trails to

provide the opportunity to create areas amenable to alternative and active forms of transportation.

Chapter 4: Design and Development

Goal 4.A: Context-sensitive design and development. New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

104.Finding: The Design and Development chapter focuses on the specifics of the built environment. This goal calls for the design of new development to consider and respond to the context where the development is taking place. This context includes physical characteristics, as well as the history and culture of places. Responses to context are about replicating what exists, but for development and the regulations that shape this development to be informed by context. DOZA is consistent with this goal by updating the old implementation tools for development in the Design overlay zone. The new Citywide Design Guidelines and objective design standards were written using the Comprehensive Plan update and the Urban Design Framework (UDF) as the templates for reviewing development. The purpose of the Design overlay zone has been rewritten to address these new policy documents that address the three tenets of design, including building on an area's context. The design guidelines include the UDF within the background information, and Guidelines 1 through 3 are intended to guide development to consider the historical, natural and social context of an area. While these considerations are not intended to reduce the development entitlements provided through the Comprehensive Plan and Zoning updates in 2018, they do provide the ability for new development to build on the role of the area and site within the Design overlay zone. Guidelines 1 through 3 move from the scale of the area to the scale of the site, but all three address how development can fit contextually while still providing the opportunity for these areas to grow. As an alternative to design review, the objective design standards are also organized into the three tenets of design and provide a menu approach for development to consider the context of an area. Several of the context standards are specific to certain areas or when adjacent to features such as historic landmarks. In addition, the standards that impact the public realm and quality and resilience include components that can accentuate the context of the area, through the provision of plazas, outdoor areas, the providing of active ground floor spaces, the use of certain materials and green infrastructure. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of distinct areas if these areas are within the Design overlay zone.

Goal 4.B: Historic and cultural resources. Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

105.Finding: This goal recognizes that Portland's built environment will and should continue to change over time, but that it is important that historic and cultural resources be preserved as part of this changing environment. The term "historic and cultural resources" refers to "historic resources" as defined in the Comprehensive Plan, which indicates that these are designated historic resources that include "historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic Places." In general, DOZA updates areas that are subject to the Design overlay zone, but it does not change the regulations that are specific to historic resources. These resources, including historic and conservation districts are subject to the Historic Resource overlay zone. However, DOZA is consistent with this goal by including contextual provisions within the Citywide Design Guidelines and objective design standards that address when development is proposed adjacent to, or across the street from, historic resources.

These guidelines and standards include provisions that encourage new development to reference the historic resources through elements of design, which can provide a design continuity between the existing historic resource and new development. In addition, the objective design standards include regulations that encourage the preservation of the facades of older buildings which are not formally identified as “historic landmarks”. This allows for the reuse and additions to buildings that have been part of the community or areas history.

Goal 4.C: Human and environmental health. Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

106.Finding: This goal calls for the protection and enhancement of human and environmental health as objectives that should guide City actions related to the built environment. Development that is “efficiently designed” is development that can be resource- and cost-efficient. DOZA supports this goal by realigning the tools used to guide development with the Design overlay zone to incorporate elements that will access human and environmental health. The purpose of the overlay zone has been rewritten to recognize that development must balance the needs of people and of nature. This revised purpose forms the basis for the new Citywide Design Guidelines and the objective design standards, which are the options for gaining project approval within the Design overlay. Both guidelines and standards include provisions to preserve existing trees and natural features, provide amenities that increase the livability of residents, workers, and visitors, and encourage active human engagement through thoughtful building and site design.

Goal 4.D: Urban resilience. Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

107.Finding: “Resilience” is defined in the Comprehensive Plan as the “capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.” Plans and proposals are consistent with this goal when they contribute to this resilience and are responsive to changing demographics, climate and the economy. DOZA addresses this goal by updating the tools used to guide development within the Design overlay zone to incorporate elements for development to be resilient and adaptable over time. The purpose of the overlay zone has been rewritten to recognize that development should “promote quality and long-term resilience in the face of changing demographics, climate and economy”. This revised purpose forms the basis for the new Citywide Design Guidelines and the objective design standards, which are the options for gaining project approval within the Design overlay zone. Both guidelines and standards include provisions to provide buildings that are adaptable to a range of uses, to provide green and sustainable building features that can make the building more resilient over time, and to consider the reuse of existing and sustainable materials in construction.

Context

Policy 4.1. Pattern areas. Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland’s five pattern areas described in Chapter 3: Urban Form.

Policy 4.2. Community identity. Encourage the development of character-giving design features that

are responsive to place and the cultures of communities.

Policy 4.3. Site and context. Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

108.Finding: Policies 4.1 through 4.3 provide direction on how the context of where development occurs should be considered in City implementation approaches. As stated above, the rewrite of the regulations through DOZA supports these policies. The revised purpose statement directly refers to the building of existing context and enhancing an area's identity. The new Citywide Design Guidelines are based upon the pattern areas developed with the Urban Design Framework (UDF) and use this framework as the backbone for Guideline #1. Guidelines #1-3 encourage development to look at the community and the features of the neighborhood and site in designing a development. The new objective design standards feature several standards that are sensitive to the area's context and identity while still providing development flexibility through a menu approach toward meeting the standards. Standard C3 encourages development to include context based architectural features in close-in neighborhoods located under the Centers Main Street (m) overlay within the inner pattern area. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

Policy 4.4. Natural features and green infrastructure. Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

109.Finding: This policy calls for including natural elements, such as trees, and green infrastructure, such as ecoroofs and vegetated stormwater facilities, as part of the urban environment – both as part of development projects and within public spaces, such as streets. DOZA supports this policy throughout the rewrite of the amendments. The Purpose Statement recognizes the value of these features in their balance with development. The guidelines encourage this both through the Context Guidelines, especially Guideline #3, as well as through the Quality and Resilience Guidelines, especially Guideline #9 which encourages integrating natural features and green infrastructure to gain approval. The objective standards provide a parallel set of development standards through the context and quality and resilience tenets to encourage the preservation of trees and natural features and the use of green infrastructure.

Policy 4.5. Pedestrian-oriented design. Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

Policy 4.6. Street orientation. Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

Policy 4.7. Development and public spaces. Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

110.Finding: These policies direct plans to provide opportunities to enhance the pedestrian experience, both from the street and public spaces as well as on site through thoughtful placement of entrances, pathways and public spaces that are accessible to all. DOZA supports these policies through consideration of context and public realm within the tenets of design. This starts with

identifying these features through the Purpose Statement and is implemented through the new Citywide Design Guidelines and objective design standards. Both the guidelines and standards include provisions to encourage, and in some cases require, buildings to orient to the street by providing main entrances and including weather protection to enhance the pedestrian experience. Windows, balconies and other façade provisions are also elements that are encouraged through the guidelines and standard. The provision of public plazas, public art and welcoming spaces are elements listed as ways to achieve approval through the guidelines and standards.

Policy 4.8. Alleys. Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units.

111.Finding: The Comprehensive Plan defines “encourage” as “promote or foster using some combination of voluntary approaches, regulations, or incentives.” DOZA indirectly supports this policy by providing guidance through the guidelines and standards to locate vehicle areas and other non-active building services away from the public street frontage, although it does not change any policies regarding the formation of alleys.

Policy 4.9. Transitional urbanism. Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

112.Finding: This policy promotes the use of transitional places for temporary activities that can foster human interaction. While DOZA encourages development that is responsive to area context and fosters the public realm it applies to permanent buildings and improvements. Temporary activities are generally not subject to land use reviews or building permits.

Health and safety

Policy 4.10. Design for active living. Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

Policy 4.11. Access to light and air. Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

Policy 4.12. Privacy and solar access. Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

Policy 4.13. Crime-preventive design. Encourage building, site, and public infrastructure design approaches that help prevent crime.

Policy 4.14. Fire prevention and safety. Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

113.Finding: Policies 4.10 through 4.14 provide direction on the promotion of health and safety in development. DOZA supports these policies through implementation of The Citywide Design Guidelines and objective design standards. Both the guidelines and standards support development that includes open areas, plazas, walkways and common areas within the site to encourage physical activity and interaction. Proposals are encouraged to include operable windows and balconies to provide residents and workers access to light and air. Solar panels are encouraged both on roofs and as a way to cover surface parking. The encouragement of active ground floor and common space encourage informal views into public areas to prevent crime, while buildings with residential uses are encouraged to provide separation to both enhance resident privacy and remove narrow spaces. Exterior lighting to benefit pedestrians is encouraged. While there are no direct provisions

that impact fire prevention, the guidelines and standards are intended to work with building codes to create safe buildings that are resilient over time.

Residential areas

Policy 4.15. Residential area continuity and adaptability. Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

Policy 4.16. Scale and patterns. Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

Policy 4.17. Demolitions. Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

Policy 4.18. Compact single-family options. Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

Policy 4.19. Resource efficient and healthy residential design and development. Support resource efficient and healthy residential design and development.

114.Finding: The Comprehensive Plan defines residential areas as “predominantly residential areas located outside centers, civic corridors, and transit station areas”. These areas generally are zoned with single-family residential zones and lower density multi-family residential zones that are not within centers or corridors. The Design overlay zone does not apply to most lower density residential areas, and the overlay does not override the base zoning density regulations. However, in areas with the Design overlay zone, DOZA is consistent with these policies because the new guidelines and standards address issues of context and scale. Residential development not on corridors is encouraged to provide individual residential entrances and semi-public space through landscaping and private open space. Through the Quality and Resilience guidelines and standards, buildings are encouraged to include resource efficient design including ecoroofs, solar panels and green building materials. Both the guidelines and standards include flexibility to remodel and alter existing buildings to readapt them to new uses and new forms of housing.

DOZA is proposing to remove the Design overlay zone from some scattered areas that are zoned R5 and R2.5. These areas were assigned the Design overlay zone 20 or more years ago at a time when single-dwelling zones had few design standards. There was concern over having more concentrated single family detached and attached housing that was dominated by a garage frontage. Changes to the base zone development standards over the past 20 years has addressed these design concerns. The new guidelines and standards that implement DOZA are intended to apply to more intense residential, mixed use, and commercial development and are not applicable to smaller scale residential development. As a result, DOZA also exempts residential development of 4 or fewer units if the development is a maximum height of 35 feet.

Design and development of centers and corridors

Policy 4.20. Walkable scale. Focus services and higher-density housing in the core of centers to

support a critical mass of demand for commercial services and more walkable access for customers.

Policy 4.21. Street environment. Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

Policy 4.22. Relationship between building height and street size. Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

Policy 4.23. Design for pedestrian and bicycle access. Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

115.Finding: Policies 4.20 – 4.23 are intended to ensure that plans and policies consider the relationship between the private and public realms in the centers and corridors identified by the Comprehensive Plan. While DOZA does not impact the development regulations that apply through the base zones and plan districts, it is consistent with these policies as part of the rewrite of the Design overlay zone regulations, including the new purpose statement and implementation tools. The purpose statement recognizes the public/private realm interface as one of the three tenets of design. DOZA encourages private development that contributes “to a public realm that encourages social interaction and fosters inclusivity in people’s daily experience”. To achieve this, the Citywide Design Guidelines and the objective design standards include provisions that encourage development to orient to the public realm in all situations. Pedestrian access is fostered through building access and weather protection. In addition, several guidelines and standards provide direction to development located in town or neighborhood centers, or along civic or neighborhood corridors. This includes provisions to emphasize prominent corners in the center through buildings or publicly accessible corners. These provisions are intended to work with the base zone and plan district development parameters that state allowed height and massing in these areas. In areas where taller buildings may be allowed through the zoning, DOZA includes additional required standards and points to address their impact, which maintain a clear and objective tract for these buildings.

Policy 4.24. Drive-through facilities. Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

116.Finding: This policy is intended to limit the creation of drive-through facilities in the areas anticipated for the greatest pedestrian activity and active transportation options. These limitations are implemented through the base zoning and plan districts. DOZA doesn’t change these underlying rules. However, DOZA supports buildings and active ground floors that are adjacent to streets and the public realm.

Policy 4.25. Residential uses on busy streets. Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

117.Finding: This policy is intended to create space between busy spaces and residential units to help buffer the negative impacts of the street from the units. The multi-dwelling and mixed-use base zones include requirements for special treatment of residential units on ground floor to ensure separation through setbacks or elevation changes or future adaptability into commercial space. DOZA is consistent with the policy by encouraging more active uses on the ground floor of buildings on civic or neighborhood corridors through the provision of taller ground floors which can be adaptable for future commercial uses.

Policy 4.26. Active gathering places. Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

118.Finding: This policy encourages the development of public gathering places such as plazas and squares in the centers and corridors where there will be a concentration of pedestrian activity. As mentioned elsewhere, DOZA supports the activation of the intersection between the public realm, first through the revision of the Design overlay zone purpose statement and second through the implementation tools of the Citywide Design Guidelines and objective design standards. Both the guidelines and standards encourage the placement of plazas or courtyards adjacent to the public realm. Guidelines and standards also promote the provision of ground-floor active spaces including commercial uses and common spaces such as lobbies. The standards provide an incentive for affordable commercial space through Prosper Portland’s program which can aid locally serving businesses.

Policy 4.27. Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

Policy 4.28. Historic buildings in centers and corridors. Protect and encourage the restoration and improvement of historic resources in centers and corridors.

119.Finding: The Comprehensive Plan defines “protect” as “to defend or guard against loss, injury, or destruction”. Policies can accomplish this through regulations limiting an action, public investments, or community partnerships. In general, natural resources and historic resources have regulatory protections through the Environmental and Historic Resource Protection overlay zones. However, DOZA supports these policies by providing additional guidance when development occurs on sites in areas with historic, cultural or natural significance. As stated in previous findings, both the Citywide Design Guidelines and the objective design standards contain approval criteria and development standards that require developments to consider their context, from the general area, to surrounding buildings, to features on site. While these guidelines and standards may not apply to historic landmarks directly, they do encourage development adjacent or near historic resources to potentially incorporate the design context of these landmarks into the new development. In addition, natural features of an area, such as existing trees or rock outcropping are encouraged to be preserved and incorporated into the development. Areas that contain a concentration of culturally or historically significant resources can be considered for protection under the city’s Historic Resource overlay zone, which is the city’s policy for preservation.

Policy 4.29. Public art. Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

120.Finding: The Comprehensive Plan defines encourage to “promote or foster using some combination of voluntary approaches, regulations, or incentives”. The intent is to use incentives and regulations to provide public art and other design elements within new development to support and build on a neighborhood’s identity and culture. DOZA supports this policy by having specific guidelines (Guideline #5) and standards (PR21) that incentivize the inclusion of public art as part of their projects. The intent of this inclusion is both to build on an area’s context as well as to activate the public realm and to make places that are resilient to change.

Transitions

Policy 4.30. Scale transitions. Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

Policy 4.31. Land use transitions. Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

121.Finding: These policies give direction to develop regulations that soften the transition between more intense and less intense development as well as between uses that may have conflicts such as employment zones and residential zones. In general, the base zones provide the regulatory tools that support these policies, including setbacks, stepped down height and landscaping. The new guidelines and standards that apply in the Design overlay zone are consistent with these policies by including provisions within the guidelines to consider details like building volumes and relationships, landscaping, entrances, and placement of lighting and windows between higher and lower intensity zones. The standards include provisions (C2 and PR10) for a softer residential edge with more façade articulation on side streets, and (PR9) to maintain 25 feet from commercial main entrances and lot lines with single-dwelling residential zones.

Policy 4.32. Industrial edge. Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels using a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

122.Finding: Similar to above, this policy is intended to reduce the impacts of industrial uses on residential or mixed-use areas. The base zone regulations for industrial and employment zones, as well as the Buffer overlay zone include regulations for enhanced setbacks, landscaping and screening within these areas. While most I and EG zoned areas do not have the Design overlay zone, the same guidelines and standards mentioned above would apply in the few situations where there may a Design overlay. Therefore, DOZA is consistent with this policy.

Off-site impacts

Policy 4.33. Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay attention to limiting and mitigating impacts to under-served and under-represented communities.

Policy 4.34. Auto-oriented facilities, uses, and exterior displays. Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

Policy 4.35. Noise impacts. Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

Policy 4.36. Air quality impacts. Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

Policy 4.37. Diesel emissions. Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic.

Policy 4.38. Light pollution. Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

Policy 4.39. Airport noise. Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

Policy 4.40. Telecommunication facility impacts. Mitigate the visual impact of telecommunications and broadcast facilities near residentially zoned areas through physical design solutions.

123.Finding: Policies 4.33 through 4.40 address industrial and commercial uses that can negatively affect adjacent residential uses and areas. These policies generally apply to non-residential uses, such as those allowed in commercial and employment zones, that can have negative public health impacts on adjacent residential uses. These policies are implemented through the requirements of Zoning Code Chapter 33.262, which is designed to protect uses from off-site impacts associated with nonresidential uses and by requirements in the base zones of Chapters 33.130 and 33.140 that require landscaped setbacks and screening adjacent to residential zones. DOZA is consistent with these policies by including direction through the guidelines and standards that enhance the base zone standards, such as provisions to reduce glare from lighting, integrating or screening building service equipment which can generate noise, and limiting the impact of vehicle areas which would apply to more auto-oriented uses.

Scenic resources

Policy 4.41. Scenic resources. Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

Policy 4.42. Scenic resource protection. Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

Policy 4.43. Vegetation management. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Policy 4.44. Building placement, height, and massing. Maintain regulations and other tools related to building placement, height, and massing to preserve designated significant scenic resources.

Policy 4.45. Future development. Encourage new public and private development to create new public viewpoints providing views of Portland's rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

124.Finding: Policies 4.41 through 4.45 provide direction regarding Portland's designated scenic resources. The amendments in DOZA do not change the management of designated scenic resources. View corridors are protected through the establishment of specified height limits that supersede base zone height limits. Scenic corridors are protected through the establishment of setbacks that supersede the base zone front or street side setback and include other development standards that augment the base zone regulations. In general, since DOZA does not change these

standards, and they continue to supersede base zone standards in cases of conflict, scenic resource protection is unaffected. However, DOZA also supports these policies by including provisions within the guidelines and tools that support the preservation and featuring of on-site scenic resources such as existing trees or natural features, even those that are may be outside of scenic overlay zones. In addition, new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission. These new bridges may create new opportunities for scenic views.

Historic and cultural resources

Policy 4.46. Historic and cultural resource protection. Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.

Policy 4.47. State and federal historic resource support. Advocate for state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

125.Finding: Policy 4.46 and 4.47 call for considering local regulations and incentives to preserve historic buildings, places and districts, while also advocating for the expansion of state and national policies that provide opportunity for greater local protections. Historic and Conservation Landmarks, and Historic and Conservation Districts are protected through regulations provided in Chapter 33.445, Historic Resource Protection overlay zone. However, there can be older buildings and historic features that are not formally protected.

While the Design overlay zone does not generally apply to formal historic resources, DOZA supports Policy 4.46 within the Design overlay zone through the implementation of the new guidelines and standards. These tools encourage the reuse and integration of existing buildings through alterations and additions, providing direction in the guidelines as well as specific standards that apply to alterations of older buildings. The guidelines and standards also provide direction for new development that is located adjacent to historic resources, encouraging the use of façade patterns, materials, or other contextual provisions related to the resource.

Policy 4.48. Continuity with established patterns. Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

126.Finding: This policy, as it relates to vacant sites within historic and conservation districts, is implemented through the regulations provided in Chapter 33.445, Historic Resource Protection overlay zone. However, there may also be situations where a vacant site is outside of a historic or conservation district but is located adjacent or near historic resources. DOZA supports this policy by including guidelines and standards that apply specifically to development that is abutting or across the street from historic resources. All three context guidelines provide direction for considering the historic and cultural factors at the area, block, and site scale. Several standards provide direction and incentives for considering historic resources that are adjacent or across the street from a proposed development.

Policy 4.49. Resolution of conflicts. Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to consider the character of the historic resources in the district.

127.Finding: This policy applies to design guidelines specific to historic districts. These districts are part of the set of regulations in Chapter 33.445, Historic Resource Protection overlay zone, that apply to the City's historic resources. DOZA applies to areas with the Design overlay zone, and areas with historic resources are generally subject to a different set of regulations and criteria. However, the updates in DOZA are consistent with this policy through updating the guidelines and standards that could apply to projects adjacent or nearby historic resources. These guidelines and standards encourage new development to consider architectural and social features of the historic resource in the design of the new development.

Policy 4.50. Demolition. Protect historic resources from demolition. Provide opportunities for public comment, and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

Policy 4.51. City-owned historic resources. Maintain City-owned historic resources with necessary upkeep and repair.

Policy 4.52. Historic Resources Inventory. Maintain and periodically update Portland's Historic Resources Inventory to inform historic and cultural resource preservation strategies.

128.Finding: Policies 4.50 -4.52 generally apply to the preservation and maintenance of historic resources, and to maintain the administrative lists of potential historic resources. These regulations are generally found within Chapter 33.445, Historic Resource Protection overlay zone. In addition, the city's historic resource program and the bureaus in charge of city owned facilities have the responsibility for the maintenance and oversight of these facilities and resources. DOZA provides support for existing structures within the inventory that are not formally recognized by providing incentives in the guidelines and standards to consider preservation and adaptive reuse of the buildings and to consider the historic and cultural role of an area as stated within the Citywide Design Guidelines.

Policy 4.53. Preservation equity. Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

Policy 4.54. Cultural diversity. Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.

Policy 4.55. Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of historic places and their roles in enhancing community identity and sense of place.

Policy 4.56. Community structures. Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

Policy 4.57. Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

129.Finding: Policies 4.53 to 4.57 provide the direction to expand the city's historic preservation programs and incentives to apply to a wider range of historic and cultural locations including locations in areas and communities that have not benefitted from past preservation efforts. The city's historic resource program has recently worked with underserved communities to designate new city landmarks important to the city's LGBTQ and Black community. Programs within the City's

Historic Resource overlay zone provide incentives and options for alternative uses with the adaptive reuse of designated historic buildings. DOZA does not change any of these existing or planned programs for historic buildings, but supports these policies by providing incentives in the guidelines and standards to consider preservation and adaptive reuse of the buildings and to consider the historic and cultural role of an area as stated within the Citywide Design Guidelines.

Policy 4.58. Archaeological resources. Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

130.Finding: The Comprehensive Plan contains definitions for both protect and preserve as to save against loss or significant change. This policy is intended to save any existing archaeological resources, especially those associated with Native American cultures. These resources are generally located under the surface of the ground. The city has regulations for archaeologic protection along the major waterways of the Columbia and Willamette Rivers, through the Columbia Southshore plan district and the River plan. DOZA does not impact any of the current provisions to protect these resources. In general, DOZA provides direction for new development within the Design overlay zone. However, DOZA is consistent with this policy by encouraging new projects to consider the cultural and physical history of a site through the application of the new Citywide Design Guidelines.

Public art

Policy 4.59. Public art and development. Create incentives for public art as part of public and private development projects.

131.Finding: This policy gives direction for planning projects to include incentives for public and private developments to incorporate public art within the site and building design. DOZA supports this policy through the new implementation tools. Both the Citywide Design Guidelines and the objective design standards include provisions to encourage and incentivize developments to include art installations that are accessible to the public realm. The new provisions encourage an applicant to work with the Regional Arts and Culture Council (RACC), including a flexible standard to gain points.

Resource-efficient design and development

Policy 4.60. Rehabilitation and adaptive reuse. Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

132.Finding: This policy is intended for regulatory and other projects to promote the rehabilitation and reuse of existing buildings, especially those with historic or cultural significance. As stated above, DOZA does not impact the regulations that apply specifically to formally designated historic structures. However, DOZA supports this policy through the new Citywide Design Guidelines and objective design standards. Both provide options and incentives under the Context section for projects to incorporate existing older buildings into development project through alterations and additions.

Policy 4.61. Compact housing. Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

133.Finding: DOZA does not change the allowed types and size of housing types as those provisions are regulated through the base and overlay zones and plan districts. However, the new implementation tools are consistent with this policy by including provisions in the guidelines and standards that promote sustainable and green building materials and systems such as ecoroofs and solar installations.

Policy 4.62. Seismic and energy retrofits. Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

134.Finding: In general, seismic and energy retrofits are administered through building and structural codes. While it is these codes that ultimately promote the policy, DOZA is consistent with this policy by including opportunities within the standards and guidelines for building retrofits to incorporate energy efficient systems such as solar or ecoroofs.

Policy 4.63. Life cycle efficiency. Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

135.Finding: In general, these technologies, techniques and materials are administered through building and structural codes. While it is these codes that ultimately promote the policy, DOZA is consistent with this policy by including opportunities within the standards and guidelines to incorporate materials such as low carbon concrete and sustainable materials, as well as systems that will reduce energy use and the heat island effect over time.

Policy 4.64. Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

136.Finding: Deconstruction requirements are generally covered by other City titles. DOZA includes opportunities to incorporate salvaged lumber and other materials into new buildings, which can help with deconstruction efforts.

Policy 4.65. Materials and practices. Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

Policy 4.66. Water use efficiency. Encourage site and building designs that use water efficiently and manage stormwater as a resource.

Policy 4.67. Optimizing benefits. Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

Policy 4.68. Energy efficiency. Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

137.Findings: Policies 4.65 to 4.68 are intended to expand city policy and regulations that apply to development to incorporate a range of more environmental and climate friendly designs and materials. The Comprehensive Plan defines “encourage” as promoting or fostering the above through regulatory or voluntary programs. Several of the new guidelines and standards within DOZA provide incentives to, or require, addressing many of these practices, including using sustainable materials and systems including sustainable wood, low carbon concrete, solar energy, and ecoroofs. Guidelines and standards also encourage native planting and trees to lessen watering or reduce the heat-island effect, and promote operable windows, balconies and sunshades which may reduce the need for mechanical demands to heat and cool the building.

Policy 4.69. Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

138.Finding: DOZA supports this policy by incentivizing many of the building systems as listed above which can lower carbon emissions from energy use. DOZA also provides incentives to minimize the amount of non-required parking provided on site. This allow sites to be used more efficiently and discourages vehicle use by residents or tenants.

Policy 4.70. District energy systems. Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

Policy 4.71. Ecodistricts. Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

139.Finding: Policies 4.70 and 4.71 are supported by other City regulations and plans that address city systems rather than site development. However, the changes in DOZA are consistent with these policies because they do not prohibit the ability for interested parties to form district energy systems or ecodistricts, and larger sites are incentivized through the guidelines and standards to incorporate elements that support energy efficiency, green building and other features to ensure future resilience.

Policy 4.72. Energy-producing development. Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

140.Finding: DOZA is consistent with this finding because the new guidelines and standards incentivize and provide opportunities for development to incorporate rooftop solar installations and ecoroofs which help to filter and store water.

Designing with nature

Policy 4.73. Design with nature. Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

Policy 4.74. Flexible development options. Encouraging flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally sensitive areas and to retain healthy native and beneficial vegetation and trees.

Policy 4.75. Low-impact development and best practices. Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

Policy 4.76. Impervious surfaces. Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

Policy 4.77. Hazards to wildlife. Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

Policy 4.78. Access to nature. Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

141.Finding: Policies 4.73 through 4.78 provide direction regarding the interface between development and natural features and functions. In many situations, the city addresses ways to minimize and mitigate the impact of development through the City's Natural Resource Inventory (NRI) and the overlay zones that apply to these resources, including the Environmental overlay and the River overlay zones. DOZA supports these policies by incentivizing additional measures within the Design overlay zone to protect and enhance natural resources. This includes guidelines that address the different pattern areas and natural corridors of the city and specific responses to natural resources in the area and onsite. The guidelines consider building siting, landscaping and green features in context with the environment. The objective design standards include several standards to preserve trees and natural features, use native landscaping, incorporate ecoroofs and bird safe glazing, encourage the shading of parking areas, and incorporate open space along the Willamette River.

Hazard-resilient design

Policy 4.79. Natural hazards and climate change risks and impacts. Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

Policy 4.80. Geological hazards. Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

Policy 4.81. Disaster-resilient development. Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

Policy 4.83. Urban heat islands. Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

Policy 4.82. Portland Harbor Facilities. Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

Policy 4.84. Planning and disaster recovery. Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

142.Finding: Policies 4.79 through 4.84 provide direction regarding the interface of development with natural hazards. In general, these policies are addressed through the City's application of our natural resource inventory, flood and landslide mapping and the application of other codes and overlay zones to these areas. DOZA further supports these responses through provisions in the guidelines and standards. The guidelines include Guideline 39 to 'design for resilience', including creating buildings that are adaptable over time, conserve resources, use systems to reduce the urban heat island, and methods to reduce runoff which adds to flooding. There are several design standards which encourage resilience, including preserving natural features and landscaping, the shading of parking and increasing building resilience through ecoroofs and solar installations

Healthy food

Policy 4.85. Grocery stores and markets in centers. Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmer's markets offering fresh produce in centers.

Policy 4.86. Neighborhood food access. Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

Policy 4.87. Growing food. Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.

Policy 4.88. Access to community gardens. Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

143.Finding: Policies 4.85 through 4.88 provide direction regarding the role of development in contributing to access to healthy foods. DOZA contributes to this policy within the Design overlay zone through measures within the guidelines and standards. Guidelines include provisions for active mixed use and commercial development which can foster retail at both a small and larger scale, provided the development maintains an orientation to the public realm. Standards provide incentives for the location of commercial development, including affordable commercial. Both guidelines and standards encourage developments to provide common open space which could be used as publicly accessible plazas for events like small farmers markets, or as spaces to grow food for the use of residents or tenants.

Chapter 5: Housing

Goal 5.A: Housing diversity. Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

144.Finding: The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing. This demonstrated compliance with Statewide Land Use Goal 10. These background documents formed the policy direction that planning projects ensure that a variety of housing be provided to meet the needs of all Portlanders.

DOZA does not change the allowed amount of housing within the base zones or plan districts. It also does not change the regulations related to inclusionary housing and affordability. However, it is consistent with this goal by developing guidelines and standards within the Design overlay zone to ensure that development projects factor the needs of residents and tenants by providing livable units and encouraging outdoor space and buildings that contribute to the public realm. In addition, the new exemptions allow for smaller scale residential development to be exempt from the regulations of the Design overlay zone. Depending on the size of the units, these may provide opportunities for affordability. The table that addresses the design review process has also been simplified, based on scale of building rather than cost. In addition, this table provides an option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design

review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

DOZA also amends factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This ensures that the full allowance of housing can be built.

Goal 5.B: Equitable access to housing. Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

145.Finding: This goal is to create opportunities for housing that is accessible and affordable to a wide range of household, including people with disabilities, people of color, low-income households, diverse household types, and older adults. DOZA does not change the regulations that dictate the size and density of housing allowed throughout the city, nor does it amend the regulations for inclusionary housing. While the amendments do not change what's allowed, the guidelines and standards support measures to include amenities on the site such as outdoor areas and gardens that are accessible to all.

In addition, the review threshold table provides an option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Goal 5.C: Healthy connected city. Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

146.Finding: This goal ensures that housing be provided in areas of the city that also have access to the goods and services needed by the residents on a daily basis, often defined as a Complete Neighborhood, as well as to ensure access to affordable transportation options. This goal is generally implemented through the base zones and plan districts that concentrate the greatest amount of housing growth in the areas with the best access to services. Many of these areas are within the Design overlay zone. DOZA is consistent with this goal by implementing guidelines and standards that encourage housing to reflect an area's existing and future context while also ensuring site access to the public realm, which facilitates the ability of residents to access the goods and services and transportation options of the area.

Goal 5.D: Affordable housing. Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

147.Finding: This goal encourages programs to ensure a steady supply of regulated affordable housing to provide long-term stability to low-income households and those on a fixed income who can't afford rising housing costs. In general, DOZA does not impact the regulations that pertain to the city's affordable housing program or inclusionary housing regulations. However, DOZA does provide a

process option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Goal 5.E: High-performance housing. Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

148.Finding: High performance housing is housing that is developed with a lighter environmental impact (smaller carbon footprint, eco-friendly materials, longevity of construction, reducing waste, recycling). DOZA supports high performance housing within the Design overlay zone by including several measures in the guidelines and standards that incentivize and require features that contribute to a reduced ecological footprint and longevity of the development. These include consideration of low carbon and sustainable or recycled materials in determining the life cycle costs, promotion of building elements including operable windows and balconies that can reduce heat impacts and circulation, the integration of natural features into the housing development, and consideration of resilient features such as ecoroofs and solar access.

Diverse and expanding housing supply

Policy 5.1. Housing supply. Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.

Policy 5.2. Housing growth. Strive to capture at least 25 percent of the seven-county region's residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

149.Finding: Policy 5.1 and 5.2 ensure that Portland's plans preserve enough land and development capacity to accommodate household growth projection and to continue to capture a significant proportion of future regionwide residential growth. These policies are generally implemented through the density allotments dictated by the base zones and plan districts. DOZA does not change these entitlements.

However, DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This ensures that the full allowance of housing can be built.

Policy 5.3. Housing potential. Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households and identify opportunities to meet future demand.

150.Finding: The Comprehensive Plan defines evaluate as to "assess the range of outcomes and identify costs and benefits". This policy directs the City to determine the cost and benefit of the DOZA revisions on housing capacity, especially housing that serves low- and moderate-income households. While DOZA does not change existing regulations on housing capacity or regulated affordable housing, it provides a process options for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a

pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.4. Housing types. Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

151.Finding: In general, the types of housing allowed are dictated through the base zones and plan districts. DOZA does not change the underlying housing types allowed. DOZA does exempt smaller scale residential development of up to 4 units and 35-feet in height on a site from the overlay zone regulations, which can simplify the city review process for smaller residential projects and alterations, which is consistent with this policy.

Policy 5.5. Housing in centers. Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

Policy 5.6. Middle housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed-use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

152.Finding; Policies 5.5 and 5.6 address the implementation of different zoning to support a broad range of housing and housing types, whether within centers or in the areas of transition between centers and surrounding single family development. This is generally achieved through the application of different base zones or developing specific regulations as part of a plan district. DOZA does not amend the maps that implement the base zones or plan districts. However, on sites within the Design overlay zone, the new guidelines and standards provide opportunities to address the transitions from more intense zones to less intense zone. In addition, DOZA exempts smaller scale development of up to 4 units and 35-feet in height from the overlay zone regulations, which can simplify the city review process for smaller middle housing options.

Policy 5.7. Adaptable housing. Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

153.Finding: This policy promotes adaption of existing buildings and new building construction that is adaptable in the future, as it relates to the changing composition of households and housing. DOZA does not change existing policy regarding how interior residential spaces are used and the intensity and scale of a building is determined through the base zones and plan districts. However, many of the new tools promote the reuse/alteration or expansion of existing buildings, within both the guidelines and standards. Several guidelines and standards encourage buildings to provide flexible ground floors to allow changes in use. Several standards under the public realm and quality and resilience tenets encourage providing features for housing such as balconies, operable windows, sunshades, and garden areas on site which can increase resiliency and may help as the site and interior spaces change over time.

Policy 5.8. Physically-accessible housing. Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

Policy 5.9. Accessible design for all. Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, using Universal Design Principles.

154.Finding: Policies 5.8 and 5.9 are intended to foster housing that is accessible to people of all physical abilities. In general, the regulations requiring accessibility are determined through the state building codes, which are not preempted at the local level. These codes require a certain percentage of housing units to be accessible to those with disabilities. DOZA is consistent with these policies by providing incentives for common spaces to be provided with housing developments. These common areas are required to be accessible through application of the building codes. Although DOZA promotes the provision of some privacy between individual ground floor entries and the public realm which can include vertical separation, several other options to achieve this privacy can be used without any grade change, which can also support those units meeting the disability requirements of the building code.

Policy 5.10. Coordinate with fair housing programs. Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

155.Finding: This policy encourages programs and projects to ensure neighborhoods provide for a wide diversity of people in terms of people in terms of race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other characteristics. Generally, programs administered by the Housing Bureau, and regulations such as the Inclusionary Zoning requirements provide the opportunity to create developments that provide access to housing for people in a range of classes. DOZA is consistent with this policy by directing development through the guidelines and standards to include livability features and common open space for buildings in the Design overlay zone, including those invested in by the City.

Housing access

Policy 5.11. Remove barriers. Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

156.Finding: DOZA adjusts several process regulations which may remove or lessen the regulatory barriers for some forms of housing within the Design overlay zone. First, the amendments exempt smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects. Second, the amendments allow a process option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing. Third, DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through

design review. This ensures that the full allowance of housing can be built.

Policy 5.12. Impact analysis. Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.13. Housing stability. Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy 5.14. Preserve communities. Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

Policy 5.15. Gentrification/displacement risk. Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.16. Involuntary displacement. When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

Policy 5.17. Land banking. Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

Policy 5.18. Rebuild communities. Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

157.Finding: Policies 5.12 through 5.18 require plans and investments to consider the impact of these plans on protected classes, including low income households and underrepresented populations. In general, these policies are implemented through other programs including providing assistance for housing. DOZA does not impact the intensity or type of development allowed as that is determined through the base zoning and plan districts. The placement of the Design overlay zone does not create incentives or disincentives for displacement. However, certain regulatory improvements proposed through DOZA are consistent with these findings even if they do not directly impact the physical displacement of current and historic communities. As stated under Finding 5.11, certain process measures allow for the development of a range of housing projects. In addition, several elements of the Citywide Design Guidelines and objective design standards provide incentive to consider the physical and social context of the area where new development and alterations take place. This helps to recognize the role of all community members in establishing and maintaining the social and physical features and connections.

Policy 5.19. Aging in place. Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

158.Finding: DOZA is consistent with this policy by providing site and building features that can apply to a range of housing types. In addition, by exempting small-scale development and alterations involving up to 4 units on a site, it allows for continued upkeep of smaller developments without having to meet the added standards or procedures required by the Design overlay zone. This could

benefit small property owners as they grow older and need to retrofit their units.

Housing location

Policy 5.20. Coordinate housing needs in high-poverty areas. Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

Policy 5.21. Access to opportunities. Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

Policy 5.22. New development in opportunity areas. Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

Policy 5.23. Higher-density housing. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

Policy 5.24. Impact of housing on schools. Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

159.Finding: DOZA does not change the allowed types or intensity of housing. This is determined through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay zone, DOZA provides criteria through the updated implementation tools to encourage development to orient to the public realm. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Housing affordability

Policy 5.25. Housing preservation. Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

Policy 5.26. Regulated affordable housing target. Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

Policy 5.27. Funding plan. Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

Policy 5.28. Inventory of regulated affordable housing. Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

Policy 5.29. Permanently-affordable housing. Increase the supply of permanently-affordable housing,

including both rental and homeownership opportunities.

160.Finding: Policies 5.25 through 5.29 promote the production and preservation of regulated affordable housing. In general, these policies are implemented through city programs administered by the Portland Housing Bureau. Within the zoning code, the inclusionary housing provisions require buildings over 20 units to provide certain units at listed affordability targets. DOZA does not affect these existing programs. DOZA does provide a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.30. Housing cost burden. Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

161.Finding: The Comprehensive Plan defines evaluate as to ‘assess the range of outcomes and identify costs and benefits’. DOZA includes new guidelines and standards for development within the Design overlay zone. While these new tools provide a range of flexible options to gain approval, several options promote green building and sustainable features which can lower the cost of the development now and in the future. These features include not dedicating areas to vehicle parking, promoting natural ways for units to gain light and ventilation, and encouraging ecoroofs and solar installations which can reduce future energy costs.

Policy 5.31. Household prosperity. Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.32 Affordable Housing in Centers. Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

Policy 5.33. Central City affordable housing. Encourage the preservation and production of affordable housing in the Central City to take advantage of the area’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

162.Finding: Policies 5.31 through 5.33 promote the placement of a mix of housing, focused on affordable housing in areas that have access to transit and services, especially in Centers and the Central City. DOZA does not change the allowed types or intensity of housing. This is determined through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.34. Affordable housing resources. Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

163.Finding: DOZA does not impact the funding mechanisms nor the regulatory mechanisms such as inclusionary housing that directly impact the number of affordable housing unit. DOZA supports the affordable housing through a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.35. Inclusionary housing. Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

164.Finding: Inclusionary housing regulations were adopted in 2018. DOZA does not change that program.

Policy 5.36. Impact of regulations on affordability. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

165.Finding: DOZA regulations do not change the allowed types or intensity of housing, including affordable housing. This is determined through the zones and development standards assigned through the base zones and plan districts, and the chapter on Inclusionary Zoning. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm. The guidelines and standards include the flexibility for projects to choose lower cost ways to meet the criteria. DOZA includes a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.37. Mobile home parks. Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

166.Finding: DOZA does not change the regulations related to mobile home parks and does not revise the map that established the new RMP manufactured park zoning. This policy does not apply.

Policy 5.38. Workforce housing. Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

167.Finding: DOZA does not change the allowed types or intensity of housing. This is determined

through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm where transit would be accessed. DOZA includes a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Policy 5.39. Compact single-family options. Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

168.Finding: The recently approved regulatory changes through the Residential Infill Project (RIP) were focused on encouraging small-scale homes in single family zones. The intent of the amendments in DOZA is to provide oversight to larger-scale residential, commercial and mixed-use projects. However, DOZA is consistent with this finding by removing the Design overlay zone from some R5 and R2.5 zones that had the Design overlay zone applied many years ago. At that time, there were few design standards that applied in these base zones. Since then, several standards have been added to the base zone that limit garage fronts, and encourage visible front doors, porches and street-facing windows. RIP provided further standards to better integrate the structures with the public realm. In other zones, DOZA exempts smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects. This will allow smaller scale single family homes to be built or altered without additional regulatory burden, and focuses the Design overlay zone regulations on larger-scale projects.

Policy 5.40. Employer-assisted housing. Encourage employer-assisted affordable housing in conjunction with major employment development.

169.Finding: DOZA does not impact employer assisted affordable housing programs. This policy does not apply.

Policy 5.41. Affordable homeownership. Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy 5.42. Homeownership retention. Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

170.Finding: DOZA does not impact regulatory or funding programs that impact homeownership. DOZA is consistent with these policies by exempting smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects, which historically have been more likely to be owner occupied, or owned by small scale landlords. This will allow smaller scale single family homes to be built or altered without additional regulatory burden.

Policy 5.43. Variety in homeownership opportunities. Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

171.Finding: DOZA does not impact any programs that encourage or provide assistance for home ownership opportunities. This policy does not apply.

Policy 5.44. Regional cooperation. Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland Metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy 5.45. Regional balance. Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

172.Finding: These policies encourage regional collaboration among the jurisdictions within the Portland Metropolitan area to ensure that a range of housing and services is provided throughout the region. DOZA does not impact any measures for coordination with Metro and the region, so these policies do not apply.

Homelessness

Policy 5.46. Housing continuum. Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to Permanent Supportive Housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds.

173.Finding: In general, DOZA does not impact the types or intensity of housing that is allowed throughout the city. This is determined through the zones and development standards assigned through the base zones and plan districts. The recent Shelter to Housing Continuum project expanded the areas where other forms of housing such as transitional housing, shelters and group living arrangements can occur. Within areas that have the Design overlay zone, DOZA provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Health, safety, and well-being

Policy 5.47 Healthy housing. Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

174.Finding: DOZA includes new guidelines and standards that have a focus on multi-dwelling housing that provides features to encourage the health and safety as well as active living. These are located within the new standards and guidelines for Quality and Resilience. They encourage the provision of windows on upper floors as well as operable windows and balconies that can provide access to light and air. Guidelines and standards also promote the provision of open areas that can be used for general recreation, children’s play areas, or for gardens.

Policy 5.48 Housing safety. Require safe and healthy housing free of hazardous materials such as

lead, asbestos, and radon.

175.Finding: In general, regulations that address hazardous materials such as lead, asbestos, and radon are administered by the State Department of Environmental Quality, as well as through local programs to safely remove hazardous materials during remodels and tear downs. While DOZA does not impact these existing programs, the new guidelines and standards do encourage the use of green and sustainable materials, so DOZA is consistent with this policy.

Policy 5.49. Housing quality. Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

176.Finding: As stated under policy 5.47, DOZA includes design standards and guidelines that provide for access to air, light and outdoor spaces, in conjunction with the development of residential projects.

Policy 5.50. High-performance housing. Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

177.Finding: The new Citywide Design Guidelines and objective design standards encourage development to provide energy efficiency systems, and to use green and sustainable materials through the implementing measures in the Quality and Resilience guidelines and standards. As examples, Guideline 9 encourages a design review to consider the life-cycle costs of materials and to design for resilience and to use sustainable materials. Many of the Quality and Resilience standards encourage the use of ecoroofs, solar installation, low carbon concrete and sustainable wood.

Policy 5.51. Healthy and active living. Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

178.Finding: As stated in policy 5.47, DOZA includes guidelines and standards that encourage residential development to provide open areas on site through Guideline 7 and through the several standards that encourage open areas to be used as public plazas or as private gardens, recreation areas, or playground.

Policy 5.52. Walkable surroundings. Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

179.Finding: The new guidelines and standards support this policy by encouraging buildings and sites to provide access to the sidewalks of the public realm, as well as to encourage places to sit and interact for both people onsite as well as along the street. The guidelines and standards support the recent regulatory changes for secure bicycle parking, while also ensuring that the bike storage doesn't negatively impact on the street activity. This is achieved through Guideline #6 and standard PR8.

Policy 5.53. Responding to social isolation. Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

180.Finding: As stated above, many of the new Citywide Design Guidelines and objective design standards encourage the provision of common areas such as gardens and recreation areas. In addition, street-facing balconies are encouraged which provide visual and auditory links between

residential units and the street. The encouraging of commercial ground floor space and public plazas along with residential entrances provide opportunities for interaction amongst all groups of people.

Policy 5.54 Renter protections. Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

181.Finding: DOZA does not impact the city's existing housing and code compliance programs which allow for residents to anonymously report potential health and safety issues. Other programs can provide rental assistance and tenant protection. This policy doesn't apply.

Chapter 6: Economic Development

Goal 6.A: Prosperity. Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

182.Finding: DOZA does not change the zoning entitlements that provide the guidance to the amount of growth and development opportunities on individual sites. However, DOZA supports this goal by simplifying several of the processes for development in the Design overlay zone. The guidelines and standards also encourage development to include measures that can improve public health and support a healthy environment. These include the Quality and Resilience guidelines and standards that encourage open areas and amenities for residents and tenants as well as supporting the installation of building features that lead to resilience and long-term prosperity.

Goal 6.B: Development. Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

183.Finding: DOZA does not change the overall land supply under the different zones, nor does it impact the public improvement plans that consider locations of public facilities and services, so it does not apply to 1) and 3). However, DOZA simplifies and adds flexibility to the development review processes that apply within the Design overlay zone. The new objective standards can apply to a greater number of development proposals and include options to meet a variety of standards, which provides flexibility. For projects that go through a discretionary design review, the table that illustrates what review is required has been simplified to remove the different review types for a variety of subareas of the city. Instead, the review is determined by two geographies (Central City and the remainder of the city) and by the size of the development proposal. DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. These changes support item 2) of this goal to have a local review system that is nimble, predictable, and fair.

Goal 6.C: Business district vitality. Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.
- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

184.Finding: As stated under Goal 6B, DOZA does not impact the base zoning or allowances that dictate the type and size of development within business districts. However, it is consistent with this Goal by encouraging development that supports the growth and synergy of the mixed use and employment districts that are subject to the Design overlay zone. This is done by encouraging development to orient toward the public realm and provide active ground floor and/or commercial spaces. These spaces and their orientation increase access between residential and commercial tenants. The guidelines and standards within context and public realm provisions consider an areas contextual viability, support building rehabilitation and expansion and provide active public spaces.

Diverse, expanding city economy

Policy 6.1. Diverse and growing community. Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

Policy 6.2. Diverse and expanding economy. Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

Policy 6.3. Employment growth. Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 6.4. Fiscally-stable city. Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

185.Finding: Policies 6.1 through 6.4 provide guidance to ensure that the city maintain enough lands to create opportunities for diverse economic and employment opportunities across the city and at levels that can support our residential growth. DOZA does not impact the Comprehensive Plan or Zoning designations that impact the location, type or amount of employment opportunities, so these policies do not apply.

Policy 6.5. Economic resilience. Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

Policy 6.6. Low-carbon and renewable energy economy. Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

186.Finding: Policies 6.5 and 6.6 require the city's plans to consider future resilience and energy efficiency to ensure that the city can remain prosperous and adaptable to changing conditions.

DOZA supports this policy within the Design overlay zone by implementing guidelines and standards that incentivize development to provide features for future resiliency and adaptability as well as to use materials that can lifecycle carbon emissions. Guidelines 8 & 9 encourage high quality, lasting materials that consider their environmental impacts. Several quality and resilience standards support the use of resilient features such as adaptable ground floors, solar installations and ecoroofs while also encouraging low carbon concrete and sustainable materials.

Policy 6.7. Competitive advantages. Maintain and strengthen the city’s comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

Policy 6.8. Business environment. Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

187.Finding: Policies 6.7 and 6.8 ensure the city maintain and promote a diverse and strong business environment to remain competitive in the region. The Comprehensive Plan defines “maintain” as to keep what you have or preserve. DOZA does not directly impact the quality of the workforce or business diversity and it does not affect assistance programs maintained by other agencies. However, it does provide opportunities to maintain a competitive business climate and a more positive business environment. DOZA supports this by clarifying the existing processes for reviewing development applications within the Design overlay zone. This includes creating more flexibility for project applicants to choose the standards that apply, if they go through the objective design standards, as well as a fewer number of guidelines to meet if they go through a discretionary design review. In addition, the table used to determine the type of design review process has been simplified both for a geographic application and from the overall number of variations to the type of design review. Finally, the revision of the table ensures that all building alterations that don’t significantly increase the size of the building will go through a staff review, avoiding the pre-application conference and a hearing in front of the Design Commission.

Policy 6.9. Small business development. Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

188.Finding: DOZA does not impact programs directed by other agencies to provide technical and financial assistance to small businesses. However, DOZA does support this policy by implementing a clearer set of processes that apply to development in the Design overlay zone, as well as providing additional exemptions to the regulations for small-scale alterations. In addition, the guidelines and standards promote development with mixed use development and the standards incentivize both the provision of ground floor active space accessible to the street and the provision of affordable ground floor commercial space through a program administered by the Portland Development Commission (aka Prosper Portland).

Policy 6.10. Business innovation. Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

Policy 6.11. Sharing economy. Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

189.Finding: The Comprehensive Plan defines ‘encourage’ as to promote or foster through voluntary

approaches, regulations or incentives. Policies 6.10 and 6.11 promote regulations that develop new and innovative technologies and economic approaches. While DOZA does not directly impact these policies, the clarification of the regulatory process and tools can minimize the burdens on any new business endeavor, so the project is consistent with these policies.

Policy 6.12. Economic role of livability and ecosystem services. Conserve and enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

190.Finding: In general, formal recognition of the City’s historic, cultural, and environmental assets is recognized through many of the city’s overlay zones and plan districts, as well as other city programs that lend technical and financial support to retain features that continue to attract a diverse work force. However, DOZA supports this policy by incorporating new guidelines and standards that consider the social, physical and natural context of an area and the site when addressing development. Three guidelines and 18 standards are specifically related to the Context tenet – one of three tenets of design that make up the new guidelines and standards.

Land development

Policy 6.13. Land supply. Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

Policy 6.14. Brownfield redevelopment. Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035.

Policy 6.15. Regionally-competitive development sites. Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas using incentives, and regional and state assistance for needed infrastructure and site readiness improvements.

191.Finding: Policies 6.13 -6.15 are meant to ensure the city provides an adequate supply of buildable lands for long term employment growth, and to provide incentives for encumbered land. DOZA does not impact the city’s buildable lands inventory or programs for brownfield development and other financial incentives, so these policies do not apply.

Policy 6.16. Regulatory climate. Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

6.16.a. Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.

6.16.b. Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.

6.16.c. Allow discretionary-review to facilitate flexible and innovative approaches to meet requirements.

6.16.d. Design and monitor development review processes to avoid unnecessary delays.

6.16.e. Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

192.Finding: The Comprehensive Plan defines ‘improve’ to make the current situation better or to increase enhance or expand facilities or resources. This policy promotes improvement in the development review process and regulations to provide predictability in supporting economic growth and retention. The sub policies provide added guidance on ways to make these improvements. While DOZA does not apply in most of the employment and industrial lands, a key component of DOZA is to improve the process and predictability within the Design overlay zone, which covers areas of commercial and residential growth that can impact economic viability. As stated throughout the findings, DOZA includes process improvements to clarify the options for discretionary review or meeting clear and objective standards. This was done through rewriting the Design overlay zone chapter, remaking the purpose of the overlay, rewriting the exemptions, expanding the thresholds for what development can use the clear and objective standards, and simplifying the range of discretionary process thresholds for projects that choose to go through design review, with one set of options applying in the Central City and another set outside the Central City. Previous process thresholds included several review options within the Central City and many more applicable to individual zones and plan districts. In addition, the discretionary design guidelines applicable outside of the Central City were reduced in number to nine guidelines, while the clear and objective standards have been rewritten to provide greater flexibility for applicants to choose the features/standards they wish to meet.

Policy 6.17. Short-term land supply. Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

Policy 6.18. Evaluate land needs. Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

Policy 6.19. Corporate headquarters. Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

193.Finding: Policies 6.17-6.19 ensure that the City maintains an adequate supply of employment lands, including lands that can be used for future corporate headquarters, and continuously updates that land supply on a regular basis. DOZA does not impact the city’s buildable land inventory or the updates required through an Economic Opportunities Analysis, so these policies do not apply.

Traded sector competitiveness

Policy 6.20. Traded sector competitiveness. Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

Policy 6.21. Traded sector diversity. Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

Policy 6.22. Clusters. Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

Policy 6.23. Trade and freight hub. Encourage investment in transportation systems and services that will retain and expand Portland’s competitive position as a West Coast trade gateway and freight distribution hub.

Policy 6.24. Traded sector land supply. Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

Policy 6.25. Import substitution. Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

Policy 6.26. Business opportunities in urban innovation. Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

194.Finding: The changes in DOZA impact the regulations that apply within the Design overlay zone, which consider site and building design. They do not impact city programs that consider traded sector economic impacts or the types of goods that may be produced locally, imported or exported. They also do not impact the City's programs for freight movement and shipping. Therefore, these policies do not apply.

Equitable household prosperity

Policy 6.27. Income self-sufficiency. Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

6.27.a. Support the role of industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

6.27.b. Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

Policy 6.28. East Portland job growth. Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

Policy 6.29. Poverty reduction. Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Policy 6.30. Disparity reduction. Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

Policy 6.31. Minority-owned, woman-owned and emerging small business (MWESB) assistance. Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

Policy 6.32. Urban renewal plans. Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- Revitalization of neighborhoods.
- Expansion of housing choices.
- Creation of business and job opportunities.
- Provision of transportation linkages.
- Protection of residents and businesses from the threats posed by gentrification and displacement.

- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

195.Finding: The changes in DOZA impact the regulations that apply within the Design overlay zone, which consider site and building design. They do not impact city programs that provide for targeted job growth, income levels or poverty reduction. However, DOZA does provide process incentives and tools that encourage development to consider affordable commercial space by partnering with Prosper Portland. DOZA also creates a lower level of design review for affordable housing projects providing 50 percent of the units to those earning no more than 60 percent of the median income. This includes projects that may be considered within urban renewal areas to expand housing choices. So DOZA maintains consistency with these policies.

Central City

Policy 6.33. Central City. Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 6.34. Central City industrial districts. Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

Policy 6.35. Innovation districts. Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

196.Finding: Policies 6.33 through 6.35 ensure that the Central City continues as an employment and innovation hub, including the preservation of centralized institutions. DOZA does not impact the allowed uses and intensity of the uses, which are generally regulated through the base zones and plan districts. In addition, the Design overlay zone does not apply to industrially zoned lands with a few exceptions. Finally, DOZA does not impact the Central City Fundamental Design Guidelines which are the approval criteria for design review in the Central City. DOZA does simplify and clarify Table 825-1, which dictates what type of design review is required, so that all design reviews within the Central City follow the same process regardless of where they are geographically in the Central City. This will help to eliminate confusion about what type of review is applicable. In addition, small alterations impacting under 500 square feet of façade or roof area will go through a more efficient Type I review process, not available previously.

Industrial and employment districts

Policy 6.36. Industrial land. Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

Policy 6.37. Industrial sanctuaries. Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

Policy 6.38. Prime industrial land retention. Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.

6.38.a. Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

6.38.b. Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

6.38.c. Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources are also protected.

6.38.d. Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

6.38.e. Protect prime industrial land for siting of parks, schools, large-format places of assembly, and large-format retail sales.

6.38.f. Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be in the prime industrial area.

Policy 6.39. Harbor access lands. Limit use of harbor access lands to river- or rail-dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river-dependent industrial uses.

Policy 6.40. Portland Harbor Superfund Site. Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses.

Policy 6.41. Multimodal freight corridors. Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

Policy 6.42. Columbia East. Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

Policy 6.43. Dispersed employment areas. Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

Policy 6.44. Industrial land use intensification. Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

Policy 6.45. Industrial brownfield redevelopment. Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

Policy 6.46. Impact analysis. Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

Policy 6.47. Clean, safe, and green. Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

Policy 6.48. Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

Policy 6.49. Industrial growth and watershed health. Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

Policy 6.50. District expansion. Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

Policy 6.51. Golf course reuse and redevelopment. Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

Policy 6.52. Residential and commercial reuse. Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

Policy 6.55. Neighborhood park use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

197.Finding: Policies 6.36 through 6.55 provide direction regarding industrial and employment districts. DOZA does not change the comprehensive plan designations or regulations affecting any currently designated industrial or employment lands. There is very little acreage that has a Design overlay zone within the general employment or industrial zones that make up these areas. Within Industrial zones, only IG1 has a small area within the overlay, making up 0.31 percent of the total area zoned IG1, only consisting of a small area on North Russell Street in the Central City, and this area has a Central Employment Comprehensive Plan designation. In the Employment zones outside EX, only EG2 has any area with the overlay, making up 3.28 percent of the area zoned EG2. Therefore, there is no impact to the development capacity of the City's industrial and employment districts.

Campus institutions

Policy 6.56. Campus institutions. Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.

Policy 6.57. Campus land use. Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

Policy 6.58. Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

Policy 6.59. Community amenities and services. Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

Policy 6.60. Campus edges. Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

Policy 6.61. Satellite facilities. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

198.Finding: Policies 6.56 through 6.61 provide the direction to support the maintenance and growth of the City's institutions. These policies are generally implemented through the application of the Campus Institutional (CI) zones or the Institutional Residential (IR) zones. DOZA does not change the mapping of these zones or the allowed uses and intensity that is dictated through the base zones. The Design overlay zone does apply to areas zoned IR, which include some high school campuses, as well as to some CI zones that are currently in design districts such as Portland State University within the Central City and the Adventist Medical Center complex within the Gateway plan district. The changes in DOZA support these policies when applied by including the tools to review the projects development impacts and context, in conjunction with the base zone standards or other reviews that may be necessary such as the Impact Mitigation review.

Neighborhood business districts

Policy 6.62. Neighborhood business districts. Provide for the growth, economic equity, and vitality of neighborhood business districts.

Policy 6.63. District function. Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

199.Finding: Policies 6.62 and 6.63 encourage plans and regulations to promote the growth, vitality and function of neighborhood business districts to be the center and an asset for the surrounding neighborhood. Several of these neighborhood business districts have the Design overlay zone applied to them. The changes in DOZA support these districts by providing guidelines and standards that recognize the different context of these districts and encouraging development applications to consider the area context in their development. This is done through Guidelines 1-3 and the Context standards C1 through C18, including an additional standard C3 approved by Council applicable to close in main streets. The new guidelines and standards also support development that interacts with the public realm of these business districts through encouraging mixed uses, publicly accessible plazas and ground floor active spaces.

Policy 6.64. Small, independent businesses. Facilitate the retention and growth of small and locally-owned businesses.

200.Finding: The Comprehensive Plan defines 'facilitate' as to make something easier or run more smoothly, and the policy is intended to keep small and locally owned businesses within our neighborhood business districts. DOZA uses a combination of process improvements and tools to help existing small businesses to remain within the Design overlay zones. One way this is done is by allowing smaller projects within the Gateway plan district to meet the objective design standards as an option, while current regulations require design review. While Gateway includes national retailers, it is also home to locally based main street businesses. Other changes include an expansion of exemptions to design review that allow some small business alterations without triggering additional requirements, and a more flexible set of design standards, with fewer requirements for alterations to existing buildings. In addition, a new standard provides opportunities for a development to partner with the Portland Development Commission to provide affordable commercial space.

Policy 6.65. Home-based businesses. Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

201.Finding: DOZA does not change any of the underlying zoning or regulations that apply to home-based businesses. Home-based businesses do not generally impact the exterior of the residence, so the changes in DOZA do not apply.

Policy 6.66. Neighborhood-serving business. Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

Policy 6.67. Retail development. Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

202.Finding: The Comprehensive Plan defines ‘provide’ as to supply, offer or make available. Policies 6.66 and 6.67 are intended to foster commercial areas both within smaller and larger commercial nodes. The implementing tool for offering lands for small commercial nodes and a supply of retail sites is the mixed-use comprehensive plan designation and the commercial mixed-use zones. DOZA does not make any changes to the existing zoning map of these areas. DOZA is consistent with the policy within the Design overlay zone by providing guidelines and tools that encourage buildings to include commercial uses as has been documented elsewhere in this document.

Policy 6.68. Investment priority. Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

203.Finding: The Comprehensive Plan defines ‘prioritize’ as to treat something as more important than something else. DOZA does not impact city programs that oversee business or neighborhood investments. However, DOZA is consistent with this policy by providing guidelines and standards within the Design overlay zone that encourage the alteration and expansion of existing buildings within communities.

Policy 6.69. Non-conforming neighborhood business uses. Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

204.Finding: DOZA does not change the zoning map nor change the regulations that apply to non-conforming development, so this policy does not apply.

Policy 6.70. Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.70.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.70.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

205.Finding: DOZA supports these policies in several ways. Similar to Policy 6.64 and restated here,

DOZA uses a combination of process improvements and tools to help existing small businesses to remain within the Design overlay zone. One way this is done is by allowing smaller projects within the Gateway plan district to meet the objective design standards as an option, while current regulations require design review. While Gateway includes national retailers, it is also home to locally based main street businesses. Other changes include an expansion of exemptions to design review that allow some small business alterations without triggering additional requirements, and a more flexible set of design standards, with fewer requirements for alterations to existing buildings. In addition, a new standard provides opportunities for a development to partner with the Portland Development Commission to provide affordable commercial space.

Policy 6.71. Temporary and informal markets and structures. Acknowledge and support the role that temporary markets (farmer's markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also, acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

206.Finding: DOZA is consistent with this policy as it is only intended to apply to permanently installed structures and not to temporary activities. It also does not apply to parked vehicles in a parking lot such as food carts. In addition, small accessory structures such as covered garbage areas are exempt if located in a parking lot. This reduces the regulatory burdens of setting up a temporary activity, or food carts.

Policy 6.72. Community economic development. Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

6.72.a. Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

6.72.b. Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

6.72.c. Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

207.Finding: DOZA works within the current neighborhood notification and land use notification processes for notifying people of development. DOZA provides a more clear range of land use processes and a smaller set of design guidelines to help residents and business owners to understand the process and the opportunities to comment.

Policy 6.73. Centers. Encourage concentrations of commercial services and employment opportunities in centers.

6.73.a. Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

6.73.b. Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

6.73.c. Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

6.73.d. Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

6.73.e. Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

208.Finding: Policy 6.73 and its sub-policies ensure that centers include a broad range of commercial services in a concentration that is convenient to the surrounding neighborhoods. DOZA supports these policies by crafting guidelines and standards that focus specific features within centers. These features include providing active and flexible ground floor spaces that can be adapted to various uses, encouraging commercial spaces on the ground floor, incentivizing plazas and other features accessible to the public realm, providing opportunities for public art that can serve as a neighborhood attraction, as well as providing flexible standards for altering and adding on to existing buildings in the center. A council added standard also provides an option for development within the close-in commercial areas to include architectural features on the ground floor found in these areas.

Chapter 7: Environmental and Watershed Health

Goal 7.A: Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

209.Finding: There are several city programs working to reduce carbon emissions both from city operations and through programs for private firms. DOZA is consistent with the goal by developing regulations that foster development that orients to the public realm and is compatible with alternative modes of transportation including, transit, walking and bicycling.

Goal 7.B: Healthy watersheds and environment. Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

210.Finding: The Comprehensive Plan defines maintain as to keep what you have or preserve. In general, the city's ecosystem functions and watershed health are maintained through the Natural Resources Inventory and the Environmental overlay zones. DOZA is not amending any of these documents or zones. However, DOZA does provide guidance in the guidelines and standards to maintain on-site natural features, wetlands/waterbodies and trees, even if those are not formally protected through the overlay zones. This incentive can further expand the environmental quality of the city and is part of the new Purpose of the Design overlay zone to balance development to benefit both people and the natural environment.

Goal 7.C: Resilience. Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

211.Finding: DOZA has updated the Purpose statement of the Design overlay zone to indicate that this overlay ensures that Portland is "both a city designed for people and a city in harmony with nature. The amended overlay zone includes quality and resilience as one of the three tenets of design. The new Citywide design guidelines and codified design standards include several criteria or development standards to ensure that buildings and development can be resilient in the future. This includes provisions to accommodate natural features, provide open space, encourage solar panels and eeroofs, encourage low carbon concrete and recycled materials, and provide ground floor spaces that can accommodate different uses over time.

Goal 7.D: Environmental equity. All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

212.Finding: DOZA supports this goal through guidelines and standards that encourage development to provide open areas accessible to the residents, workers and the public, preserve existing trees and natural areas, and incorporate natural air circulation within buildings through operable windows and balconies.

Goal 7.E: Community stewardship. Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

213.Finding: This goal is focused on actions that have the potential to activate Portland's residents on behalf of the environment and watershed health. DOZA contains zoning code amendments and a small number of Design overlay map amendments. DOZA does not affect non-regulatory, environmental public involvement programs or actions. Therefore, this goal does not apply.

Improving environmental quality and resilience

Policy 7.1. Environmental quality. Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

214.Finding: While the changes in DOZA do not change the Natural Resource Inventories or Environmental overlay zone regulations that implement our natural resource protection, DOZA supports this policy by incentivizing the preservation and incorporation of undocumented natural features into a development proposal. This includes guidelines and standards that encourage the preservation of trees and natural features on site as well as the planting of native plant species.

Policy 7.2. Environmental equity. Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

215.Finding: As stated in Policy 7.1, DOZA does not change the regulations intended to protect identified natural resources. However, DOZA provides incentives for projects to preserve undocumented natural features. The amendments also encourage the provision of general open space areas for recreation. These features would be accessible to residents and tenants of these projects and in some cases are made accessible to people within the public realm by encouraging plazas or views into natural areas. In addition, all buildings are given incentives for providing features to make them more resilient, such as providing ecoroofs, solar installations, and pervious paving, which increase site resiliency and reduce environmental impacts for the area.

Policy 7.3. Ecosystem services. Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

216.Finding: The Comprehensive Plan defines ecosystem services as the contribution of ecosystem conditions and processes to human well-being, and include a variety of systems such as pollination of trees and plants, climate regulation, and flood mitigation among others. While DOZA does not change the regulations intended to protect identified natural resources, it is consistent with this policy by acknowledging the value of mature trees, native landscaping and climate measures. Guidelines and standards encourage the preservation of strands of trees, the planting of native landscaping, the installation of ecoroofs and pervious pavement and overall limitations on vehicle area that can increase surface temperatures.

Policy 7.4. Climate change. Update and implement strategies to reduce carbon emissions and impacts and increase resilience through plans and investments and public education.

7.4.a. Carbon sequestration. Enhance the capacity of Portland's urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

7.4.b. Climate adaptation and resilience. Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

217.Finding: As indicated above, DOZA encourages development, through the guidelines and standards, to use native landscaping, preserve larger, existing trees, provide ecoroofs and pervious pavement to reduce heat island effects and use sustainable products such as low-carbon concrete and sustainable wood products to reduce the climate impacts of construction. These measures can both work to sequester carbon and to create a more resilient landscape, and support these policies.

Policy 7.5. Air quality. Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders.

218.Finding: DOZA does not change regulations for air quality as those are regulated through the State Department of Environmental Quality (DEQ) to meet the air quality standards required by the Federal Clean Air Act. DOZA is consistent with this finding by encouraging development with the Design overlay zone to limit paved areas which can both limit car usage and reduce heat island effects, encouraging roof treatments that can reduce heat impacts, and by creating buildings and sites to orient to people using active transportation modes including walking, biking and taking transit.

Policy 7.6. Hydrology. Through plans and investments, improve or support efforts to improve watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

Policy 7.7. Water quality. Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

219.Finding: Policies 7.6 and 7.7 address the quality and hydrology of water and watershed as part of plans and investments. While the city has regulations to preserve and protect identified watersheds, DOZA also supports these policies in Design overlay zone by including guidelines and standards that encourage preservation of features such as undocumented water features and natural resources such as existing mature trees which can support water percolation and reduce water temperature. Other guidelines and standards support ecoroofs and pervious paving where feasible, which also help limit water toxics and improve area hydrology.

Policy 7.8. Biodiversity. Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

Policy 7.9. Habitat and biological communities. Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological

communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

Policy 7.10. Habitat connectivity. Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

220.Finding: Policies 7.8 – 7.10 provide direction on integrating efforts to improve habitat and biodiversity and to better connect habitat areas to repair fragmentation. These policies are generally supported through the city’s natural resource inventory and corresponding environmental zones. DOZA is consistent with these within the Design overlay zone by using guidelines and standards to encourage preservation of existing undocumented natural features and trees and providing open areas. These provisions may help connect the more formally recognized environmental resources to each other encouraging habitat corridors.

Policy 7.11. Urban forest. Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest through plans and investments.

7.11.a. Tree preservation. Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

7.11.b. Urban forest diversity. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

7.11.c. Tree canopy. Support progress toward meeting City tree canopy targets.

7.11.d. Tree planting. Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

7.11.e. Vegetation in natural resource areas. Require native trees and vegetation in significant natural resource areas.

7.11.f. Resilient urban forest. Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

7.11.g. Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans.

7.11.h. Managing wildfire risk. Address wildfire hazard risks and management priorities through plans and investments.

221.Finding: Policy 7.11 and its sub-policies support the maintenance and expansion of the city's forest canopy. Title 11, Trees is the main mechanism for implementing these policies. DOZA is consistent with this policy within the Design overlay zone by encouraging tree preservation and native tree planting through the guidelines and standards. Native planting in general is also incentivized through the standards and addressed in the guidelines.

Policy 7.12. Invasive species. Prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

222.Finding: In general, Title 11, Trees is the mechanism for limiting invasive trees through its nuisance and prohibited tree lists. In addition, the Portland Tree and Landscaping Manual provides direction for planting trees, shrubs and groundcover. DOZA is consistent with this policy by encouraging native trees and shrubs which reduce the impacts of invasive species.

Policy 7.13. Soils. Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

Policy 7.14. Natural hazards. Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

223.Finding; Policy 7.13 and 7.14 require plans and projects to safeguard soils and land from erosion, contamination and degradation that can lead to hazards such as landslides, wildfire, flooding and earthquake risks. In general, these policies are met through site development requirements and natural resource management. DOZA is consistent with these policies within the Design overlay zone by incorporating guidelines and standards that incorporate native landscaping, tree preservation and green building incentives that can reduce soil contamination and degradation.

Policy 7.15. Brownfield remediation. Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

Policy 7.16. Adaptive management. Evaluate trends in watershed and environmental health using current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

Policy 7.17. Restoration partnerships. Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

Policy 7.18. Community stewardship. Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

224.Finding: Policies 7.15 through 7.18 provide direction on specific remediation and monitoring or on developing partnerships with other stakeholders. These policies are implemented through other city measures and outreach efforts. DOZA is not impacting these current efforts, and so these policies generally don't apply. While not applicable, DOZA can complement the other city measures by encouraging developers to incorporate natural features into their development in order to meet standards and/or guidelines. These can be the result of cooperation with community organizations.

Planning for natural resource protection

Policy 7.19. Natural resource protection. Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

Policy 7.20. Natural resource inventory. Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

Policy 7.21. Environmental plans and regulations. Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. *See Figure 7-2 — Adopted Environmental Plans.*

7.21.a. Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

Policy 7.22. Land acquisition priorities and coordination. Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

225.Finding: Policies 7.19 through 7.22 provide direction for the preservation and maintenance of significant natural resources within the City. These resources are generally catalogued through updates to various natural resource inventories and regulated through overlay zones such as the Environmental, River and Greenway overlay zones. DOZA does not change these regulations and the implementing overlay zones to protect resources work with the Design overlay zone in cases where the two overlay zones overlap. DOZA is consistent with these policies by including some additional incentives through the guidelines and standards to maintain and preserve other natural features that may not be considered significant for the purpose of the Environmental overlay zones.

Protecting natural resources in development situations

Policy 7.23. Impact evaluation. Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26. and other relevant Comprehensive Plan policies.

Policy 7.24. Regulatory hierarchy: avoid, minimize, mitigate. Maintain regulations requiring that the

potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

Policy 7.25. Mitigation effectiveness. Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

1. On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
2. Off-site with the same kind of resource; if that is not possible, then
3. On-site with a different kind of resource; if that is not possible, then
4. Off-site with a different kind of resource.

Policy 7.26. Improving environmental conditions through development. Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

226.Finding: Policies 7.23 through 7.26 require development projects to evaluate for, minimize damage to, mitigate impacts for, and enhance the function of significant natural resources. These policies are implemented for significant natural resources through the city's natural resource inventory and various Environmental overlay zones. DOZA is consistent with the policies by including several guidelines and standards that encourage the preservation of existing trees and natural features and the use of native landscaping outside of Environmental overlay zones.

Aggregate resources

Policy 7.27. Aggregate resource protection. Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

Policy 7.28. Aggregate resource development. When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

Policy 7.29. Mining site reclamation. Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

227.Finding: Policies 7.27 through 7.20 provided guidance for mining and resource extraction sites. The DOZA project does not apply to these policies.

Columbia River Watershed

Policy 7.30. In-water habitat. Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

Policy 7.31. Sensitive habitats. Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

Policy 7.32. River-dependent and river-related uses. Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site

design and practices.

228.Finding: Policies 7.30 through 7.32 provide guidance for lands along the Columbia River. With the exception of a small area within the Bridgeton mixed use neighborhood, the lands along the Columbia River do not have the Design overlay zone. Within the Bridgeton neighborhood, all areas along the shoreline and within other sensitive areas include Environmental overlay zones which regulate development in these In-water and sensitive habitats. In addition, development in the water is regulated by the Department of State Lands. In most area of the Columbia River Watershed, the policies above are not applicable to DOZA. Within the Bridgeton area, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

Willamette River Watershed

Policy 7.33. Fish habitat. Provide adequate intervals of ecologically-functional shallow-water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

Policy 7.34. Stream connectivity. Improve stream connectivity between the Willamette River and its tributaries.

Policy 7.35. River bank conditions. Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

Policy 7.36. South Reach ecological complex. Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

Policy 7.37. Contaminated sites. Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

Policy 7.38. Sensitive habitats. Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

Policy 7.39. Riparian corridors. Increase the width and quality of vegetated riparian buffers along the Willamette River.

Policy 7.40. Connected upland and river habitats. Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

Policy 7.41. River-dependent and river-related uses. Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

Policy 7.42. Forest Park. Enhance Forest Park as an anchor habitat and recreational resource.

229.Finding: Policies 7.33 through 7.42 give direction for plans, programs and regulations that impact the Willamette River and local watersheds that feed into the Willamette. These policies are generally implemented through policies and codes other than those changed through DOZA. This

includes the city's existing River and Greenway overlay zones along the Willamette as well as Environmental overlay zones that apply to sensitive upland habitats and waterbodies. Within the South Reach, DOZA is consistent with Policy 7.36 by including guidelines and standards (specifically guidelines 1 and 2 and standards C16 through C18) that encourage creating positive relationships with the adjoining Willamette River and recreational trails and facilities. Guideline 1 is also complemented by the character statement developed for the River Plan South Reach project that applies through the Macadam plan area and Willamette shoreline.

Columbia Slough Watershed

Policy 7.43. Fish passage. Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

Policy 7.44. Flow constriction removal. Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

Policy 7.45. Riparian corridors. Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

Policy 7.46. Sensitive habitats. Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

Policy 7.47. Connected rivers habitats. Enhance upland habitat connections to the Willamette and Columbia rivers.

Policy 7.48. Contaminated sites. Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.

Policy 7.49. Portland International Airport. Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

230.Finding: Policies 7.43 through 7.49 address plans, programs and regulations that impact the sites and natural resources along the Columbia Slough watershed that parallels the Columbia River in North and Northeast Portland. The changes within DOZA do not impact the regulations within the Columbia Slough, as this area does not include a Design overlay zone, with the exception of a small area in the Bridgeton mixed use neighborhood. Within the Bridgeton neighborhood, areas along the slough and within other sensitive areas include Environmental overlay zones which regulate development in these In-water and sensitive habitats. In the areas of Bridgeton that have a Design overlay zone, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

Fanno and Tryon Creek Watersheds

Policy 7.50. Stream connectivity. Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

Policy 7.51. Riparian and habitat corridors. Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

Policy 7.52. Reduced hazard risks. Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

231.Finding: Policies 7.50 through 7.52 give direction for plans, programs and regulations that impact the watersheds of Fanno and Tryon Creek. These policies are generally implemented through policies and codes other than those changed through DOZA. The policies are implemented through the existing Environmental overlay zones in areas identified as significant natural resources in these watersheds. There are some areas in these watersheds that have both Design and Environmental overlay zones. In these areas, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

Johnson Creek Watershed

Policy 7.53. In-stream and riparian habitat. Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

Policy 7.54. Floodplain restoration. Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

Policy 7.55. Connected floodplains, springs, and wetlands. Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

Policy 7.56. Reduced natural hazards. Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

Policy 7.57. Greenspace network. Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

232.Finding: Policies 7.53 through 7.57 give direction for plans, programs and regulations that impact the watershed of Johnson Creek. These policies are generally implemented through policies and codes other than those changed through DOZA. The policies are implemented through the existing Environmental overlay zones and Pleasant Valley Natural Resource Overlay zones in areas identified as significant natural resources in these watersheds. There are some areas in these watersheds that have both Design and Environmental overlay zones. In these areas, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

Chapter 8: Public Facilities and Services

Goal 8.A: Quality public facilities and services. High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

Goal 8.B: Multiple benefits. Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

Goal 8.C: Reliability and resiliency. Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

Goal 8.D: Public rights-of-way. Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

Goal 8.E: Sanitary and stormwater systems. Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.F: Flood management. Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

Goal 8.G: Water. Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.H: Parks, natural areas, and recreation. All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Goal 8.I: Public safety and emergency response. Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

Goal 8.J: Solid waste management. Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

Goal 8.K: School facilities. Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

Goal 8.L: Technology and communications. All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

Goal 8.M: Energy infrastructure and services. Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

233.Finding: The policies in this chapter, and these goals, generally address provision of public services, and adequacy of services as it relates to growth and development. The adopted 2035 Comprehensive

Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects. Many of these goals and policies are not applicable because they guide public agencies that provide public facilities, on how those facilities should be provided.

DOZA revises the rules that apply to development on individual sites and lots, and it does not apply to standard improvements in areas of the right-of-way or to facilities underground such as sewer and water conveyance. Some provisions for specific services are addressed below.

Service provision and urbanization

Policy 8.1. Urban services boundary. Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

Policy 8.2. Rural, urbanizable, and urban public facility needs. Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

Policy 8.3. Urban service delivery. Provide the following public facilities and services at urban levels of service to urban lands within the City's boundaries of incorporation:

- Public rights-of-way, streets, and public trails
- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

Policy 8.4. Supporting facilities and systems. Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

Policy 8.5. Planning service delivery. Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.

234.Finding: Policies 8.1 through 8.5 provide direction on the provision of public facilities and services and the process of urbanization. In general, DOZA does not change provisions related to urbanizable land, or the location of public services. DOZA does support Policy 8.5 by updating the zoning regulations within the Design overlay zone within city boundaries to better align the implementing regulations with the approved Comprehensive Plan.

Service coordination

Policy 8.6. Interagency coordination. Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People's Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

Policy 8.7. Outside contracts. Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

Policy 8.8. Public service coordination. Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

Policy 8.9. Internal coordination. Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

Policy 8.10. Co-location. Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

235.Finding: Policies 8.6 through 8.10 serve to reinforce the City's coordination obligations under Statewide Goal 2, Land Use Planning by providing direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary. The DOZA changes do not include new public facility or infrastructure projects or amendments to public service coordination agreements. The policies do not apply.

Service extension

Policy 8.11. Annexation. Require annexation of unincorporated urbanizable areas within the City's

Urban Services Boundary as a prerequisite to receive urban services.

Policy 8.12. Feasibility of service. Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

Policy 8.13. Orderly service extension. Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

Policy 8.14. Coordination of service extension. Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

Policy 8.15. Services to unincorporated urban pockets. Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

Policy 8.16. Orderly urbanization. Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

Policy 8.17. Services outside the city limits. Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

Policy 8.18. Service district expansion. Prohibit service district expansion or creation within the City's Urban Services Boundary without the City's expressed consent.

Policy 8.19. Rural service delivery. Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

236.Finding: Policies 8.11 through 8.19 provide direction on extending public services. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

Public investment

Policy 8.20. Regulatory compliance. Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

Policy 8.21. System capacity. Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

Policy 8.22. Equitable service. Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

8.22.b. In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

Policy 8.23. Asset management. Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

Policy 8.24. Risk management. Maintain and improve Portland's public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

Policy 8.25. Critical infrastructure. Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

Policy 8.26. Capital programming. Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

237.Finding: Policies 8.20 through 8.26 provide direction on investment priorities for public facilities. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

Funding

Policy 8.27. Cost-effectiveness. Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities' lifecycle costs, and maintain the City's long-term financial sustainability.

Policy 8.28. Shared costs. Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

Policy 8.29. System development. Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

Policy 8.30. Partnerships. Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

238.Finding: Policies 8.27 through 8.30 provide direction on funding public facilities and services within the City of Portland's Urban Services Boundary. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. Other city regulations ensure that prospective development contribute to the need for public facility improvements. These policies do not apply.

Public benefits

Policy 8.31. Application of Guiding Principles. Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

Policy 8.32. Community benefit agreements. Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

Policy 8.33. Community knowledge and experience. Encourage public engagement processes and strategies for larger public facility projects to include community members in identifying potential impacts, mitigation measures and community benefits.

Policy 8.34. Resource efficiency. Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

Policy 8.35. Natural systems. Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

Policy 8.36. Context-sensitive infrastructure. Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

Policy 8.38. Age-friendly public facilities. Promote public facility designs that make Portland more age-friendly.

239.Finding: Policies 8.31 through 8.38 provide direction on the associated public benefits that should be considered in conjunction with investment in public facilities and services within the City of Portland's Urban Services Boundary. DOZA does not include new public facility or infrastructure projects, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

Public rights-of-way

Policy 8.39. Interconnected network. Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

Policy 8.40. Transportation function. Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

Policy 8.41. Utility function. Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

Policy 8.42. Stormwater management function. Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

Policy 8.43. Trees in rights-of-way. Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

Policy 8.44. Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, or temporary festivals, if the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

Policy 8.45. Pedestrian amenities. Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right-of-way.

Policy 8.46. Commercial uses. Accommodate allowable commercial uses of the rights-of-way for

enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way.

Policy 8.47. Flexible design. Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

8.47.a. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.).

Policy 8.48. Corridors and City Greenways. Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

Policy 8.49. Coordination. Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

8.49.a. Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

8.49.b. Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

Policy 8.50. Undergrounding. Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

Policy 8.51. Right-of-way vacations. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

Policy 8.52. Rail rights-of-way. Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

240.Finding: Policies 8.39 through 8.52 apply to new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. These facilities are generally regulated through other City codes, including Title 17 for right of way, sewer and stormwater, Title 21 for water and Title 11 for trees in the right-of-way. DOZA does not impact any regulations for the installation of public facility, uses, or infrastructure projects in the right-of-way, with the exception of bridges. In this case, the process for considering bridges within the Design overlay zone that have a span in excess of 100 feet is for the applicant to hold a design advice request with the Design Commission as part of the bridge planning and outreach process. While these policies generally don't apply, DOZA provides guidelines and standards applicable to private development that will support the linkage of private pedestrian networks and plazas with public pedestrian and community amenities.

Trails

Policy 8.53. Public trails. Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

Policy 8.54. Trail system connectivity. Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland's neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

Policy 8.55. Trail coordination. Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

Policy 8.56. Trail diversity. Allow a variety of trail types to reflect a trail's transportation and recreation roles, requirements, and physical context.

Policy 8.57. Public access requirements. Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 — Future Public Trail Alignments.

Policy 8.58. Trail and City Greenway coordination. Coordinate the planning and improvement of trails as part of the City Greenways system.

Policy 8.59. Trail and Habitat Corridor coordination. Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors.

Policy 8.60. Intertwine coordination. Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland's trail and active transportation network with the bi-state regional trail system.

241.Finding: These policies apply to designated trails. Designated trails can occur within sites that have the Design overlay zone, including along the Willamette River. DOZA includes new design standards and guidelines that both require the site to provide access to the trail, and in some cases require development to provide active spaces along trail frontages. Guideline 1 references character statements to aid in approval. The River Plan South Reach has included a character statement that addresses the relationship between development and the greenway trail. Related to this are standards C16 -C18 which address development along the Willamette Greenway trail. In addition, standards QR3, PR12 and PR16 acknowledge the relationships between development and a recreation trail. Guidelines 1 and 2 consider the river and recreational trails from a contextual basis while guidelines 4 and 6 consider the relationship of a trail from a public realm and livability standpoint. For these reasons, DOZA is consistent with these policies.

Sanitary system

Policy 8.61. Sewer connections. Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

Policy 8.62. Combined sewer overflows. Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

Policy 8.63. Sanitary sewer overflows. Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

Policy 8.64. Private sewage treatment systems. Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained.

Policy 8.65. Sewer extensions. Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

Policy 8.66. Pollution prevention. Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

Policy 8.67. Treatment. Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

242.Finding: Policies 8.61 through 8.67 to apply to the provision of sanitary sewer facilities. DOZA is not changing any regulations related to development and infrastructure capacity, nor does it impact any capital improvement projects related to sewer or sanitary systems. Policies 8.61 and 8.64 apply to development and private sewage treatment. Title 25, Plumbing Regulations apply at the time of development and would ensure sewer connections. Private sewage treatment systems are subject to existing regulations and are not altered by the changes in DOZA. The policies are not applicable to the DOZA changes.

Stormwater Systems

Policy 8.68. Stormwater facilities. Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

Policy 8.69. Stormwater as a resource. Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.

Policy 8.70. Natural systems. Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

Policy 8.71. Green infrastructure. Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

Policy 8.72. Stormwater discharge. Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

Policy 8.73. On-site stormwater management. Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

Policy 8.74. Pollution prevention. Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

Policy 8.75. Stormwater partnerships. Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

243.Finding: Policies 8.68 through 8.75 to apply to the provision of stormwater facilities. Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and

rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction.

Land use changes can impact the feasibility of implementing these policies if development is encouraged in places that constrain the types of facilities encouraged by these policies. In general, development feasibility may be constrained by the lack of storm or combined sewer pipes, the presence of soil that does not allow on-site stormwater infiltration, or lack of access to drainage ditches, rivers and streams.

In many cases, policies for stormwater are regulated through other Titles administered through the Bureau of Environmental Services. However, DOZA includes regulatory changes that are consistent with Policies 8.69 through 8.72. Specifically, DOZA includes provisions within the Citywide Design Guidelines and design standards to preserve and maintain natural features on the site such as trees, and undesignated wetlands or waterbodies, and to plant native landscaping on site to enhance the natural capacity of the land. Other green infrastructure such as ecoroofs and pervious paving are encouraged to reduce the impact of stormwater runoff.

Flood management

Policy 8.76. Flood management. Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

Policy 8.77. Floodplain management. Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

Policy 8.78. Flood management facilities. Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

Policy 8.79. Drainage district coordination. Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

Policy 8.80. Levee coordination. Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

244.Finding: Policies 8.76 through 8.80 apply to the management of floodplains. These policies are generally met through the application of the City's Environmental, River, and Greenway overlay zones as well as through other City Titles. While DOZA does not impact the policies around flood management, DOZA provides guidance to preserve and maintain contextual natural features on site, such as native trees, unprotected wetlands and seeps through the application of the Citywide Design Guideline 3 and Standards C14 and C15. Therefore, DOZA is consistent with these policies.

Water systems

Policy 8.81. Primary supply source. Protect the Bull Run watershed as the primary water supply source for Portland.

Policy 8.82. Bull Run protection. Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

Policy 8.83. Secondary supply sources. Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other

alternative water sources designated as secondary water supplies.

Policy 8.84. Groundwater wellfield protection. Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

Policy 8.85. Water quality. Maintain compliance with state and federal drinking water quality regulations.

Policy 8.86. Storage. Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

Policy 8.87. Fire protection. Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

Policy 8.88. Water pressure. Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

Policy 8.89. Water efficiency. Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

Policy 8.90. Service interruptions. Maintain and improve water facilities to limit interruptions in water service to customers.

Policy 8.91. Outside user contracts. Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

245.Finding: Policies 8.81 through 8.91 to apply to the provision of water service. Primarily these policies govern how the City manages its water system and are not applicable to development. Title 21 provides the regulations that govern the management of the City's water supply infrastructure and the provision of water to individual lots. The requirements for providing water service are reviewed during development proposals. DOZA does not impact current policies for the City's water infrastructure, and the regulatory changes of DOZA do not impact the development capacity within the city. These policies do not apply.

Parks and recreation

Policy 8.92. Acquisition, development, and maintenance. Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

Policy 8.93. Service equity. Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

Policy 8.94. Capital programming. Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

Policy 8.95. Park planning. Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

Policy 8.96. Recreational trails. Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation's trail strategy.

Policy 8.97. Natural resources. Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

Policy 8.98. Urban forest management. Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation.

Policy 8.99. Recreational facilities. Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

Policy 8.100. Self-sustaining Portland International Raceway (PIR). Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

Policy 8.101. Self-sustaining and inclusive golf facilities. Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

Policy 8.102. Specialized recreational facilities. Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

Policy 8.103. Public-private partnerships. Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

246.Finding: Policies 8.92 through 8.103 primarily address City-owned parks and natural areas and not development on private land. DOZA does not change current parks and recreation programs. Therefore, most of these policies do not apply. DOZA is consistent with Policy 8.96 addressing trails and Policy 8.98 addressing the urban forest through the application of the new Citywide Guidelines and design standards which require connections between the development and developed trails and encourage the maintenance of existing strands of trees. Title 11 also addresses the urban forest canopy.

Public safety and emergency response

Policy 8.104. Emergency preparedness, response, and recovery coordination. Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

Policy 8.105. Emergency management facilities. Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

Policy 8.106. Police facilities. Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

Policy 8.107. Community safety centers. Establish, coordinate, and co-locate public safety and other community services in centers.

Policy 8.108. Fire facilities. Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds

minimum established service levels.

Policy 8.109. Mutual aid. Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

Policy 8.110. Community preparedness. Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

Policy 8.111. Continuity of operations. Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

247.Finding: Policies 8.104 through 8.111 address the provision of public safety and emergency response services and not development on private land. DOZA does not impact the underlying zoning that determines where various public safety facilities can locate. DOZA does change the regulations that impact all development within the Design overlay zone including the development and alterations of public safety facilities. However, these facilities currently are subject to similar standards and DOZA does not add areas to the Design overlay zone, so the overall impact of the DOZA project is not significant on public safety facilities and is consistent with these policies.

Solid waste management

Policy 8.112. Waste management. Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

248.Finding: This policy addresses the provision of waste management services and generally does not apply to development on private land. However, DOZA is consistent with this policy by including provisions in Guideline 9 and the standards (QR18) to use reclaimed or recycled materials.

School facilities

Policy 8.113. School district capacity. Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

Policy 8.114. Facilities Planning. Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

Policy 8.115. Co-location. Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

Policy 8.116. Community use. Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

Policy 8.117. Recreational use. Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

Policy 8.118. Schools as emergency aid centers. Encourage the use of seismically-safe school facilities

as gathering and aid-distribution locations during natural disasters and other emergencies.

Policy 8.119. Facility adaptability. Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

Policy 8.120. Leverage public investment. Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

Policy 8.121. School access. Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

Policy 8.122. Private institutions. Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

249.Finding: Policies 8.115 through 8.122 address school facilities and school sites. DOZA does not change any development entitlements that could impact school capacity, nor does it change the base zone use allowances that could impact school siting or use. Some school facilities are located within the Design overlay zone, and so the changes within DOZA may change the type of review process within those areas and the discretionary criteria or design standards that could apply. However, as mentioned previously, changes to the threshold table for review have been simplified based upon building height and size instead of cost. Amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This provides greater clarity for schools undergoing design review. The changes in DOZA are consistent with these policies.

Technology and communications

Policy 8.123. Technology and communication systems. Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

Policy 8.124. Equity, capacity, and reliability. Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

250.Finding: Policies 8.123 and 8.124 address technology and communication services. Technology systems within the City of Portland are primarily handled by the Bureau of Technology Services (BTS). The Bureau of Technology Services is tasked with providing management, policy setting, strategic planning, and leadership in the use of computer, radio, and telecommunications technologies for the City. The Bureau of Technology Services is not subject to State comprehensive planning requirements to meet any specific service levels. The Citywide Systems Plan identifies opportunities for on-going maintenance and enhancements, an integrated decision-making process, along with financial strategies. All of which are outside the scope of DOZA and are not impacted by the amendments.

Energy infrastructure

Policy 8.125. Energy efficiency. Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy

systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

Policy 8.126. Coordination. Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

251.Finding: DOZA does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure and do not affect coordination efforts. DOZA does include provisions within the Citywide Design Guidelines and the design standards to encourage energy efficiency measures such as using low-carbon concrete as a building materials and green building practices such as solar or reflective roof installations. With these measures, DOZA supports these City policies.

Chapter 9 Transportation

GOAL 9.A: Safety. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

Goal 9.B: Multiple goals. Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

GOAL 9.C: Great places. Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

GOAL 9.D: Environmentally sustainable. The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

GOAL 9.E: Equitable transportation. The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

GOAL 9.F: Positive health outcomes. The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

GOAL 9.G: Opportunities for prosperity. The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

GOAL 9.H. Cost Effectiveness. The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

GOAL 9.I. Airport Futures. Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region's air transportation needs without compromising livability and quality of life for future generations.

252.Finding: The goals and the policies of Chapter 9 address transportation improvements, programming, funding priorities and maintenance and not development on private land. That said, there are several specific policies that address the intersection between land use and transportation, which are applicable to this ordinance. These policies are addressed individually below.

Designing and planning

Policy 9.1. Street design classifications. Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

Policy 9.2. Street policy classifications. Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

9.2.a. Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

9.2.b. Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

9.2.c. Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

Policy 9.3. Transportation System Plan. Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

Policy 9.4. Use of classifications. Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

9.4.a. Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

253.Finding: Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The amendments in DOZA do not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system or amend the Transportation System Plan (TSP). Development on parcels subject to the Design overlay zone will be required to meet the development standards in Title 17 and its implementing rules which are developed in accordance with the TSP.

Policy 9.5. Mode share goals and Vehicle Miles Travelled (VMT) reduction. Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan and meet or exceed Metro's mode share and VMT targets.

254.Finding: The intent of Policy 9.5 is to reduce the share of single occupant motor vehicle trips through actions, investments, and plans that either encourage use of other modes, such as transit, bicycles or walking, or discourage the overall use of single occupant vehicles. DOZA is consistent with this Policy through several mechanisms discussed previously. These include guidelines and standards that encourage development to provide active ground floors and a physical relationship with the public sidewalks which make walking, bicycling and taking transit to the site convenient. Other provisions encourage the limitation of parking areas.

Policy 9.6. Transportation strategy for people movement. Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

255.Finding: This policy seeks to prioritize modes through street design considerations. DOZA does not propose new prioritizations or change implementation strategies relevant to this policy. However, as stated under Policy 9.5, DOZA includes guidelines and standards that encourage development to be designed around walking, bicycling and transit, which are the more active transportation modes favored above. This is done by encouraging ground floors oriented to sidewalks and public spaces and incorporating bicycle parking and transit waiting areas into the design. Therefore, this policy is met.

Policy 9.7. Moving goods and delivering services. In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

Policy 9.8. Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

Policy 9.9. Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

Policy 9.10. Geographic policies. Adopt geographically specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

256.Finding: Policies 9.7 through 9.10 provide direction regarding planning for the transportation system. Generally, these policies address the design and planning of transportation facilities and not development on private land. These policies do not apply.

Land use, development, and placemaking

Policy 9.11. Land use and transportation coordination. Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

Policy 9.12. Growth strategy. Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

Policy 9.13. Development and street design. Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

257.Finding: Policies 9.11 through 9.13 provide the mechanism to align the street design and policy classifications with the anticipated development design and growth. In general, DOZA does not impact these policies because it proposes no changes to the functional classification of any transportation facility or system. It also does not change the development entitlements. However, as stated above DOZA supports the Goals and Policies of Chapter 3, Urban Form and includes the implementation measures in the Citywide Design Guidelines and design standards to encourage buildings to orient to the street network in ways that encourage a symbiotic relationship between private sites and public streets within town and neighborhood centers and civic and neighborhood corridors. In addition, DOZA clarifies that new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission and can provide a discussion on the design of major transportation infrastructure.

Streets as public spaces

Policy 9.14. Streets for transportation and public spaces. Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

Policy 9.15. Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

Policy 9.16. Design with nature. Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

258.Finding: Policies 9.14 through 9.16 apply to the design of public streets and encourage a contextual response to these streets. In general, DOZA provides regulatory guidance to site development and

not to public streets. However, DOZA is consistent with these policies by encouraging similar contextual review of features on private property and the relationship between the private property and the right of way, whether that right of way is a transit street in a center or a recreational trail. In the former, the new guidelines and standards encourage active commercial areas and plazas, and in the latter, it can include trail connection and landscaping treatments.

Modal policies

Policy 9.17. Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

Policy 9.18. Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

Policy 9.19. Pedestrian safety and accessibility. Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

259.Finding: Policies 9.17 through 9.19 are intended to establish and expand pedestrian networks to further increase pedestrian safety and make walking as the most attractive mode for short trips and to access public transportation. Generally, these policies apply to the network within the city's existing street network. However, development on individual sites can support these policies by providing the attractions on site in a way that encourages walking. DOZA supports these policies through implementing guidelines and standards that support pedestrian access to the developed sites. This includes nearly all the guidelines which call for improving the experience of the pedestrian in a development, as well as many of the design standards which consider the relationships for pedestrians within centers and corridors and between the public street and the private development.

Policy 9.20. Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Policy 9.21. Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

260.Finding: Similar to the policies for pedestrians, policies 9.20 and 9.21 are intended to further establish bicycle transportation as a viable alternative to driving by developing bike networks and expanding rider safety. Similar to the finding for pedestrian networks, DOZA supports the development of an accessible bicycle transportation system by having development incorporate long-term and short-term bike parking within their plans to address the Citywide Design Guidelines and design standards.

Policy 9.22. Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

Policy 9.23. Transportation to job centers. Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

Policy 9.24. Transit service. In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a

week.

Policy 9.25. Transit equity. In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

9.25.a. Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

Policy 9.26. Transit funding. Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising Metro-wide funding to improve service and decrease user fees/fares.

Policy 9.27. Transit service to centers and corridors. Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

9.27.a. Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

261.Finding: Policies 9.22 through 9.27 address funding for the development and expansion of the public transit system and to create conditions so that public transit is more convenient. While DOZA does not impact transit system routes, transit funding or infrastructure improvements in the right-of-way, DOZA does support Policy 9.22 and 9.23 to develop commercial and mixed-use developments that encourage all forms of alternative transit. Similar to the findings for pedestrian and bicycle transportation, the guidelines and standards encourage development to orient toward the street and to provide amenities that benefit pedestrians and people transitioning from the private realm through the public realm, by encouraging plazas, weather protection and places to sit and rest.

Policy 9.28. Intercity passenger service. Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

Policy 9.29. Regional trafficways and transitways. Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

262.Finding: Policies 9.28 and 9.29 apply to transportation systems for intercity passenger service and regional highways and rights-of-way. DOZA does not impact these systems or plans and does not change the underlying development capacity that could impact regional trafficways, so these policies do not apply.

Policy 9.30. Multimodal goods movement. Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

Policy 9.31. Economic development and industrial lands. Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

Policy 9.32. Multimodal system and hub. Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors.

Policy 9.33. Freight network. Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

Policy 9.34. Sustainable freight system. Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

Policy 9.35. Freight rail network. Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

263.Finding: Policies 9.30 through 9.35 address the transportation network as it relates to the transport of freight goods and the role the city's industrial lands plays in this transportation network. DOZA does not impact the freight network, nor does it impact development on prime industrial lands. These policies do not apply.

Policy 9.36. Portland Harbor. Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river dependent uses in Portland Harbor.

9.36.a. Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

9.36.b. Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

9.36.c. Support more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

264.Finding: Policy 9.36 addresses land within the Portland Harbor, generally recognized as the prime industrial lands along the North Willamette and Columbia Rivers. DOZA does not impact prime industrial lands, so this policy does not apply.

Policy 9.37. Portland Heliport. Maintain Portland's Heliport functionality in the Central City.

265.Finding: The Comprehensive Plan defines maintain as to keep what you have, preserve. While DOZA makes some changes to the design review thresholds and exemptions, it does not change the underlying use allowances related to heliports, nor does it change the approval criteria that are used for reviews within the Central City. Therefore, this policy does not apply.

Policy 9.38. Automobile transportation. Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

266.Finding: The changes in DOZA do not impact the overall intensity of floor area or housing allowed by the base zones which could impact vehicle miles traveled. While DOZA does not create any prohibitions on automobile access into a development, the changes do include guidelines and

standards that can encourage development to orient their active spaces and plazas to alternative modes of transportation such as walking and bicycling, while encouraging development to de-emphasize automobile parking on the site.

Policy 9.39. Automobile efficiency. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

267.Finding: DOZA includes guidelines and standards that encourage development to orient their active spaces and plaza to alternative modes of transportation, while encouraging development to de-emphasize automobile parking on the site. However, DOZA does not create any prohibitions on automobile access onto a site, and does not limit using vehicle areas for electric vehicle charging or car share. DOZA supports other Comprehensive Plan policies regarding automobile access and the urban form, and is consistent with this policy.

Policy 9.40. Emergency response. Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

268.Findings: DOZA does not impact the street network or regulations related to emergency response streets, so this policy doesn't apply.

Airport Futures

Policy 9.41. Portland International Airport. Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

Policy 9.42. Airport regulations. Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District.

9.42.a. Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process.

9.42.b. Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

9.42.c. Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

Policy 9.43. Airport partnerships. Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. Support an ongoing public advisory committee for PDX to:

9.43.a. Support meaningful and collaborative public dialogue and engagement on airport related planning and development.

9.43.b. Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region.

9.43.c. Raise public knowledge about PDX and impacted communities.

Policy 9.44. Airport investments. Ensure that new development and redevelopment of airport facilities supports the City's and the Port's sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration's airport design criteria.

269.Finding: Policies 9.41 through 9.44 provide policy direction related to Portland International Airport and the Portland International Airport plan district DOZA does not impact the regulations for the airport. These lands do not contain the Design overlay zone, so DOZA does not apply.

System management

Policy 9.45. System Management. Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

9.45.a. Support regional equity measures for transportation system evaluation.

Policy 9.46. Traffic management. Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

9.46.a. Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

Policy 9.47. Connectivity. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

9.47.a. Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

9.47.b. As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comprehensive Plan.

9.47.c. Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan.

9.47.d. Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

9.47.e Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where

prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

Policy 9.48 Technology. Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

270.Finding: Policies 9.45 through 9.48 address the system-wide management of the City's transportation system. DOZA does not address specific traffic improvements nor make changes to the city's Transportation Systems Plan (TSP). Policy 9.48 focuses on vehicle and parking technology, but the focus is on the city's transportation network and not on private development. DOZA does not apply to the management of the network. These policies do not apply.

Policy 9.49 Performance measures. Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

9.49.a. Eliminate deaths and serious injuries for all who share Portland streets by 2025.

9.49.b. Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

9.49.c. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

9.49.d. Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas.

9.49.e. By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

9.49.f. By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

9.49.g. By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

9.49.h. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

9.49.i. Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

9.49.j. Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

9.49.k. Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

9.49.l. In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards			
Location	Standards		
	Mid-Day One-Hour Peak *	PM 2-Hour Peak *	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

9.49.m. Develop performance measures to track progress in creating and maintaining the transportation system.

271.Finding: The Transportation Systems Plan (TSP) established multimodal performance measures and measures of system completeness. DOZA does not propose changes to these measures or action plans. However, DOZA includes new Citywide Design Guidelines and design standards that apply to development in many of the new centers and corridors anticipated for growth. These guidelines and standards encourage development that is more amenable to active transportation modes such as walking, bicycling or taking transit. In this sense, DOZA supports the mode share goals of the TSP by increasing the convenience of these modes by residents, tenants and customers of a development.

Policy 9.50 Regional congestion management. Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

9.50.a.Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

272.Finding: This policy provides guidance for local coordination of congestion management with Metro standards. DOZA does not impact these plans so it does not apply.

Policy 9.51. Multimodal Mixed-Use Area. Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

273.Finding: While DOZA changes and simplifies the range of review thresholds for design review within the Central City it does not change any approval criteria for projects in the Central City and the regulatory changes made in the Central City plan district are technical clarifications to match up references. This policy does not apply.

Transportation Demand Management

Policy 9.52. Outreach. Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

Policy 9.53. New development. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

Policy 9.54. Projects and programs. Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

274.Finding: Policies 9.52 through 9.54 provide direction regarding transportation demand management. The City has created TDM financial incentive programs to apply to larger developments (10 or more units). TDM also includes outreach programs such as Smart Trips and Safe-Routes to School. DOZA does not change any of these programs, nor does it change the thresholds that would apply to new development. These programs will apply regardless if the project uses objective design standards or goes through design review, and this has not changed. DOZA's new guidelines do include site and building design measures that may also encourage residents, tenants and visitors to use active transportation modes. However, in general these policies do not apply.

Parking management

Policy 9.55. Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

275.Finding: Policy 9.55 requires considering ways to shift mode share from vehicles to other active modes of transportation such as pedestrian, bicycle and transit modes by managing parking demand and supply. As stated elsewhere in this document DOZA uses the updated Citywide Design Guidelines and design standards to encourage buildings to orient to the public realm where these other active modes occur and to either limit the amount of vehicle parking on site or to integrate and minimize the impact of parking on site. As a result, DOZA is consistent with this policy.

Policy 9.56. Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Policy 9.57. On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

276.Finding: Policies 9.56 and 9.57 apply to the parking and curb/sidewalk areas within the public right-of-way. While DOZA includes guidelines and standards to encourage developments to orient to the public space known as the curb zone, the amendments do not impact the regulations that apply to the public right of way. Therefore, these policies do not apply.

Policy 9.58. Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.59. Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

277.Finding: Policies 9.58 and 9.59 encourage development to limit the amount of land dedicated to new parking spaces, or in cases where new parking is provided, to allow that parking area to have multiple uses. DOZA supports these policies through the Citywide Design Guidelines and design standards. Several guidelines encourage active uses along the street such as storefronts, plazas and places to interact. Guideline 6 encourages integrating parking in a way to accommodate multiple functions and to minimize negative effects on the public realm. Standards encourage limiting the number of parking spaces (PR18) and considering pervious materials (PR17).

Policy 9.60. Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

278.Finding: Policy 9.60 focuses on the management of parking spaces and discouraging subsidies such as free parking. While DOZA includes regulations that encourage limiting the parking supply, it does not impact the management of providing parking to tenants or residents. This standard does not apply.

Policy 9.61. Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

279.Finding: This policy requires regulatory projects to consider ways to encourage new bicycle facilities. The bicycle parking regulations were recently updated effective March 1, 2020. While DOZA does not amend any regulations adopted through this recent update, it is consistent with this policy by addressing ways to encourage providing long- and short-term bicycle parking on a site such that the parking is convenient, but does not detract from the public realm. This includes Guideline 6 and standard PR8, but also includes a new exemption from design review for sites that are upgrading their bicycle parking on site.

Finance, programs, and coordination

Policy 9.62. Coordination. Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

280.Finding: This policy addresses the planning, funding and design of the City's transportation system. DOZA does not impact these programs. This policy does not apply.

Policy 9.63. New development impacts. Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

281.Finding: This policy requires projects to consider the impact of development on the transportation system, and to consider strategies to reduce the impact. While DOZA includes provisions to encourage development to design for pedestrians and other active modes, it does not change the development entitlements of the underlying property. Additional programs such as the requirement for Transportation Demand Management (TDM) apply to new development of over 10 dwelling units. DOZA is consistent with this policy.

Policy 9.64. Education and encouragement. Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

Policy 9.65. Telecommuting. Promote telecommuting and the use of communications technology to reduce travel demand.

Policy 9.66. Project and program selection criteria. Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

Policy 9.67. Funding. Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

282.Finding: Policies 9.64 through 9.67 address the planning, funding and design of the City's transportation system. DOZA does not impact these programs. These policies do not apply.

Connected and Automated Vehicles

Policy 9.68 New mobility priorities and outcomes. Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

9.68.a. Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public-at-large by providers of new mobility vehicles and services.

9.68.b. Ensure that new mobility vehicles and services improve active transportation and shared

ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland's transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency; and
4. supporting and encouraging use of public transportation.

9.68.c. Cut vehicle carbon pollution by reducing low occupancy "empty miles" traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

9.68.d. Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.

9.68.e Identify, prevent, and mitigate potential adverse impacts from new mobility vehicles and services.

Policy 9.69 New mobility tools. Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

9.69.a. Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

9.69.b. Design and manage the mobility zone, curb/flex zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

9.69.c. Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services.

9.69.d. Develop sustainable user-pays funding mechanisms to support new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

9.69.e. Ensure that new mobility vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a

tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

283.Finding: Policies 9.68 and 9.69 address the management of automated vehicles and not development on private land. These policies do not apply.

Chapter 10: Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning. Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

284.Finding: DOZA mostly amends the Zoning Code, but also makes some amendments to the Zoning Map, specifically to remove the Design overlay zone from single dwelling zones that may have had the overlay applied as part of previous projects. The amendments to the Purpose Statement, discussed further below are based specifically upon the new language provided in Goals 3 and 4 of the Comprehensive Plan. This chapter includes the land use designation descriptions, and policies related to amending the zoning code and maps. The findings below describe how the EOA project is consistent with this goal.

Land use designations

Policy 10.1. Land use designations. Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.

285.Finding: DOZA does not make any changes to the base, land use designations within the City. These designations were recently updated through the Comprehensive Plan update and subsequent legislative projects, and were not reviewed with DOZA. This policy does not apply.

The Zoning Map and the Zoning Code

Policy 10.2. Relationship of land use designations to base zones. Apply a base zone to all land and water within the City's urban services boundary. The base zone applied must either be a zone that corresponds to the land use designation or be a zone that does not correspond but is allowed per Figure 10-1 — Corresponding and Less-Intense Zones for Each Plan Map Designation. In some situations, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone (listed in Figure 10-1) may be applied. When a land use designation is amended, the zone may also have to be changed to a corresponding zone or a zone that does not correspond but is allowed.

286.Finding: DOZA does not make any changes to the base zone designations within the City. These designations were recently updated through the Comprehensive Plan update and subsequent legislative projects and were not reviewed with DOZA. This policy does not apply.

Policy 10.3. Amending the Zoning Map.

10.3.a. Amending a base zone may be done legislatively or quasi-judicially.

10.3.b. When amending a base zone quasi-judicially, the amendment must be to a corresponding zone (see Figure 10-1 — Corresponding and Allowed Zones for Each Land Use

Designation). When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

10.3.c. When amending a base zone legislatively, the amendment may be to a corresponding zone or to a zone that does not correspond but is allowed (*see Figure 10-1 — Corresponding and Allowed Zones for each Land Use Designation for zones that are allowed*). A legislative Zoning Map amendment may not be to a zone that is not allowed.

10.3.d. An amendment to a base zone consistent with the land use designation must be approved when it is found that current public services can support the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

10.3.e. An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

287.Finding: Policy 10.3 provides the direction amending the base zones, overlay zones or a plan district boundary on the zoning map. DOZA does not make any amendments to the base zones or to a plan district boundary. DOZA does remove the Design overlay zone from areas with R5 or R2.5 zones, with the exception of the area within the Terwilliger design district. In general, the Design overlay zone had been added to some of these areas such as the Sellwood-Moreland and Hillsdale areas at a time when the base zones contained no design standards regulating development such as attached houses. The Design overlay zone was added when the base zone was changed from R5 to R2.5, chiefly to address the design of attached houses and the concern that their façade would be dominated by garages. Over the past 20 plus years, several design standards have been incorporated into the base zones to ensure that houses and attached houses minimize their garage frontage, provide visible entrances and windows facing the street. These base zone changes have addressed the initial concerns that led to the Design overlay zone in these situations. With the expansion of the Design overlay into higher growth areas and the changes to the regulations to address the larger-scale development, the removal of the Design overlay zone is consistent with this policy. An additional property in Gateway that has the overlay removed is R5 property for Floyd Light Middle School. This school is a conditional use in that zone and subject to conditional use review requirements for expansion. These reviews include criteria to address the scale and relationship to surrounding residential areas. Most other schools in the single dwelling zones are not subject to the Design overlay zone, so this removal is consistent with this policy.

Policy 10.4. Amending the Zoning Code. Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

10.4.a. Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.

- Maintain Portland's competitiveness with other jurisdictions as a location in which to live, invest, and do business.

10.4.b. Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

10.4.c. Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

288.Finding: The Zoning Code amendments included in DOZA are found in the Recommended Draft report. As shown in that report, they are presented in as clear and objective way to ensure the intended users will be able understand and utilize the Zoning Code as it applies to their development proposals, land use, and properties, consistent with Comprehensive Plan Policy 10.4.

Specifically, the regulatory changes in DOZA are intended to update the zoning regulations of the Design overlay zone to align with the 2018 rewrite of the Comprehensive Plan, while simplifying and streamlining many of the regulations and processes that have been added to the Design overlay zone chapter (33.420) and Design Review zoning code chapter (33.825) over the years. The list of exemptions to the chapter have been simplified and grouped into similar topic areas. The current multi-page list dictating the type of Design Review required in various parts of the city has been simplified to contain one set of thresholds within the Central City plan district and another set of thresholds elsewhere in the city.

The update included developing a new set of clear and objective design standards to replace the existing Community Design Standards. These standards provide flexibility for applicants to choose the design standards that work best with their project while still maintaining the purpose of the Design overlay zone.

Part IV. Area-Specific Plans

As required by 2035 Comprehensive Plan Policy 1.19, the following area-specific plan provides additional policy direction that is relevant within the policy framework provided by the overall Comprehensive Plan. The following three plans were analyzed for policies related to the application of the Design overlay zone. In addition, the neighborhood plans that made up these area plans were also reviewed:

Albina Community Plan (Ordinances 166786 and 167054, effective 1993)

Outer Southeast Community Plan (Ordinance 169763, effective 1996)

Southwest Community Plan Vision, Policies and Objectives (Ordinance 174667, effective 2000)

Other area, center and neighborhood plans are reviewed when they involve consideration of the Design overlay zone.

ALBINA COMMUNITY PLAN (1993)

The following policies related to the Albina Community Plan are applicable to the DOZA project, especially since the Albina Community Plan resulted in application of the Design overlay zone in several areas. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Albina are located immediately after the Albina Community Plan findings.

Policy Area I: Land Use

Policy A: General Land Use

Encourage residential, recreational, economic and institutional developments that reinforce Plan Area neighborhoods; increase the attractiveness of Albina to residents, institutions, businesses, and visitors; and create a land use pattern that will reduce dependence on the automobile.

289.Finding: DOZA only impacts the plan area within the application of the Design overlay zone. This overlay generally applies to some of the main corridors of the plan area and to areas with higher density residential zoning. The Comprehensive Plan update reviewed the zoning in these areas. In some cases, it added the Design overlay to corridors as part of the mixed-use zoning project, while in others the Design overlay was removed as part of the Institutions project. DOZA is not changing the zoning map with the following exception. A small portion of R2.5 zone in the North Interstate plan district is having the Design overlay removed. This is addressed below. For the mixed use corridors and higher density residential zones, DOZA updates the objective standards and discretionary guidelines that apply to conform with the new goals and objectives of the Comprehensive Plan update as well as to encourage a land use pattern that orients to the pedestrian and active transit options. Several standards and guidelines encourage active spaces along corridors as well as to provide public spaces. Spaces dedicated to the automobile are encouraged to be minimized and screened.

Policy B: Livable Neighborhoods

Protect and improve the livability of the residential neighborhoods within the Albina Community. Direct new development activity to those areas that have experienced or are experiencing a loss of housing. Ensure the compatibility of new development with nearby housing. Foster the development of complete neighborhoods that have service and retail businesses located within or conveniently near to them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.

Objective 1. Encourage the reestablishment of neighborhood-oriented service and retail businesses. Recognize the economic interrelationship between jobs, services and residential density by supporting commercial areas with new housing at nearby locations.

Objective 3. Review new infill development to ensure that it reinforces the neighborhood's positive characteristics.

290.Finding. DOZA includes a new set of Citywide Design Guidelines and objective design standards which will apply to non-historic areas within the Albina plan area that contain the Design overlay zone. These guidelines and standards replace the current Community Design Guidelines and Community Design Standards. However, they maintain many of the policies of the current regulations by having guidelines and standards that build on a neighborhoods context, enhancing the relationship between new development and the public realm, and requiring the use of quality

materials while encouraging using newer green building principles. These guidelines and standards encourage ground floors with active spaces that can be used for neighborhood serving businesses and services or for residential amenities. Several of these guidelines and standards are very similar to current ones in Albina. Guideline #1 also references existing adopted plans in determining the character and local identity of an area. While several standards address the relationship with the civic and neighborhood corridors, standard C2 and PR10 encourage buildings to break up their facades and provide residential access on side streets. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

In general, DOZA does not change the areas that contain the Design overlay, with the exception of an area of R2.5 zoning that is also located within the North Interstate plan district. The application of the Design overlay zone was intended to limit the garage dominance of row houses that would be allowed in the zone. More recent changes to the base zones have minimized this impact and the application of the Design overlay would have little impact to smaller scalar residential development such as row houses. DOZA is consistent with these objectives and policies.

Policy C: A Pattern of Green.

Enhance the Albina area with attractive and well maintained parks and open spaces. Ensure that open space and recreation facilities in the Albina Community meet the needs of present and future residents. Develop green links between Albina’s parks and recreational facilities, its residential areas, a City-wide system of green spaces and nearby natural areas.

291.Finding: DOZA does not change any base zones related to parks and open space, nor does it change city systems plans regarding public parks and open spaces. DOZA is consistent with this policy by including guidelines and standards that encourage private development to include plazas or open spaces for the public use or for the use of residents and tenants. Guidelines and standards also encourage the preservation of trees and use of native plantings which can augment the public system of green spaces.

Policy D:

Foster development of distinct, well-anchored commercial, institutional and industrial nodes and centers that serve the needs of the community, attract shoppers from throughout the region and take advantage of the close proximity of the district to the Central City, Oregon Convention Center and Columbia Corridor. Support the expanding and new industrial firms that provide family wage jobs to Albina Community residents. Protect residential neighborhoods from negative impacts associated with commercial, institutional and/or industrial growth.

292.Finding: DOZA does not impact the existing base zones that allocate the development of different uses through the Albina plan district, nor does it impact where these zones are mapped. DOZA also does not amend any policies or maps that relate to redevelopment areas within the Albina Community Plan. As mentioned above, the base zones and some overlay zones were amended with the Comprehensive Plan update, and DOZA aligns the Design overlay zone regulations to be consistent with the Comprehensive Plan update. However, DOZA is consistent with this policy by including guidelines and standards that encourage active uses on the ground floor of buildings and requires those buildings to orient to the public realm. Guidelines and standard also include provisions such as Guideline 2 to create positive relationships with surroundings, and standard PR 9 which encourages commercial entries to locate away from lower density residential zones to reduce negative impacts of the entrance.

Policy E

Focus new development at locations along transportation corridors that offer opportunities for transit supportive developments and foster the creation of good environments for pedestrians in these areas.

293.Finding: While DOZA does not change the zoning map or allowed development within zones in the Albina plan area, it does include new guidelines and standards that encourage development to orient towards the public realm, provide active ground floor spaces, and encourages the provision of publicly accessible plazas and environments inclusive to all who visit. Several guidelines and standards focus on the neighborhood and civic corridors that often provide the active transportation options.

Policy III: Business Growth and Development

Policy A: Business Investment and Development. Build a sustainable and robust economic activity and employment base in the Albina Community. Use public policies and resources to capture and direct the benefits of growth in community institutions and Albina Impact Area industries to Albina Community enterprises and households. Improve the competitive position and performance of the community's retail and service sectors. Maintain the public infrastructure necessary to support the expansion of economic activities and employment.

Policy B: Commercial, Institutional and Employment Centers. Recruit, retain, and encourage expansion of economic activities and institutions which enhance neighborhood livability. Conserve community assets and resources. Use public programs and resources to encourage more efficient design and utilization in the Albina Community's commercial, institutional and industrial centers.

294.Finding: These policies direct city programs to increase investment opportunities and growth within Albina and to foster community and other institutions which enhance livability. While DOZA does not impact these programs, it is consistent with these policies by including standards and guidelines to encourage active uses on the ground floor and to partner with Prosper Portland to incentivize affordable commercial space, which aid entrepreneurial and startup businesses. The new provisions in DOZA, which apply within the Design overlay, are intended to work with the updated commercial/mixed use zones and new overlay zones such as the Centers Main Street overlay zone to create viable economic areas within the Albina plan area.

Policy V: Housing. Increase housing opportunities for current and future residents of the Albina Community by preserving and rehabilitating the existing housing stock, constructing appropriate infill housing in residential neighborhoods and building higher density housing near business centers and major transit routes. Stimulate new housing investment by emphasizing the Albina Community's central location, established public services, and quality housing stock.

Objective 4: Preserve and encourage the rehabilitation of existing sound housing, especially rental housing.

295.Finding: While DOZA does not affect the base zoning allowances that dictate the size and scale of new development in the Albina plan area, the project is consistent with this policy by removing the regulatory requirements of the Design overlay from smaller scale residential development or remodels. DOZA exempts residential projects consisting of up to 4 units and a maximum height of 35-feet. This can allow existing housing stock to be rehabilitated or expanded without triggering additional design standards or a design review.

Policy Area IX: Community Image and Character

Policy A: Arts and Culture. Encourage private and public organizations to participate in activities and actions that create a sense of identity and community among those living and working in the Albina

Community. Promote the importance of art as a means for community pride, involvement and revitalization.

296.Finding: This policy encourages development to use art as a way to create identity and pride. Objective 7 also promotes the rehabilitation of existing underutilized cultural centers and other structures with a history of community gathering. DOZA supports this policy through the new Citywide Design Guidelines and design standards that encourage the provision of public art, murals, or water features as a part of a development proposal within the Design overlay zone. Standards PR21 and PR22 encourage public art and water features. Guidelines support art as a way to increase livability. Guidelines and standards also provide avenues to rehabilitate existing structures and to consider the social context of significant sites.

Policy B: Urban Design. Improve the physical appearance of Albina. Enhance the desirable and distinctive characteristics of the Albina Community and its individual residential, commercial and employment districts. Strengthen visual and physical connections to the rest of the city. Mark transitions into neighborhoods and districts. Create a safe and pleasant environment for pedestrians. Strengthen the pattern of green that exists throughout the Albina Community.

297.Finding: DOZA updates the regulations that apply to the Design overlay zone within the Albina plan area. The new standards include regulations which provide incentives for considering the context of the area such as adjacent historic buildings. It also provides incentives for remodeling and expanding existing older buildings instead of building new. This can improve the physical appearance of the Albina area while keeping elements of an area's individual past. The new Citywide Guidelines also address the context of an area and site through Guidelines 1 through 3. The standards and guidelines related to the public realm help to create physical connections between the development and the adjacent street network. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the "m" overlay that encourage the use of ground floor and design features representative of older main street areas.

Policy C: Historic Preservation. Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

298.Finding: DOZA changes the regulations that apply to the Design overlay zone. There are a different set of regulations and process that apply to the city's formal historic landmarks and districts. However, these historic areas are sometimes contained within larger areas that are subject to the Design overlay zone. As mentioned under Policy B, DOZA includes new guidelines and standards that consider the context of an area and provide incentives for remodeling existing older buildings even if they are not formally historically designated. DOZAs guidelines and standards also include additional provisions when new development is located adjacent to historic buildings. These guidelines and standards provide opportunities for new development to build on the features of the adjacent landmark. With these provisions, DOZA is consistent with this policy.

Policy X: Environmental Values. Maintain a strong commitment to preserving and improving the environment within the community and its neighborhoods, including air, water, and soil quality and related natural values.

Objective 8. Encourage ecologically and socially responsive development activities through use of public incentives and resources.

299.Finding: The new guidelines and standards developed through DOZA include several provisions to preserve and enhance natural area and mature trees. As standards, these provisions incentivize incorporating these natural features through the allocation of points for a development. As

guidelines, they are part of the discretionary criteria for consideration of project approval. These guidelines and standards encourage acknowledging the physical and social history in an area through the provision of historical plaques or understanding the social context of the area.

NEIGHBORHOOD PLANS ASSOCIATED WITH ALBINA COMMUNITY PLAN (1993)

The following neighborhood plans include urban design proposals that are impacted by changes to the Design overlay zone.

Arbor Lodge Neighborhood Plan (1993)

Policy 7. Commercial Development. Support and promote commercial development along the neighborhood's major arterials.

Objective 2. Ensure that commercial development is compatible with its immediate surroundings.

Objective 3. Promote N Lombard Street and N Interstate Avenue as the major streets for commercial development in the neighborhood.

300.Finding: Within the Arbor Lodge neighborhood, the Design overlay zone is concentrated along N Interstate Avenue and a portion of N Lombard Street near Interstate. DOZA includes updates to the existing guidelines and standards. These standards and guidelines encourage development with active uses on the ground floor of buildings and requires those buildings to orient to the public realm. Guidelines and standards also include provisions such as Guideline 2 to create positive relationships with surroundings, standards PR3 and 4 which encourage buildings to include ground floor commercial space and make it affordable, and standard PR 9 which encourages commercial entries to locate away from lower density residential zones to reduce negative impacts of the entrance.

Boise Neighborhood Plan (1993)

Policy III. Neighborhood Maintenance and Image. Improve Boise Neighborhood's appearance and livability by maintaining residential commercial and industrial properties. Encourage compatible infill development of vacant land by improving the image of the neighborhood and marketing development opportunities in Boise.

Policy IV. Urban Design/ Historic Preservation/ Land Use. Enhance the historic character and distinctive physical features of the Boise Neighborhood.

301.Finding: Areas within the Boise Neighborhood Plan that are subject to the rules of the Design overlay zone include the Vancouver/Williams corridors and N Mississippi Avenue outside of the conservation district. While DOZA does not change the underlying zoning or development allowances, it does provide new tools for reviewing projects within the neighborhood. The new Citywide Design Guidelines and design standards include incentives to build on the context of an area including considering elements of historic buildings or resources located adjacent or across the street through the context guidelines and standards. They also encourage development to orient to the public realm and protect the pedestrian which can lead to an improved experience in the neighborhood. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the "m" overlay that encourage the use of ground floor and design features representative of older main street areas.

Concordia Neighborhood Plan (1993)

Policy 7. Design. Reinforce the identity and character of the Concordia Neighborhood. Use design features in building rehabilitation and new construction which enhance neighborhood attractiveness

and livability. Design streetscapes and site layouts to promote safety and encourage pedestrian use of the streets.

Objective 2. Support the use of the Ten Essentials design guidelines to promote compatible residential rehabilitation and design (located within document)

Objective 3. Encourage the revitalization of the NE Alberta and NE 42nd Avenue Project areas. Support new construction and development which is compatible with existing neighborhood architecture and styles.

Objective 4. Reinforce the identity of the Concordia Neighborhood through the construction of gateways and public art which reinforce area focal points.

302.Finding: Areas within the Concordia Neighborhood that are subject to the rules of the Design overlay zone include a mixed-use node at 33rd and Killingsworth and a portion of NE Alberta. The guidelines referred to under Objective 2 are voluntary and focus on the development of new residential housing. The new guidelines and standards implemented through DOZA supersede the existing Community Design Guidelines and Community Design Standards. The new guidelines and standards provide opportunities to encourage revitalization of existing buildings through special standards while encouraging new development to include public art or murals. The contextual guidelines and standards include provisions to consider incorporating architectural elements of historic buildings into adjacent new development. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas. For this reason, DOZA is consistent with these policy objectives.

Eliot Neighborhood Plan (1993)

Policy 1. Historic Conservation and Urban Design. Retain and strengthen a sense of neighborhood history in Eliot through preservation and restoration of historic structures and other measures.

303.Finding: This policy provides guidance to recognize and preserve the historic character of Eliot. In general, this has been done by developing the Eliot Conservation District as part of the Albina Plan. This district applies the regulations of the historic resource overlay instead of the Design overlay. Outside of this area, DOZA is consistent with the policy by applying new design standards and guidelines that encourage new development to build off of the historic context. This includes new standards C7 – C9 which can apply when new development is adjacent to a historic building. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

Policy 9. Martin Luther King Jr. Boulevard. Recognize that Martin Luther King Jr. Boulevard has been the “Main Street” for the Eliot Neighborhood and the Albina Community by encouraging concentrations of commercial activity at major intersections. Maintain the clear boundaries that were presented in the Comprehensive Plan and adopted, in 1993, through the Albina Community Plan between intense development (employment, commercial and/or housing) and lower density residential property to preserve the area’s carefully thought-out balance of uses and to buffer the impacts of intense development.

Policy 12. Seventh Avenue Ribbon. Encourage the growth of business, mixed use and urban higher density residential development activities along Martin Luther King Jr. Boulevard while emphasizing a lower density pattern of infill development east of the King Boulevard corridor.

304.Finding: DOZA does not impact the base zoning or development allowances within these areas. Only one developed site on NE 7th includes a Design overlay. DOZA is consistent with these policies by updating the guidelines and standards to recognize the Urban Design Framework of the Comprehensive Plan update addressing development on different intensities of commercial corridors. Since Martin Luther King Jr. Boulevard is considered a civic corridor, the new guidelines and standards encourage development that fosters the pedestrian and those using active transportation. The guideline overview references corridors and applies guidance with Guideline #1. For corridors there are standards such as increased ground floor height (PR11 & 12) and limitations on some materials (Table 420-3).

Humboldt Neighborhood Plan (1993)

Policy 5. Urban Design and Historic Conservation. Maintain a link between Humboldt's historic past and the present through the preservation of its historic development patterns and structures and through the promotion of architectural compatibility and excellence.

Policy 8. Land Use. Promote land use compatibility and efficiency in the Humboldt Neighborhood through strong citizen involvement.

305.Finding: Much of the area within the Humboldt Neighborhood Plan that includes the Design overlay zone is also within the Mississippi and Piedmont Conservation areas, so the regulations of the Historic Resource overlay zones would apply instead. However, there are some mixed-use zones outside of the conservation areas that contain the Design overlay zone. For locations that are adjacent to the historic areas, DOZA is consistent with the policy by applying new design standards and guidelines that encourage new development to build off of the historic context. This includes new standards C7 – C9 which can apply when new development is adjacent to a historic building. Within other smaller mixed-use nodes, the new guidelines and standards follow the updated purpose to build on an area context, contribute to the public realm and promote quality and long-term resilience. The guidelines and standards encourage taller ground floors and commercial uses which lead to active use of the ground floor at the commercial nodes. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

Kenton Downtown Plan (2001) amending the Kenton Neighborhood Plan (1993)

Policy 6. Historic and Natural Resources. Increase awareness of Kenton's historical and natural resources through the establishment of a Kenton Historic District and an Urban Wildlife Habitat Corridor. Use these resources as focal points of Kenton pride and revitalization.

Policy 7. Public Safety and Neighborhood Livability. Create sense of community among Kenton neighbors and ensure a safe, pleasant place to live, work, and play.

Objective 3. Enhance the attractiveness of Kenton's residential and commercial areas.

Objective 6. Create a safe environment for pedestrians, with special attention given to the needs of seniors and children.

306.Finding: Most of the area within the Kenton Neighborhood Plan containing a Design overlay also is within either the Kenton Historic or Kenton Conservation District and so are subject to the regulations of the Historic Resource overlay zone instead of the Design overlay zone. However, some areas within the plan area on N Argyle Street are outside of the historic areas. The changes proposed by DOZA are consistent with these policies because they provide opportunities for sites adjacent or across from historic buildings to provide contextual elements within the new

development. The new guidelines and standards also encourage pedestrian elements such as benches, plazas and waiting areas to gain approval through meeting standards or guidelines.

King Neighborhood Plan (1993)

Policy 1. Urban Design. Create a safe, attractive, livable neighborhood that has distinct and enriching character.

Objective 1. Promote building designs that ensure crime prevention through environmental design and protect streets, open spaces, and architectural integrity of the neighborhood.

Objective 4. Encourage developers to consider and conform to design standards for new developments in the King Neighborhood.

Policy 5. Art and Culture. Enhance the cultural and ethnic diversity of inner-Northeast Portland by creating opportunities to promote multicultural art and entertainment.

Objective 2. Promote the display and purchase of public art.

307.Finding: The Design overlay within the King Neighborhood Plan is focused on the NE Martin Luther King Jr. Boulevard corridor and portion of Killingsworth and Alberta Streets that intersect with MLK. The new Citywide Design Guidelines and objective design standards replace the existing Community Design Guidelines and Community Design Standards. Non-exempt development will need to meet the new standards as part of their permit review or meet the guidelines through a design review. Both the guidelines and standards encourage development to orient to the public realm by encouraging ground floors with active spaces and increased windows and weather protection along the public realm that provides natural surveillance. Several of these guidelines and standards are very similar to current ones in Albina. Guideline #1 also references existing adopted plans in determining the character and local identity of an area. Guidelines #4 and 5 and Standard PR 21 also encourage the provision of public art as part of a development proposal. The changes in DOZA are consistent with these policies and objectives.

Piedmont Neighborhood Plan (1993)

Policy 6. Business Growth & Development. Stimulate business growth in the Piedmont Neighborhood that provides services and job opportunities for neighborhood residents with minimum impacts on the Residential Core area of Piedmont. Concentrate this development along Martin Luther King Jr. Boulevard and the North Industrial Area.

Objective 1. Support mixed commercial development along portions of Martin Luther King Jr. Boulevard. Full-block zoning should be used only when it has a minimal impact on existing housing and the historic district.

Objective 3. Upgrade commercial development and facilities within the Residential Core and encourage new development and remodeling to be pedestrian oriented.

Policy 7. Livability and Public Safety. Reduce crime in the Piedmont Neighborhood. Develop a partnership between Piedmont residents, the City and the Police Bureau to build a safer neighborhood.

Objective 4. Encourage site and building design that increases the sense of security within the neighborhood and discourages criminal activities.

308.Finding: The Design overlay zone only applies to the portion of the Piedmont Neighborhood Plan that borders Martin Luther King Jr. Boulevard. DOZA updates the Citywide Design Guidelines and objective design standards that would apply within the Design overlay zone. DOZA is consistent with these policies and objectives by encouraging development that includes active spaces at the ground level and encouraging focal points at street corners and frontages. DOZA also encourages entrances and public spaces that are accessible to the public realm, as well as ground floors that provide two-way visibility between the interior and exterior spaces, both by encouraging more windows and taller ground floor spaces along building frontages with the street. DOZA also is

consistent with Comprehensive Plan objective 4.13 that addresses crime preventative design. DOZA includes specific standards that can apply to building renovations.

Woodlawn Neighborhood Plan (1993)

Policy 3. Community Appearance. Enhance the livability of the Woodlawn Neighborhood by improving its housing, commercial areas, streets and park.

Objective c. Develop gateways and focal points to give the Woodlawn neighborhood a unique identity in the Albina community and the City of Portland.

309.Finding: The bulk of the center of the Woodlawn neighborhood is a conservation district so the regulations of the Historic Resource overlay zone would apply, including the commercial areas along NE Dekum. The Design overlay applies to the areas along NE Martin Luther King Jr. Boulevard. DOZA is consistent with this policy by updating the guidelines and standards to recognize the Urban Design Framework of the Comprehensive Plan update addressing development on different intensities of commercial corridors. Since Martin Luther King Jr. Boulevard is considered a civic corridor, the new guidelines and standards encourage development that fosters the pedestrian and those using active transportation. Plazas at corners which can create a gateway are encouraged through both the standards and the guidelines.

OUTER SOUTHEAST COMMUNITY PLAN (1996)

The following policies related to the Outer Southeast Community Plan are applicable to the DOZA project, as several areas now have the Design overlay zone. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Outer Southeast are located immediately after the Community Plan findings.

Transportation Policy. Ensure that streets in outer southeast form a network that provide for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel.

Objective 1. Reduce the amount of automobile driving done by area residents by making it more convenient to use public transit.

310.Finding: DOZA is consistent with this policy and objective by using the guidelines and standards to encourage buildings that orient to the street and link private development with the public realm and support active uses and plazas on the ground floor that support pedestrian, and active transportation over the use of the car.

Housing Policy. Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development.

Objective 3. Increase opportunity for building more single-family housing in outer southeast neighborhoods.

Objective 4. Promote construction of attached housing designed to be owner-occupied to accommodate smaller households.

Objective 7. Preserve and increase the supply of housing affordable to households below the median income.

311.Finding: While DOZA does not affect the base zone development allowances, the project is consistent with these policy objectives by exempting smaller scale residential development of up to

4 units including attached housing from required Design overlay processes in the Design overlay zone. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

Open Space and Environment Policy. Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.

Objective 9. Improve the appearance and livability of outer southeast neighborhoods.

312.Finding: DOZA does not change the areas that contain Open Space zoning for parks, nor does it change plans for the siting of parks. However, DOZA is consistent with this policy because it recognizes that native landscaping and mature trees are part of the context of areas in Outer Southeast Portland. The guidelines and standards provide incentives to preserve these strands of trees and to consider using native landscaping in area planting. Some provisions, like Standard C10 to plant new groups of evergreen trees apply specifically in East Portland, and are intended to provide a link to this characteristic in the future.

Urban Design Policy. Foster a sense of place and identity for the Outer Southeast Community Plan area by reinforcing existing character-giving elements and encouraging the emergence of new ones as envisioned in the Vision Plan.

Objective 1. Establish a high profile “regional center” in the area from Gateway to the Portland Adventist Medical Center with an infrastructure that is supportive of high-intensity development for living, working, and recreating.

313.Finding: DOZA does not change the development allowances within the Outer Southeast Plan or the Gateway Regional Center. However, it is consistent with the objective by continuing to apply the Gateway Design Guidelines for larger projects, while allowing smaller-scale projects and remodels to use the new objective design standards. This ensures greater public participation for high intensity development, but it allows a lower level of review similar to the rest of the city for projects that do not have a transformative effect.

Objective 2. Establish a “town center” at Lents. Promote mixed-use development with a streetscape that provides pedestrian amenities. Reinforce the existing pedestrian district at Lents.

Objective 3. Encourage Eastport Plaza, Gateway Shopping Center, Mall 205, and the commercial nodes at 122nd and Stark and 122nd and Division to establish focal points and village squares within their boundaries.

Objective 4. Promote “main street” development on portions of Foster Road, Glisan Street, and Woodstock Boulevard, on Division and Stark Streets, and 82nd and 122^{ne} Avenues. Locate buildings with entrances off the sidewalk. Encourage sidewalk cafes, display windows, benches, street trees, awnings, small scale signs that are directed to the pedestrians, and on-street parking.

314.Finding: While DOZA does not change the base zoning or development allowances within any of these centers, nodes or main streets, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to

further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. Other provisions encourage special landscaping along civic corridors.

Objective 6. Embrace urban design proposals as put forth in each Outer Southeast Community Neighborhood Plan.

315.Finding: Specific findings for each adopted neighborhood plan are referenced below. In addition, DOZA implements the policies and objectives of the updated Comprehensive Plan as stated under the Comprehensive Plan findings above in areas containing the Design overlay zone. In cases where there is conflict the goals and policies of the Comprehensive Plan supersede those of the area plans.

Public Safety Policy. Apply CPTED principles to both public and private development projects. Encourage land use arrangements and street patterns that provide more eyes on the street. Encourage site layouts and building designs that encourage proprietary attitudes and natural surveillance over shared and public spaces.

Objective 1. Promote a mix of development and uses at focal points and attractions that provide round-the-clock surveillance.

Objective 2. Encourage building designs that restrict access to areas vulnerable to crime such as building entrances, sidewalks, parking lots, and loading and delivery areas.

316.Finding: DOZA is consistent with this policy and the objectives by encouraging development that includes active spaces at the ground level and encouraging focal points at street corners and frontages. DOZA also encourages entrances and public spaces that are accessible to the public realm, as well as ground floors that provide two-way visibility between the interior and exterior spaces, both by encouraging more windows and taller ground floor spaces along building frontages at the street. DOZA also is consistent with Comprehensive Plan objective 4.13 that addresses crime preventative design.

Subarea Policy I – Traditional Urban Neighborhoods. Preserve the fabric of these traditional residential neighborhoods and streetcar era commercial districts. Promote construction of new housing on or near transit streets and "Main Street" development on portions of Foster Road, Stark, and Glisan Streets. Encourage infill development.

317.Finding: DOZA revises the regulations that apply within the Design overlay zone. While many of the changes made by DOZA support the creation of active urban commercial and mixed use development, it doesn't generally apply to the subareas addressed by this policy, because the areas along Foster, Stark and Glisan do not have the Design overlay zone.

Subarea Policy III - Lents Town Center Policy. Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

Objective 1. Ensure that Plan designations and zoning are flexible enough to allow a wide range of:

- Commercial and residential uses in the historic downtown portion of the Tow Center.
- Commercial, industrial, and higher density residential uses, including business parks, high-tech centers, institutions, and destination activities, east of I-205.
- Employment opportunities throughout the area.

318.Finding: In general, the policy and objectives of the Lents Town Center are consistent with the Comprehensive Plans updated policies reviewed earlier in the document. While DOZA does not impact the base zoning or development allowances of the Lents Town Center, the new standards

and guidelines support buildings that build on the context of the Lents area while enhancing the public realm and ensuring resilient and sustainable developments.

Subarea Policy IV- Gateway Regional Center. Foster the development of this area as a “Regional Center.” Attract intense commercial and high-density residential development capable of serving several hundred thousand people. Promote an attractive urban environment by creating better pedestrian connections and providing more public open space.

Objective 3. Provide a pleasant and diverse pedestrian experience by providing connecting walkways within a structure to adjacent sidewalk areas.

Objective 5. Create a sidewalk environment which is safe, convenient and attractive. Enliven the environment, creating vitality and interest, with building walls with windows and display windows.

Objective 6. Discourage surface parking lots.

319.Finding: The Gateway Regional Center is guided by higher intensity base zones and a Gateway plan district. Most of the plan district also includes the Design overlay zone as part of the Gateway Design District. This district contains its own design guidelines which will continue to be used for discretionary design reviews. Currently, all exterior development that is not exempt must go through design review. DOZA includes changes that impact the regional center. This includes a provision that allows smaller projects under 35-feet in height to choose to use the objective design standards as an alternative to going through a review. While these standards provide greater flexibility for applicants of smaller projects and alterations, the standards include provisions consistent with the policy and objectives of this area plan. These design standards augment the base zone standards and ensure that buildings are designed to enhance the pedestrian experience by encouraging increased windows, weather protection, and pleasant pedestrian walkways and plazas. Other standards require the screening of parking and building services from the street.

Subarea Policy V – MAX LRT Corridor. Ensure that private development reinforces and is reinforced by the public light rail investment by encouraging development of intense commercial and dense residential uses near the MAX light rail stations.

Objective 1. Encourage the redevelopment of large underused or auto-oriented sites along 122nd Avenue to a mixture of commercial and residential uses.

Objective 2. Improve the pedestrian orientation of building and streets around light rail stations.

320.Finding: Much of the MAX-LRT Corridor includes the Design overlay zone, especially the areas located around the stations zoned for dense residential uses and the commercial areas at the station area on 122nd Avenue. While DOZA does not impact the base zoning or development allowances in this area, it supports the policy and objectives by including guidelines and standards that support active uses on the ground floor and measures that support pedestrian activity around the buildings, including increased window percentages, weather protection at entrances and along street frontages, and opportunities for pedestrian plazas and open space.

Subarea Policy VI – Suburban Neighborhoods. Enhance established suburban neighborhoods by improving connections to transit and shopping, reinforcing transit, providing new open space and focusing development on infill and opportunity sites.

Subarea Policy VII – Mixed-Era Neighborhoods. Provide for the orderly development of new housing at urban densities and ensure that residential areas are served by convenient neighborhood commercial centers and transit.

321.Finding: Much of the Suburban and Mixed-Era Neighborhoods area does not contain the Design overlay zone, and the objectives of these policies focus on increasing housing and parks opportunity. However, some areas along the 122nd Avenue corridor between Powell Blvd and Stark

Street include the Design overlay zone. DOZA is consistent with the policy in these areas through guidelines and standards that encourage development locating on these sites to emphasize pedestrian connections and the experience along the public realm as well as encouraging plazas and open space. These provisions reinforce active transportation options, including walking biking and transit.

NEIGHBORHOOD PLANS ASSOCIATED WITH OUTER SOUTHEAST COMMUNITY PLAN (1996)

Objective 6 under the Urban Design Policy requires projects to review the urban design proposals of each neighborhood plan within the Outer Southeast Community Plan. The following neighborhood plans include urban design proposals that are impacted by changes to the Design overlay zone.

Centennial Neighborhood Plan (1996)

Policy 2. Community Design and Livability. Enhance Centennial's livability by protecting, maintaining and improving the quality and suburban character of the physical environment.

322.Finding: While the Centennial Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the design guidelines in the document are voluntary. The changes in DOZA do not apply.

Foster – Powell Neighborhood Plan (1996)

Policy 7. Commercial Areas. Improve the Foster Road and 82nd Avenue commercial areas. Encourage businesses that serve Foster-Powell and surrounding neighborhoods to locate in these areas. Create a better pedestrian environment.

323.Finding: Within the Foster – Powell neighborhood plan boundaries, only the intersection of Foster and 82nd contain a Design overlay zone. As stated previously, the new guidelines and standards include many provisions to improve the pedestrian environment on public sidewalks and within a development. These include encouraging greater window percentages, weather protection at entrances and along street frontages and opportunities for pedestrian plazas and open space.

Hazelwood Neighborhood Plan (1996)

Policy 2. Economic Development. Preserve and enhance the commercial viability of businesses within Hazelwood by stimulating business growth, investment and a high level of livability.

Objective 3. Assure that commercial and business centers are constructed and reconstructed to be pedestrian friendly environments.

Policy 6. Community Design and Livability. Maintain Hazelwood as an affordable, attractive neighborhood, which provides a friendly, safe, and pleasing community for everyone.

Objective 1. Assure that all new developments – single and multi-family housing, commercial and business – are planned and constructed to minimize adverse impact on the community and neighborhood, including traffic and traffic patterns.

Objective 2. Encourage development projects to meet the voluntary design guidelines included in Appendix C (actually appendix E)

Objective 4. Provide recognition and incentives for businesses to invest in rehabilitation and neighborhood enhancements.

Policy 7. 122nd Avenue Subarea. Ensure that 122nd Avenue commercial area develops in a nodal pattern to maintain the quality of adjacent neighborhoods and enhance the pedestrian and bicycle-friendly nature of areas in-between commercial nodes.

Objective 2. Encourage construction of a mix of housing types and commercial/retail along 122nd to increase transit use and support local business nodes.

324.Finding: Many of the commercial and higher density residential zoned areas in the Hazelwood neighborhood include the Design overlay. Parts of Hazelwood include the Gateway plan district area which is subject to its own set of regulations and design guidelines. These are not changing. However, DOZA includes an amendment to allow smaller projects and alterations within Gateway to use the objective design standards instead of requiring design review. This provides more flexibility for businesses to invest in rehabilitation and enhancement per Objective 4. The areas within Hazelwood that have the Design overlay zone are not changing, and the base zones and development allowances are not being altered through DOZA. The current Community Design Guidelines and Community Design Standards are the applicable regulations for these areas instead of the voluntary design guidelines listed in the neighborhood plan. DOZA creates new guidelines and standards that accentuate the base zone standards and enable developments to include pedestrian friendly features such as pedestrian entrances that are adjacent to the public realm and include weather protection for those traveling by foot or transit. The new provisions are consistent with these policies.

Lents Neighborhood Plan (1996)

Policy 5. Urban Design. Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

Objective 1. Encourage business owners to create and maintain an attractive environment in commercial areas of Lents.

Objective 2. Strengthen neighborhood identity.

325.Finding: The Lents Town Center and the area around Foster and 82nd currently have the Design overlay zone. While the base zoning and development allowances in this area are not changing, DOZA does establish new guidelines and standards that focus on building on an area context and benefitting the public realm by encouraging active ground floor uses, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

Mill Park Neighborhood Plan (1996)

Policy 2. Transportation. Discourage reliance upon automobile transportation by visitors and residents of Mill Park.

Objective 2. Promote measures that would make the neighborhood more pedestrian friendly, especially at designated street crossing and major intersections.

326.Findings: The Mill Park neighborhood includes the Design overlay zone along SE 122nd Avenue as well as at the west border where it is part of the Gateway plan district. As stated previously, the new guidelines and standards that apply within the Design overlay include regulations and incentives for development to provide amenities for pedestrians and those using the public realm, including active ground floors, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

Montavilla Neighborhood Plan (1996)

Policy 2. Historic Preservation and Urban Design. Protect and maintain the historic structures and resources in Montavilla while promoting and building on the storefront character of Montavilla's business district on SE Stark/Washington between 76th and 82nd Avenues.

Policy 3. Transportation. Improve the accessibility of the neighborhood and expand the choices of transportation modes available to Montavilla residents. Encourage the development of commercial and higher density residential developments along transit streets throughout the neighborhood.

327.Finding: While the Montavilla Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the reference to design review in the document are voluntary. The changes in DOZA do not apply.

Mt. Scott – Arleta Neighborhood Plan (1996)

Policy 1. Urban Design. Improve the physical image and character of the Mt. Scott – Arleta Neighborhood through emphasizing its historic heritage and diverse culture.

328.Finding: Currently, the only land that contains the Design overlay zone in the neighborhood plan is the southwest corner of SE Foster and SE 82nd Avenue. DOZA does not change the overlay zone map or the base regulations in the area. DOZA revises the guidelines and standards that would apply on this corner, encouraging pedestrian oriented development and encouraging art or water features which supports objective 2 of this policy.

Powellhurst – Gilbert Neighborhood Plan (1996)

Policy 1. Transportation. Ensure that the neighborhood is accessible by a variety of transportation modes including walking, bicycling, public transit, auto, and truck, while reducing noise, pollution and safety hazards.

Policy 1(1): Transit

Objective 2. Develop a “main street” strategy that combines housing density, good urban design and “ten minute transit corridors” to improve transit services in portions of the neighborhood, including portions of SE Powell Boulevard.

Policy 5. Historic Preservation and Urban Design. Preserve, restore and enhance Powellhurst-Gilbert’s historic resources.

Objective 5. Use design elements such as landscaping, screening and building orientation to ensure good design of new development and cohesive commercial areas.

329.Findings: The Powellhurst – Gilbert neighborhood includes the Design overlay zone along SE 122nd Avenue south of SE Division Street. As stated previously, the new guidelines and standards that apply within the Design overlay include regulations and incentives for development to provide amenities for pedestrians and those using the public realm, including bringing buildings and entrances out to the street, providing active ground floors, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

South Tabor Neighborhood Plan (1996)

Policy 7. Urban Design, Historic Preservation and Neighborhood Livability. Maintain and solidify the residential character of South Tabor, while promoting a supportive relationship between the residential and commercial interests of the neighborhood. Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

330.Finding: While the South Tabor Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the design guidelines in the document are voluntary. The changes in DOZA do not apply.

SOUTHWEST COMMUNITY PLAN (2000)

The following policies related to the Southwest Community Plan are applicable to the DOZA project, as several areas now have the Design overlay zone. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Southwest are located immediately after the Community Plan findings.

Land Use and Urban Form. Enhance Southwest sense of place as a community and a collection of distinct neighborhoods. Accommodate Southwest Portland's share of regional growth while protecting the environment in all areas. Encourage the realization of compact, transit and pedestrian-friendly, mixed-use centers while responding to the need for a range of housing types and prices. Outside of the mixed-use areas, allow infill housing opportunities which increase neighborhood diversity, stability and home ownership while limiting redevelopment.

I. Community-wide Objectives.

- I-1. Ensure compatibility of new development with Southwest Portland's positive qualities.
- I-2. Encourage innovative designs in public and private development that are in harmony with the natural character of Southwest Portland.

331.Finding: The Design overlay zone in the Southwest Community plan is focused in the areas of the Hillsdale and West Portland Town Centers and the Multnomah Village Neighborhood Center. While DOZA does not change the base zoning or development allowances within any of these centers, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets to provide connections between these developments and the surrounding neighborhood. New standards and guidelines also provide guidance to ensure that development does not negatively impact on lower density development, including locating commercial entrances away from lower density residential zones, and breaking up larger buildings on side street frontages. DOZA includes incentives to incorporate natural features of a site such as existing trees or wetlands outside of environment zones into a project to create better harmony between developed and natural areas.

II. Additional Objective for Mixed-Use Areas.

A. General Objectives

- A-3. Encourage development within main streets and town centers that enhances commercial vitality and the desired characteristics of these areas.
- A-8. Enhance the environment for pedestrians in Southwest Portland's town centers, main streets, and transit corridors.

332.Finding: DOZA supports these objectives through the implementation of the new Citywide Design Guidelines and objective design standards. In both cases, active uses on the ground floor are encouraged by providing taller ground floors, more windows, weather protection along street frontages and public plazas where appropriate. These can all enhance the pedestrian environment.

B. Town Center Objectives

- B-2. Within the boundaries of town centers, create transitions along the edges that respect the planned density design, scale and character of the contiguous neighborhoods.

333.Finding: DOZA does not change any of the base zoning or development allowances in the town centers. Generally, the base zones create transitional areas between the higher intensity development and the lower intensity development outside the centers. However, DOZA is consistent with this object because it includes provisions within the guidelines and standards to focus commercial entrances away from lower density zones and encourages breaking up building facades on side streets.

D. Corridor Objectives

- D-2. Emphasize a high-quality pedestrian and bicycle environment and convenient access to public transportation along corridors.

334.Finding: Similar to the finding for A. above, DOZA includes new guidelines and standards that encourage pedestrian access from the street to the site by providing taller ground floors, more windows, weather protection along street frontages and public plazas where appropriate.

III. Special Areas

A. Willamette River Greenway

335.Finding: The focus on this objective is on State Goal 15 for the Willamette River Greenway, and the completion of the greenway trail. While DOZA does not apply to these objectives, it is consistent by including guidelines and standards to ensure that development along the greenway helps to activate the use of the greenway trail on the Willamette. For example, see standards C16-C18.

NEIGHBORHOOD PLANS ASSOCIATED WITH SOUTHWEST COMMUNITY PLAN

The following Hillsdale Town Center Plan includes urban design proposals that are impacted by changes to the Design overlay zone

Hillsdale Town Center Plan (1997)

Policy 1. Land Use. Reinforce Hillsdale's identity as a vibrant town center that contains a diverse and vital mix of housing types, neighborhood commercial establishments, community services, open spaces, and places for community gatherings.

Objective 2. Encourage development that fosters a pedestrian and transit-friendly environment.

Objective 3. Create a pattern of small inviting, inter-connected and publicly-used spaces throughout Hillsdale.

Objective 4. Encourage development to be in scale with the desired character of Hillsdale.

336.Finding: DOZA does not change the base zoning or development allowances within the town center, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets to provide connections between these developments and the public realm. New standards and guidelines also provide guidance to ensure that development does not negatively impact on lower density development, including locating commercial entrances away from lower density residential zones, and breaking up larger buildings on side street frontages.

Policy 4. Urban Design. Enhance Hillsdale's character and livability as an attractive urban village by fostering urban design excellence.

Objective 1. Foster an individual character and sense of place for Hillsdale.

Objective 2. Develop public and privately owned spaces that are safe, attractive, and promote a sense of community.

Objective 4. Encourage improvements which create a safe, pedestrian-friendly environment.

Objective 6. Create works of art, historical markers, and other special design features that increase public enjoyment of Hillsdale.

Objective 7. Promote identification, signs and awnings as integral design elements of any development.

Objective 9. Require design review in multifamily, R2.5, and commercial zones in Hillsdale.

337.Finding: While DOZA does not change the base zoning or development allowances within the town center, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. They build on the existing context, contribute to the public realm and promote quality

and resilience. The guidelines and standards include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm to encourage pedestrian and public enjoyment of the streetscape. They also encourage development to provide public art on site. DOZA does remove the Design overlay zone from properties zoned R2.5 in the area. However, this provision was initially added at a time when single-dwelling base zones contained no design standards regulating attached houses. Similar to the overlay applied to R2.5 zones in the Sellwood/Moreland area at the same time, there was a concern with garage dominated row houses and limited front yards. Since that time, single-dwelling zones have added design standards within the base zone that address the original concerns. In addition, the focus of the overlay zone in the past decade has shifted from an emphasis on compatibility within a neighborhood to a tool to that directs larger-scale growth. With the changes in the purpose and tools of overlay instituted through DOZA, the mapping of the overlay in these zones has little applicability. Removal of the overlay ensures the maintenance of the maps in conjunction with the change of the regulations.

OTHER AREA PLANS

The following town center and neighborhood plans were done in conjunction with implementation of the Design overlay zone, and included findings related to the application. Several neighborhood plans such as those in inner southeast Portland were done without an inclusion of a Design overlay and so those plan's references to design were conceptual and not binding. In some cases, the Design overlay zone was later added through projects such as the Comprehensive Plan Update and Mixed-Use Zoning. Findings against the Comprehensive Plan above address the changes to the Design overlay zone in those cases.

122nd Avenue Station Area Study (2006)

This plan provided policy direction for properties in the vicinity of the 122nd Avenue corridor between SE Market St and NE San Rafael St. with focus around the 122nd Avenue MAX station.

Goal 1. Foster a stronger “Sense of Place”.

Goal 2. Enhance the Pedestrian Environment.

338.Finding: These goals and underlying objectives were developed for the 122nd Avenue Station area. Objectives include creating focal points of activity, creating defensible spaces, greening the area with landscaping, creating pedestrian connections and minimizing vehicle areas. The amendments to the guidelines and standards address these concerns by encouraging development to provide active corners and ground floors, provide plazas and public art where feasible, incorporate existing landscaping and green infrastructure and limit the impact that vehicle areas and building services have on the public realm. The amended guidelines and standards replace the existing Community Design Guidelines and Community Design Standards. The changes in DOZA support these goals.

Hollywood and Sandy Plan (2000)

This plan provided policy direction for the Hollywood Town Center and the Sandy corridor from NE 12th to NE 54th.

Policy 1. Land Use, Urban Design and Historic Preservation.

1A: Promote a mix of employment, housing, and regional and neighborhood-serving retail uses to ensure and active, pedestrian-friendly and thriving main street environment along Sandy Boulevard and Broadway.

1B: Enhance Hollywood’s identity as a vital and attractive town center, with a mix of housing, employment, retail, community services, recreation, and transportation opportunities serving the surrounding community.

339.Finding: While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policies and objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. These enhance the pedestrian experience along the main streets of the plan area. The standards and guidelines also encourage buildings to orient commercial entrances away from lower density residential areas and to break up the facades on side streets, which conform to objectives applicable to the edges of the plan area. The updated guidelines both provide similar guidance to the existing Community Design Guidelines, but Guideline #1 also references adopted city plans for addition guidance to define character and local identity. These adopted plans include the provisions that were inserted into the Community Design Guidelines. Lastly, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

Policy 2. Housing. Maintain and enhance existing housing while encouraging new housing along and near the Sandy Boulevard and Broadway Main Streets, and in the Hollywood Town Center to foster an active place in an area with numerous amenities, including local and regional transportation access.

Objective 2: Provide incentives for new housing projects to ensure that housing is an attractive option and to encourage housing above commercial spaces along Sandy Boulevard and in Hollywood.

Objective 5: Ensure that new or upgraded commercial developments along Sandy Boulevard and Broadway do not detract from the viability of adjacent residential structures.

340.Finding: While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policies and objectives through guidance in the form of new Citywide Design Guidelines and design standards that provide incentives specific to the inclusion of housing on site, including provisions addressing livability, resiliency and orientation to the public realm. Standards and guidelines also include consideration for locating commercial entrances away from lower density residential zones.

North Interstate Corridor Plan (2008)

This plan provided policy direction for properties along the completed North Interstate MAX line and surrounding areas.

Project Objective – Support and sustain the neighborhood by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density by encouraging quality development that strives to minimize negative impacts on the surrounding neighborhood.

341.Finding: As part of the plan, a series of Urban Design Concepts were developed to help implement the above objective. This included guidance within the Community Design Guidelines. While these guidelines are being replaced by the Citywide Design Guidelines, many of the concepts have been carried over to the nine new guidelines. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the North Interstate Corridor Plan to help determine the existing and desired character. So, these plans can still function with the new

guidelines, making the changes in DOZA consistent with this plan. In addition, standards PR3 and 4 encourage buildings to include ground floor commercial space and make it affordable.

Northwest District Plan (2003)

This plan provided policy direction for the Northwest District including urban design, transportation, housing, and economic development.

Policy 7. Urban Design. Respect the urban design principles and architectural qualities that define the district's human-scaled, pedestrian-oriented character.

342.Finding: This policy includes several objectives that highlight the character of different parts of the district, encourage active uses and buildings along the main streets, contribute to the public realm, encourage gathering places and provide for high quality of design. The new citywide design guidelines and objective design standards update the existing community design guidelines and standards but are also organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address the objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Northwest District Plan to help determine the existing and desired character. So, this plan can still function with the new guidelines, making the changes in DOZA consistent with this plan.

St. Johns / Lombard Plan (2004)

This plan provided policy direction for the St. Johns Town Center and the Lombard corridor east to N. Woolsey Avenue.

Policy 1. Land Use and Placemaking. Accommodate growth and change in a manner that fosters the area's sense of place as a small town and main street within the city. Take advantage of its unique setting near the Willamette River, and support development of vital commercial areas.

343.Finding: While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policy by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. These enhance the pedestrian experience along the main streets of the plan area. The standards and guidelines also encourage buildings to orient commercial entrances away from lower density residential areas and to break up the facades on side streets, which conform to objectives applicable to the edges of the plan area. The updated guidelines both provide similar guidance to the existing Community Design Guidelines, but Guideline #1 also references adopted city plans for additional guidance to define character and local identity. These adopted plans include the provisions that were inserted into the Community Design Guidelines. In addition, DOZA does not change the current plan district regulations, including the requirement that buildings in the CM3 zone above 45-feet in height be required to go through discretionary design review.

Policy 2. History and Identity. Strengthen the identity of the St. Johns and Lombard Street areas through development and community activities that integrate and build on the area's distinctive history and architecture.

344.Finding: DOZA does not impact or add any regulations that apply to historic landmarks or districts. However, the new guidelines and standards encourage buildings to consider the surrounding context when proposing new development or additions. Several standards apply to locations near historic buildings (C7 – C9) while other standards encourage additions that consider the history of

the existing building (C4 – C6). Guidelines #1 through #2 encourage developments to consider the history, or an area, adjacent sites, and the development site itself.

Policy 6. Environment. Promote the development of a built environment that fosters ecological quality and uses sustainable development practices.

345.Finding: DOZA supports this policy by including several provisions within the guidelines and standards that encourage development to be sensitive to existing natural features and to consider green building and resilient practices. Standards and guidelines provide incentives to preserve larger trees or natural areas that help define the character of the site. This includes several standards under Context as well as Guidelines #3 and #9. Other standards within Public Realm and Quality and Resilience encourage pervious paving or shading of parking areas installation of solar or green roofs, and use of sustainable building materials. These are matched by guidance in Guideline #9.

Sellwood-Moreland Neighborhood Plan (1998)

This plan provided policy direction to accommodate growth within the Sellwood-Moreland neighborhood, and was originally intended to supplement the East Portland Area Plan. While this neighborhood plan was adopted, the larger-scale area plan was not.

Neighborhood Form/Urban Design

Policy II. Sense of Place. Reinforce a distinctive sense of place by emphasizing neighborhood boundaries, connections, business districts, public open spaces, and focal points.

346.Finding: This policy includes several objectives that highlight the character of the area and business districts and the opportunities to reinforce focal points and gateways. The new citywide design guidelines and objective design standards update the existing community design guidelines and standards but are also organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address the objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sellwood-Moreland Plan to help determine the existing and desired character. So, this plan can still function with the new guidelines, making the changes in DOZA consistent with this plan. Based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

In addition, one action item of the plan (NF 5) was to require design review in R2 and R2.5 zones, but only on an interim basis, and to reconsider applicability of design review after the City adopted new design-oriented base zone regulations. In 1999, the City adopted the Base Zone Design regulations to houses, attached houses and duplexes which provided a set of design standards. Additional zoning updates over the past 20 years have incorporated more design requirements to residential development in both the R2.5 and the R2 (now RM1 or RM2) zones. DOZA is removing the Design overlay zone from the R2.5 zones and is exempting small scale development of up to 4 units and 35-feet in height from the Design overlay. Larger development in the former R2 zones will still be subject to the requirements of the overlay. These changes are consistent with the plan and the action items.

Neighborhood Subareas

Policy IV: Subareas. Recognize and reinforce distinct neighborhood subareas, considering their unique strengths, character, challenges, and opportunities.

Pedestrian-Oriented Commercial Areas

Policy VII: Balanced Growth. Preserve the health and vitality of neighborhood commercial areas and maintain the balance among residential, commercial, and industrial interests.

347.Finding. At the time of adoption of the Sellwood-Moreland plan, the commercial areas did not have the Design overlay zone. The overlay was added as part of the Comprehensive Plan Update effective May 2018. At that time, non-exempt development became subject to the Community Design Guidelines if going through review or the Community Design Standards if meeting the objective path. DOZA creates a new set of tools, called the Citywide Design Guidelines and objective design standards that will apply in these cases. These new tools are organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address many of the original objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sellwood-Moreland Plan to help determine the existing and desired character. While the original plan was not associated with a Design overlay in the commercial areas, DOZA is consistent with the plan by allowing it to be used to help determine neighborhood character. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

Sunnyside Neighborhood Plan (1999)

This plan provided policy direction to accommodate growth within the Sellwood-Moreland neighborhood, and was originally intended to supplement the East Portland Area Plan. While this neighborhood plan was adopted, the larger-scale area plan was not.

Policy 4: Land Use. Ensure that residential uses predominate in the areas of Sunnyside designated for residential use in the Comprehensive Plan.

348.Finding: This policy includes objectives to support appropriate mixed-use development and that regulations maintain and expand the character of the neighborhood. At the time of implementation, these areas did not have the Design overlay zone. The overlay was added as part of the Comprehensive Plan Update effective May 2018. At that time, non-exempt development became subject to the Community Design Guidelines if going through review or the Community Design Standards if meeting the objective path. DOZA creates a new set of tools, called the Citywide Design Guidelines and objective design standards that will apply in these cases. These new tools are organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address many of the original objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sunnyside Plan to help determine the existing and desired character. This plan also included a set of voluntary design guidelines which, while not adopted, are still contained within this original plan. While the original plan was not associated with a Design overlay in the commercial areas, DOZA is consistent with the plan by allowing it to be used to help determine neighborhood character. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

Terwilliger Parkway Corridor Plan (1983)

This plan provided policy direction for future use and development of the Terwilliger Parkway, both within the right-of-way and urban development on lands adjacent to the parkway.

Goal B. To maintain and enhance unobstructed views from Terwilliger Boulevard and trail

Goal D. To guide the siting, scale, landscaping, traffic impacts and design of new development to enhance the aesthetic experience of Terwilliger.

349.Finding: The Terwilliger plan was developed at a time prior to the development of the two-track system for design review where the State through the Oregon Revised Statutes requires an objective set of standards for residential development. It also was developed prior to the development of the base zone design standards which apply to residential development. The current objective set of standards, the Community Design Standards, do not include any standards that are specific to Terwilliger. The new objective design standards developed in DOZA are not applicable to small scale development such as houses and duplexes, and so development of under 4 units and less than 35-feet in height is exempt. The Design overlay zone will still apply for other forms of development and the Terwilliger design standards will be used when design review is pursued. The regulations that apply to views from Terwilliger are regulated through the City's Scenic overlay zone, although projects subject to design review also are subject to guidelines related to views. Recently the Terwilliger parkway itself has received National Historic designation, and so work within the parkway is subject to those requirements. DOZA is consistent with this plan, although much of the authority of the plan from 38 years ago has been superseded by other regulations. It recognizes the changes that have occurred to state and local policies by keeping the Design overlay zone within the Terwilliger Design district to address larger-scale development while allowing smaller-scale residential to meet the design standards of the base zone.

Part V. Comprehensive Plan and Zoning Code Text Amendment Criteria

33.835.040 Approval Criteria

A. Amendments to the zoning code. Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed, and any plan associated with the regulations. The creation of a new plan district is subject to the approval criteria stated in 33.500.050.

350.Finding: The findings in this exhibit demonstrate how the zoning code amendments in DOZA are consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and the Statewide Planning Goals. Findings showing consistency with the purpose statements of individual zoning code sections are provided below.

The Comprehensive Plan defines the phrase "consistent with" to mean "the subject meets the requirements of, satisfies, or adheres to the regulations, mandate, or plan listed in the goal or policy." The Comprehensive Plan's definition applies to the term as used in the Comprehensive Plan, not the Zoning Code. However, Council interprets that for the purposes of considering consistency with the Comprehensive Plan, "consistent with" requires that an ordinance adheres to the Comprehensive Plan.

PCC 33.835.040(A) requires Council to demonstrate that DOZA is consistent with, or adheres to, the entire Comprehensive Plan. PCC 33.835.040(A) does not require Council to demonstrate that DOZA is consistent with, or adheres to, individual goals and policies but rather the entire plan. Regardless,

as demonstrated in this exhibit, Council has considered all applicable goals and policies and finds that DOZA is consistent with all the individual goals and policies.

This criterion operates in conjunction with Comprehensive Plan Policy 1.10 which requires that amendments to the Comprehensive Plan's supporting documents, such as the Zoning Code, must "comply" with the Comprehensive Plan. "Comply" means "that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation."

Council finds that a proposed amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The policy requires consideration as to whether amendments are equally or more supportive of the Plan as a whole. The City Council finds that amendments do not need to be equally or more supportive of individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. There is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires Council discretion in evaluating the competing interests and objectives of the plan.

This criterion requires Council to consider whether DOZA is consistent with Urban Growth Management Functional Plan and Statewide Planning Goals. As discussed in the findings, DOZA is consistent with both the Urban Growth Management Functional Plan and the Statewide Planning goals.

Finally, as discussed below, this ordinance is consistent with the intent or purpose statement for the base zones, overlay zones, plan district, use and development standards where the amendments have been proposed. The amendments in DOZA focus on the Chapters that implement the Design overlay zone, Chapters 33.420 and 33.825. This includes revising the Purpose Statement of each of these chapters, shown below. Other amended code sections are reviewed below against their purpose statements. In situations where the Purpose Statements are being amended, they are provided with the changes shown below.

Several technical amendments are made to clarify wording or references within certain chapters to the Design overlay zone and its procedures. These technical amendments are done to increase clarity in the use of the Zoning Code as stated in the findings for Chapter 10 of the Comprehensive Plan. These technical amendments include small changes within 33.150, 33.270, 33.284, 33.510, 33.520, 33.521, 33.534, 33.536, 33.538, 33.545, 33.550, 33.555, 33.561, 33.562, 33.583, 33.700, 33.720, 33.835, and 33.854. They do not impact the Purpose Statement for these chapters.

33.218 Community Design Standards

33.218.010 Purpose

~~Design review and historic resource review ensures that development conserves and enhances the recognized special design values of a site or area, and promote the conservation, enhancement, and continued vitality of special historic areas of the City.~~

The Community Design Standards provide an alternative process to ~~design review and~~ historic resource review for some proposals. Where a proposal is eligible to use this chapter, the applicant may choose to go through the discretionary ~~design review process set out in Chapter 33.825, Design Review, and~~ Chapter 33.846, Historic Resource Reviews, or to meet the objective standards of this chapter. If the

applicant chooses to meet the objective standards of this chapter, no discretionary review process is required.

The purpose of these standards is to:

- A. Ensure that new development enhances the character and livability of Portland's historic neighborhoods;
- B. Ensure that increased density in established neighborhoods makes a positive contribution to the area's character;
- C. Ensure the historic integrity of conservation landmarks and the compatibility of new development in conservation districts;
- D. Enhance the character and environment for pedestrians in historic areas ~~designated as design zones~~;
- E. Offer developers the opportunity to comply with specific objective standards as a more timely, cost effective, and more certain alternative to the ~~design review~~ and historic resource review process.

351.Finding: The Community Design Standards are being replaced by a new set of objective design standards that are placed within 33.420. As a result, the Purpose Statement for the Community Design Standards is amended to remove references related to design review, design zones and special design areas of the city. The new Purpose Statement, provided in Volume 2 of the Exhibit enables these standards to continue to be used for historic areas and landmarks, while removing their applicability to the Design overlay zone. The amendments make this chapter consistent with the amendments made within 33.420 and 33.825.

33.420 Design Overlay Zone

33.420.010 Purpose

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

~~The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.~~

352.Finding: The purpose of the Design overlay zone is rewritten to align the purpose with the revised Chapter that it serves, as well as to bring the Design overlay zone into alignment with the

Comprehensive Plan and associated projects that were adopted through the Comprehensive Plan Update. As shown through the findings for Chapters 3 and 4, the purpose of the Design overlay zone reflects the expanded application of this zone to focal areas of the city's growth. The new purpose also reflects the three tenets of design which will be used as the benchmarks for implementing this zone. As written, the new purpose statement aligns itself with updated city policy and the remainder of the regulatory changes.

33.526 Gateway Plan District

33.526.240 Open Area

- A. Purpose.** The open area requirement ensures provision of adequate amounts of open area, including light and air, for those who live, work and visit the Gateway plan district. Open area can provide passive or active recreational opportunities, and help to soften the built environment. In order to provide flexibility, this provision allows the requirement to be met by phasing the open area, locating it off site, or paying into a fund.

353.Finding: DOZA raises the limit to trigger the Open Area requirements on sites larger than 5 acres from increases of 5,000 square feet to increases of at least 10,000 square feet. DOZA provides opportunities for smaller scale new development, additions and alterations to elect to use the objective design standards instead of the current process which requires discretionary design review. However, smaller additions on a large site would be forced into the discretionary design review if they trigger this open area requirement. The requirement is intended to phase in open areas over time if a site slowly adds floor area. However, additions such as a new retail pad building or restaurant on a larger site would trigger this, whereas the addition on a site under 5 acres could now use the design standards. The result of a 5,000 square foot increase would be a 2,500 square foot plaza. This could encourage the splitting off of large sites into separate parcels. The threshold is raised so that it applies to situations that create a more significant amount of new floor area, where the design of a plaza could be accommodated more easily. The change in threshold remains consistent with the purpose.

33.580 South Auditorium Plan District

33.580.010 Purpose

The South Auditorium plan district protects the unique character of the former South Auditorium urban renewal district. The district is an award-winning development, with its high-rise buildings, generous setbacks and landscaping, numerous plazas and fountains, and elaborate pedestrian walkway system. Maintenance of this character is achieved by requiring additional landscaping requirements, the preservation of existing trees, screening of roof-top equipment, and additional sign regulations which limit the type, number, and size of signs.

33.580.150 Roof Top Screening

354.Finding: The South Auditorium Plan District's provision for rooftop screening was written prior to the development of many of the performance related exemptions to the Design overlay zone. Since then, the exemptions within 33.420 provide flexible options to screen equipment, use existing screening or set it back from the edge of the roof to the point where it is not visible. The more limited screening requirement can create conflict with the overlay zone provisions for a project that otherwise would not trigger a Design review. The expanded exemptions in 33.420 still meet the purpose of this plan district while providing more flexibility.

33.710 Review Bodies

33.710.050 Design Commission

- A. Purpose.** The Design Commission provides leadership and expertise on urban design and architecture and advances on maintaining and enhancing Portland's the purpose of the Design overlay zone historical and architectural heritage.

355.Finding: The amendments within this section expand the expertise of the Design Commission to include members with knowledge of sustainable building and natural resource management along with other professional trades such as landscape architecture and urban planning in the pool of possible applicants. This expansion aligns with the application of the tools of the Design overlay zone which expand on the considerations of site design, building resilience and designing in harmony with nature. As a result of this expansion, the purpose of the Design Commission is also amended to relate better to the updated purpose of the Design overlay zone.

33.730 Quasi-Judicial Procedures

33.730.010 Purpose

This chapter states the procedures and requirements for quasi-judicial reviews. It contains the step-by-step processing requirements. The chapter also describes the rules of conduct for all people involved in the quasi-judicial review process. The assignment of procedures to specific reviews is done in the chapter that establishes the review. The assignment of the review body is done in Chapter 33.720, Assignment of Review Bodies.

The regulations provide standardized methods for processing quasi-judicial land use reviews. The requirements provide clear and consistent rules to ensure that the legal rights of individual property owners and the public are protected. The rules implement state law, including the requirement that most quasi-judicial reviews must be completed within 120 days of filing a complete application. The Type II, Type Ix, Type III, and Type IV procedures, with their varying levels of review, provide the City with options when assigning procedures to each quasi-judicial review in this Title. The Type I and Type Ix procedures are administrative procedures.

The Type I and Ix procedures, or limited land use review, allows local decisions to be made administratively for such reviews as minor design and historic resource cases. The Type II procedure is the shortest and simplest of the other three quasi-judicial reviews. It is intended for reviews which involve lesser amounts of discretion, lower potential impacts, or both. The Type Ix procedure is used primarily for land divisions. It provides more time to make the administrative decision than the Type II procedure. The Type III procedure is a longer and more in-depth review. It is intended for reviews which involve substantial discretion or high impacts. The Type IV procedure is used to review proposals to demolish certain significant historic resources.

33.730.050 Pre-Application Conference and Other Early Assistance Meetings

B. Design advice requests.

1. Purpose. Design advice requests provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative commission. An applicant may request advice from the Design Commission or Historical Landmarks Commission prior to submitting a land use request ~~that would be heard by these commissions.~~ In some cases, a design advice request may be required by a provision of this title. These requests are known as "design advice requests". These requests do not substitute for a required pre-application conference with the BDS staff and other City urban service or technical representatives. ~~A fee is charged for design advice requests as stated in the Fee Schedule.~~

356.Finding: The purpose of the chapter is to clearly provide the processes and requirements for the various types of land use reviews. Several of the amendments in this chapter are technical changes

to update the references based upon the creation of code language for the design advice request. The current narrative about design advice requests has been expanded into a purpose statement to clarify the intent of this process and when it should be used. It is followed by a set of process, notification, and meeting requirements similar to those set up for pre-application conferences. The purpose statement ties in these requirements and is consistent with the purpose of the chapter.

33.740 Legislative Procedure

33.740.010 Purpose

Legislative actions provide for the establishment and modification of land use plans, policies, regulations, and guidelines. The legislative procedure includes a public hearing by a designated commission. The hearings provide opportunities for public comment and input on actions which may affect large areas of the City.

33.740.020 Commission Review

357.Finding: The amendment for this chapter adds an additional requirement for first public hearing held by a Commission for legislative actions that involve the establishment or modification of design standards or design guidelines. In these cases, at least one hearing must be held jointly with the Planning and Sustainability Commission and the Design Commission before each commission is tasked with making recommendations on the subject matter assigned to them. This joint hearing is consistent with the purpose of the legislative procedure and provides the opportunity for public comment and input to be held on the overall project, instead of being split into two separate hearings. The amendment is consistent with the purpose.

33.825 Design Review

33.825.010 Purpose

Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces. Design Review offers opportunities for increased flexibility over the design standards within Chapter 33.420.

~~Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area and to promote quality development near transit facilities. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.~~

358.Finding: Similar to the changes in 33.420, the purpose of the design review chapter is rewritten to align the purpose with the changes in the purpose and provisions of the Design overlay zone in 33.420, namely that the design review should incorporate the three tenets of design which were used to place the overlay zone into alignment with the Comprehensive Plan and associated projects that were adopted through the Comprehensive Plan Update. As shown through the findings for Chapters 3 and 4, the purpose of the Design overlay zone reflects the expanded application of this zone to focal areas of the city's growth. Since design review is an outgrowth of the Design overlay zone, it should reflect these changes. The purpose updates this alignment, and the resultant simplification of the design review process tables also aligns with the goals of Chapter 10 to have clear regulations.

33.855 Zoning Map Amendments

33.855.010 Purpose

This chapter states the procedures and approval criteria necessary to process an amendment to the base zones, overlay zones, plan districts, and other map symbols of the Official Zoning Maps. The chapter differentiates between amendments which are processed in a quasi-judicial manner and those processed in a legislative manner. A discussion of quasi-judicial and legislative is found in 33.700.070.

33.855.020 Initiating a Zoning Map Amendment

359.Finding: This chapter provides the authority and the process for initiating and reviewing zoning map amendments. The Design Commission does not have any more regulatory authority for initiating zoning map amendments. Their authority rests with the review of the applicable design guidelines. The amendment clarifies the current practice and is consistent with the purpose of the chapter.



DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 1 | STAFF REPORT

Recommended Draft - *As Amended*
June 2021



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الترجمة التحريرية أو الشفهية	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda	ການແປພາສາ ຫຼື ການອະທິບາຍ

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Next Steps

The Portland City Council will hold a public hearing on this *Recommended Draft* of the Design Overlay Zone Amendments (DOZA) in early 2021. The public will be invited to submit formal comments (called public testimony) to the City Council in advance or at their public hearing. At the conclusion of their hearing, the Council may amend the recommendation and subsequently vote to adopt the changes. Please visit www.portlandoregon.gov/bps/doza for information on hearing dates and how to testify.

Contact project staff:

Phil Nameny, City Planner
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503-823-7709



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Katherine Schultz, Vice Chair
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Ben Bortolazzo
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Oriana Magnera
Daisy Quiñonez
Chris Smith

Design Commission

Julie Livingston, Chair
Jessica Molinar, Vice Chair
Brian McCarter
Chandra Robinson
Sam Rodriguez
Zari Santner
Don Vallaster

October 6, 2020

Mayor Wheeler and City Commissioners
City Hall
1220 SW 4th Avenue
Portland, Oregon 97205

The Planning and Sustainability Commission (PSC) is pleased to forward our recommendation for the Design Overlay Zone Amendments, or DOZA, for short. DOZA updates the City's zoning regulations as they apply to the Design overlay zone. These updates amend both the application of the Design overlay zone and the tools used to review projects within the overlay. The nine members of the PSC voted unanimously to forward the *DOZA Recommended Draft* to City Council.

The DOZA project has been a multi-year project that began with a consultant assessment in 2016-2017. Many of these code amendments were the result of recommendations from the assessment. DOZA is unique to other zoning code projects in that it includes recommendations from two bodies. The PSC is the recommending body on the zoning code and map amendments; the Design Commission is the recommending body for changes to the Citywide Design Guidelines.

Over the past year, we have worked closely with members of the Design Commission to ensure a coherent project and to avoid conflicts between our regulatory recommendations and those for the new guidelines. This coordination included holding joint briefings and hearings last October and the development of a cross-commission working group, known as the "3x3", which met several times during 2019 and 2020. We are grateful for the expertise provided by the Design Commission during our deliberations.

Our primary goal for this project is to revise the design review program to better support high-quality design in development projects through a process that is efficient and effective. In doing so, we balanced the policies of the 2035 Comprehensive Plan calling to respond and enhance an area's context, public realm and resilience, with the need for a clear and predictable system.

To achieve these objectives, DOZA rewrites the paradigm for the Design overlay zone by:

- **Creating a new Purpose Statement** focusing on a city for people through the three design tenants: context, public realm, and quality and resilience. It also expands the objectives of the Design overlay zone to include more equity and sustainability-focused tools.



- **Creating new objective design standards** to improve the development of buildings and sites while providing flexibility through a point-based system. This will allow developers to emphasize certain site features, whether it is sustainable buildings, resident livability or an active public realm. These standards bring greater design parity between projects that meet the objective design standards and those that meet the design guidelines through discretionary design review. This parity is a major reason why we recommend **allowing taller buildings, as well some projects within the Gateway regional center, to have the option to meet the objective standards** as part of the building permit process.
- **Not applying the Design overlay zone to four or fewer units.** We recognize the Design overlay zone tools add value to commercial and mixed-use developments, whereas the current base zone requirements provide adequate design requirements for houses and small-scale residential development. For this reason, we have recommended that the 'd' overlay not apply to four or fewer units.

Other changes that impact the Design review process include the following:

- **Creating a simpler set of Design review thresholds** that base the type of review on the size and height of the building rather than on construction costs,
- **Clarifying the role and process for the Design Advice Request (DAR)**, which is an optional conversation held with the Design Commission, and
- **Clarifying that certain development standards, such as allowed height and floor area, are determined during the legislative planning projects** and not subject to required reductions to gain project approval through the Design review process.
- **Amending the composition of the Design Commission** to include experts in sustainable building practices and natural resources as well as requiring the public-at-large member to not be associated with the development industry. We understand that good design is no longer solely about a building's materials and architecture, but also its resiliency over time and its role within the environment, both social and physical. This amendment ensures that the Design Commission is well positioned to incorporate these disciplines.

While the PSC voted unanimously 9-0 to forward this recommendation, there was a recognition of issues and concerns that warrant continued consideration. Since the new set of design guidelines and standards are intended to apply citywide, we will need to consider expanding these to better address the individual character of unique areas of the city. This will likely require developing character statements within the guidelines as well as additional standards that provide parity with those statements.

In addition, many of the regulations added through DOZA are new, such as the menu approach and point system for the objective design standards. These methods and approaches should be monitored to verify that they are achieving the objectives set out by this project. This monitoring could help determine if the objective standards can be expanded into areas that currently don't allow this option. Finally, as should be required of all new regulations, the impact of the DOZA project on housing availability and affordability in the future should be monitored.



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However, these issues do not reduce the positive impact that the DOZA project makes to the current state of the Design overlay zone and the tools used. We are confident that this packet will result in both better design and resilient development, while providing greater flexibility for developers.

For this reason, we recommend that the City Council:

- Adopt the Ordinance for DOZA.
- Adopt the DOZA *Recommended Draft* Volumes 1, 2 & 4.
- Amend the Zoning Code as shown in DOZA *Recommended Draft: Volume 2*.
- Amend the Zoning Maps as shown in DOZA *Recommended Draft: Volume 2*.

Sincerely,



Eli Spevak
Chair



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Date: October 9, 2020
To: Portland City Council
From: Portland Design Commission
Re: Portland Citywide Design Guidelines

The Portland Design Commission recommends adoption of the attached Portland Citywide Design Guidelines to the City Council. The new Guidelines are part of the Design Overlay Zone Amendments (DOZA) project and replace the 1998 Portland Community Design Guidelines. These guidelines are a tool used during the design review process for sites in the “design” overlay zone outside the Central City. Following three years of collaborative work with staff in the Bureau of Planning & Sustainability (BPS) and the Bureau of Development Services (BDS), the Design Commission voted unanimous support for the new guidelines on June 4, 2020.

Background

In April 2017, Council accepted the original Design Overlay Zone Assessment report by the multi-disciplinary firm Walker Macy. This report was the result of a year-long evaluation of the City’s design review process. It recognized Portland’s international reputation as a walkable city with a successful public realm is due to the high bar established by 40+ years of design review, recommended improvements to the process and administration of design review, and a renewal of outdated tools (guidelines and standards).

Process and administrative improvements were immediately developed and implemented by BDS and the Design Commission in 2017, as documented in Appendix A and shared with City Council in past annual reports.

Design review is a two-track system—an objective track, based on standards included in the zoning code, and a discretionary track, based on guidelines specific to a geographic area, district, or neighborhood. The PSC is the recommending body for revisions to the zoning code and is forwarding a package of revisions to objective design standards. The Design Commission is the recommending body for guidelines and is forwarding the new Portland Citywide Design Guidelines. The two Commissions engaged in a joint hearing and multiple work group discussions during the development of the standards and guidelines.

The New Portland Citywide Guidelines

Design Commission’s goals for this project were threefold:

- Simplify, consolidate, and clarify the guidelines in a manner that benefits all parties involved in the design review process—applicants, the public, BDS staff, and the commission;
- Build on Design Commission’s efforts to address diversity, equity, and inclusion already begun with process and administrative improvements; and
- Create a direct correlation between the organization and content of the discretionary design guidelines and the objective standards to foster consistent and high outcomes for both tracks.

Commission recognized the existing Community Design Guidelines contained many strong concepts that have contributed to Portland’s successful urban environment, and it was important to update, but not lose, these concepts.

Key changes include:

- An organizational structure based on the three tenets of design: context, public realm, and quality & resilience;
- A focus on “a city designed for people” and “a city built in harmony with nature”;
- Guidelines that clearly address equity, resiliency, sustainability, and the values-based policies of the 2035 Comprehensive Plan, as well as an introduction that centers these guidelines in 2035’s Urban Design Framework;
- A recognition that Portland’s neighborhoods are not static, and that an appropriate contextual response considers the past, the present, and the future; and
- All new photographs and diagrams to illustrate the core concepts of each guideline.

Important Work Remains to be Done

Pressure from population growth and an easy path to demolition of significant buildings during periods of economic expansion are unravelling the fragile fabric of Portland’s neighborhoods, especially our historically Black neighborhoods. Community character, both physical and cultural, is undocumented and increasingly difficult to find. Character Statements describing the context and history of neighborhoods outside the Central City are an important tool to help developers, designers, and community members understand our city’s history, but to date only one has been completed. All seven Design Commissioners support PSC’s request to create Character Statements for areas subject to design review.

Design Commission Recommendation

We recommend the City Council:

- Adopt the DOZA Recommended Draft Volume 3, Portland Citywide Design Guidelines; and
- Identify and assign funding for a Character Statement project for all areas outside the Central City Plan District that don’t yet have a Character Statement planned or in progress.

Thank you for the very challenging work you do on Portland’s behalf.

Sincerely,

The Portland Design Commission



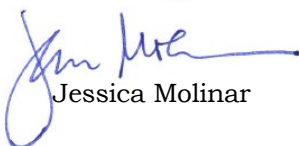
Julie Livingston, Chair



Sam Rodriguez, Vice Chair



Brian McCarter



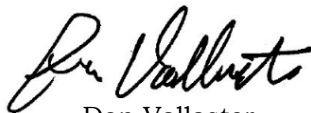
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- Section 7: Sign Code Amendments
- Section 8: Map Amendments

Volume 3 – Citywide Design Guidelines (under separate cover)

Volume 4 – Appendices (see portlandoregon.gov/bps/doza)

- Appendix A: BDS Administrative Improvements
- Appendix B: Housing Affordability Memo (Feburary 6, 2017)

Section 1: Introduction

Portland's 2035 Comprehensive Plan reaffirms the City's commitment to *grow up* — not *out*. To do so, many of our existing centers and corridors will see larger and denser development than the built environment today. Over the next 20 years, these more populated areas will continue transforming into even more vibrant urban places as they accommodate 80% of projected housing units in the city.

Portland's highest-capacity centers and corridors are zoned with a design overlay where 60% of projected housing units will be built by 2035. These areas are designated with a 'd' on Portland's zoning maps. The **Design Overlay Zone Amendments (DOZA)** project restructures the processes and tools for Portland's design overlay zone and Design Review Program to ensure they move us toward the future described in the 2035 Comprehensive Plan and Climate Action Plan.

This proposal advances the following value statements:

- The design of places is important because people experience their built environment every day .
- The principles of design can be discussed in everyday language.
- Design priorities in Portland are expressed through three tenets: build on context, contribute to public realm, and promote quality and resilience.
 - **Build on context:** The design of new development should expand and amplify the character and identity of a place and its community, rather than diminish it.
 - **Contribute to public realm:** Design should consider the human experience from the public realm and throughout the site, not just how a building looks from the street.
 - **Promote quality and resilience:** Buildings should be designed to last beyond today's users and needs, to ensure that future generations will retain and adapt them.
- Good design does not have to be expensive and people living in affordable housing should benefit from quality, well-designed places.
- Portland's densest places should not exclusively promote Western European architecture but instead encourage designs that are inclusive, focusing on how its architecture and site planning can provide comfort, safety and dignity to residents, workers, and visitors.

How did we get here?

Portland has received national and international acclaim for supporting a high-quality built environment through planning and urban design. In part, this is due to its long-standing tradition of design review. Thoughtful application of design guidelines, standards, and review processes has created a central city renowned for its public realm and pedestrian-friendly environment.

Portland is predicted to grow by an additional 123,000 households by 2035, and the concordant boom in development must serve the needs of an increasingly diverse population. As the City applies the design overlay tool to new areas of the city and continues to ensure high-quality design during this period of unprecedented growth, some questions arise:

- How can design review evolve to better respond to the changing development environment?
- What improvements could be made to both the processes and tools to allow for the greatest benefit and least burden to all stakeholders?

*Excerpt from DOZA Assessment – April 2017
123,000 household projection covers the time period of 2010 to 2035*

In 2016, the City of Portland began working with a consultant team to evaluate the City's Design overlay zone (d-overlay). The resulting findings and recommendations are in the 2017 Design Overlay Zone [Assessment](http://www.portlandoregon.gov/bps/doza) document (excerpt above), which is available on the project website: www.portlandoregon.gov/bps/doza.

The next step was to develop actions to implement the Assessment's recommendations. Initially envisioned as two legislative projects on different timelines, DOZA Process and DOZA Tools, the projects were merged into one legislative project.

The Design Overlay Zone Amendments (DOZA) update the zoning tools that apply to development in the Design overlay zone. The project creates a new purpose statement for the overlay zone to reflect the changes driven by the Comprehensive Plan update. It adjusts the situations applicable to the overlay zone, updates the thresholds that trigger land use reviews, creates new development standards that can apply to building permits, and develops new design guidelines (approval criteria) applicable to design reviews in many areas of the city.

The project makes some administrative changes that impact the review and the Design Commission. The project also removes the Design overlay zone from most areas with single-dwelling zones.

Summary of Proposals

1. **PURPOSE – What is the purpose of the Design overlay zone?**
Revise the purpose statement for the Design overlay zone to reflect the goals and policies in the new Comprehensive Plan, including the three tenets of design: build on context, contribute to public realm, and promote quality and long-term resilience.
2. **MAP – Where is the Design overlay zone mapped?**
Remove the Design overlay zone from single-dwelling-zoned properties except for the Terwilliger Design District. This includes areas in and around Sellwood-Moreland, Hillsdale, Macadam, Floyd Light Middle School and North Prescott.
3. **THRESHOLDS – What are the thresholds for review in the Design overlay zone?**
 - a. **Establish review thresholds based on the size and scale of a project**, with the goal of aligning the level of review with the project's level of impact on the community. Require a higher level of review for larger projects and a lower level of review (or exemption) for smaller projects and alterations.
 - b. **Expand the list of projects that are exempt or subject to a lower level of review in the Central City Plan District.** Expand the number of small projects and alterations that use a Type II and Type I review procedure and exempt certain smaller alterations.
 - c. **Allow smaller projects in the Gateway Plan District to use design standards.** Allow projects under 35 feet high to use design plan check (design standards) as an alternative to a design review.
4. **PROCESS – What is Design Review and how is it changing?**
 - a. **Limit the number of design advice requests** in design review and historic resource review processes.
 - b. **Update the Design Commission membership** to allow those experienced in natural resource and sustainable building practices, landscape architects, architects and urban planners to serve on the Commission as industry experts and clarify that the public-at-large member is independent of these industries.
 - c. **Make administrative improvements** to the efficiency and transparency of the design review process.
 - d. **Clarify that the design review process cannot require a reduction of proposed floor area ratio (FAR) or height of the project**, if they are allowed within the zone, except in limited cases.
 - e. **Clarify that mitigation may be required to lessen the impacts of modifications..**
5. **TOOLS – What are the tools used to evaluate projects in the Design overlay zone?**
 - a. **Create new approval criteria for design review – *Portland Citywide Design Guidelines*** – for areas outside the Central City. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework.
 - b. **Create new objective standards – *Design Standards*** – for areas in the Design overlay zone (d-overlay) outside Central City that sync with the new Portland Citywide Design Guidelines. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework.

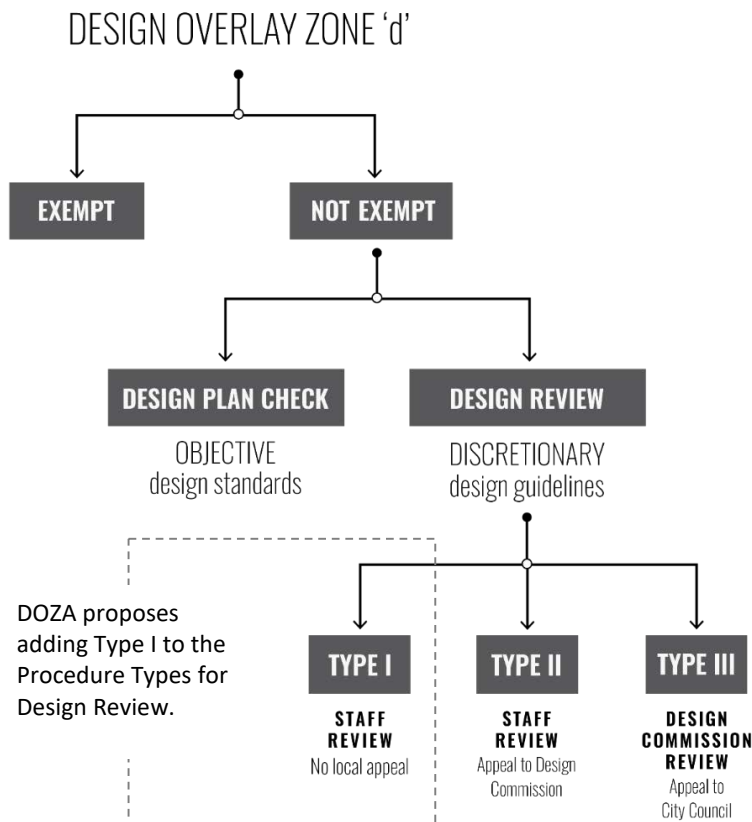
Design overlay zone: Frequently Used Terms

- **Design overlay zone:** Interchangeable with the term ‘d-overlay’, this refers both to areas on the zoning map within the overlay zone as well as the set of regulations in Zoning Code Chapter 33.420. These regulations steer applicants to the type of process and requirements they are subject to.

The Design overlay zone is applied to the Central City, Gateway Regional Center, town centers and higher-density centers and corridors across the city. It may also be added through a legislative planning project, or automatically in conjunction with more intense base zones. The Design overlay zone is shown on the official Zoning Maps with a letter ‘d’ map symbol.

- **Two-track system for design overlay:** If a proposal is within the design overlay zone, and it is not exempt from regulations, the d-overlay provides two options for approving development proposals: the objective (design plan check) track and the discretionary (design review) track.
- **The discretionary (design review) track:** A process currently required for development in the Central City and Gateway districts that uses design guidelines as approval criteria. In many cases, applicants for projects with d-overlay outside of Central City and Gateway may choose to go through this process if they do not want to meet, or cannot meet, the clear and objective standards. The process may provide flexibility and encourage context sensitivity. However, it can be costlier and more time intensive to administer.
 - **Design review:** This refers to the discretionary Land Use Review process described in Chapter 33.825. This process uses discretionary design guidelines as the approval criteria as part of either a Type II or a Type III Land Use Review, depending on geography and project valuation.
 - **Type I, II, or III procedure types:** These are different procedure types for discretionary land use reviews. Each procedure has its own timeline and public involvement requirements. Currently, design review follows either a Type II or a Type III process. **DOZA is proposing that a Type I be available for small proposals.** Type I and II procedures require staff-level decisions with opportunities for public input. In the d-overlay, for Type III procedures, the Design Commission holds a hearing and is the deciding body.
 - **Design guidelines:** These are the approval criteria used to review and approve a project that goes through discretionary design review. They are qualitative requirements that must be met, but there are many ways to do so (e.g., make the main entrance prominent, interesting, pedestrian-accessible and transit-oriented). Currently, the Community Design Guidelines apply to most areas in the Design overlay zone for the design review track. **DOZA proposes to replace these guidelines with a new set of design guidelines: the *Portland Citywide Design Guidelines*.**

- **The objective (design plan check) track:** An alternative process to design review that uses clear and objective design standards. Oregon law requires local governments to provide this option for housing development outside of regional centers. Approval is granted as part of the application for building permit. Building permits do not provide opportunities for public comment. **DOZA is proposing to allow Gateway the ability to use the objective design plan check track in certain cases.**
- **Design standards:** These are objective development standards additional to base zone standards. Design standards can be verified (e.g., the main entrance of each primary structure must face the street lot line). Standards provide certainty and are measurable. However, they are written for a specific result on a site and can be inflexible in certain cases. The current design standards, called the Community Design Standards, are found in Portland's Zoning Code and Zoning Code Chapter 33.218, Community Design Standards. **DOZA proposes a new set of design standards within the Design overlay zone Chapter 33.420 for the d-overlay zone outside of the Central City Plan District.**



Section 2: Relationship to Comprehensive Plan Guiding Principles

The Design Overlay Zone Amendments (DOZA) are based upon recommendations from the 2017 assessment and are consistent with the guiding principles, goals, and policies of Portland's new Comprehensive Plan. The 2035 Comprehensive Plan guides how and where land is developed to prepare for and respond to population and job growth.

There are five guiding principles within the Comprehensive Plan: economic prosperity, human health, environmental health, equity, and resilience. Implementation of these principles must be balanced, integrated, and multi-disciplinary. DOZA advances these guiding principles in the following ways:

1. Economic Prosperity

Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

Design is important, and the **quality of our built environment contributes to Portland's competitiveness nationally and internationally**. Design review has had a central role in guiding the context-sensitive, quality development that Portland is renowned for today. Building and enhancing Portland's quality of places, in turn, enables the city to grow and prosper.

An efficient and effective review process is one component of attracting business and housing development to Portland. **DOZA furthers this principle by streamlining the design review process many ways.**

One way is by creating a **new purpose statement** that guides the program and uses the **three tenets of design**: build on area context, contribute to the public realm, and promote quality and long-term resilience. These values reflect the goals of the Comprehensive Plan and are used to simplify, consolidate, and make all approval criteria consistent and transparent.

Updating thresholds and exemptions for design review citywide streamlines the program. By right-sizing the project impact with the level of review required, design attention is focused on larger projects where it matters most, while smaller projects avoid additional regulations and procedures.

For projects subject to design review, DOZA has **reduced the number of design guidelines** to focus the review on the most impactful elements of design and avoid redundancy in both the review and deliberations.

The **design standards have been rewritten to include a menu of options approach**, providing flexibility for projects, allowing for **certainty without rigidity** while still meeting the intent of design overlay.

New standards encourage the provision of commercial and affordable commercial space to create mixed use buildings. In addition, the list of allowable exterior materials has been expanded to **balance quality** – and the desire to prevent future replacement of materials – **with project cost and affordability**.

In the **Gateway Plan District**, DOZA allows smaller development to use the objective design standards as an alternative to discretionary review, thus removing a step in the review process. This change makes

the requirements easier for businesses proposing more modest developments, alterations, and storefront improvements.

The **improved administration of the design program** also plays a large role in streamlining design review. Many changes have been made through DOZA that promote better implementation by more efficient meeting management, trainings, and clear charters for decision-makers.

Finally, the project **aligns the City's development review process with an applicant's design process.**

The result of these changes should be a more efficient, predictable and transparent system that benefits all Portlanders.

2. Human Health

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

A well-designed built environment contributes positively to human health and encourages active human interactions. DOZA amends the **purpose of the Design overlay zone** to address the **three tenets of design**. These tenets (context, public realm, quality and resilience) ensure that Portland continues to be a city designed for people, encouraging active, inclusive use of the built environment.

The new tools used for design review, the *design standards* and *Portland Citywide Design Guidelines*, require and **incentivize building and site features to promote active, healthy, comfortable, and safe environments**. These include encouraging plazas, seating, common areas for recreation or gardening, and opportunities for social interaction between residents, workers, and people on the street.

In addition to encouraging more outdoor areas, many incentivized building features are well-adapted to accommodate recent pandemic responses for businesses and residents. These incentives include: balconies and a greater amount of operable windows, which allow fresh air to circulate; residential stoops allowing direct access to the outside; and oversized street-facing operable doors and weather protection which better accommodate outdoor tables and chairs. The new design standards also require taller ground floor heights which can provide flexible floor plans for different uses as needs and markets evolve.

3. Environmental Health

Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

Well-designed projects often take their cues from the surrounding context, including both the built and natural environment. DOZA supports this principle by **amending the purpose of the design overlay to build on an area's context, including environmental context, and to increase the resiliency of the built environment**. These principles are also brought to life in the new *design standards* and *Portland Citywide Design Guidelines*. Some examples include: incentivizing the preservation of natural features such as large trees, landscaping with native plants, allowing views into the site, connecting the development to the city's existing trail network, and incentivizing bird-safe glazing.

Further, to ensure that the tools are applied with a perspective that acknowledges the relationship of the built environment to the natural context, the makeup of the Design Commission has been amended to **include natural resource experience in the pool from which to select members.**

4. Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

The **update of the Design overlay zone purpose statement** – which serves as the foundation for the whole program – supports this guiding principle by shifting the focus from a conservation tool used in relatively well-established areas to a more dynamic tool that aims to create more equitable, inclusive and human-centered places.

DOZA uses the three tenets of design to simplify, consolidate, and revise all approval criteria making them more accessible to everyone and helps everyone understand the principles of design so they can more effectively engage in the discussion. These amendments include reducing the number of guidelines from 16 to 9.

This shift also includes **moving away from design and architecture dominated by white culture.** The new *Citywide Design Guidelines* acknowledge that development can cause and has caused harm. The Guidelines document asks applicants and reviewers to consider this harm when reviewing new projects and to work to **promote an anti-racist built environment.** New guidelines also promote inclusive design and the inclusion of under-represented histories and stories in the design and art.

In the development and implementation of tools, **DOZA considers how design can intentionally catalyze positive development that is truly equitable and supportive of strong, inclusive communities** – specifically through strengthening the public realm, encouraging the provision of welcoming spaces, and promoting thoughtful site design that considers the comfort and dignity of residents, workers, and visitors.

How community responds to new development often reflects how included they feel in the development process, as well as how intentionally populations that are under-served and under-represented are engaged in the decisions that affect them. **Clarifying the design review process for the public,** in conjunction with new neighborhood contact requirements that bring more design-related meetings into the community, **lowers barriers for civic engagement.**

The proposal includes an option for **certain affordable housing developments to be reviewed through a Type II staff procedure with a design advice request instead of a Type III hearing process.** This change continues to allow for public involvement in the process but lessens a barrier for affordable housing projects. To truly further equitable processes and outcomes, these elements of the proposal must work in tandem with ongoing efforts by City bureaus to intentionally engage with and build capacity with under-served and under-represented communities.

A memo in the appendix outlines how design review could affect housing affordability. DOZA proposes most of the **changes called for in the memo to reduce the time, investment, and uncertainty on the part of the development team**. These changes include updating the thresholds and exemptions for design review, reducing the number of design guidelines, providing a menu approach for design standards, expanding the list of allowable materials (while being mindful of costs), allowing projects in Gateway Plan District to use the objective design standards track, making administrative improvements to the process, and aligning the City's design review process with an applicant's design process. The memo concludes that these changes could be positive for housing affordability when compared to current processes and regulations.

5. Resilience

Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

The best buildings and places are adaptable over time to respond to the changing economy, needs, demographics and environments of the area. DOZA supports this principle by explicitly prioritizing the role of quality and long-term resilience in **the new purpose statement**. This language served as guidance in the creation of related implementation tools.

The **proposed design guidelines encourage designing for resilience and adaptability to climate change** as the city evolves. New standards require taller ground floors of buildings to ensure longevity and flexibility over time and incentives for providing oversized street facing openings, which can be adapted to multiple business and retail arrangements.

New standards also provide incentives for including features to make a building more resilient, including options for sustainable materials or low carbon concrete and installing solar energy systems, pervious paving or eco-roofs. **Other standards incentivize creating areas that work well with active transportation options** as the city prepares for a future with a greater emphasis on active modes of transportation.

Further, **an explicit goal of the Design overlay zone is to create active, inclusive centers** — centers that define and create community — by building resilient places in the physical sense, but just as importantly, by building relationships, investment, social capital, and community resilience through the collaborative process of developing these spaces.

In addition, to ensure that the design guidelines are applied with an eye toward climate change and a development's ability to adapt, the makeup of the Design Commission has been amended to **include sustainable building experience in the pool from which to select members**.

Section 3: Public Involvement

This section summarizes the public involvement conducted during this project. The phases of the project are listed in reverse chronological order.

City Council Hearing and Testimony

This draft was initially published in November 2020, well in advance of scheduling the City Council hearing date and at the time the hearing was only planned for the first half of 2021. This amended draft contains updates that are the result of the legislative process in front of council, which included opening the testimony window in the MapApp, sending a notice in April, a hearing on May 12 and a second hearing on amendments on June 10. To view the full recap of the Council process, please check Exhibit A: Findings - As Amended, including Goal 2 of the Comprehensive Plan.

Proposed Draft Hearing and Testimony

In September 2019, staff released the DOZA *Proposed Draft* and sent a notice via email of the release and upcoming hearing to nearly 700 recipients who had expressed an interest or participated in any DOZA discussion. Additional mailed notice was sent to over 350 recipients who are part of the legislative notice list to be notified of all planning projects and hearings, resulting in a total noticing of over 1000 recipients.

A special joint hearing of the Planning and Sustainability Commission (PSC) and the Design Commission was held on October 22, following a joint briefing on October 5. Written and oral testimony were heard by the Commissions. In total, the Commissions received 168 distinct pieces of testimony, although multiple pieces of testimony were provided by single individuals in a few cases. Of the 168 pieces of testimony, 36 people testified in person at the hearing on October 22. At the conclusion of the public hearing, the two Commissions held the record open for additional written testimony until November 15.

A wide variety of neighbors, businesses, developers, contractors and housing advocates testified. Many residents and businesses of close-in neighborhoods expressed concern about the scale and amount of development impacting the character of these neighborhoods. There was concern about the thresholds under which the objective standards could be used instead of the discretionary design review. Many wanted more input into shaping individual development on their main streets. Many testifiers wanted directives for buildings in existing neighborhoods to include features/architecture that fit in with the traditional main streets. Others expressed concern about the impact of more discretionary reviews and the threats of land use appeals on affordable housing. They requested to be able to use the objective standards for taller buildings.

Additional testimony was raised in relation to specific thresholds and exemptions. Some were concerned about the exemption for small-scale residential, while others were concerned that some exemptions were too limited, such as those for signage. Other testifiers requested that the City expand the recently developed Centers Main Street ('m') overlay zone into commercial areas in the Arbor Lodge neighborhood to ensure that new development includes mixed use. However, the DOZA project was not proposing any changes to this overlay, which was first implemented in 2018.

Finally, the extended deadline for submitting written testimony allowed both the Design Commission and the PSC to submit testimony to the other Commission. The PSC provided testimony

to the Design Commission related to the Citywide Design Guidelines, while the Design Commission provided testimony to the PSC on the amendments to the Zoning Code.

In the period from mid-November 2019 until the final recommendations in June and July 2020, both Commissions engaged in work sessions with staff and proposed amendments. During this time, a cross-commission working group featuring 3 Commissioners from each Commission (known as the 3x3) met several times to ensure consistency in the approaches to each Commission's recommendations. The Commissions considered staff discussions, public testimony and the opinions of the 3x3 in developing the amendments that make up the *Recommended Draft*.

Discussion Draft Outreach

Between February 2019 and May 2019, staff conducted a total of 61 open houses, meetings, focus groups, and briefings to introduce the proposed legislation in the DOZA Discussion Draft to the public. Overall, staff received approximately 1,100 comments from 97 different participants, including individuals; bureaus, agencies, and commissions; organizations and advocacy groups; and neighborhood groups

The comments touched on a number of topics – from the revision of the purpose statement to address issues of climate change to better aligning the Design Review process with the industry standard design processes. However, most feedback was given in response to the tools, which included drafts of both the new Design Standards and discretionary Citywide Design Guidelines. Comments for the standards generally fell into one of five standard categories (site planning, building massing, street frontage, facades, and other).

In general there was strong support for the combination of required and optional standards. Similarly, comments received in response to the Guidelines focused on specific guidelines as well as the photos that represented them.

The issue of context received the most attention. Comments reflected tension about how to respond to context, with some commenters wishing for a stronger response to an area's existing context or more prescription in the guidelines about relating to existing buildings. However, in general, feedback noted appreciation for the reduction of guidelines to only ten (now reduced to 9 with the Recommended Draft), as this creates a more streamlined approach to the review process, as well as the use of more prescriptive language.

A few major themes emerged from the comments that relate to both standards and guidelines. For example, there was a call to strengthen the response to context as many commenters noted the need for both traditional architecture — preserving and creating new “fabric” or background buildings — and innovative architecture, “jewels,” and strong civic buildings. Other themes included a desire to see more response to issues of equity and inclusion, as well as strongly encouraging green infrastructure. Finally, many commenters stated that the organization and formatting of the Design Standards needs to align more closely with the Citywide Design Guidelines.

Earlier Public Involvement

The public outreach following publication of the Discussion Draft built upon the work and relationships developed during the initial Design Overlay Zone Assessment phase of the project, as

well as on outreach related to earlier versions of this report: the *DOZA Process* Discussion Draft and *DOZA Tools* Concept Report.

Design Overlay Zone Assessment

The Design Overlay Zone Assessment was a one-year project that culminated in a report to City Council in April 2017. During this time, the City and the consultant, Walker Macy, provided many opportunities for the public to engage in the research work — convening an equity focus group and coordinating other stakeholder interviews and focus groups, creating online questionnaires, hosting an open house, and presenting the findings at open meetings with the Planning and Sustainability Commission and the City Council. Additional information on this outreach can be found within the assessment document and appendices located on the project webpage.

Administrative Improvements

The Bureau of Development Services (BDS) has made many improvements to the administration of the design review process and coordination of the Design Commission's public hearings and briefings. These improvements have been vetted through public discussions with the Design Commission and with stakeholders. This process continues independent of the more formal, legislative public involvement process. For more information on administrative improvements, see *Volume 4: Appendix A: BDS DOZA Administrative Improvements*.

DOZA Process and DOZA Tools Drafts and Outreach

Initially envisioned as separate projects, a *DOZA Process* Discussion Draft was published in April 2018 for public consideration and a *DOZA Tools* Concept Report followed in May 2018. An open house was held on May 9, 2018, and in the months that followed, staff presented at six neighborhood coalitions and several neighborhood associations and met with other interested stakeholders, individuals from the previously convened equity group, and other community groups. This feedback was considered in the creation of the combined *Discussion Draft* and the *Proposed Draft*.

Section 4: Proposal and Analysis

Summary of Proposals

1. **PURPOSE – What is the purpose of the Design overlay zone?**
Revise the purpose statement for the Design overlay zone to reflect the goals and policies in the new Comprehensive Plan, including the three tenets of design: build on context, contribute to public realm, and promote quality and long-term resilience.
2. **MAP – Where is the Design overlay zone mapped?**
Remove the Design overlay zone from single-dwelling-zoned properties except for the Terwilliger Design District. This includes areas in and around Sellwood-Moreland, Hillsdale, Macadam, Floyd Light Middle School and North Prescott.
3. **THRESHOLDS – What are the thresholds for review in the Design overlay zone?**
 - a. **Establish review thresholds based on the size and scale of a project**, with the goal of aligning the level of review with the project's level of impact on the community. Require a higher level of review for larger projects and a lower level of review (or exemption) for smaller projects and alterations.
 - b. **Expand the list of projects that are exempt or subject to a lower level of review in the Central City Plan District.** Expand the number of small projects and alterations that use a Type II and Type I review procedure and exempt certain smaller alterations.
 - c. **Allow smaller projects in the Gateway Plan District to use design standards.** Allow projects under 35 feet high to use design plan check (design standards) as an alternative to a design review.
4. **PROCESS – What is Design Review and how is it changing?**
 - a. **Limit the number of design advice requests** in design review and historic resource review processes.
 - b. **Update the Design Commission membership** to allow those experienced in natural resource and sustainable building practices, landscape architects, architects and urban planners to serve on the Commission as industry experts and clarify that the public-at-large member is independent of these industries.
 - c. **Make administrative improvements** to the efficiency and transparency of the design review process.
 - d. **Clarify that the design review process cannot require a reduction of proposed floor area ratio (FAR) or height of the project**, if they are allowed within the zone, except in limited cases.
 - e. **Clarify that mitigation may be required to lessen the impacts of modifications.**
5. **TOOLS – What are the tools used to evaluate projects in the Design overlay zone?**
 - a. **Create new approval criteria for design review – *Portland Citywide Design Guidelines*** – for areas outside the Central City. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework.
 - b. **Create new objective standards – *Design Standards*** – for areas in the Design overlay zone (d-overlay) outside Central City that sync with the new Portland Citywide Design Guidelines. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework.

1. PURPOSE – What is the purpose of the Design overlay zone?

In Portland, every property is assigned a *base zone* (e.g., R5, CM2, IH). The base zone determines what uses are allowed on each site (e.g., residential, retail sales and service, industrial service) and includes development standards (e.g., height, density, setbacks) that align with those uses. In addition to their base zone, some properties are also assigned *overlay zones*. Overlay zones serve a specific purpose that may be applicable across different base zones. For example, *Environmental overlay zones* help protect natural resources and the *Scenic Resource overlay zone* helps protect public views.

What is the purpose of the *Design overlay zone (d-overlay)*? What is being accomplished with this tool? Why do Portlanders care about design? The purpose statement for the overlay zone addresses these questions and serves as high-level guidance for all the processes and tools that follow.

PROPOSAL

1. **Revise the purpose statement for the Design overlay zone** to reflect the goals and policies in the new Comprehensive Plan, including the three tenets of design: build on context, contribute to public realm, and promote quality and long-term resilience.

The purpose statement has been revised to focus on the **three tenets of design** derived from the Comprehensive Plan: building on context, contributing to the public realm, and promoting quality and long-term resilience (see Proposal 5 for more information on the tenets). The amendment also recognizes the expanded role of the d-overlay as it applies to areas of growth and change.

Benefit: The proposal provides clarity for all participants and a deeper understanding of the intent of the Design overlay zone and serves to connect the new goals and policies of the Comprehensive Plan to the Zoning Code. It aligns better with the current mapped application of the d-overlay within areas anticipated for growth and change as well as with established centers and corridors. It formalizes the three tenets of design, as recommended by the DOZA Assessment, within the regulatory context of the Design overlay zone. It establishes an intent that is focused on people rather than simply the built environment. It sets up a foundation for the development of synchronized guidelines and standards.

Additional Information: This amendment is an important element to the overall DOZA package because it provides direction for the other amendments and program. A major finding of the consultant's assessment was that the tools used to address design have given Portland "national and international acclaim for supporting a high-quality built environment through planning and urban design." However, the consultant also found with added growth pressures that the design tools needed a "major refresh." Part of this refresh is to realign the purpose of the d-overlay — a purpose which hasn't been updated significantly in over 20 years — with the new Comprehensive Plan. The *Urban Form* and *Design and Development* chapters of the Plan provided significant guidance for this proposal.

In addition to providing guidance for the thresholds and design review process, the direction espoused by the purpose statement guided the creation of two new tools that implement the overlay zone: *Portland Citywide Design Guidelines* (found in *Volume 3: Portland Citywide Design Guidelines*) and *Design Standards* (found in *Volume 2: Code Amendments*).

Code Sections Affected: The proposal affects the purpose statement within the Design overlay zone chapter (33.420.010). The change also impacts the purpose statements for design review (33.825.010) and the Design Commission (33.710.050).

2. MAP – Where is the Design overlay zone mapped?

The Design overlay zone (d-overlay) was created in 1959 for the “purpose of conserving and enhancing the appearance of the City of Portland, especially in areas of existing or potential scenic value, of historical note, of architectural merit, or for interest to tourists.” Until the 1990s, the tool was only used downtown.

The adoption of the Albina Community Plan in 1993 was a pivotal point in mapping and using the d-overlay outside of the Central City. Because the Plan mapped several new areas with the d-overlay, its adoption prompted the City to create a two-track system (a discretionary design review track and an objective standards track). The two-track system provided an alternative to discretionary design review in parts of the city that may have been less familiar with the steps required to meet discretionary approval criteria. This two-track system later became an Oregon state land-use requirement.

As the City expanded its neighborhood planning efforts to other areas, the d-overlay often expanded with it — into areas including East Portland, Hollywood/Sandy, St. Johns, and Sellwood/Moreland. The 2035 Comprehensive Plan further expanded the map to designated Town Centers that did not include d-overlay as well as to Inner Ring Neighborhood Centers and Civic Corridors. This latest expansion took effect on May 24, 2018.

PROPOSAL

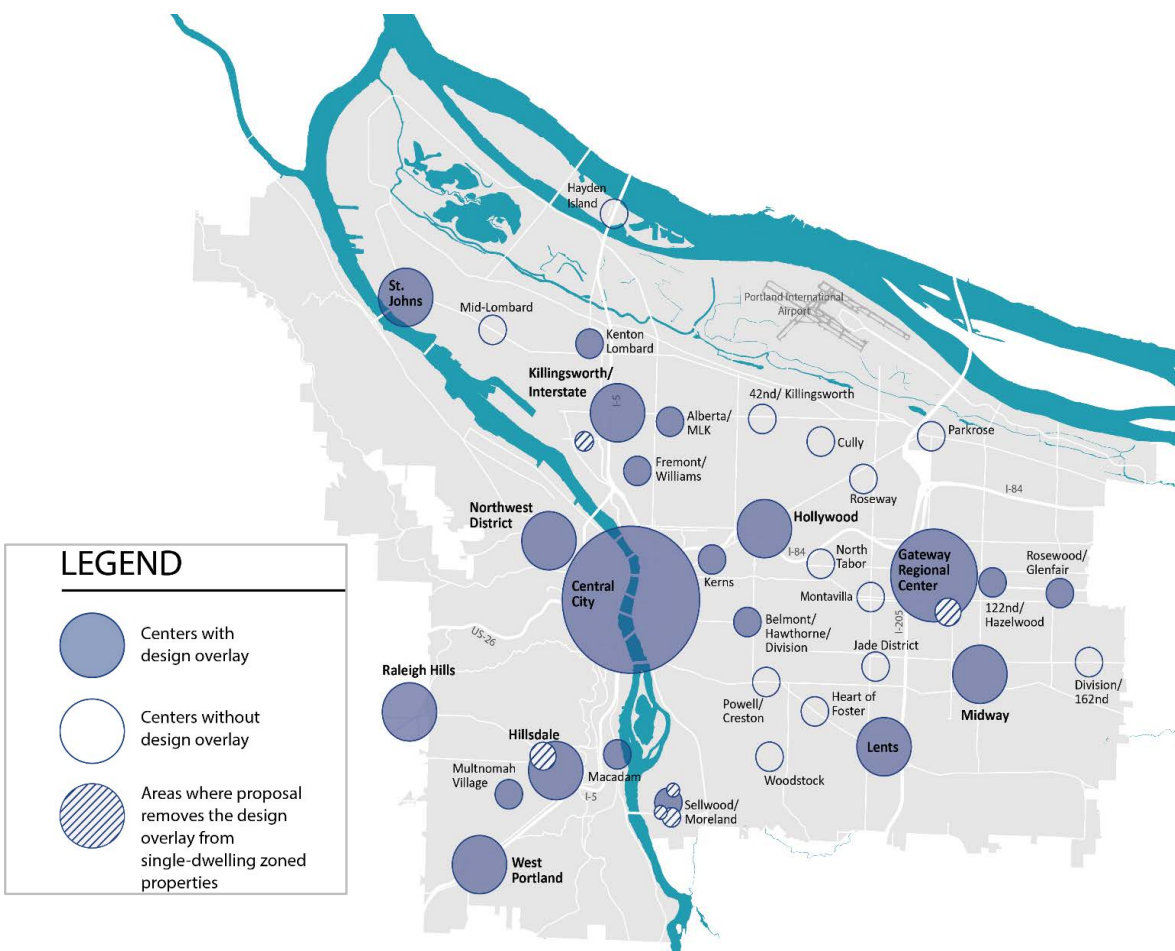
2. **Remove the Design overlay zone from single-dwelling-zoned properties** except for the Terwilliger Design District. This includes areas in and around Sellwood-Moreland, Hillsdale, Macadam, Floyd Light Middle School, and North Prescott.

The amendment removes d-overlay from single-dwelling-zoned properties, mostly in R5 and R2.5, which include areas in and around Sellwood-Moreland, Hillsdale, Macadam, Floyd Light Middle School, and North Prescott.

Benefit: The proposal aligns Zoning Code tools with the vision of the Comprehensive Plan’s Urban Design Framework across the city because it focuses design attention on the areas of highest growth capacity and development allowances, where regulations for large-scale projects can serve the most people. At the other end of the spectrum, it removes the ‘d’ overlay in areas that only allow small-scale residential development with their own set of design standards within the base zone.

Additional Information: The intention of the d-overlay is to focus additional design attention on projects that will have a big impact on the community. Therefore, it should not include single-dwelling-zoned properties, where only small projects are allowed.

The one exception to this proposal is within the boundaries of the original Terwilliger Design District. This district includes many areas with open space and single-dwelling zones and was one of the first applications of the d-overlay. The intent of this district is to preserve and maintain the current landscaping and views along the Terwilliger Corridor. This corridor is also the location of the current and future transportation links between the Oregon Health and Science University's campuses. This area needs further study to determine if the intent could be met through other tools such as the current environmental regulations or as a future conservation district. In the interim, amendments in 33.420 will exempt projects of four or fewer units in all d-overlay zone but will still apply the 'd' overlay to larger scale residential/mixed use or institutional development that could occur in the district.



Though the Discussion Draft also considered expanding the Design overlay zone to all Neighborhood Centers, public discussion on that topic was mixed, and the project team decided to focus the DOZA proposal on changes that would improve the design overlay tools and process before considering an expansion. More detail on this topic is available below, in Section 5 of this Volume.

Code Sections Affected: This proposal is a zoning map change, not a Zoning Code change.

Relationship to Other Proposals: The map amendments are consistent with the changes made to the thresholds (Proposal 3) in the Zoning Code. The residential development allowed in single-dwelling zones (small scale development of 1-4 units) is exempt from the Design overlay in 33.420, so removing the d-overlay from the single-dwelling zoned properties eliminates confusion.

3. THRESHOLDS – What are the thresholds for review in the Design overlay zone?

A key recommendation made in the Design Overlay Zone Assessment was to “adjust the thresholds for design review to provide a high level of review for larger projects in d-overlay districts but lessen the level of review for smaller projects.” The recommendation was to provide greater design attention for projects proposed within the Central City, with a tiered approach citywide that ensures that larger projects undergo a level of review compatible with the magnitude of change.

The Assessment also recommended exemptions for small-scale projects, including some additions and remodels, reducing the overall number of projects subject to the regulations of the Design overlay zone. These projects have less impact on the surrounding community and are often undertaken by individual business or property owners, so the additional layer of regulation can be a barrier to making small improvements.

An effective Design overlay zone and design review process can create positive impacts for diverse communities and the city. The review process should be clear and effective for all parties and simple enough so it’s easy for busy community members to meaningfully engage with and provide feedback to applicants and decision-makers.

PROPOSAL

- 3a. Establish review thresholds based on the size and scale of a project,** with the goal of aligning the level of review with the project's level of impact on the community. Require a higher level of review for larger projects and a lower level of review (or exemption) for smaller projects and alterations.
- 3b. Consolidate and revise review thresholds in the Central City Plan District.** Expand the number of small projects and alterations that use a Type II and Type I review procedure and exempt certain smaller alterations.

These amendments adjust the review thresholds for projects in the Design overlay zone. The goal is to establish review thresholds based on the size and scope of the project — requiring a higher level of review for larger projects and a lower level of review (or exemption) for smaller projects. The amendments also create a simpler tiered system between projects within and projects outside of the Central City.

Benefit: The changes better align the level of review with the impact of a proposal on the community. This is a benefit because it focuses City resources and the public's time on large-impact projects while not burdening small projects and alterations with additional process and/or regulations.

Additional Information: The current rules dictating the level of review has been augmented over the last 20 years — each time a new area has undergone a planning process where a Design overlay zone has been applied. This has created a table of regulations that is more complex than necessary and treats projects in similar areas of the city differently (i.e. a project on SE Foster in Lents that is a Type II staff level review could be a Type III hearing closer in on SE Foster). In addition, the list of exemptions has grown considerably as various examples of alterations have been added to the list.

A simpler table of thresholds and a more concise list of exemptions will standardize the review process citywide and make application of the Design overlay zone more effective.

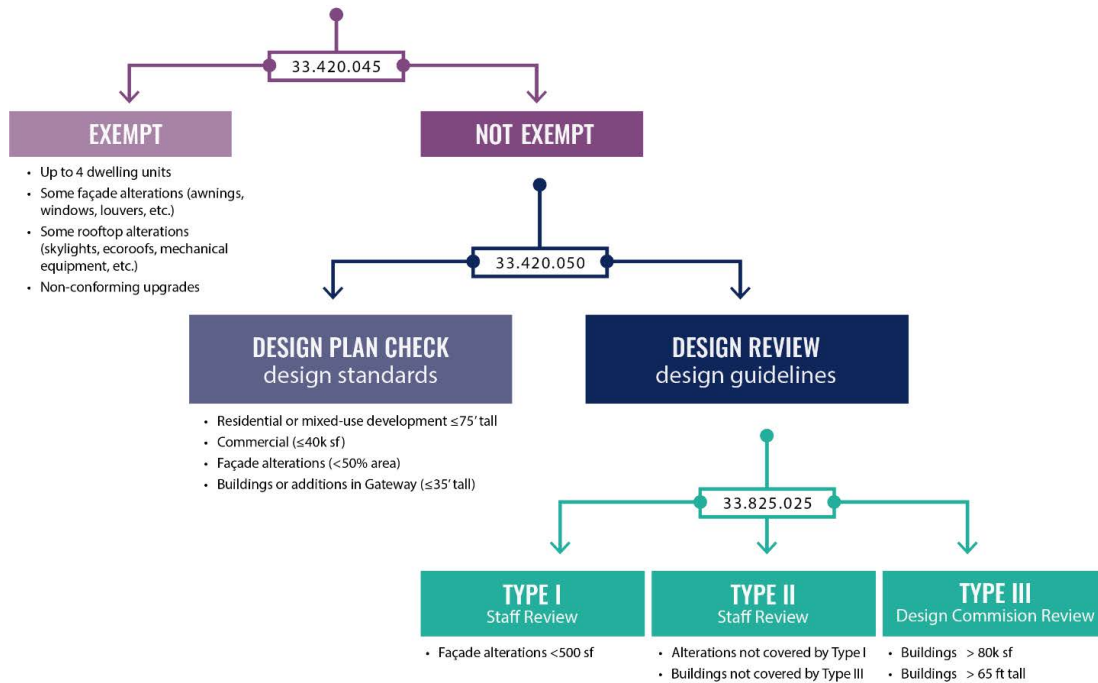
The changes in thresholds accomplish the following:

- Base the level of review on the scale of development, rather than on a dollar cost;
- Distinguish between new buildings, additions to buildings, and alterations;
- Distinguish between projects inside the Central City and those outside the Central City; and
- Simplify the review table and list of exemptions.

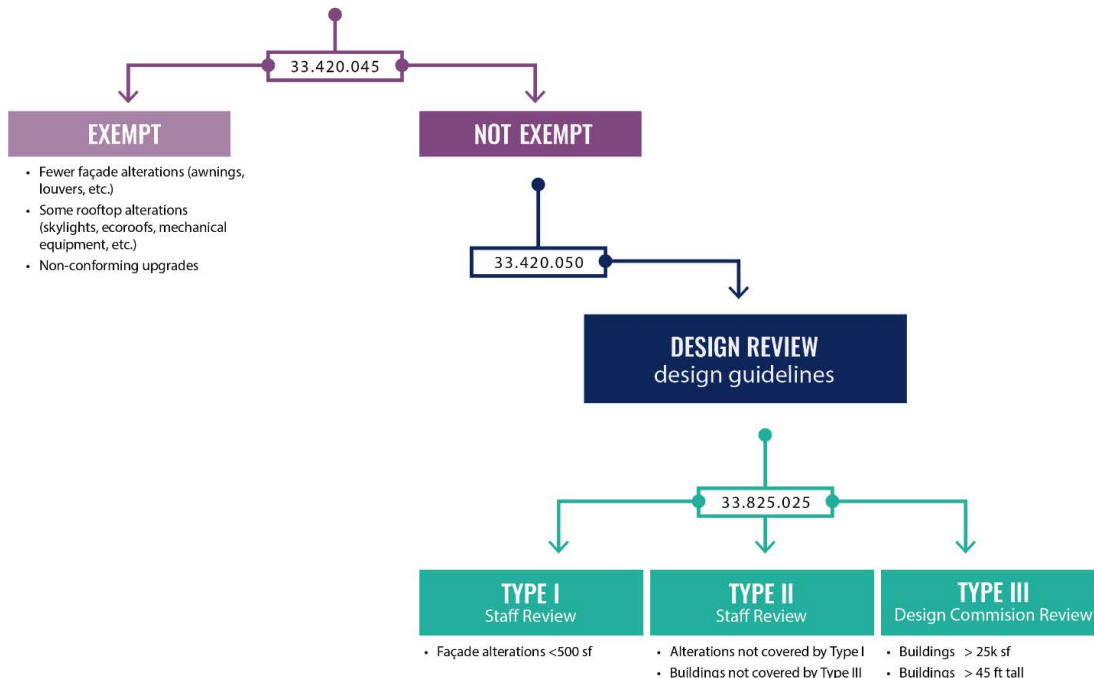
The flowcharts below provide an overview of how the Design overlay zone applies. Currently, a project within the Design overlay may be either exempt, may be approvable through the application of objective standards, or may be subject to a discretionary Land Use Review (either a Type II staff decision or a Type III hearing in front of the Design Commission). This proposal does not fundamentally change this flowchart. Instead, it changes the types of projects that fall within each of the categories below and assigns some projects to the Type I procedure type.

Code Sections Affected: This amendment affects the exemptions and design standard limits listed in the Design Overlay Zone Chapter, 33.420 and the thresholds found in the Design Review Chapter, 33.825.

THRESHOLDS OUTSIDE OF THE CENTRAL CITY



THRESHOLDS INSIDE THE CENTRAL CITY



PROPOSAL

- 3c. Revise review thresholds in the Gateway Plan District.** Allow smaller projects under 35 feet high to use design plan check (design standards) as an alternative to a design review.

The amendment allows smaller projects and alterations/additions in the Gateway design district (which aligns with the Gateway Plan District) to use the objective design standards as an alternative to discretionary design review. Currently, all proposals in Gateway, like Central City, are required to go through the discretionary design review process.

Benefit: This amendment provides the opportunity for smaller projects in Gateway to use objective design standards that are reviewed with a building permit. This especially benefits remodels and additions to existing structures. These are often proposed by property owners or businesses making modest changes to a building's exterior with the intent of enlivening the district.

Additional Information: Gateway is an evolving regional center, with greater planned growth and transition than we anticipate in our main streets and neighborhood centers. However, it does not have the history of design oversight that the Central City currently has. As a result, smaller projects can often be at a disadvantage in navigating the added steps of a discretionary design review. The amendments allow alterations as well as commercial or residential projects that don't impact the skyline to choose to meet the objective standards like other areas outside the Central City. However, all projects taller than 35 feet in height will continue to require discretionary review since they can have a transformative impact on shaping the Gateway Regional Center and will benefit from having the flexibility, transparency and public process provided by discretionary reviews. This places Gateway in a middle position of discretionary oversight between the requirements in our Central City – Portland's largest center – and the multiple smaller centers and corridors, recognizing that Gateway is Portland's only Regional Center.

Code Sections Affected: This amendment affects the Design Overlay Zone Chapter, 33.420. Specifically, Section 33.420.050 is amended to allow design standards to be used for the Gateway Design District except for projects over 35-feet high.

4. PROCESS – What is Design Review and how is it changing?

The process recommendations in the Design Overlay Zone Assessment were based on the goal of continuing to support high quality design in development projects while ensuring a process that is efficient, effective and more transparent. They included suggesting better ways to serve and include the community through more understandable and accessible rules and processes.

The report stated that:

People in Portland, whether residents, merchants, property owners, or developers, generally seem to recognize the high value that the City places on design and support its efforts to achieve that. To uphold a sense of communal responsibility for designing and building the city, all parties involved in the design review process, whether staff, Commission, applicants, or the public should bring to the discourse an attitude of working together to create better places within the overall framework of long-term City policies regarding growth and development.

Several amendments forward the recommendations from the Assessment while also acknowledging the fact that the City's land use review process must meet the requirements of state law. The following proposals update the design review process, its review bodies, and the administration of the review.

PROPOSAL

4a. Limit the number of design advice requests in design review and historic resource review processes.

The amendments, coupled with administrative improvements (see Proposal 4c and Appendix A), better align the Type III Design Review and Historic Resource Review processes with the applicant's process by making the changes listed below. Many of the administrative changes have already been implemented.

1. **Better communicate the stage of design** that is appropriate for each step in the City's process to all participants:
 - The applicant, so they know when it's optimal to submit information;
 - The public, so they know when to engage and what that engagement means; and
 - The Design Commission or Historic Landmarks Commission, so they can focus their discussions on the level of detail appropriate for each stage.
2. **Encourage applicants to submit their Land Use Review (LUR) earlier in their design process** – when input from the public is more valuable and the design can still change. This translates to a public hearing closer to the end of Schematic Design stage through the Design Development stage.
3. **Improve the Design Advice Request (DAR) process** by clarifying the purpose, process and public notification requirements. These changes to the DAR process are proposed through Zoning Code amendments or administrative improvements:

- Continue to allow an optional DAR for Type II and III reviews, except for limited situations where the code already requires it (code).
- Limit number of DARs to one per review, unless the proposal involves multiple buildings on a site (code).
- Phase application submittals to allow applicants to continue work while the City review process is underway (admin).
- Require that DARs be held within 56 days from receiving a complete application (code).
- Require that notice of the DAR be posted on development site (by applicant); emailed to recognized organizations (by the City) and mailed to nearby neighbors (by the City) at least 20 days before the meeting (code).
- Continue to allow for public comment during the meeting (admin).
- Improve the DAR staff templates (admin).
- Improve coordination with service bureaus (admin).
- Make public information available in meeting room (admin).
- Clarify DAR submittal requirements (code and admin).

Benefit: These improvements to the Type III Design Review and Historic Resource Review process:

- Allow applicants to get **early direction (i.e., at the Concept Design phase) from decision-makers** before the time and expense of more detailed drawings are spent (i.e., Schematic Design and Design Development-level drawings).
- Support **appropriate conversations occurring at the appropriate times** in the applicant's design process, providing decision-makers (staff and the Commissions) with timely information and materials so they can facilitate a collaborative review process among all participants – the applicant, staff, the Commission and the public.
- **Respect the public's time** and clearly direct their effort and input to the point(s) in the process where that input can influence the applicant and decision-makers; and
- Ensure that **meetings designed to support a successful land use review don't undermine the land use review itself** – the only part of the process required by Oregon State law and where participation guarantees a right to an appeal.

Additional Information: A Type III Design Review process is used for many of Portland's largest development projects and the Assessment recommended that the City organize its "review process to correspond to a project's typical design process." The idea was to focus on "big picture" aspects of a project at the early stage of design, with more detail provided by the development team as the project moves through the review process — tailoring submittal requirements to match the corresponding stage of review.

An applicant's typical design process goes through four stages: *concept design*, *schematic design*, *design development*, and *construction documents*. Design flexibility is reduced as the project moves through these stages. See the diagram at the end of this section for more detailed information.

However, based on state law, the City cannot make interim decisions outside the land use review process. In Oregon, discretionary land use decisions must be made through a *Land Use Review (LUR)* – in this case a Design Review or Historic Resources Review – so, decision-making outside the land use review is not possible. Using the recently amended neighborhood contact process to establish an initial point of contact between the community and the developer allows conversations to be

held outside of formal City processes. To augment that, providing a clear role for the Design Advice Request (DAR), encouraging an earlier submission of a land use review before flexibility is reduced, as well as better communication with applicants and stakeholders of the various stages of the design process allows for discussion and decisions to work within state land use law.

Code Sections Affected: The code section most affected by this proposal is Section 33.730.050 within Chapter 33.730, Quasi-Judicial Procedures. This section provides the standards that apply to all early assistance meetings, including DARs. Some additional code sections are amended to update the references made to pre-application conferences and DARs that occur elsewhere in the code.

The Nuts and Bolts of Aligning Processes

The task of aligning the Type III Design Review process with the applicant's design process requires a working understanding of both. The diagram on the next page illustrates the nuts and bolts of both processes. The top portion shows the applicant's design process, while the bottom portion shows the City's Design Review process.

Applicant Design Process

An applicant's typical design process goes through four stages of design: **concept design, schematic design, design development, and construction documents**. As a project moves through design, details are developed that rely on previous design decisions and opportunities to make changes become increasingly expensive and complicated. The list of features in the diagram reflect areas commonly discussed during the design process.

City Design Review Process

The City's review process consists of five phases: **Neighborhood Contact, Pre-Application Conference**, an optional **Design Advice Request (DAR)**, **Design Review** and **building permit**.

The proposed alignment shows the recently-adopted **Neighborhood Contact** requirement into the Design Review Process and aligns that meeting with the *Concept Design* stage.

If an applicant requests a **DAR**, staff encourages them to submit it for the *Concept Design* stage and limits the materials that can be submitted. The increased notification for the DAR allows opportunities for the public to provide comment earlier in the project design and can complement any dialog that has occurred through the neighborhood contact process.

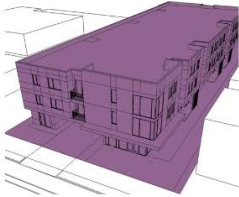



Staff also encourages the applicant to submit their **Design Review** – land use review (LUR) closer towards the end of *Schematic Design* stage – where the public can still provide meaningful input and more of the elements can be changed based on testimony and the Commission's deliberations. The LUR phase may include the *Design Development* stage but flexibility for change is reduced. The LUR will remain the point in time when formal review of the relevant guidelines and approval criteria take place. This is also the phase under which formal standing for appeal occurs.

APPLICANT DESIGN PROCESS | OPPORTUNITY FOR CHANGE

EASY

DIFFICULT

NOT FEASIBLE

CONCEPT DESIGN	SCHEMATIC DESIGN	DESIGN DEVELOPMENT	CONSTRUCTION DOCUMENTS
 <p>Building program Building orientation on site Vehicle areas Outdoor spaces and landscaping Main entrance location Site utilities</p> <p>Total building area Height & massing Setbacks from street Articulation & balconies Canopies and overhangs Windows and doors Exterior finish materials Mechanical systems and equipment Signage</p>	 <p>Building program Building orientation on site Vehicle areas Outdoor spaces and landscaping Main entrance location Site utilities</p> <p>Total building area Height & massing Setbacks from street Articulation & balconies Canopies and overhangs Windows and doors Exterior finish materials Mechanical systems and equipment Signage</p>	 <p>Vehicle areas Outdoor spaces and landscaping Site utilities</p> <p>Setbacks from street Articulation & balconies Canopies and overhangs Windows and doors Exterior finish materials Mechanical systems and equipment Signage</p>	 <p>Outdoor spaces and landscaping</p> <p>Canopies and overhangs Windows and doors Exterior finish materials Signage</p>

CITY DESIGN REVIEW PROCESS

PRE-DOZA SCENARIO - applicant chose DAR			
Pre-app	Optional DAR Optional DAR	LUR Hearing	
PRE-DOZA SCENARIO - applicant did not chose DAR			
Pre-app		LUR Hearing LUR Hearing	
PROPOSED ALIGNMENT - with administrative changes			
Pre-app NHD Contact* Optional DAR		LUR Hearing	

* Future opportunity for public input, with implementation of Neighborhood Contact Code Project

PROPOSAL

- 4b. Update the Design Commission membership** to allow those experienced in natural resource and sustainable building practices, landscape architects, architects and urban planners to serve on the Commission as industry experts and clarify that the public-at-large member is independent of these industries.

The amendment expands the list of technical disciplines from which these five of the seven members are drawn to include the fields of natural resource management, sustainable building practices, and landscape architecture, and to distinguish urban planning and architecture fields within the more general term of “design.” This is an alteration to the PSC’s recommendation to have specific positions for natural resource and sustainable building practices. City Council felt that including these within the selection pool would provide the greatest flexibility in selection for these volunteer positions.

Finally, the amendment includes a change to the public-at-large member to ensure that this person has a more general background and is not grouped together with those who have technical experience in the building/design fields.

The powers and duties of the Design Commission are also being amended to emphasize their lead role in reviewing projects, as well as to update some of their other duties to reflect current practice, such as providing advice on an ‘as needed basis’ for transportation projects developed by the City or Metro.

Current: 7 members	Amended Recommendation: 7 members
One representative from the Regional Arts and Culture Council	No Change
One person representing the public-at-large but <u>can</u> be employed in a category below.	One person representing the public-at-large and <u>can’t</u> be employed in the same category as the three members in the last cell.
N/A	<i>Sustainable building practices expert included below.</i>
N/A	<i>Natural resource management expert included below.</i>
Five members experienced in either: design, engineering, financing, construction or management of buildings, or land development.	Five members experienced in either: design, engineering, financing, construction or management of buildings, land development, natural resource management, sustainable building practices, architecture, landscape architecture, or urban planning.

Benefit: These amendments expand the potential expertise of the Design Commission to provide a more holistic knowledge of development, environment and resilience. They also acknowledge the increased range of backgrounds within the development fields. Finally, the public-at-large amendment will ensure that the Commission include a general member of the public who can bring a different perspective as someone who is not involved in the design or building trades.

Additional Information: While the assessment had made a recommendation to include additional fields such as planning and landscape architecture in the list of technical experts, the development of guidelines and standards that encourage the use of sustainable materials and reflect the balance of the built and natural environment warranted the need for a broader range of subject experts. During the work sessions, the PSC recommended that the Design Commission have additional dedicated members with experience in sustainable building practices and in natural resource management, to allow for greater discussion on the resiliency of the development and its impact on the environment. However, City Council elected to include these subject topics within the overall selection pool to increase flexibility. Note that an individual member may have knowledge and experience that can span several subjects. The public at large member can provide an opportunity for a member to join from outside the industry to serve, such as a representative of neighborhood or fair housing interests.

Code Sections Affected: The bulk of the amendments affect Chapter 33.710, Review Bodies, and specifically the section 33.710.050, which addresses the membership and duties of the Design Commission.

PROPOSAL

4c. Make administrative improvements to the efficiency and transparency of the design review process.

Many of the recommendations outlined in the initial Design Overlay Zone Assessment were intended to make the process more efficient, focused, predictable, and effective. Starting in 2015, the Bureau of Development Services (BDS) began implementing changes to improve the experience of applicants, staff, the Design Commission and the public in the design review process. Informed by stakeholders and driven by the experience of professional staff, these non-legislative actions have improved transparency and efficiency, while maintaining high quality results in the built environment.

Benefits: The administrative improvements increase the transparency of the process, clarify the efficiency of the Design Commission meetings and make the process more understandable. Highlights of the work, either completed or in progress, include:

- Inclusion of renters in all mailed land use notices.
- Creation of clearer Design Commission agendas with predictable start times for cases.
- Improved access to public participation and project information.
- Revised Guide to Providing Testimony.
- Updated Design Advice Request process and submittal requirements.
- Creation and adoption of a Design Commission Bylaws.

- Timer for all presentations and testimony at hearings.
- Tailored equity training related to Commission roles and responsibilities.
- Clarification of roles and responsibilities of all participants with new Staff preamble.

Location of Details: More detail on these improvements and others may be found in Appendix A: BDS DOZA Administrative Improvements in Volume 4.

PROPOSAL

- 4d. Clarify that the design review process cannot require a reduction of proposed floor area ratio (FAR) or height of the project, if they are allowed within the zone, except in limited cases stated.**

The amendment clarifies that generally, zoning allowances for floor area ratios (FAR) and height cannot be reduced by decision-makers during the design review process. Because design review plays an important role in examining massing as part of a building's response to context, this clarification is necessary. This allows the Design Commission or staff to review the shape of the building and the distribution of the floor area and height on the site but not to reduce the total floor area or height allowed by the zoning.

An exception may occur in situations where certain bonuses are allowed only as a condition of approval or modification through design review. This currently occurs in a few plan districts. In those cases, the Design Commission or staff can consider whether that bonus still meets the design guideline on the development site.

This clarification is consistent with a recently adopted Oregon statute which limits jurisdictions' ability to reduce the density and size of housing projects below those amounts established through the long-range planning process and allowed by zoning.

Benefit: The amendment provides more certainty that allowed floor area or height cannot be decreased by decision-makers during the design review process, but still allows for the shaping of the building mass. Often, members of the public, architects, developers, and other stakeholders are not aware that design review should focus on the design aspects of the building and site — as detailed in the guidelines — and not the basic allowances of the zone.

Additional Information: Height and floor area ratio (FAR) are standards that are developed during the legislative process that result in new zoning regulations, including the base & overlay zones and plan districts. The discussion about overall building intensity in an area takes place during this stage and is when larger policy issues such as the allowed height and bulk of future development should be resolved. These issues are not intended to be discussed on a case-by-case basis with each project.

These changes align with recent updates to State land use laws that limit a city from reducing the density or height of housing if the density is an amount allowed through the local regulation, or if the reduction of height results in reduction of density. Since Portland is using floor area and height to regulate both residential and commercial building intensity, the standard is written to regulate

floor area and height. However, this limitation does not allow an applicant to gain approval to adjust or modify development standards solely based on their need to achieve their proposed floor area ratio. Adjustments or modifications to standards should be reviewed independently of their potential effect on the applicant's requested floor area or height.

Code Sections Affected: The code section affected by this proposal is Section 33.825.035, within the Design Review Chapter, 33.825.

PROPOSAL

4e. Clarify that mitigation may be required to lessen the impacts of modifications.

This proposal adds a criterion to the review of modifications that allows the review to consider mitigation, to the extent practical or necessary, to address the impacts of the requested modifications.

Benefit: This amendment clarifies that a project requesting one or more modifications may need to provide measures to mitigate the potential cumulative negative impacts of modifications, improving the project. These mitigating factors can strengthen the development and its relationship with its surroundings.

Additional Information: Development projects must meet all the development standards in the Zoning Code. This includes setbacks, height, parking lot landscaping, etc. In general, applicants may request adjustments to the standards, which are processed through a Type II procedure. During Design Review and Historic Resource Review processes, some standards may be “modified” through a modification, instead of an adjustment.

Currently, a decision-maker may approve requested modifications if they find the applicant has shown the proposal will better meet design guidelines, and that, on balance, the proposal will be consistent with the purpose of the standard for which a modification is requested. Unlike an Adjustment Review (33.805.040), there is no mitigation required for modifying a standard — and there is nothing to address the cumulative impact of modifying multiple standards. By adding an additional criterion, this allows the reviewer to consider the potential impacts of the modification and potentially ask the applicant to mitigate those impacts as part of the approval.

Code Sections Affected: This proposal amends Section 33.825.040 Modifications That Will Better Meet Design Review Requirements, within the Design Review Chapter, 33.825

5. TOOLS – What are the tools used to evaluate projects in the Design overlay zone?

The Design Overlay Zone Assessment’s recommendations for Design overlay zone tools were primarily focused on improving the Community Design Guidelines and the Community Design Standards, which apply outside of the Central City and Gateway.

Key recommendations from the Assessment guiding the development of the design guidelines and standards are:

- **Use the three tenets of design** to simplify, consolidate, and revise the guidelines and standards.

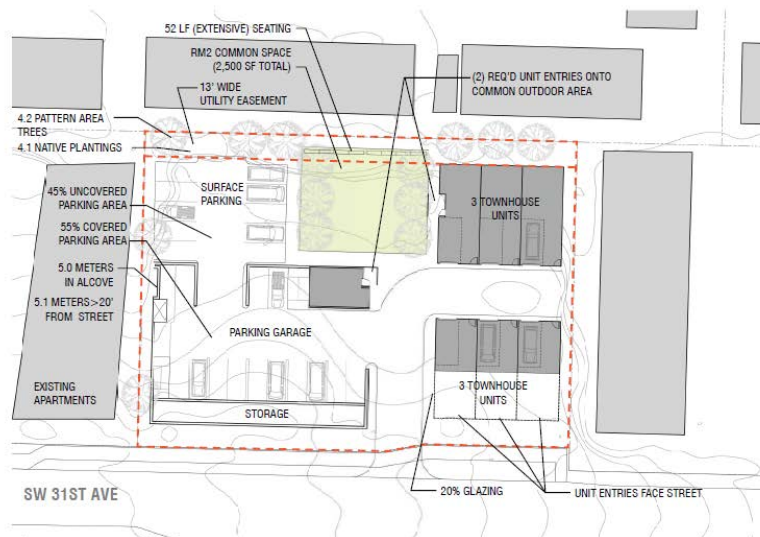
The three design-related core values, or “tenets” in Portland, are rooted in the current Community Design Guidelines and in the Central City Fundamental Design Guidelines as subject headings (Portland Personality, Pedestrian Emphasis, Project Design). Through the Assessment, the three tenets were identified by Design Commission conversationally as: context, public realm, and quality and resilience.

Design Commission cited these three tenets as the most important and grounding topics that organize their deliberations. The Assessment recommended that design-related tools (guidelines and standards) be updated to reflect the three tenets as they are described by the Commission and by the architectural community during the design process and deliberations.

- **Sync the standards and guidelines.** The report calls for standards and guidelines to be organized “to fit a parallel structure. This should make it possible to easily see the relationship between the flexible guidelines and the more objective standards.”

The Assessment report concludes that “using the same design purpose and intent, the design standards should use *quantitative* criteria and the design guidelines should use *qualitative* criteria to encourage the best possible result.”

A Concept Report for the Design Overlay Zone Amendments, published in May 2018, posited an initial draft set of tools. The Concept Report included nine design guidelines and a set of design standards – prescriptive ways to meet the intent of each guideline. These guidelines and standards were beta-tested by a team of architects who developed conceptual schematic designs for six sites throughout the city. As they tested the tools, the architectural teams offered recommendations for changes to the guidelines and standards that considered design feasibility, practicality, and cost considerations. Their recommendations informed the tools proposed through DOZA, and their entire study, recommendations, and drawings can be found on the project website.



Site & Ground Floor Plan 1" = 30' - 0"

BUILDING SUMMARY

Zoning:	R1 -> RM2d
Site Area:	24,910 sf (0.57 acres)
Building coverage:	10,000 sf (40%)
Building height:	4 stories and 2 stories over parking garage (40' / 22')
Building Area:	35,000 sf (FAR 1.4, approx. sim. to Existing Building)
Dwelling Units:	Mix of 1, 2, & 3 BR
Parking:	32 spaces
Bike Parking:	Within each unit

STANDARDS POINTS

4.1	30% native plantings	+1
4.2	Pattern area trees	+1
5.0	Meters in alcove	+2
5.1	Meters < 20' from lot line	+1
6.1	50% Shaded/unit-paved vehicle area	+1
10.1	Entries face street	+4
12.1	Wings front materials	+1
12.2	50% Balconies on street facade	+3
12.3	50% Sunscreens on street facade	+2
13.1	Window trim	+2
13.4	Natural ventilation at corner units	+2
Total		20

COMMENTS

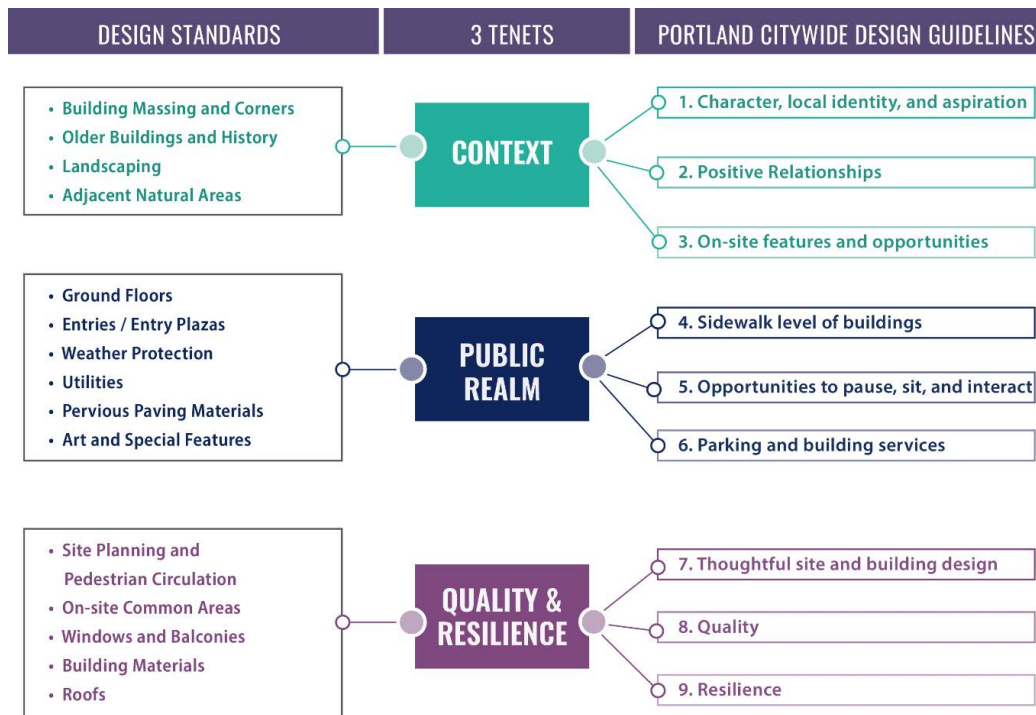
- Common outdoor area requirements are in both Design Standards and RM2 requirements and may not be the same.
 - RM2 and Standards strong encouragement for individualized front unit entries onto the street has a large impact on site planning flexibility, particularly on a sloping site.
 - Requirement for at least (2) dwelling unit entries with layered treatments facing onto open space has unit layout ramifications and removes parking.
- Other Required Standards influencing the site plan, building form, and detailing include:
- 7.1 - REQ'D: We are assuming minimum ground floor height of 10' (residential) refers to floor-to-floor height (not floor-to-ceiling).
- 13.1 - REQ'D: At minimum 80% of street facing facade windows, provide perimeter trim min. 3 1/2" wide or recess window glazing minimum 4" back from exterior wall surface.
- 13.2 - REQ'D: Exterior walls facing on-site pedestrian circulation to have minimum 15% windows.

Examples of Schematic testing provided by Consultant Team

Building on the Assessment and the DOZA Tools Conceptual Framework published in May 2018 for public comment, this report proposes two design-related tools to carry forward the purpose statement of the Design overlay zone:

1. **Portland Citywide Design Guidelines** (found in *Volume 3: Portland Citywide Design Guidelines*)
The design guidelines were written to directly nest under each of the three tenets. They are intended to be broad and flexible and will work towards achieving the aspirations listed in the Design overlay zone purpose statement.
2. **Design Standards** (found in Section 33.420.050.C of *Volume 2: Code Amendments*)
The Design Standards were written to provide a variety of prescriptive ways to meet the intent of the purpose statement for d-overlay. In this way, the standards can be clear and objective, but both the Guidelines and Standards is working towards the same desired outcome.

RELATIONSHIP BETWEEN THE STANDARDS AND THE GUIDELINES



PROPOSAL

- 5a. Create new approval criteria for design review – *Portland Citywide Design Guidelines* –** for areas outside the Central City. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework outside Central City.

The ***Portland Citywide Design Guidelines*** advance goals and policies found in the 2035 Comprehensive Plan. They are built and organized around the three tenets. They will replace the Community Design Guidelines for areas within the d-overlay zone (Conservation Districts will continue to use the Community Design Guidelines with the Historic Resource review process).

Benefit: The ***Portland Citywide Design Guidelines*** offer multiple benefits. They:

- **Better align with the aspirations of the 2035 Comprehensive Plan and reflect community feedback.**
New guidelines inspired by the Plan include themes such as: acknowledging past harms and promoting an inclusive, anti-racist built environment (Background), designing for a future found in the Urban Design Framework (DG 01), supporting thoughtful site design (DG07), and designing for resilience and adaptability (DG 09).
- **Delete redundancies by bundling guidelines with common themes.** This is a shorter set of guidelines, compared to the sixteen in the Community Design Guidelines (e.g. E3. Sidewalk Level of Buildings; E5. Light, Wind and Rain; and D2. Main Entrances were combined within “DG 04, Design the Sidewalk Level Of Buildings To Be Comfortable, Pleasant And Human-Scaled”). Fewer guidelines will make staff memos, reviews and hearings more efficient, and will also make it easier for the public to track and testify citing the approval criteria.
- **Focus the design review and reflect current thinking.** Discussion between applicants, staff, Design Commission and the public can focus on important aspects of building and site design, with current examples that reflect Portland’s best design approaches using recently built examples.

Additional Information: The new guidelines align with the three tenets (context; public realm; quality and resilience) with one main idea per guideline, to carry out the purpose statement of the d-overlay.

- **Context-related guidelines** that telescope in scale, from citywide to site-specific.
 - Guideline 01 details Portland’s Urban Design Framework, found in the Comprehensive Plan, as a resource for understanding the city’s future context, the built environment that exists today, and the area’s desired future character. It asks for development to build on character and local identity as determined by a site’s community, architectural, and natural contexts.
 - Guideline 02 draws on the context of adjacent relationships to neighboring sites, such as historic landmarks; open spaces, paths, and trails; and lower-density residential zoning.
 - Guideline 03 seeks opportunities and features on the site itself, including site-specific social and cultural history, as well as physical attributes.

- **Public Realm-related guidelines** that look at a building's relationship with the public rights-of-way.
 - Guideline 04 places emphasis on the ground level of buildings to ensure that sidewalks are active and human-scaled.
 - Guideline 05 encourages providing opportunities for pausing, sitting, and interacting.
 - Guideline 06 strives to integrate parking and other necessary building services.
- **Quality and Resilience-related guidelines** that underscore holistic site and building design that benefit people and climate.
 - Guideline 07 seeks thoughtful site design supporting comfort, safety, and dignity of building users.
 - Guideline 08 urges designing for quality, both through materials and strategies.
 - Guideline 09 aspires for resilience in site design and architecture, ensuring adaptability to climate change and the city's evolution.

Code Sections Affected: Citywide Design Guidelines are not part of the Zoning Code and will be adopted under a separate cover.

PROPOSAL

- 5b. Create new objective standards – Design Standards** – for areas in the Design overlay zone (d-overlay) outside Central City that sync with the new *Portland Citywide Design Guidelines*. Use the goals and policies of the Comprehensive Plan and the three tenets of design (context; public realm; and quality and resilience) as a framework.

The **Design Standards** are built and organized around the three tenets. They replace the Community Design Standards found in Zoning Code 33.218 for areas within the d-overlay zone. Conservation Districts will continue to use the Community Design Standards with the plan check process. The Design Standards in this proposal includes a set of required standards (*all* must be met) and a set of optional standards (*some* must be met).

Benefit: The **Design Standards** will be alternative regulations meeting the clear and objective track within the d-overlay zone areas outside of Central City. The new standards:

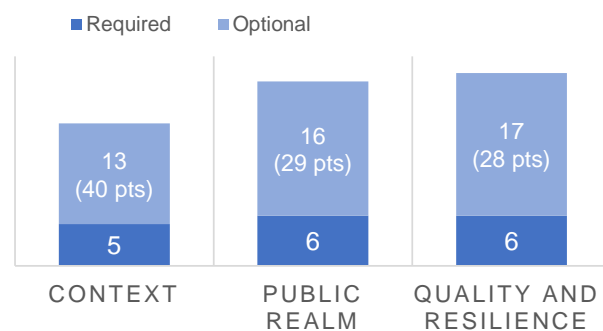
- **Provide optional ways of meeting the standards to offer flexibility.** This menu approach offers more choices to the standards, bringing them more in parity with the flexibility available to meet the discretionary guidelines, while maintaining certainty.
- **Allow for context-responsiveness.** It is often cited as difficult for design standards to truly respond to context when they are intended to be clear and objective, rather than discretionary. Not only do the standards in this proposal offer context-related regulations, the flexibility offered with a menu approach allows the applicant to respond to the context of each development site by choosing which optional standards to meet. As mentioned in the DOZA Assessment: "The design process could benefit from a menu of choices to allow for solutions tailored to unique conditions. This also allows for more variety."
- **Encourage better site design and consideration of the user's experience.** By focusing the standards on how a building and site are designed for people rather than focusing regulations on the building as an object, these standards reflect the most current thinking in design and respond to the goals and aspirations of the *2035 Comprehensive Plan*.

Additional Information: The new standards align with the three tenets (context; public realm; quality and resilience) and the new guidelines. The required standards will apply to all development in the design overlay that choose to go through the design plan check. If an applicant is unable to meet the required standards, they will go through a discretionary design review. For this reason, the required standards are fewer in number and are the highest priority for new development.

The optional standards, on the other hand, offer an applicant a choice of development features supported by the Comprehensive Plan that best suit their project. The optional standards achieved must meet a required amount of points, depending on site size. Those standards are summarized below. The number of required standards and availability of optional points achieves a reasonable balance across the three tenets.

- **Context-related standards:** These standards provide an opportunity for development to respond to the surrounding natural and built environment and the site itself. The context standards are split into the following categories: Building Massing and Corners, Older Buildings/History, Landscaping and Adjacent Natural Areas.
- **Public Realm-related standards:** These standards support development that contributes positively to the adjoining sidewalks, streets, and trails. They encourage spaces on the ground floor that support a range of uses and offer people a welcoming and comfortable experience. The public realm standards are split into the following categories: Ground Floors, Entries/Entry Plazas, Weather Protection, Utilities, Vehicle Areas, and Art and Special Features.
- **Quality and Resilience-related standards:** These standards provide an opportunity for development of quality buildings that provide benefits to current users and can adapt to future changes. They also provide an opportunity for successful site design. The quality and resilience standards are split into the following categories: Site Planning and Pedestrian Circulation, On-site Common Areas, Windows and Balconies, Building Materials, and Roofs.

PROPOSED DESIGN STANDARDS



Code Sections Affected: Design Standards are found in Chapter 33.420.050.C Design Standards.

How the Tools treat historic buildings:

Portland's main streets and centers often contain a concentration of older buildings. Buildings designated as historic landmarks or conservation landmarks will use a separate set of tools and process in the zoning code (Historic Resource review), but older buildings within the design overlay zone (and outside Design Districts) will use these proposed tools, whether or not they are listed on the Historic Resource Inventory.

These historic buildings are touchstones of the vibrant commercial areas that developed around the city's streetcar network or were at the intersection of important historic crossroads.

Portland's policies encourage these areas to grow and further develop, but this can result in the demolition of character-giving buildings that are not protected by an historic designation. While nothing currently prohibits builders and developers from incorporating existing buildings or facades into new development, these options can increase cost and complexity.

DOZA's proposed tools support the preservation of older buildings and encourage new development to respond to historic context, especially adjacent to historic resources.

The **Citywide Design Guidelines**, and particularly Design Guidelines 03 and 09, encourage preserving and adapting historic buildings. Design Guideline 02 encourages development to relate to adjacent historic resources through massing, proportions and setbacks, especially when the resource is a historic landmark.

The **Design Standards** use a combination of indirect incentives and optional standards points to promote the preservation of older buildings. The standards do the following:

1. Lower level of design oversight. Because preservation of some aspect of a structure is considered an alteration or addition (depending on whether new floor area is added), there are fewer design standards required when a building is preserved compared to new construction.
2. More allowances for exterior materials. For alterations or additions, there is greater flexibility in using existing materials along with listed materials.
3. Preservation-related incentives. Three optional standards have been included in the menu so that applicants can earn points for preserving existing buildings or building facades in new development.

The standards also require that new development respond to adjacent designated Historic Landmarks by meeting a standard from a menu list (e.g. matching ground floor heights, ground floor window heights, or exterior materials).

New development adjacent to buildings listed on the Historic Resources Inventory (HRI) or across the street from a designated Historic Landmark or HRI building may choose from a similar menu for optional points. An additional standard allows new buildings in older close-in neighborhoods to provide features symbolic of older commercial districts.



Addition to a historic building in the Pearl District

Section 5: Future Work

The ideas in this section reflect the concepts that staff heard from the public during the Discussion Draft phase. They don't reflect the priorities of the Planning and Sustainability Commission nor the Design Commission, with the exception of: *B. Develop "Character Statements" for each Center to augment the Portland Citywide Design Guidelines.* (Note this became a directive for the Council Ordinance.)

While DOZA makes significant improvements to the tools and process used in the Design overlay zone, there were some concepts that did not materialize in this proposal. These concepts were discussed with community members, but time did not allow for them to be fully developed or for meaningful community engagement to take place. Rather than omitting this information from this report, Section 5 includes concepts for future workplans. They are:

All Centers:

- A. Expand the Design Overlay Zone to all Neighborhood Centers.
- B. Develop "Character Statements" for each Center to augment the Portland Citywide Design Guidelines.

Other Geographies:

- C. **Low-Rise Storefront Commercial Areas:** Formalize "Character Areas" within the Design Tools.
- D. **Conservation Districts:** Update Conservation District Design Guidelines and Standards.
- E. **Special Design Districts:** Update District-Specific Design Guidelines (Central City, Gateway, Terwilliger, Marquam Hill, Macadam).

All Centers:

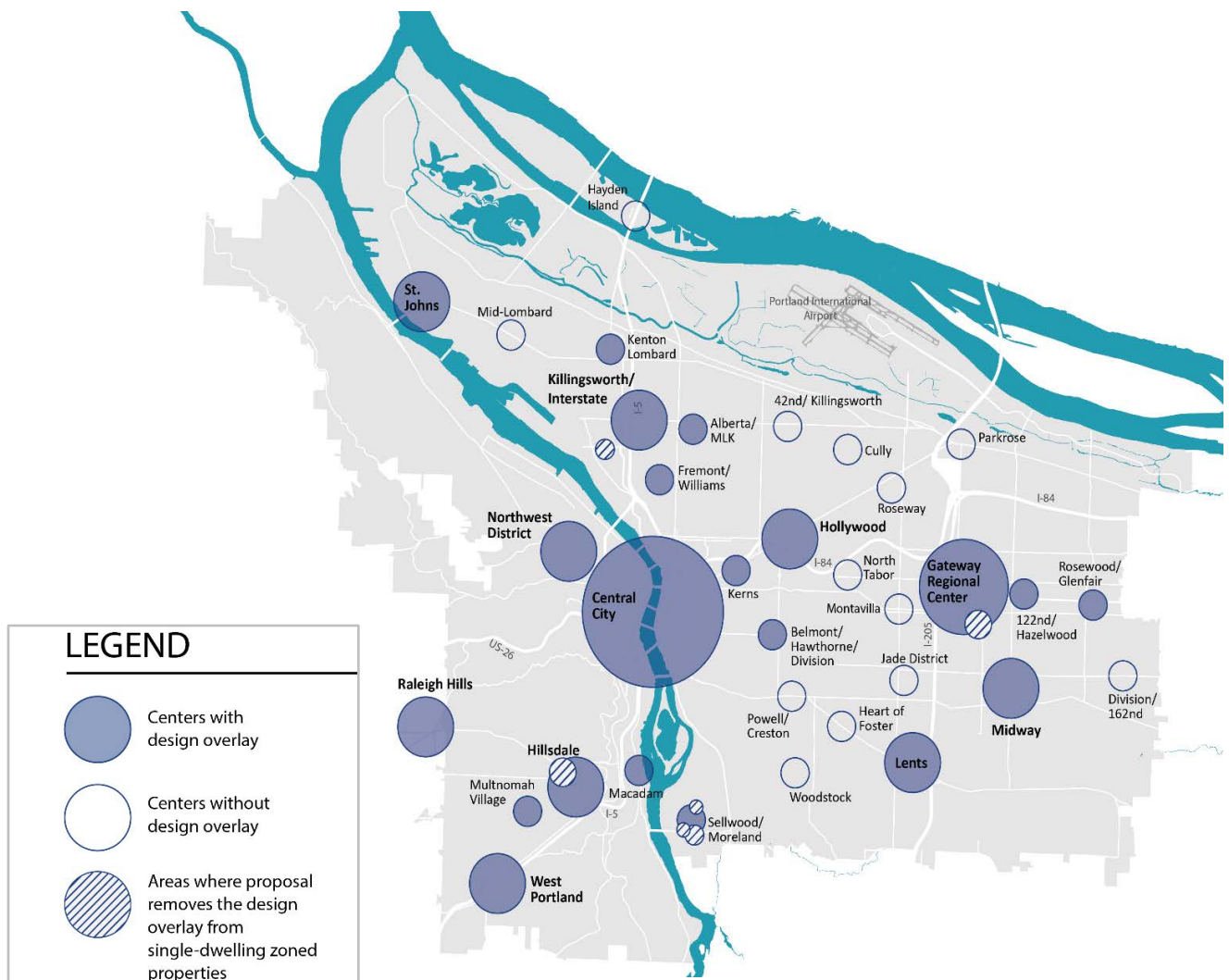
A. Expand the Design Overlay Zone to all Neighborhood Centers

Many of the ideas described in this section relate directly or indirectly to the map expansion concept that was put forward during in the Discussion Draft in February 2019 (Volume I: Staff Report, p. 18-20). The Concept was to **expand the Design overlay zone to commercial/mixed use-zoned properties in all Neighborhood Centers:** 42nd/Killingsworth, Cully, Division/162nd, Heart of Foster, Jade District, Mid-Lombard, Montavilla, North Tabor, Parkrose, Powell/Creston, Raleigh Hills, Roseway, and Woodstock.

As the Discussion Draft describes, the Design overlay zone (d-overlay) was created in 1959 and until the 1990s, the tool was only used downtown. The adoption of the Albina Community Plan in 1993 first mapped the d-overlay outside of the Central City, primarily in Conservation Districts. Over time, the City's neighborhood planning efforts in other areas resulted in further expansion of d-overlay, including East Portland, Hollywood/Sandy, St. Johns, and Sellwood/Moreland.

The recent Comprehensive Plan project further expanded the map to designated Town Centers, as well as Inner Ring Neighborhood Centers and Civic Corridors. This latest expansion took effect in

May of 2018, as recommended in the Mixed Use Zone Project that revamped all mixed-use and commercial zoning.



Concept Map included in the February 2019 Discussion Draft considered expanding d-overlay to all centers

Three factors contributed to staff exploring whether the design overlay should be expanded to more of the city. These factors were shared in the Discussion Draft phase:

1. With **new DOZA proposals**, staff questioned why the design overlay zone map did not include *all* areas with similar high development capacity. The project team reasoned that if the City is going to support a tool explicitly designed to create strong, growing centers of community, that tool should be considered for all Neighborhood Centers.
 - The **purpose statement** refers to a city designed for people within current and emerging centers.
 - The **tools** – design guidelines and design standards – aim to create inclusive, accessible, active, and resilient places in which people gather, live, shop, and build community.

- The **process** can provide an opportunity for the community to have a voice in shaping the development/buildings that defines their piece of Portland through design review.

As the project team worked with the Planning and Sustainability Commission and Design Commission to craft purpose statement language with an explicit equity lens, questions began to arise around how the overlay is mapped — and why certain Neighborhood Centers have access to this tool and others do not.

2. **Low-rise storefront commercial study.** As part of the Mixed Use Zones Project and most recent d-overlay expansion, a study was conducted in 2016 called the “[Low-Rise Storefront Commercial Analysis](#).” The study identified 21 areas of the city with similar defining features: neighborhood centers with contiguous concentrations of streetcar-era storefront buildings, many not protected by individual or district historic designation. Recognizing the important role these areas play in defining their respective Neighborhood Centers and communities, BPS staff proposed to downzone 13 of the strongest contiguous areas to CM1 to decrease development pressure on them.

The Planning and Sustainability Commission did not support the proposal to downzone these areas, not wanting to lose opportunities for density in the very areas planned for growth — areas that are well positioned for increased access to services, shopping, and transit.

In the end (2018), only two of the 13 Neighborhood Centers were downzoned to CM1, while 11 were not. All were mapped within a “Centers Main Street”, or m-overlay. The m-overlay is intended to promote high concentrations of active storefront reminiscent of the patterns found in these areas. It requires ground floor active uses within 100 feet of a transit street, minimum floor area ratios and higher percentages of windows and entrances. It prohibits self-storage and vehicle servicing and allows 100 percent maximum building coverage.

However, the 13 that were identified as qualitatively similar were also treated very differently with respect to Design overlay:

- Eight either retained or received the d-overlay, while five did not.
- The five that did not receive either the downzone or the d-overlay were the eastern-most areas of the 13 (Roseway, Parkrose, SE Foster, SE Woodstock, and Montavilla)

This realization that the map changes occurred mostly within inner neighborhood areas, coupled with the new purpose statement, again raised more questions about how the d-overlay should be mapped.

3. **Peer city research.** Seattle also has a design review process but does not map a design overlay. Design review is triggered by zone-specific thresholds, regardless of where those developments are located within the city. The idea is that large projects that will have a large impact should receive additional scrutiny, regardless of where they are. Staff found this idea very compelling.

Though the case for map expansion is compelling, the concept was not fully embraced by affected communities. Many were concerned about the extra time and process, even if the resulting design of any given site would likely be better. Development pressures for these areas is not high compared to areas where the design overlay zone is already mapped, so community members are not experiencing the transformation that change can sometimes bring. This proposal is proactive, but not urgent.

Further, staff reasoned that applying the new tools and process developed through DOZA over a period of time would give community members and the City a better perspective to determine if these rules would benefit the Neighborhood Centers that don't already have d-overlay mapped.

B. Develop Character statements for each Center to augment the *Portland Citywide Design Guidelines*

The proposed *Portland Citywide Design Guidelines* rely on Design Guideline 01 to balance the direction of future growth and desired character with the *existing* character: ***Build on the character, local identity, and aspiration of the place.***

However, many community members shared that smaller-scale, **community context should be specified within the design tools for all Centers**, both within the Portland Citywide Design Guidelines and within the Design Standards. But what is that context and how can it be incorporated into the new design tools?

The project team looked to adopted area plans for this specificity. The Comprehensive Plan calls for reliance on the Urban Design Framework (UDF) for general context, and on sites where an existing area-plan applies, they should be used to supplement the community context discussion. But the continued reliance on these plans is problematic for several reasons:

1. **Context is not static.** Many of the adopted area plans, and their respective character statements, are decades old. Demographics have shifted. Growth and new development have occurred. Does it make sense to use character statements from 25 years ago to guide the next twenty years? While certain portions of each plan may still be relevant and useful, other portions are outdated.
2. **Not all centers have supplemental area-specific plans.** Some areas of the city have historically received more planning and design attention than others. Similarly, some communities were historically more actively engaged in those context-defining efforts than others. By continuing to rely on these plans to supplement the context of specific centers today, are we perpetuating those inequities? While some centers have multiple adopted area plans to supplement the UDF and would benefit from those character-giving statements; other centers have none.
3. **The content and level of design detail in the area-specific plans varies greatly.** Some adopted area plans are more design and/or conservation-focused than others. Some plans have general vision statements, others have pages of detailed architectural specifications that describe the character of the place. This creates a somewhat imbalanced situation where the cost of meeting very detailed design criteria in some areas could create a barrier for certain types of development, and by extension, certain types of residents and businesses.

Design Guideline 01 points to several sources, in addition to adopted City policies and plans, for defining the character and local identity:

How are character and local identity defined?

Applicants, decision-makers, and the public can rely on several sources to draw inspiration, information and guidance. These sources should be balanced with community voices that engage throughout the design process.

- **Character Statement.** Where provided, read the Character Statement of the area offered in the Appendix and respond to the desired current and future local identity and character.
- **Urban Design Framework (UDF).** Look up the site's applicable layers on the UDF, as described in the Introduction and within this guideline. Respond to the aspirations for growth and development and the pattern area context.
www.portlandmaps.com/bps/designguidelines
- **Site and area observations.** Study the natural and built environment of the area. How is it intended to grow and what key characteristics can be integrated into new development?
- **Adopted City policies and plans.** Read place-specific characteristics and features previously identified and adopted by the City. (See 2035 Comprehensive Plan Policy 1.19c and Figure 1-2, Area-Specific Plans Adopted by Ordinance Prior to May 24, 2018)
- **Designated historic and natural resources.** Identify designated historic resources and natural resources in close proximity.

The project team also discussed developing explicit context direction for each center – a tool we called Character Statements. Character Statements could each follow a template for content and word count, answering what specific characteristics per area are relevant in terms of Community, Architecture, and Nature. The development of Character Statements would optimally be integrated into Town Center or Neighborhood Center planning projects where community outreach is already in progress, such as the Montavilla Historic Resource Survey and the West Portland Town Center, both currently underway. Samples of Character Statement templates are included on the following pages.

Ultimately, staff has not developed this strategy further. West Portland Town Center is developing a Character Statement, but staff has not moved forward in Montavilla or other areas for the following reasons:

- Montavilla is one of the Neighborhood Centers that does not currently have design overlay, so a Character Statement for this area would require on a map expansion to be implemented.
- Though the timing for developing a West Portland Character Statement is good, development of all Center Character Statements could take decades to complete, as area planning is incremental and sometimes opportunistic.
- Not all areas mapped with d-overlay fit neatly into a Center.
- The level of commitment for moving forward on this strategy is unclear.

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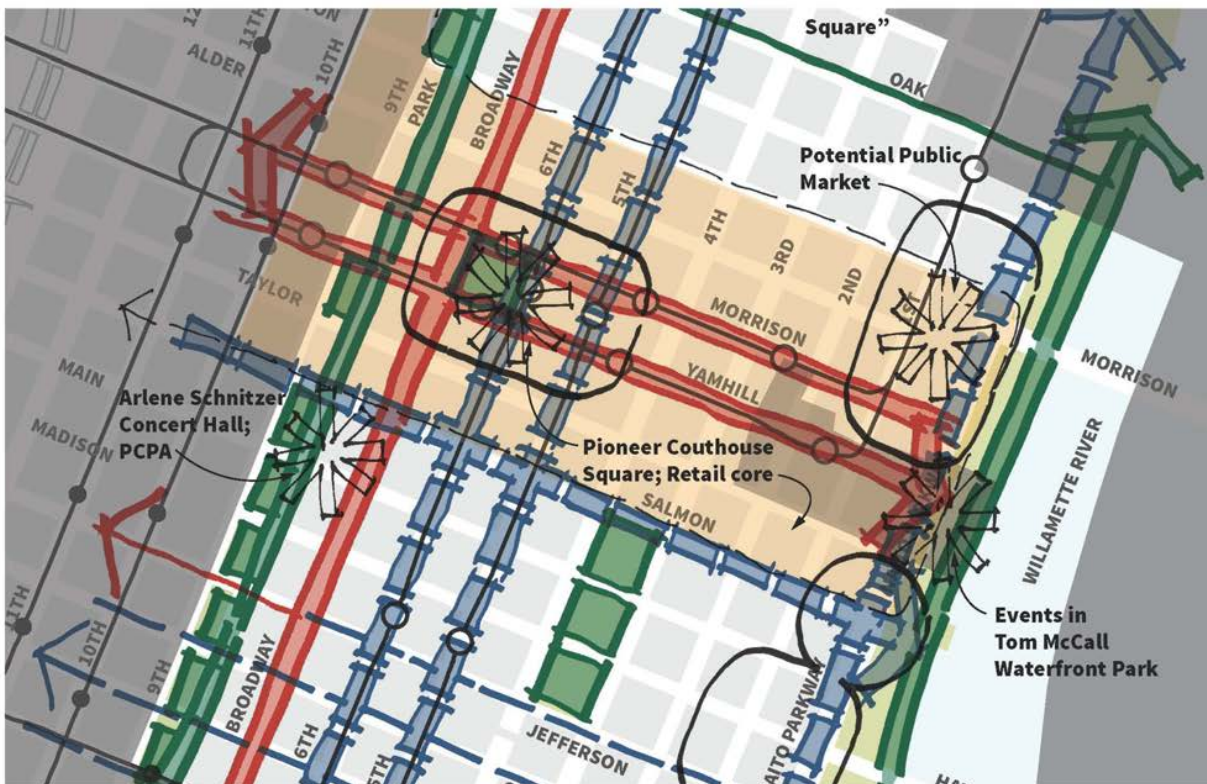
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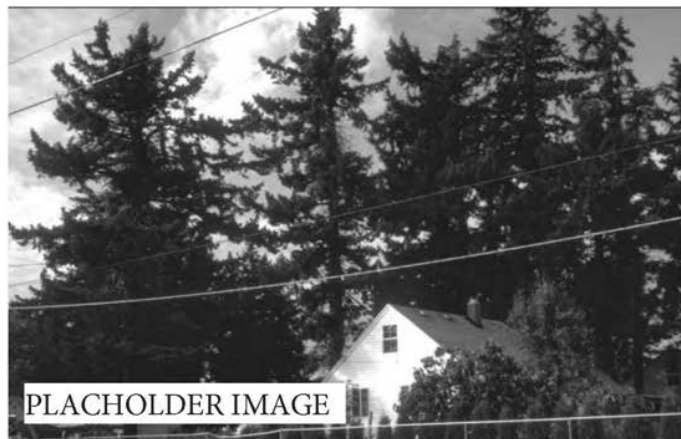
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Other Geographies:

C. Low-Rise Storefront Commercial Areas: Formalize “Character Areas” within the Design Tools

During the public feedback that followed the Discussion Draft, several community members and the Historic Landmarks Commission recalled the previously mentioned 2016 “[Low-Rise Commercial Storefront Analysis](#)” and asked staff to consider these areas as a basis for more specific guidance within the design guidelines and the standards.

The Analysis had evaluated and mapped areas, sometimes referred to as “center of Centers” that shared the following characteristics:

- Contiguous concentrations of low-rise (1-2 story) streetcar-era storefront buildings;
- Storefront building are the predominant type of development for at least a two block or 400’ length of corridor; and
- Located in Neighborhood Centers (which are intended to have less of an emphasis on growth than larger centers).

“The objective of the Low-Rise Commercial Storefront Analysis was to identify areas that had concentrations of low rise-storefront buildings built during the Streetcar Era (from the nineteenth century through 1950, when the original Portland streetcar system was discontinued). This analysis was not intended to determine the historic significance or architectural integrity of these buildings (in many cases, storefront buildings included in the analysis have had storefront windows replaced by walls or smaller windows), although the **locations of historic landmarks and buildings on the Historic Resources Inventories were mapped to help inform the analysis.**

The building type that was the focus of this analysis, commercial storefront buildings, were typically built adjacent to sidewalks and often feature large, storefront windows. Their ground levels were originally used for retail or other commercial purposes, and sometimes also included an upper level with residences, offices, or other commercial spaces. The **analysis identified areas where these storefront buildings are the majority of development (over 50 percent) for at least a two-block or 400-foot long length of corridor, amounting to a small district.** The analysis focused on areas with one- to two- story buildings. Areas with existing three-story buildings were excluded, as the zoning allowance for 45-foot height (four stories) is a relatively small increment taller. The analysis did not select for further consideration locations with scattered storefront buildings or smaller groupings of buildings, of which there are many in Portland’s inner neighborhoods.”

Given that five eastern-most areas from the Analysis do not have — and are not proposed to have — the Design overlay zone, project staff did not want to further exacerbate the disparities between those areas with design guidance and those without.

However, project staff also acknowledge the historic and community value of the places studied in the Analysis. The identified areas comprise Portland’s earliest building blocks that still define today’s neighborhoods. The buildings that make up these areas are a lasting testament to the physical characteristics that design overlay zone espouses: defining context, contributing to public realm,

and designing for quality and resilience through generations of merchants, residents, and visitors. They embody the image of what makes Portland, Portland.

These areas are indeed well-positioned for growth with access to services, shopping, and transit. Without demolition protection, the blocks that comprise these early buildings and their immediate surrounding blocks are in danger of being fully redeveloped without a nod to their character-giving features. Absent the development of Historic or Conservation Districts within these areas (which would require owner consent due to State law), these blocks – because most are within the d-overlay – could rely on specific guidance for development and redevelopment within the d-overlay tools, which would continue to build on this valued character.

Embarking on the task of providing more specificity for these places is grounded in looking for similar architectural features across all areas. This process would be somewhat more limited in scope (because the boundaries are tighter and there are fewer of them) and could be more expedient than defining Character Statements for each center.

To formalize these “Character Areas” in the Design Tools, the following steps would need to be taken:

1. **Reconfirm/re-evaluate maps** – Confirm the criteria and boundaries for inclusion of Character Areas based on the earlier Analysis recommended in the Mixed Use Zone Project that rewrote the rules for all mixed-use/commercial zoning.
2. **Determine whether to expand design overlay zone** – Determine whether to expand the design overlay zone to the five areas that currently don’t have the overlay.
3. **Apply “context specific” standards to these sites** – Specificity to the standards could build on Design Standard C10 (33.420.055, *Table 420-2*), which requires new buildings adjacent to designated historic landmarks to meet a standard such as:
 - Matching window dimensions at the base or height.
 - Including transom windows if the adjacent landmark features transom windows.
 - Using the same exterior materials.
 - Matching floor and cornice bands.
 - Setting back taller portions of the new building.

A design standard for new development or alterations within the Character Areas could require or make optional the provision of similar features that reference buildings over 50 years old within the Character Area boundaries.

Additionally, if more specificity is desired per Character Area, staff would need to conduct more robust public outreach and evaluation to identify what, if any, particular features exist that could be required or made optional for providing within each Character Area.

4. **Add language to Portland Citywide Design Guideline 01** – This design guideline already asks applicants to “Build on the character, local identity and aspiration of the place.” The Background statement describes how to do this, but the boundaries for character and local identity are not specific.

For these Character Areas, staff would add to Design Guideline 01, referring to Character Areas in the Zoning Code. These areas would function similarly to the Portland Citywide Design Guidelines as the “Special Areas” do within the Central City Fundamental Design Guidelines ([Central City Fundamental Design Guidelines, p. 140](#)). Applicants proposing development within these boundaries would need to respond to the context asked for in Design Guideline 01 by specifically **responding to characteristics of the buildings within the boundaries** as the guidance for character and local identity.



Example of a mapped area in the 2016 Low-Rise Commercial Storefront Analysis

Due to a lack of affirmation from community members on the topic of expansion and due to little public discussion on the steps to make specific amendments on this topic, the project team is not proposing to move forward on this concept at the current time.

D. Conservation Districts: Update Conservation District Design Guidelines and Standards

Conservation Districts, which use the existing Community Design Guidelines and the Community Design Standards for alterations, additions, and new construction will continue to do so. The Alphabet Historic District, which currently uses the existing Community Design Guidelines, will also continue to do so.

With the Historic Resources Code Project currently underway, proposals for refinements to listing criteria, demolition protections, exemptions, and thresholds for designated historic resources will be proposed. Following the adoption of the historic resource code changes, new Conservation District Design Guidelines and Standards should be developed, with the tools developed in this proposal serving as a foundation. Additionally, revisions to the Conservation District designation may allow Conservation Districts to be a valuable option to consider for d-overlay character areas that warrant preservation of critical buildings within small areas.

E. Special Design Districts: Update Design Guidelines for Design Districts

The Proposed Portland Citywide Design Guidelines will apply to areas with d-overlay that are not within a special Design District and do not have a specific set of Design Guidelines. Five areas with d-overlay will not use these proposed guidelines. These areas are worth mentioning because several of them have or will undergo planning efforts that will need to reassert the use of their special design guidelines or transition to another tool, presumably the Citywide Design Guidelines proposed through DOZA.

- **Central City Design District and Subdistricts**
 - Current design guidelines: Central City Fundamental Design Guidelines (2001) and subdistrict design guidelines.
 - Pending a decision to uphold the Central City 2035 Plan (it is currently under appeal at the Land Use Board of Appeals), the process to update these guidelines will begin in earnest, taking direction from the Central City 2035 Plan and the amendments in DOZA.
- **Gateway Design District**
 - Current design guidelines: Gateway Regional Center Design Guidelines (2004).
 - There is no pending update to the Gateway Regional Center Design Guidelines.
- **Marquam Hill Design District**
 - Current design guidelines: Marquam Hill Design Guidelines (2003).
 - There is no pending update to the Marquam Hill Design Guidelines.

- **Macadam Design District**

- Current design guidelines: Macadam Corridor Design Guidelines (1985).
- With the South Reach Plan completed, community conversations around the future of Macadam to the Willamette River sparked discussion about the relationship of development to the river and greenway trail. In addition, Macadam was recently designated a Civic Corridor in the Comprehensive Plan, so much of the Civic Corridor-related guidance should apply. The design guidelines in use were over thirty years old, so the discussion in the area resulted in rescinding the Macadam Design Guidelines and applying the *Portland Citywide Design Guidelines* with a Character Statement to this area. Likewise, the inclusion of river-related development requirements under the Context design standards addressed relationships between buildings and the Willamette River.

- **Terwilliger Design District**

- Current design guidelines: Terwilliger Design Guidelines (1983).
- The Terwilliger Design Guidelines were intended to preserve and maintain the current landscaping and views along the Terwilliger Corridor over its mostly single-dwelling zoned properties. Since its adoption, other tools such as environmental or conservation regulations make many of the guidelines redundant to code regulations already in place. More discussion needs to occur with the community on the future of this special Design District and related design tools. It should be noted that the parkway recently received National Historic Designation.



DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 2 | CODE & MAP AMENDMENTS

Recommended Draft - *As Amended*
June 2021



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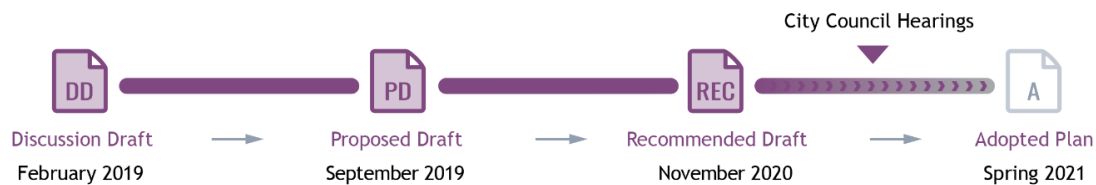
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Next Steps

The Portland City Council will hold a public hearing on this *Recommended Draft* of the Design Overlay Zone Amendments (DOZA) in early 2021. The public will be invited to submit formal comments (called public testimony) to the City Council in advance or at their public hearing. At the conclusion of their hearing, the Council may amend the recommendation and subsequently vote to adopt the changes. Please visit www.portlandoregon.gov/bps/doza for information on hearing dates and how to testify.

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Appendix A: BDS Administrative Improvements

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Section 6: Zoning Code Amendments

This document is formatted to facilitate readability by showing draft code and map amendments on the right-hand (odd) pages and explanatory commentary on the facing left-hand (even) pages. Underlined formatting indicates added text, while ~~striketrough~~ formatting shows what text is deleted. The table of contents provides page numbers for each affected chapter of the zoning code, sign code and map amendments.

The amendments are organized by code chapter.

Only sections of the code that are amended are included in the document.

33.150 Campus Institutional Zones

33.150.030 Characteristics of the Zone

- C. IR zone.** This amendment corrects the reference made to the Design overlay zone chapter which is 33.420. The title of Chapter 33.420 is not a design review overlay—it is the Design Overlay Zone.

33.150.030 Characteristics of the Zones

A.-B. [No change.]

- C. **IR zone.** The IR zone is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. The IR zone recognizes the valuable role of institutional uses in the community. However, these institutions are generally in residential areas where the level of public services is scaled to a less intense level of development. Institutional uses are often of a significantly different scale and character than the areas in which they are located. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions.

Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional. IR zones will be located near one or more streets that are designated as District Collector streets, Transit Access Streets, or streets of higher classification. The IR zone will be applied only when it is accompanied by the “d” Design Review overlay zone.

33.218 Community Design Standards

33.218.010 Purpose

The rewrite and reconfiguration of the design guidelines and design standards for many areas of the city means that the current Community Design Standards are no longer applicable in areas with the Design overlay zone. The new design standards contained in Chapter 33.420 replace this set of standards for development in the Design overlay zones.

As a result, the purpose of the community design standards is amended to focus the purpose on conservation districts and conservation landmarks. References to the Design overlay zone and design review are removed from the purpose statement.

33.218.010 Purpose

~~Design review and~~ Historic resource review ensures that development conserves and enhances the recognized ~~special design~~ values of a site or area, and promote the conservation, enhancement, and continued vitality of special historic areas of the City.

The Community Design Standards provide an alternative process to ~~design review and~~ historic resource review for some proposals. Where a proposal is eligible to use this chapter, the applicant may choose to go through the discretionary ~~design review~~ process set out in ~~Chapter 33.825, Design Review, and~~ Chapter 33.846, Historic Resource Reviews, or to meet the objective standards of this chapter. If the applicant chooses to meet the objective standards of this chapter, no discretionary review process is required.

The purpose of these standards is to:

- A. Ensure that new development enhances the character and livability of Portland's historic neighborhoods;
- B. Ensure that increased density in established neighborhoods makes a positive contribution to the area's character;
- C. Ensure the historic integrity of conservation landmarks and the compatibility of new development in conservation districts;
- D. Enhance the character and environment for pedestrians in historic areas ~~designated as design zones~~;
- E. Offer developers the opportunity to comply with specific objective standards as a more timely, cost effective, and more certain alternative to the ~~design review and~~ historic resource review process.

33.218.015 Procedure

The rewrite and reconfiguration of the design guidelines and design standards for most of the city means that the current Community Design Standards are no longer applicable in areas with the Design overlay zone. The new design standards contained in Chapter 33.420 replace this set of standards for development in Design overlay zones.

As a result, references to the Design overlay zones and design review are being deleted from the procedures for applying the Community Design Standards.

Additionally, other references to code chapters no longer using the community design standards are being removed to align with the work done in the Residential Infill and Better Housing by Design projects.

33.218.015 Procedure

- A. Generally.** This chapter provides an alternative to the ~~design review process or~~ historic resource review process for some proposals. Where a proposal is eligible to use this chapter, the applicant may choose to go through either the discretionary ~~design review~~ process set out in ~~Chapter 33.825, Design Review,~~ and Chapter 33.846, Historic Resource Reviews, or to meet the objective standards of this chapter. If the proposal meets the standards of this chapter, no ~~design review or~~ historic resource review is required. The standards determining which proposals are eligible to use this chapter are in ~~Chapter 33.405, Alternative Design Density Overlay Zone; Chapter 33.420, Design Overlay Zone; Chapter 33.445, Historic Resource Overlay Zone; and Chapter 33.505, Albina Community Plan District.~~

The standards of this chapter do not apply to proposals reviewed through the discretionary design review processes set out in ~~Chapter 33.825, Design Review,~~ and Chapter 33.846, Historic Resource Reviews. Where a proposal is for an alteration or addition to existing development, the standards of this chapter apply only to the portion being altered or added.

- B-D.** [No change.]

33.270 Planned Development

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

- D. **Design Review.** The regulations for Planned Developments in the Commercial/Mixed Use zones refer to the current community design standards as an option to design review. The amendments to this section update the references to the new design standards that are located in 33.420, Design Overlay Zones.

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

Planned Developments in the CM2, CM3, and CE zones, and in the CX zone outside the Central City and Gateway plan districts, that are using the Planned Development bonus, must met all of the following requirements:

A-C. [No change.]

- D. Design Review.** All development within the Planned Development site must be approved through ~~D~~design ~~R~~review or meet the design standards in 33.420.050 Community Design Standards as follows. Development associated with a plaza or park required by Subsection B must go through ~~D~~design ~~R~~review and is not eligible to use the ~~Community Design Standards~~:

1. The ~~Community Design overlay zone~~ Design Standards provide an alternative process to design review for some proposals. Proposals that are within the maximum limits stated in Table 270-1 are allowed to use the objective standards of ~~Chapter Section 33.420.050-218, Community Design Standards~~. The applicant may choose to go through the design review process set out in Chapter 33.825, Design Review, if more flexibility than provided by the standards is desired.

Table 270-1	
Maximum Limits for Use of the Community Design Standards [1]	
	Maximum Limit
New Floor Area	20,000 sq. ft. of floor area
Exterior Alterations	<ul style="list-style-type: none"> • For street facing facades less than 3,000 square feet, alterations affecting less than 1,500 square feet of the façade. • For street facing facades 3,000 square feet and larger, alterations affecting less than 50% of the facade area.

Notes: [1] There are no maximum limits for proposals where any of the floor area is in residential use.

2. Proposals that are not allowed to use the Design overlay zone design standards~~Community Design Standards~~, or do not meet the design standards~~Community Design Standards~~, must go through the design review process.

33.284 Self-Service Storage

33.284.040.D

The approval criteria listed in the design review section for self-storage facilities refer to the current community design guidelines as the approval criteria for design review. The amendments to this section update the references to the new Portland Citywide Design Guidelines that will be used outside of specific design districts.

33.284.040 Design Review

- A. **Purpose.** Design review is required for new buildings in the C and EX zones to ensure that the development has a high design quality appropriate to the desired character of the zone and to avoid the monotonous look of many industrial-style buildings.
- B. **Design review required.** In the C and EX zones, all Self-Service Storage uses to be located in newly constructed buildings must be approved through Design review.
- C. **Procedure.** Design review for Self-Service Storage uses is processed through a Type II procedure. However, uses that require design review because of an overlay zone or plan district are processed as provided for in those regulations.
- D. **Design review approval criteria.** A design review application will be approved if the review body finds that the applicant has shown that the Portland CitywideCommunity Design Guidelines have been met. If the site is within a design district, the guidelines for that district apply instead of the Portland CitywideCommunity Design Guidelines. Design districts are shown on maps 420-1 through ~~420-3~~ and ~~420-45~~ through 420-6. Where two of the design districts shown on those maps overlap, both sets of guidelines apply.

33.420 Design Overlay Zone

Background

The amendments in Chapter 33.420 create a new purpose statement for the Design overlay zone. This change supports the new direction of the Design overlay zone resulting from the Comprehensive Plan Update (CPU), which became effective on May 24, 2018. The CPU policies directed growth to many of the city's centers and corridors and the CPU map added the Design overlay zone in many of these areas to help guide that growth.

Several changes within this chapter are the direct result of suggestions made in a consultant assessment of our Design overlay zones. To simplify some of the current processes for applying the Design overlay zone, the chapter language is revised to provide an updated set of exemptions that includes exempting smaller residential projects. Chapter 33.420 also includes a revision to allow smaller projects within the Gateway plan district to choose the objective design standards as an alternative to design review. This removes a required land use process for store-front remodels and smaller development projects.

The new objective design standards are being added to this overlay zone chapter instead of continuing to house them in 33.218, Community Design Standards. The new standards focus on the three tenets of design stated in the purpose statement. To provide flexibility, some of the standards are required with new development and alterations, while other standards are part of a menu approach, with the applicant able to choose a set of standards to attain a required number of points for the project.

33.420.010 Purpose

The purpose statement is revised to reflect the expanded application of the Design overlay zone to areas expected to be the focal points of the city's growth. This focus has expanded beyond the Central City and Gateway to include many of the city's commercial corridors, town & neighborhood centers. In addition to the expanded geographic application, the purpose focuses on three tenets of design, as illustrated in the DOZA assessment. These three tenets (building on context, contributing to the public realm, promoting quality and resilience) are the benchmarks under which the Portland Citywide Design Guidelines and objective design standards have been developed. These three tenets expand the emphasis from building architecture to overall site design and the social and natural relationships.

33.420 Design Overlay Zone

420

Sections:

- 33.420.010 Purpose
- 33.420.020 Map Symbol
- 33.420.021 Applying the Design Overlay Zone
- 33.420.025 Where These Regulations Apply
- 33.420.041 When These Regulations Apply~~Design Review is Required~~
- 33.420.045 Items Exempt From Design Review and Design Standards
- ~~33.420.051 Design Guidelines~~
- ~~33.420.0505 When Community Design Standards May Be Used~~
- ~~33.420.060 When Community Design Standards May Not Be Used~~
- 33.420.060 Design Guidelines

Map 420-1 Design Districts and Subdistricts in the Central City and South Auditorium Plan Districts

Map 420-2 Terwilliger Design District

~~Map 420-4 Sellwood-Moreland Design District~~

Map 420-~~35~~ Marquam Hill Design District

Map 420-~~46~~ Gateway Design District

33.420.010 Purpose

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

~~The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.~~

33.420.020 Map Symbol

The Design ~~o~~Overlay ~~z~~Zone is shown on the Official Zoning Maps with a letter "d" map symbol.

33.420.021 Applying the Design Overlay Zone

These revisions incorporate the direction contained in the updated Comprehensive Plan for areas that qualify to receive the Design overlay zone. The Design overlay zone has expanded over the years beginning with its start in the downtown core and areas of special features like the Terwilliger Parkway. It was expanded as part of the Albina and Outer Southeast plans. It has more recently been applied to several centers that have undergone area plans such as Hollywood, Gateway and St. Johns. As part of the update to the Comprehensive Plan, the Design overlay zone was applied to many commercial centers and corridors based on the anticipated growth in those areas. The code change recognizes the more general application of the Design overlay zone to areas of growth.

33.420.025 Where This Chapter Applies

These amendments clarify that the regulations of this chapter apply to areas with the Design overlay zone, not just areas subject to discretionary design review.

33.420.041 When These Regulations Apply

The title of and introductory sentence for this section is changed to reflect that the listed situations trigger the requirement to either go through a discretionary design review or meet the objective standards. These options are further clarified within the chapter.

- B. The reference to changes in paint color is dropped because painting does not require a permit and the requirement is difficult to enforce.
- C. This is a new reference addressing bridges as a nonstandard improvement in the right of way. However, an exemption specific to bridges is also added to 33.420.045 - Exemptions, that exempts all bridges from the requirements of the chapter, but requires longer bridges to go through a Design Advice Request (DAR) with the Design Commission.
- E. This amendment clarifies the tree size threshold for design review in South Auditorium plan district.
- F. This provision is moved and reworded to clarify that signs under the thresholds are exempt per the new wording in 33.420.045. The remaining G. and H. are re-lettered to F. and G.

33.420.021 Applying the Design Overlay Zone

The Design ~~o~~Overlay ~~z~~Zone is applied to ~~areas~~current and emerging urban locations including centers and corridors. The Design overlay zone is also applied to areas outside of centers and corridors that have distinct features with important development context, and to specific zones identified through the Comprehensive Plan, ~~where design and neighborhood character are of special concern~~. Application of the Design ~~o~~Overlay ~~z~~Zone must be accompanied by adoption of design guidelines, or by specifying which guidelines will be used.

~~Many applications of the Design Overlay Zone shown on the Official Zoning Maps~~Some areas of the Design overlay zone are referred to as design districts. A design district may be divided into subdistricts. Subdistricts are created when an area within a design district has unique characteristics that require special consideration and additional design guidelines. The location and name of each design district and subdistrict is shown on maps 420-1 through 420-46 at the end of this chapter.

~~Other applications of the Design Overlay Zone shown on the Official Zoning Maps are not specific design districts. Some are adopted as part of a community planning project, and some are applied automatically when zoning is changed to CX, CM3, EX, RX, or IR.~~

33.420.025 Where These Regulations Apply

The regulations of this chapter apply to all ~~D~~design overlay zones. Meeting the regulations of this chapter~~Design review~~ may also be a requirement of a plan district, other overlay zone, or as a condition of approval of a quasi-judicial decision. This chapter does not apply to sites located within the Historic Resources overlay zone.

33.420.041 When These Regulations Apply~~Design Review is Required~~

Unless exempted by Section 33.420.045, Items Exempt From This Chapter~~Design Review~~~~design review is required for the following must meet the design standards or be approved through design review:~~

- A. New development;
- B. Exterior alterations to existing development, ~~including changes to exterior color when the existing color was specifically required by a design review approval;~~
- C. Nonstandard improvements in the public right-of-way such as street lights, street furniture, planters, public art, sidewalk and street paving materials, ~~and landscaping, and new bridges.~~ Nonstandard improvements in the public right-of-way must receive ~~prior~~ approval from the City Engineer prior to applying for design review. Improvements that meet the City Engineer's standards are exempt from this chapter~~design review~~;
- D. Items identified in the Citywide Policy on Encroachments in the Public Right-of-Way or Title 17, Public Improvements, as requiring design review;
- E. Removal of trees 6 or more inches in diameter in the South Auditorium plan district;
- ~~F. Exterior signs larger than 32 square feet, except in the South Auditorium plan district, where all signs are subject to design review;~~
- FG. Where City Council requires design review of a proposal because it is considered to have major design significance to the City. In these instances, the City Council will provide design guidelines by which the proposal will be reviewed, and specify the review procedure; and

33.420.041 (contd)

- I. The reference to formal open areas in Marquam Hill plan district is removed. These proposals have to meet the specific requirements of 33.555 but can potentially meet the Design Standards in 33.420.050. as an option to going through Design Review.

33.420.045 Items Exempt from the Chapter

These exemptions consolidate and simplify the current exemptions. They also provide more options to exempt alterations to rooftop equipment and façade changes. There are expanded exemptions that apply to smaller residential projects (up to four units and 35-feet in height). This illustrates the change in design focus to larger projects that have impacts on the site and on adjoining areas. This is consistent with the recent application of the design overlay to areas of growth and change. Exemptions are grouped into three categories: general exemptions, exterior alterations, and geographically specific. Within these areas, exemptions are also grouped to address similar situations, such as rooftop equipment or façade alterations. Some of these exemptions are the same or similar to existing exemptions, while others have been refined.

The commentary below focuses on new or altered/expanded exemptions. If there is no commentary, then the exemption has only been moved, not amended, including the recent exemption for outdoor shelters.

A. General Exemptions

2. This is a new exemption that allows smaller residential development up to 4 dwelling units and less than 35-feet in height to avoid to the requirements of this chapter. It will apply to both new development and alterations and additions as long as the total number on site is less than 4 units and all the development on the site remains under 35-feet in height. Residential development will still be subject to the design requirements of the base zone as well as any new requirements being implemented through the Residential Infill and Better Housing by Design projects.
9. This exempts all bridges in the right-of-way from the requirements of the Design overlay zone. However, bridges with a horizontal span over 100 feet must provide a briefing to the Design Commission that meets the administration and noticing requirements of the Design Advice Request (DAR). This provides a public forum and exchange of information between the public, the Commission and the agency developing the bridge.

B. Exterior Alterations

2. This existing standard is amended to add a reference to the Oregon Specialty Code. The language is similar to references elsewhere in the code such as in Chapter 33.258, Nonconforming Situations.
4. This new exemption applies to detached accessory structures under 300 square feet in area that are set back from street property lines or placed within an existing developed parking or vehicle area. These structures often include smaller storage buildings, covered garbage enclosures or covered bicycle areas. Accessory structures associated with small residential development are exempt per the general exemption A.2.

GH. Floating structures, except individual houseboats; ~~and~~

~~I. In the Marquam Hill plan district, proposals to develop or improve formal open area required by Chapter 33.555. This includes designating existing open areas as formal open areas.~~

33.420.045 Items Exempt From This Chapter ~~Design Review~~

The following items are exempt from ~~the regulations of this chapter~~ design review.:

A. General exemptions:

1. Development that does not require a permit;
2. Development when:
 - a. The only use on the site will be Household Living;
 - b. There will be no more than four dwelling units total on the site;
 - c. All new buildings and additions to existing buildings on the site are no more than 35 feet in height; and
 - d. The site is not zoned RX, EX, or CX;
3. Houseboats in a houseboat moorage;
4. Manufactured dwelling parks;
5. Outdoor shelters;
6. Development associated with a Rail Lines and Utility Corridor use;
7. Development associated with a Parks and Open Areas use when the development does not require a conditional use review;
8. Anemometers, and small wind energy turbines that do not extend into a view corridor designated in the Scenic Resources Protection Plan; and
9. New bridges in the right-of-way, and alterations to existing bridges in the right-of-way. However, a new bridge in the right-of-way with a horizontal span more than 100 feet must complete a design advice request with the Design Commission as specified in 33.730.050.B.

B. Exterior alterations:

1. Repair, maintenance, and replacement with comparable materials;
2. Exterior alterations to a structure required to meet the Americans With Disabilities Act's requirements, or as specified in Section 1113 of the Oregon Structural Specialty Code;
3. Exterior work activities associated with an Agriculture use;
4. Detached accessory structures when the structure has a building coverage no more than 300 square feet in area and is located at least 20 feet from all street lot lines, or located within an existing vehicle area;

33.420.045 Items Exempt from the Chapter (contd)

B. Exterior Alterations

5. This exemption expands the existing parking lot landscaping exemption to include other improvements such as bike parking and pedestrian walkways that can be triggered as part of a nonconforming upgrade.
6. This exemption replaces a regulation from 33.420.041 that stated the sign threshold for meeting the Design overlay regulations. This is the general sign exemption that applies in most areas of Portland. A different exemption specific to areas in the South Auditorium plan district is listed within paragraph C.1 below.
7. This exemption combines the current façade exemptions, including awnings, louvers and the repair/replacement of storefront glazing systems into one area related to exterior alterations. In some cases, the amendment expands or clarifies exemptions for storefront glazing & mullions, awnings and louvers. The exemption provides an opportunity for modifications to the existing storefront glazing system to move the mullions and doors provided the same material is used and the profile of the mullion (as viewed from a cross section drawing) still match the existing mullion. It adds additional façade exemptions to allow the removal of fire escapes, or to provide radon systems or seismic bracing on a building. It also adds a new exemption, available outside of the Central City, that exempts any other small façade changes of up to 200 square feet, if they meet the conditions listed.

5. Exterior alterations for parking lot landscaping, short-term bicycle parking, and pedestrian circulation systems when all relevant development standards of this Title are met;
6. Except in the South Auditorium plan district, signs with a sign face area of 32 square feet or less;
7. The following alterations to the façade of a building:
 - a. Awnings as follows:
 - (1) If awnings were approved on the same facade through design review, then a new or replacement awning is exempt if it meets the previous design review conditions of approval; or
 - (2) If there are no previous conditions of approval for awnings on the same facade, then a new or replacement awning is exempt if the awning projects at least four feet from the wall, and the area of the awning does not exceed 200 square feet measured from the building elevation, except in the Central City, where it does not exceed 100 square feet measured from the building elevation;
 - b. Alterations to an existing ground floor storefront glazing and mullion system that uses the same materials and profile as the existing system without reducing the percentage of ground floor windows on the facade;
 - c. Louvers or vents for mechanical systems that meet the following:
 - (1) The louver or vent opening affects 1 square foot or less of the façade and is the same color as the adjacent facade; or
 - (2) The louver or vent is placed within an existing window mullion, is the same color as the mullion, and is at least 8 feet above the adjacent grade;
 - d. Radon systems on non-street facing facades;
 - e. The removal of fire escapes;
 - f. Seismic bracing, except on street-facing facades within the Central City plan district; or
 - g. Any other alteration to a façade when the total area of the alteration is 200 square feet of the façade or less measured from the building elevation and the alteration meets one of the following. This exemption does not apply to signs or within the Central City plan district:
 - (1) On street-facing facades, the alteration is above the ceiling of the ground floor or is setback at least 20 feet from the street lot line; or
 - (2) The alteration is on a façade that does not face the street;

33.420.045 Items Exempt from the Chapter (contd)

B. Exterior Alterations

8. This amendment combines and expands the various exemptions to rooftop installations on flat roofs. This exemption includes ecoroofs, solar panels, skylights, roof hatches, protective railings, mechanical equipment, vents & ducts, and radio frequency antennas and equipment. Some things are simply exempt while others must meet certain performance standards to be exempt.

In addition, the exemption for roof-mounted radio frequency installations has been expanded to cover the FCC requirement to allow for the modification of existing antennas and equipment for personal wireless systems without land use review.

9. This amendment provides an exemption for alterations to roofs with a sloped roof, to allow the installation of smaller equipment, solar panels, or vents that have a minor projection above the roof to be exempt from the requirements of the design overlay zone.
10. The public art and original art murals exemptions were combined into one exemption.

8. The following alterations to the roof of a building when the roof has a 1/12 pitch or less:
- a. Ecoroofs, landscaping on a roof, solar panels, skylights, and roof hatches;
 - b. Protective railings that project up to 4 feet above the adjoining roof;
 - c. Rooftop alterations and equipment that do not increase floor area when:
 - (1) The proposed alteration or equipment is screened by an existing parapet, screen or enclosure that is as tall as the tallest part of the equipment or alteration;
 - (2) The proposed alteration or equipment is set back 4 feet from the edge of the roof for every 1 foot of height above the roof surface or top of parapet;
 - (3) The proposed alteration or equipment is located entirely within 5 feet of the façade of an existing equipment penthouse, does not extend above the penthouse, and is the same color as the penthouse; or
 - (4) The proposed alteration or equipment does not exceed 3 feet in width, depth, length, diameter or height.
 - d. Radio frequency transmission facilities as follows:
 - (1) New or replacement antennas that are mounted to the side of an existing stairwell enclosure or an existing or extended equipment penthouse when the antennas do not extend above the penthouse and are the same color as the existing penthouse or stairwell enclosure.
 - (2) New or replacement equipment associated with the antennas when screened by an existing penthouse or located entirely within 5 feet of the façade of an existing penthouse. As an alternative, an existing penthouse may be extended to screen the equipment if:
 - The penthouse extension is at least 15 feet from any street facing roof edge;
 - The equipment does not extend above the penthouse; and
 - The penthouse extension is the same color as the existing penthouse;
 - (3) Alterations to an existing facility that comply with a previous design review approval for the facility including screening or concealment; or
 - (4) Alterations to an existing eligible facility, that qualifies under the terms pursuant to 47 U.S.C. §1455, when approved measures of concealment are maintained.
9. The following alterations and additions to the roof of a building when the roof has a pitch that is greater than 1/12:
- a. The addition or alteration is parallel with the roof surface and extends no more than 12 inches above the roof surface; or
 - b. The addition or alteration extend no more than 18 inches from the surface of the roof and is less than 2 feet in diameter.
10. Public Art as defined in Chapter 5.74, or a Permitted Original Art Mural as defined in Title 4.

33.420.045 Items Exempt from This Chapter (contd)

C. Geographically Specific

1. This is a special sign exemption for South Auditorium plan district. It adds an exemption to allow some small signage adjacent to the Halprin Open Space sequence, while treating the rest of the plan district similar to the rest of the city (note that Title 32-Signs, still contains special standards for the South Auditorium plan district). The smaller limit, applicable adjacent to the Halprin Open Space sequence, matches the proposed size threshold in the Historic Resource Code Amendment project.

C. Geographically specific:

1. In the South Auditorium plan district shown in Map 420-1, signs that meet the following:
 - a. Except within 50 feet of the Halprin Open Space Sequence historic district, signs with a sign face area of 32 square feet or less; and
 - b. Within 50 feet of the Halprin Open Space Sequence historic district, signs with a sign face area of 3 square feet or less;
2. In the Marquam Hill Design District shown on Map 420-3:
 - a. Additions of less than 25,000 square feet of floor area;
 - b. Exterior alterations that affect less than 50 percent of the area of the façade where the area affected is also less than 3,000 square feet;
 - c. Exterior improvements that are less than 5,000 square feet in total area, except for exterior improvements affecting areas counting towards the formal open area requirements of Section 33.555.260; and
 - d. Landscaping not associated with formal open areas required under 33.555.260.

33.420.045 Items Exempt from This Chapter (contd)

All the existing exemptions have been rewritten and condensed above. As a result, these exemptions are being removed.

- ~~A. If the site is a Historic or Conservation Landmark, or in a Historic or Conservation District, it is instead subject to the regulations for historic resource review as set out in Chapter 33.445, Historic Resource Overlay Zone;~~
- ~~B. Repair, maintenance, and replacement with comparable materials or the same color of paint;~~
- ~~C. Within the Terwilliger Design District, development that will not be visible from Terwilliger Boulevard;~~
- ~~D. Alterations to residential structures in RF through R1 zones, where the alterations are valued at \$10,000 or less;~~
- ~~E. Skylights;~~
- ~~F. Development associated with Rail Lines And Utility Corridors uses;~~
- ~~G. Exterior activities and development for Agriculture uses;~~
- ~~H. Modifications to a structure to meet the Americans With Disabilities Act's requirements in C, E, I, and CI zones;~~
- ~~I. Development associated with Parks and Open Areas uses that do not require a conditional use review;~~
- ~~J. Proposals where a building or sign permit is not required;~~
- ~~K. Development in the IR zone, including alterations, that is not located within the boundaries of an approved Impact Mitigation Plan;~~
- ~~L. Parking lot landscaping that meets the development standards of this Title;~~
- ~~M. Rooftop mechanical equipment and associated ductwork, other than radio frequency transmission facilities, that is added to the roof of an existing building if the following are met:
 - ~~1. The area where the equipment will be installed must have a pitch of 1/12 or less;~~
 - ~~2. No more than 8 mechanical units are allowed, including both proposed and existing units;~~
 - ~~3. The proposed mechanical equipment must be set back at least 4 feet from the edge of the roof for every 1 foot of height of the equipment above the roof surface or top of parapet; and~~
 - ~~4. The proposed equipment must have a matte finish or be painted to match the roof.~~~~
- ~~N. Rooftop vents installed on roofs if the vent and associated elements such as pipes, conduits and covers meet the following:
 - ~~1. The area where the vent and associated elements will be installed must have a pitch of 1/12 or less;~~
 - ~~2. The proposed vent and associated elements must not be more than 30 inches high and no larger than 18 inches in width, depth, or diameter;~~
 - ~~3. The proposed vent and associated elements must be set back at least 4 feet from the edge of the rooftop for every 1 foot of height above the roof surface or top of parapet; and~~
 - ~~4. The proposed vent and associated elements must have a matte finish or be painted to match the roof.~~~~

33.420.045 Items Exempt from This Chapter (contd)

These exemptions are replaced by the new list underlined above.

~~O.~~ Radio frequency transmission facilities for personal wireless services that meet the following:

- ~~1.~~ The antennas are added to the facade of an existing penthouse that contains mechanical equipment provided the antennas are no higher than the top of the penthouse, are flush mounted, and are painted to match the facade of the penthouse; and
- ~~2.~~ Rooftop accessory equipment that is:
 - ~~a.~~ Located entirely within 5 feet of the facade of the existing penthouse, is no higher than the top of the penthouse, and is painted to match the facade of the penthouse; or
 - ~~b.~~ Entirely screened behind walls extending one side of the penthouse, provided the walls:
 - ~~(1)~~ Do not extend farther than 10 feet from the facade of the existing penthouse and are not closer than 15 feet to street facing roof edges;
 - ~~(2)~~ Are no taller than the top of the penthouse; and
 - ~~(3)~~ Are painted and textured to match the facade of the penthouse.

~~P.~~ Exterior alterations to existing development and construction of detached accessory structures within the Sellwood-Moreland Design District;

~~Q.~~ Houseboats;

~~R.~~ Within the Marquam Hill Design District:

- ~~1.~~ Additions of floor area less than 25,000 square feet;
- ~~2.~~ Alterations that affect less than 50 percent of the area of a facade where the area affected is also less than 3,000 square feet;
- ~~3.~~ Exterior improvements less than 5,000 square feet, except for exterior improvements affecting areas counting towards the formal open area requirements of Section 33.555.260; or
- ~~4.~~ Landscaping not associated with formal open areas.

33.420.045 Items Exempt from This Chapter (contd)

These exemptions are replaced by the new list underlined above.

- S.**—Awnings for each ground floor tenant, which meet the following requirements;
- 1.—If existing awnings on the same building facade have been approved through design review, or have been placed under the provisions of this subsection, the proposed awnings must match the following elements of the existing awnings: the sectional profile, structure, degree of enclosure, and placement vertically on the building. The awning also must meet S.2.c through f, below;
 - 2.—If there are no existing awnings on the same building facade that have been approved through design review or placed using the provisions of this subsection, the proposed awnings must be a flat or shed configuration in sectional profile (see Figure 420-1), and meet the following:
 - a.—Awnings must project at least three feet from the building wall facade;
 - b.—The front valance of each awning may be no more than 12 inches high. See Figure 420-2;
 - c.—Illumination may not be incorporated into awnings or awning structures;
 - d.—One or more awnings may be proposed for each ground floor tenant, but the total area of awnings per ground floor tenant may not exceed 50 square feet, measured from the building elevation. See figure 420-2;
 - e.—Awning covers must be made of Sunbrella™, Dickson Awning Fabrics™, Para Tempotest™, or a material with equivalent characteristics in terms of: durability, texture, and no gloss sheen; and
 - f.—Awnings must be at least 18 inches from all other awnings.
- T.**—Within the St. Johns plan district, alterations to single dwelling detached structures;
- U.**—Public Art as defined in Chapter 5.74;
- V.**—Within the North Interstate plan district, alterations to detached houses and accessory structures on sites not fronting on Interstate Avenue;
- W.**—Permitted Original Art Murals as defined in Title 4; and
- X.**—Louvers for mechanical ventilation placed within existing ground floor window mullions, which meet the following:
- 1.—The maximum size of each louver is 8 square feet, and the maximum height of each louver is three feet. However, in no case may a louver have a dimension different from the size of the existing window mullion opening;
 - 2.—The window system containing the louver must not be higher than the bottom of the floor structure of the second story;
 - 3.—The bottom of the louvers must be at least 8 feet above adjacent grade;
 - 4.—The louvers may not project out further than the face of the window mullion;
 - 5.—The louvers must be painted to match the existing window mullion color/finish;

33.420.045 Items Exempt from This Chapter (contd)

These exemptions are replaced by the new list underlined above.

33.420.051 Design Guidelines

This section is moved from this current position to the end of the chapter (33.420.060) to better align with references to the standards and guidelines.

~~Y.~~ Rooftop solar energy systems that meet the following requirements:

- ~~1.~~ On a flat roof. The solar energy system must be mounted flush or on racks, with the system or rack extending no more than 5 feet above the top of the highest point of the roof, not including the parapet. Solar energy systems must also be screened from the street by:
 - ~~a.~~ An existing parapet along the street facing facade that is as tall as the tallest part of the solar energy system; or
 - ~~b.~~ Setting the solar energy system back from the street facing roof edges. For each foot of height that the portion of the system projects above the parapet, or roofline when there is no parapet, the system must be set back 4 feet.
- ~~2.~~ On a pitched roof. The plane of the system must be parallel with the roof surface, with the system no more than 12 inches from the surface of the roof at any point, and set back 3 feet from the roof edge and ridgeline.

~~Z.~~ Eco-roofs installed on existing buildings when the roof is flat or surrounded by a parapet that is at least 12 inches higher than the highest part of the eco-roof surface, and when no other exterior improvements subject to design review are proposed. Plants must be species that do not characteristically exceed 12 inches in height at mature growth.

~~AA.~~ Anemometers, which measure wind speed; and

~~BB.~~ Small wind energy turbines that do not extend into a view corridor designated by the Scenic Resources Protection Plan. Wind turbines are subject to the standards of Chapter 33.299, Wind Turbines.

~~CC.~~ Manufactured dwelling parks.

33.420.051 Design Guidelines

Guidelines specific to a design district have been adopted for the areas shown on maps 420-1 through 420-3 and 420-5 through 420-6 at the end of this chapter. All other areas within the Design Overlay Zone use the Community Design Guidelines.

33.420.050 Design Standards

Table 420-1

This section is reformatted to include all regulations related to the application of the design standards and to include the list of new "Design Standards" added to Subsection C These supersede the Community Design Standards. (Note: The Community Design Standards will still apply to certain historic properties.)

A. This subsection, the former 33.420.050, spells out the situations when the design standards may be used. Table 420-1 is updated so that the design standards may be used for non-residential projects up to 40,000 square feet (unless noted elsewhere in the Title, like for Planned Developments), an increase from the current threshold of 20,000 square feet. Projects proposing any residential development of any size may choose to meet the design standards as an alternate to design review. This current process is consistent with state law requiring the objective design standards track for residential projects.

B. This subsection is the former 33.420.060 and lists the situations when the design standards cannot be used. It includes several amended situations as listed below:

2. This amendment allows smaller projects within the Gateway design district to use the design standards. Since its recognition as a regional center, the city has prohibited any proposals (including store-front alterations and renovations) from choosing the clear and objective path provided by the design standards. During stakeholder interviews, the DOZA Assessment team noted that this limitation creates a perceived regulatory and resource barrier for small business development and builders in Gateway. Most areas of the city outside of the Central City have the choice to meet the objective standards or go through the discretionary review. The change allows small-scale development and alterations within the Gateway Design District to meet the Design Standards, or to go through a review.

New development in excess of 35-feet in height (approximately 3-stories), will still need to go through the discretionary review. Projects of this height are more likely to have a transformative impact on the Gateway regional center and warrant the public outreach and city oversight. Note that elements of a project allowed to exceed the height limit that are listed in the base zone can also exceed the 35-foot height limit. This can include parapets, railings, chimneys, some rooftop equipment and other items listed within the base zone height exceptions.

33.420.0505 When Community Design Standards May Be Used

The Community Design Standards provide an alternative process to design review for some proposals. Proposals that are eligible to use the design standards are stated in Subsection A. For some proposals, the applicant may choose to go through the design review process set out in Chapter 33.825, Design Review, or to meet the objective standards of Chapter 33.218, Community Design Standards. The standards for signs are stated in Title 32, Signs and related Regulations. Proposals that do not meet the Community Design Standards in Subsection C — or where the applicant prefers more flexibility — must go through the design review process.

- A.** Unless excluded by 33.420.060 Subsection B, When Community Design Standards May Not Be Used, below, proposals that are within the maximum limits of Table 420-1 may use the Community Design Standards stated in Subsection C as an alternative to design review.

Table 420-1	
Maximum Limits for Use of the Community Design Standards [1]	
Zones	Maximum Limit—New Floor Area
RM2, RM3, RM4, RX, C, E, I, & CI Zones	420,000 sq. ft. of floor area
I-Zones	40,000 sq. ft. of floor area
IR Zone	See institution's Impact Mitigation Plan or Conditional Use Master Plan.
Zones	Maximum Limit—Exterior Alterations
All except IR	<ul style="list-style-type: none">• For street facing facades less than 3,000 square feet, alterations affecting less than 1,500 square feet of the façade.• For street facing facades 3,000 square feet and larger, alterations affecting less than 50% of the facade area.
IR Zone	See institution's Impact Mitigation Plan or Conditional Use Master Plan.

Notes:

[1] There are no maximum limits for proposals where any of the floor area is in residential use.

33.420.060 When Community Design Standards May Not Be Used

- B.** The Community Design Standards may not be used as an alternative to design review as follows:

- A1.** In the Central City plan district. See Map 420-1;
- B2.** In the Gateway plan district as follows. See Map 420-46:
- New development and alterations to existing development when any portion of the new development or alteration exceeds 35 feet in height not counting additional height allowed through a base zone height standard exception; and
 - Development subject to the requirements of 33.526.240, Open Area;

33.420.050.B. (contd)

3. In other areas of the city, the standards cannot be used if the buildings are more than 75-feet in height. This limit is an increase over the current limit of 55-feet that was located within the Community Design Standards. During the work sessions with the Planning and Sustainability Commission, there was a concern among Commission members that the proposed 55-foot height was an artificial ceiling and could impose a required discretionary review on taller buildings located in more intense zones, even if the base zone allows that height by right. Another concern was that some developments choosing to use existing inclusionary housing bonuses to gain additional height would not be allowed to use the standards because of the increased height. The PSC felt that a raised height of 75-feet would remove this barrier. However, this raised height is also accompanied by a greater number of required design standards (shown below) that would apply to buildings between 55 and 75-feet in height.
- 4-8. The remainder of the amendments remove the special conditions that limit using standards in very specific situations. These rarely apply and can now be covered with the application of the new standards. This simplifies the current complexity of Design overlay zone processes and removes some of the inconsistencies that have been proposed over time. However, an item has been added to clarify that non-standard improvements in the rights-of-way, or other situations where encroachments occur into the right-of-way, will require review. This would include non-standard oriel window projections. Since the new objective design standards do not provide guidance for projections and other work in the right-of-way, these types of development still need to go through review.

There are still three situations where the Design Standards cannot be used. They reference specific development or bonus development situations that were negotiated during the creation of the St. Johns, East Corridor, and North Interstate plan districts. These plan districts address these specific situations within their regulations and require discretionary design review, so it is necessary that these limitations remain in the code.

3. New buildings or additions when any portion of the new building or addition exceeds 75 feet in height not counting additional height allowed through a base zone height standard exception;
- ~~C.~~ For proposals that do not include any residential uses in the following Design Overlay Zones:
 1. ~~The portion of the South Auditorium plan district outside the Central City plan district. See Map 420-1;~~
 2. ~~The Macadam design district. See Map 420-2; and~~
 3. ~~The Terwilliger design district. See Map 420-3; and~~
 4. ~~The Marquam Hill design district. See Map 420-5;~~
- ~~D.~~ 4. For institutional uses in residential zones, unless specifically allowed by the base zone, overlay zone, plan district, or an approved Impact Mitigation Plan or Conditional Use Master Plan;
- ~~E.~~ For alterations to sites where there is a nonconforming use, unless the nonconforming use is a residential use;
- ~~F.~~ For non-residential development in the RF through RM2 zones;
- ~~G.~~ If the proposal uses Section 33.405.050, Bonus Density for Design Review:
 5. Non-standard improvements in the right-of-way or other encroachments identified in City Titles as requiring design review;
 - ~~H.~~ 6. In the CM3 zone within the St. Johns plan district, structures ~~more than~~ that exceed 45 feet in height;
 - ~~I.~~ 7. For motor vehicle fuel sales in the 122nd Avenue subdistrict of the East Corridor plan district; and
 - ~~J.~~ 8. In the North Interstate plan district proposals taking advantage of the additional height allowed by 33.561.210.B.2.

C. Design Standards

The design standards replace the current Community Design Standards located in 33.218. They apply to all areas of the City that have a Design overlay zone for projects that can meet the thresholds to use the standards.

The Community Design Standards Chapter will remain in the Zoning Code since they are still applicable as an alternative to historic resource review for conservation landmarks and districts. However, situations citywide that can choose the alternative to design review will need to meet the new objective design standards located here.

These standards were created with the Portland Citywide Design Guidelines in partnership with the consultant DECA. The standards underwent further editing and expansion during the discussion held with the Planning and Sustainability Commission (PSC) and a subgroup of PSC and Design Commission members. The standards have been developed to parallel the direction given under each of the three tenets and are intended to provide objective guidance that align with the 9 Portland Citywide design guidelines. However, they are organized under each tenet by the feature or site/building listed below:

Context (18 standards)

- Building Massing and Corners
- Older Buildings/History
- Landscaping
- Adjacent Natural Areas

Public Realm (22 standards)

- Ground Floors
- Entries/Entry Plazas
- Weather Protection
- Utilities
- Vehicle Areas
- Art and Special Features

Quality and Resilience (23 standards)

- Site Planning and Pedestrian Circulation
- On-site Common Areas
- Windows and Balconies
- Building Materials
- Roofs

Within each tenet are several required standards that must be considered for new development and alterations. Additional standards are reviewed using a point system. New development and major remodels (defined in 33.910 either as increasing floor area by 50 percent or more or where the project cost exceeds the current assessed total site improvement value) will be required to meet a number of these standards based on the point ranking system. The size of the site determines the number of points required, since larger sites can often incorporate more design features. In addition, buildings over 55-feet in height need to meet an accelerated number of additional standards.

C. Design standards.

1. New development.

a. Required design standards. New development must meet all the design standards identified in Table 420-2 as required standards. Only the standards applicable to the development apply; and

b. Optional design standards. New development must meet the optional design standards as follows. Unless otherwise stated, if a standard is required, no optional points are earned:

(1) Buildings up to 55 feet tall. New development with buildings that are 55 feet tall or less must meet enough of the standards identified in Table 420-2 as providing optional points to total 20 points, or one point for every 1,000 square feet of site area, whichever is less. For sites that are required to earn 20 points, at least one point must be earned in each of the context, public realm, and quality and resilience categories;

(2) Building more than 55 feet tall. New development with buildings that are more than 55 feet tall must meet enough of the standards identified in Table 420-2 as providing optional points to total 20 points, or two points for every 1,000 square feet of site area, whichever is less. For sites that are required to earn 20 points, at least one point must be earned in each of the context, public realm, and quality and resilience categories.

2. Alterations to existing development must meet all the design standards identified in Table 420-2 as required. Only the standards applicable to the alteration apply. In addition, major remodels must meet enough of the standards identified in Table 420-2 as optional to total 5 points, or one point for every 1,000 square feet of site area, whichever is less.

Table 420-2 (New)

Commentary on Individual Standards

Where applicable, the commentary indicates where these standards have a link with the Portland Citywide Design Guidelines that are located within Volume 3.

(Note this is a new table so is not underlined.)

Context Design Standards

The Context standards are identified with the moniker *C*, and number from 1 to 18. 2 standards are required citywide but both apply to a new building or development. 3 additional standards are required for sites in areas of the River overlay zone and the Greenway trail. The remaining standards are optional standards which can be chosen in different combinations for situations that require a certain number of points to be achieved. Additional points can be gained from several required standards, including two within the River overlay if additional features are provided on site. A total of 40 points is possible, although several optional standards offer a range of point possibilities, and not all optional standards could achieve the maximum number of points.

Building Massing and Corners

C1 – Corner Features on a Building. This standard is intended to foster urban-scale development in the areas planned for growth, which are the town and neighborhood centers. It applies specifically to new development on corner sites with provisions to further activate the areas at the corner. Although the standard is required, there are two options for meeting the standard.

The first option is to encourage an active relationship between the building and the corner. This is done through placing the building close to the corner, requiring the portion close to the corner to have a greater percentage of windows, and having at least one main entrance to a common residential lobby or to a commercial tenant space located near the corner.

The second option is to encourage active area by providing a public plaza at the corner. The plaza has minimum size and dimensional requirements, provides an open area that includes seating and has at least one main entrance that opens up to the plaza. It is anticipated that this option would be used by larger sites located at the corner within a town or neighborhood center.

The standard supports the city's urban design framework and the Context Design Guidelines including, Context Guideline #2 – "Create positive relationships with adjacent surroundings" and Context Guideline #3 – "Integrate and enhance on-site features and opportunities, . . . ". It also provides support to the Public Realm guidelines.

(New Table – Not Underlined)

Table 420-2
Design Standards

CONTEXT (C1 – C18)				
The standards for context provide an opportunity for development to respond to the surrounding natural and built environment and build on the opportunities provided by the site itself. The context standards are split into the following categories: Building Massing and Corners, Older Buildings/History, Landscaping, and Adjacent Natural Areas.				
Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
BUILDING MASSING AND CORNERS				
X	C1	Corner Features on a Building		
		New development on a site on a corner lot, located within a neighborhood or town center, where the zoning does not require a minimum building setback from a street lot line:	At least one of the following must be met: <ul style="list-style-type: none">At least one building must be within 5 feet of the intersecting street lot lines and meet the following:<ul style="list-style-type: none">Each street facing wall meeting this standard must be at least 25 feet long;At least 30 percent of the street-facing building wall within 25 feet of the corner must be windows or main entrance doors. Windows and doors used to meet ground floor window requirements may be used to meet this standard; andAt least one main entrance to a lobby or individual commercial tenant space must be located within 15 feet of the two intersecting street lot lines, and faces the street with the highest transit designation.At least one building must abut a plaza at the corner of the two intersecting street lot lines. The plaza must meet the following standards:<ul style="list-style-type: none">The plaza must measure at least 20 feet in all directions;The plaza must be hard surfaced for use by pedestrians or be an extension of the sidewalk;No more than 25 percent of the plaza may be covered;The plaza must include benches or seating that provides at least 10 linear feet of seating surface. The seating surface must be at least 15 inches deep, and between 16 and 24 inches above the grade upon which the seating or bench sits; andAt least one main entrance to a lobby or commercial tenant space must face the plaza.	

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)

C2 - Building Facades on Local Service Streets. This standard encourages a development on the side street to break up their façade into smaller segments which may relate better to the surrounding development that is often found on the side streets. Projects that provide these features achieve 3 points. This standard also supports Context Design Guideline #2.

C3 - Buildings in Inner Neighborhoods with Centers Main Street overlay zone. This standard applies to new buildings only on sites in areas that also have the Centers Main Street overlay (m-overlay) and that are located in the inner pattern area shown on Map 130-3. These areas are zoned with a mixed use zone and are generally required to allocate part of their ground floor area for active uses. These standards encourage the development to provide architectural features on the ground floor that provide additional visual interest to pedestrians. They also provide incentives for architectural treatments on the ground and upper floors that can fit with the context of the older commercial areas that are often within the inner pattern area. There are 5 items, each worth one or two points, and a new building can bundle them for up to 4 total points. This standard supports Context Design Guideline #1 Build on the Character, Local Identity, and Aspiration of the Place and Guideline #2 Create Positive Relationships with Surroundings.

The standard continues onto the next page.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	C2 Building Facade on Local Service Streets.		
	New building with at least one street-facing facade facing a local service street	<p>Divide the building elevation on the façade facing a local service street into distinct wall planes measuring 1,500 square feet or less.</p> <p>To qualify, the façade plane must be offset in depth by at least 2-feet from adjacent facades. Facades may also be separated by balconies or architectural projections that project at least 2 feet from adjacent facades for a minimum distance of 8 feet. Projections into street right-of-way do not count toward meeting this standard.</p>	3
	C3 Buildings in Inner Neighborhoods with Centers Main Street overlay zone		
	New building located in the Centers Main Street (m) overlay zone within the Inner Pattern area shown on Map 130-3.	<p>Meet any of the following standards up to a maximum of 4 points:</p> <ul style="list-style-type: none"> The portion of the street-facing façade that fronts a non-residential use must provide the following: <ul style="list-style-type: none"> A transom window must be provided above each ground floor window and door opening. The transom window must be at least 12 inches in height and separated from main ground floor windows by at least 4 inches. Mullions within a storefront glazing system do not count toward the window separation. A base sill or bulkhead must be provided at the ground level. The base must be at least 18 inches above grade, but is not required where access doors are located. Street-facing ground floor windows must be split up into sections no more than 25 feet wide, separated by a column made up of a different material than the storefront glazing system and at least 12 inches wide. 	2

C3 - Buildings in Inner Neighborhoods with Centers Main Street overlay zone
(contd)

Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
	C3	(contd)		
			<ul style="list-style-type: none"> The following must be provided on street-facing facades: <ul style="list-style-type: none"> The ground floor of the building must be visually distinct from upper stories by providing either a cornice, belt course or projecting band between the first and second floor of the building, or a change of material between the first floor and upper floors of the building. The top of the building must have a parapet or cap that extends at least 18 inches above the roofline and is distinguished from the rest of the building by a different color or material. 	1
			<ul style="list-style-type: none"> The street-facing windows on floors above the ground floor must be vertical – taller than it is wide. Street-facing windows on each upper floor must be directly above the one below, excluding the ground floor. Upper floors that step back per the standard below do not need to be vertical or aligned. 	1
			<ul style="list-style-type: none"> On street-facing facades, floors that are more than 35 feet above the existing or proposed sidewalk adjacent to the site must be set back at least 5 feet from the exterior walls below. 	2
			<ul style="list-style-type: none"> On corner sites, a main entrance for a ground floor tenant must be located at the corner of the intersecting streets and be at an angle of 30 to 45 degrees from the transit street with the highest classification. 	1

Older Buildings / History

C4 – Preservation of Existing Facades. This standard provides an incentive to preserve the façade of an existing building and incorporate it into the alteration or building addition. This helps link the past with the present. The standard applies only to existing buildings that are at least 50-years old and would be used for a major remodel. Recognizing that this standard may not always be feasible, it is an optional standard worth between 2 and 5 points depending on the amount of the façade or structure preserved. This graduated point system was suggested by the Landmarks Commission and is supported by the Planning and Sustainability Commission. The Landmarks Commission also felt that ensuring an active use on the ground floor should be a requirement for gaining points. The standard supports *Context Guideline #1*, "Build on the character and local identity of the place, while also supporting *Context Guideline #2*, "Create Positive Relationships . . ." and *Quality & Resilience Guideline #9*, "Design for resilience, health and stewardship of the environment, ensuring adaptability to climate change and evolving needs of the city."

C5 – Vertical Extension to Existing Building. This standard applies to additions/ remodels and could work with C4 above to provide an additional incentive to preserve an existing façade into a development. Its intent is to help emphasize the existing façade by either setting back any new upper floors, or by integrating existing window patterns into any new upper floors. The standard is worth two points. The standard supports the *Context Guidelines #1 & #2* along with *Quality & Resilience Guideline #9*, "Design for Resilience", as a way to link and adapt the past development into the new addition.

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)

C6 - Building or Site History Plaque. This standard applies to an alteration of a building that is at least 50 years old. One point can be earned for providing a plaque that provides information on the site and/or building. The sign must meet some minimum requirements to ensure a quality and long-lasting sign. Combining this standard with C4 and C5 can enable a major remodeling project to potentially meet the number of optional design standards. This supports Context Guideline #1, "Build on the character and local identity of the place".

C7 - Buildings Abutting a Historic Landmark. This standard applies as a requirement whenever a new building is built adjacent to the site of an existing historic landmark. One standard must be met, while additional points can be granted, up to a maximum of 3 points, if the project meets additional standards. It should be noted that this standard is not applicable at all if the adjacent landmark is a residential building (i.e. is contains solely residential uses). In those cases, standard C9 would apply instead.

The standards encourage the new building to provide features that create contextual continuity next to the landmark building. These could include matching features on the façade, such as floor or cornice lines, exterior materials or window features, or the new development could defer to the landmark by setting the taller portion of the new building back from the landmark. The applicant may choose what feature to meet. This standard relates to several of the Context Guidelines including Guidelines #1 and #2. Providing these can also improve the sidewalk level of the building, which supports Public Realm Guideline #4, "Design the sidewalk level of buildings to be active and human-scaled".

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)

C8 - Building Near Historic Landmark or Property on Historic Resource Inventory

The standard replicates many of the provisions from C7, but allows a building to gain points by duplicating certain features that are located on a historic landmark located across the street or features located on a property on the City's Historic Resources Inventory (HRI) that is adjacent or across the street from the new building. The standard is an option to be worth up to 2 points. This provision was suggested by the Planning and Sustainability Commission to provide additional contextual continuity in older areas. This standard also relates to the Context Guidelines, including Guidelines #1 and #2.

C9 - Buildings Abutting a Residential Historic Landmark. This standard provides an alternative to standard C7. Staff and the Planning & Sustainability Commission recognized that landmark buildings that only contain residential uses might not have the same features as historic mixed use or commercial buildings. It may also be more difficult for a new multi-purpose building to adopt characteristics from these buildings, since the historic building may not have storefronts on the ground floor, transom windows or cornices. However, if there is an abutting residential landmark that has features that can be adapted to a new building to provide contextual continuity, then points can be given for that. This optional standard only applies if the residential landmark is located close to the street so that the architectural connection is more easily identified. Up to two points may be granted. Similar to C7, the standard relates to the Context Guidelines including Guidelines #1 and #2.

Landscaping

C10- Tree Preservation. This standard encourages the preservation of larger existing trees, which provide value to the site and neighborhood. The standard provides one point for each tree over 20 inches in diameter that is preserved, up to a maximum of 6 points. The standard supports Context Guideline #3 to "Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness."

C11 - Grouping of Trees. This standard applies specifically to the East Pattern area where strands of native evergreen trees (primarily Douglas Firs) have been identified as a feature of this area. The standard encourages the planting of native evergreens to provide stands of trees with new development, to maintain this context in East Portland into the future. Two points can be gained for planting 5 trees in a group within an area of at least 500 square feet and 20-feet in dimension. This allows spacing for the trees to reach maturity. The standard further supports Context Guideline #3.

C12 – Native Landscaping. This standard encourages the use of native plants and trees for the landscaping provided, and it is worth two points. It applies to larger sites that are outside of environmental zones, and it helps to provide a link between development and the native flora that originally made up the area. In addition, encouraging a large majority of the landscaped area to be native plants creates opportunities for interaction with native wildlife, and helps to create natural corridors and areas that can link with the public parks and natural spaces within Portland. This standard further supports Context Guideline #3, but also relates to other context guidelines.

C13 – Trees in Setbacks along a Civic Corridor. This optional standard has a limited applicability because it only applies within the Civic Corridors that require a 10-ft street setback as shown on Map 130-1. Generally, development along these corridors will provide street trees within the right-of-way. This standard awards one point if an additional set of trees is planted within the civic corridor setback which would create an enhanced amenity along the corridor. The trees could be within a landscaped strip or in tree-wells as part of an extension of a plaza or sidewalk, but it does not count if the trees are part of the perimeter parking lot landscaping. The trees must meet the L1 spacing standard and extend over at least 50 percent of the frontage of the corridor, but in all cases, a minimum of four trees must be planted to qualify for the standard. This is the reason why the standard only applies to sites with over 100-feet of frontage. This supports the urban design framework for these corridors as well as Context Guideline #3, "Integrate on-site features and opportunities . . ."

Adjacent Natural Areas

C14 – Setback from Waterbodies. This standard awards 4 points when a project incorporates and preserves a natural water feature (outside of environmental zones) as part of a development proposal. It does this by limiting where the buildings or hard surfaces are located in relationship to the natural water feature. It supports Context Guideline #3, "Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness."

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	C12	Native landscaping.	
	Site that is 20,000 square feet or larger and located outside of environmental zones	<ul style="list-style-type: none"> Plant at least 80 percent of the total landscaped area with native species listed on the Portland Plant List, and Plant at least 80 percent of all trees on site with native trees listed on the Portland Plant list. 	2
	C13	Trees in Setbacks along a Civic Corridor.	
	Site with at least 100 feet of street frontage on a civic corridor identified on Map 130-1	<p>Plant trees within the 10-foot required building setback for the civic corridor. The row of trees must meet the following.</p> <ul style="list-style-type: none"> The row must extend along at least 50 percent of the street frontage. A minimum of 4 trees must be planted and the trees must meet the L1 standard for tree spacing. Trees planted to meet perimeter parking lot landscaping do not count toward meeting this standard. 	1
ADJACENT NATURAL AREAS			
	C14	Setback from Waterbodies.	
	<p>Site that:</p> <ul style="list-style-type: none"> Has at least one wetland, water body, seep or spring, and Is located outside of environmental zones 	Locate all buildings, structures, and outdoor common areas that are more than 50 percent impervious a minimum of 50 feet from the edge of wetlands, the top of bank of water bodies, and seeps or springs located on the site.	4

C15 – Public View of Natural Feature. This standard encourages the provision of a public view from the public realm to a site's natural features, such as trees, rock formations or water features. It awards 2 points for providing a view corridor between the street and the feature on site, while also ensuring the preservation of larger trees within this view corridor. This allows for the visual enjoyment of a site's natural features. Similar to C14 above, the standard supports Context Guideline #3.

C16 – Maximum Building Length Adjacent to Willamette River. This standard requires buildings that are located in the River overlay zone, and near the Willamette river setback to limit the length of their buildings to 100 feet. It is similar to a building length limitation in the commercial base zones, but the threshold is lower than the base zone standard. The intent is to limit long buildings that can create monotony along the river front. Its applicability is mostly in areas under the Macadam Plan area, although it will have some applicability elsewhere that the Design overlay and Willamette River setback areas overlap. For areas along the River, this standard supports all three of the Context Guidelines, #1-3.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	C15	Public View of Natural Feature.	
	<p>Site that:</p> <ul style="list-style-type: none"> • Has at least one existing natural feature on site, such as a grove of native trees, rock outcropping, wetland, water body, seep or spring, and • is located outside of environmental zones 	<p>Provide a view corridor between the public street and an existing natural feature on site. The area of the natural feature must be at least 500 square feet and measure 20 feet in all directions.</p> <p>The view corridor must:</p> <ul style="list-style-type: none"> • be a minimum of 20 feet wide and • be landscaped with shrubs and ground cover or include a pedestrian connection to a viewing platform accessible from the street. <p>Trees greater than 6 inches in diameter that are not on the nuisance plant list must be preserved in the view corridor.</p>	2
X	C16	Maximum Building Length Adjacent to Willamette River.	
	<p>In the River overlay zones, a new building located in, or within 25 feet landward of, the river setback.</p> <p>See 33.475 for a description of the river setback.</p>	<p>The maximum building length of the portion of the building located within 25 feet landward of the river setback is 100 feet</p> <p>The portions of a building subject to this standard must be separated by a minimum of 20 feet when located on the same site. See Figure 130-8.</p>	

C17 - Building Features Adjacent to Willamette River. The intent of this standard is to require buildings within the River overlay zone near the river setback to provide building features that add interest to the facades along the river. This includes providing building articulation, balconies, additional windows or building access along the river. The standard requires a new building to meet one of the provisions, but additional provisions can be met for optional points, up to a maximum of 3 total points. Similar to C16, its applicability is mostly on sites within the Macadam Plan area, although it will have some applicability elsewhere that the Design overlay and River overlay zone overlap. For areas along the river, this standard supports all three of the *Context Guidelines, #1-3*, and potentially *Public Realm Guideline #4*, "Design the sidewalk level of building to be active and human scaled", for the ground floor facing the river. It can also support *Quality and Resilience Guideline #7*, "Support the comfort, safety and dignity of residents, workers and visitors through thoughtful site and building design", depending on the features chosen.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
X	C17	Building Features Adjacent to Willamette River.	
	<p>In the River overlay zones, a new building that:</p> <ul style="list-style-type: none"> • is located within 50 feet landward of the River setback; and • contains commercial or residential uses. 	Meet one of the following standards. Additional standards may be met for optional points up to a maximum of 3 points.	
		<ul style="list-style-type: none"> • At least 25 percent of the building façade facing the river must be divided into façade planes that are off-set by at least 2 feet in depth from the rest of the facade. Facade area used to meet the facade articulation standard may be recessed behind or project out from the primary facade plane. See Figure 130-10. 	2
		<ul style="list-style-type: none"> • Provide balconies on at least 75 percent of the dwelling units that have facades that face a lot line abutting the Willamette River and are located above the ground floor. 	1
		<ul style="list-style-type: none"> • Ground floor windows must cover at least 40 percent of the ground floor wall area of facades facing a lot line abutting the Willamette river. Ground floor wall area includes all exterior wall areas from 2 feet to 10 feet above finished grade. Windows must meet the standards for qualifying window features stated in 33.130.230.B.3. 	1
		<ul style="list-style-type: none"> • Windows must cover at least 15 percent of the area of facades facing the property line along the river above the ground level wall areas. This requirement is in addition to any required ground floor windows. 	1
		<ul style="list-style-type: none"> • One main entrance must be located on the façade facing a lot line abutting the Willamette river. The main entrance must provide access to a nonresidential tenant space or to a lobby area of a multi-dwelling structure. The entrance must be unlocked during regular business hours. 	1

C18 - Open Area Adjacent to Willamette River Greenway Trail. This standard requires new development on a larger site located along the Willamette river trail to provide an extension of the linear open space onto the site, through the provision of an open area. The open area has minimum dimensions and a requirement to provide seating. In addition, the applicant must choose one from a menu of features, which may depend on how the development orients the private open area to the greenway trail. Options can range from a landscape buffer between the open area and the trail to providing access between the open area and the trail or the building. This standard supports all three of the *Context Guidelines*, #1-3, and can also support *Quality and Resilience guideline #7*.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
X	C18	Open Area Adjacent to Willamette River Greenway Trail.	
	New development on a site that is at least 20,000 square feet in site area, located within the River overlay zone that has the major public trail designation.	<p>Provide an outdoor area of at least 500 square feet and a minimum 20 feet dimension in all directions.</p> <p>The open area must:</p> <ul style="list-style-type: none"> • be adjacent to and landward of the greenway trail. • include a minimum of 15 percent landscaping, with one small canopy tree per 100 square feet of landscaping, • include benches or seating that provides at least 10 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. • include one of the following: <ul style="list-style-type: none"> • The open area must connect directly to the Willamette Greenway trail through a pedestrian connection that is hard surfaced and at least 6 feet wide. • If there is a building located directly adjacent to the open area, the building must have a main entrance to a nonresidential tenant space or to a lobby area of a multi-dwelling structure. • At least 15 percent of the open area is covered by awnings, building eaves or other covered structures. • The open area includes a 5-foot setback from the Willamette Greenway trail landscaped to the L2 standard. 	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards

The Public Realm standards are identified with the moniker PR, and number from 1 to 22. 6 standards are required, subject to their applicability, and 2 additional standards are required for buildings over 55-feet in height. The remaining 14 standards are optional standards which can be chosen in different combinations for situations that require a certain number of points to be achieved. A total of 29 points are available from the optional standards.

Ground Floors

PR1 - Ground Floor Height. This standard ensures that ground floor spaces along civic and neighborhood corridors provide a foundation for a variety of activities and active uses along these corridors. It does this by setting a height to the ground floor on new buildings that can support a variety of uses. The standard used is very similar to the standard applied in many of the City's plan districts, including Northwest, Gateway, Hollywood and North Interstate, where flexibility and active uses are desired on certain streets. Tailoring this standard to the existing plan district standard expands the opportunity for ground floor active use without creating a new standard that may conflict with existing standards in the plan district, which can have a Design overlay zone. The standard is required for new buildings. The standard supports Public Realm Design Guideline #4, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled".

PR2 - Ground Floor Height for Taller Buildings. This standard augments PR1 above by requiring buildings between 55 feet and 75 feet to raise the ground floor height required in PR1 from 12-feet to 15-feet. Taller buildings should have the room for a better proportion between the ground floor and upper floors through a taller ground floor presence. However, a building up to 55 feet in height can gain 2 points by providing this taller ground floor. This standard also supports Public Realm Guideline #4, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled".

PR3 - Ground Floor Commercial Space. This standard provides an incentive for a building to include space for an active commercial use on the ground floor. It is worth 2 points. Commercial tenant space can provide an amenity for the surrounding residents and businesses and often better activates the sidewalk level of the buildings. However, this standard does not apply in areas that also have a Main Street overlay zone, because that overlay zone already contains requirements for sites on a transit street to have a percentage of ground floor in active use. This standard supports Public Realm Guideline #4 and can support Context Guideline #2.

PUBLIC REALM (PR1 – PR22)				
The standards for public realm provide an opportunity for development to contribute positively to the adjoining sidewalks, streets and trails. They encourage spaces on the ground floor that support a range of uses and create environments that offer people a welcoming and comfortable experience. The public realm standards are split into the following categories: Ground Floors, Entries/Entry Plazas, Weather Protection, Utilities, Vehicle Areas, and Art and Special Features				
Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
GROUND FLOORS				
X	PR1	Ground Floor Height		
	New building with a ground floor that fronts on a street identified as a civic or neighborhood corridor on Map 130-3		At least 50 percent of the ground floor must meet the following: <ul style="list-style-type: none">The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams; andThe area meeting this standard must be at least 25 feet deep measured from the street-facing façade.	
X	PR2	Ground Floor Height for Taller Buildings		
	New building with a ground floor that fronts on a street identified as a civic or neighborhood corridor on Map 130-3 as follows: The standard is required for a new building with a height that exceeds 55 feet. The standard is optional for a building that is 55 feet or less in height.		At least 50 percent of the ground floor must meet the following: <ul style="list-style-type: none">The distance from the finished floor to the bottom of the structure above must be at least 15 feet. The bottom of the structure above includes supporting beams; andThe area meeting this standard must be at least 25 feet deep, measured from the street-facing façade.	2
	PR3	Ground Floor Active Floor Area		
	Site that is at least 10,000 square feet in total site area except for a site located within the Centers Main Street Overlay Zone or where a commercial use in excess of 1,500 square feet is prohibited.		The site must have: <ul style="list-style-type: none">at least 1,500 square feet of floor area on the ground floor in one of the following active uses: Retail Sales and Service, Office, Manufacturing and Production, Community Service, or Daycare; andat least one main entrance to the space that faces the street and is within 5-feet of the street lot line.	2

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR4 - Affordable Ground Floor Commercial Space. This standard provides an extra incentive for a building to include commercial space on the ground floor that participates in Prosper Portland's affordable commercial tenant program. This program can encourage local and emerging small businesses, while also providing the same kind of activity that is supported by PR3. The standard applies on sites where the commercial use would be allowed under the underlying zone. It is worth an additional 2 points. This standard supports Public Realm Guideline #4 and can support Context Guideline #2.

PR5 - Oversized Street-Facing Opening. This standard encourages a new building to open up their wall frontages to the adjacent street to encourage interaction between a ground floor retail establishment and the public realm during periods of nice weather. It is not intended to provide points if the opening is only accessing service areas such as trash, storage or parking areas, so these areas are excluded from the optional points. The standard is worth 2 points and can promote several Design Guidelines, including Public Realm Guideline #4.

PR6 - Louvers and Vents. This standard includes two parts. The first requires all new louvers or vents to be of the same color as the adjacent material. This can usually be attained either by having that intrinsic color or by painting it to match. The second requires new louvers and vents placed along street-facing facades near the sidewalk to be located at a height that minimizes the impact to pedestrians who may be next to the wall. The standard applies to any new louver or vent whether part of a new development or part of an alteration to existing development. The standard supports Public Realm Guideline #4, and Design Guideline #6, "Minimize and integrate parking and necessary building services".

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	PR4 Affordable Ground Floor Commercial Space Site where commercial uses are allowed or limited	Provide at least 1,500 square feet of floor area located on the ground floor for an affordable commercial space that meets the affordable commercial space program administrative requirements of the Portland Development Commission. To qualify the applicant must: <ul style="list-style-type: none"> • Submit a letter from the Portland Development Commission certifying that any program administrative requirements have been met; and • Execute a covenant with the City, complying with the requirements of 33.700.060, that ensures that the floor area will meet the administrative requirements of the Portland Development Commission or qualified administrator. 	2
	PR5 Oversized Street-Facing Opening New building that has at least one ground floor tenant space with a façade that faces the street lot line and is used for Retail Sales And Service uses	At least 50 percent of the ground floor tenant spaces, with a minimum of one, must meet the following: <ul style="list-style-type: none"> • Provide a roll-up door or movable storefront that provides an opening to the street; and • The opening must be at least 8 feet wide and cannot open onto storage areas, mechanical equipment and utility areas, garbage and recycling areas, or vehicle parking areas. 	1
X	PR6 Louvers and Vents New louver or vent	All new louvers or vents must be the same color as the adjacent façade material. For new louvers or vents on street-facing facades within 5 feet of the street, one of the following standards must be met. The measurement is made from the adjacent grade: <ul style="list-style-type: none"> • The bottom of the louver or vent is at least 7 feet above the adjoining grade; or • The top of the louver or vent is a maximum of 2 feet above the adjoining grade 	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR7 - Exterior Lighting. This standard is required for new buildings. The intent is to provide standards for lighting on a building that encourages pedestrian interaction between the public realm and the building while promoting the safety and comfort of those entering the building. The standard also ensures that lighting does not shine onto adjoining properties by requiring the light to project downward. The standard supports Design Guideline #4 as well as Context Guideline #2.

PR8 - Ground Floor Bicycle Parking. This standard encourages the development of a new building adjacent to a street to locate bicycle parking racks on the ground floor away from exterior walls that face the street. The intent is to keep interior areas closer to the street available for more active uses other than the storage of bikes. The standard is worth 1 point, and supports Design Guidelines #4 and #6

Entries and Entry Plazas

PR9 - Main Entrance Location. This standard is intended to provide separation between the focus of a commercial activity - its main entrance - and residential uses that are located off site. It is required to be met for new main entrances. For alterations to an existing entrance, an applicant can choose to come closer to the standard. This standard is related to the Public Realm Guidelines but also supports Context Guideline #2.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
X	PR7	Exterior Lighting	
	New building with a street-facing facade within 20 feet of the street	Provide exterior light fixtures on the street facing façade that meet the following: <ul style="list-style-type: none"> • The fixtures must be spaced a maximum of 30-feet apart; • The bottom of each fixture is a maximum of 15 feet above the adjoining grade or sidewalk; and • Lights may only project light downward. 	
	PR8	Ground Floor Bicycle Parking	
	Long-term bicycle parking racks located within the ground floor of a building	Set back the bicycle racks at least 10 feet from any exterior walls that are adjacent to, and facing, a street lot line.	1
ENTRIES / ENTRY PLAZAS			
X	PR9	Main Entrance Location	
	New building with at least one main entrance for a nonresidential tenant space, or an existing building where the main entrance to a nonresidential tenant space is being moved.	Locate the main entrances at least 25-feet from a lot line that abuts an RF through R2.5 zone. For alterations that impact the location of an existing main entrance, the applicant must either meet the standard or move the existing entrance further from the single dwelling zone lot line.	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR10 – Residential Entrance. The intent of this standard is to provide separation and a softer edge between residential entrances on side streets and the public street realm, while still encouraging residential entrances to activate these side streets. The standards provide livability standards that include physical features, landscaping or outdoor space between the public and private realms. In addition, to meet the standard, bedroom windows on the ground floor cannot face the street, since bedrooms situated next to the ground-level street reduce resident livability and limit the activity between the public and private realm. The standard is worth 3 points and supports Public Realm Design Guideline #4, as well as indirectly supporting Quality & Resilience Guideline #8 to “Support the comfort, safety, and dignity of residents . . . through thoughtful site design”.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	PR10 Residential Entrance New building with ground floor dwelling unit main entrances adjacent to a street that is not identified as a civic or neighborhood corridor on <i>Map 130-3</i> .	<p>At least 50 percent, or four, whichever is more, of the dwelling units on the street-facing ground floor of the building must have a pedestrian connection between the street and the main entrance of the dwelling unit.</p> <p>The entrance must be set back at least 6 feet from the street lot line and have at least two of the following within the setback:</p> <ul style="list-style-type: none"> • A wall or fence that is 18 to 36 inches high; • Landscaping that meets the L2 standard; • A tree within the small tree category identified in 33.248.030; • Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it. The floor of the open space is between 18 and 36 inches above the grade of the right of way; or • A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way. <p>In addition, the dwelling units meeting this standard must not have windows into bedrooms located on the ground floor that face the street.</p>	3

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR11 - Separation of Dwelling Unit Entry from Vehicle Areas. The intent of this standard is to limit the effects of parking and vehicle areas on adjacent ground-floor dwelling units by providing physical separation between the dwelling unit's door and the vehicle area on the site. The standards also provide livability standards that include physical features, landscaping, or outdoor space between the vehicle area and the dwelling unit entry. The standard is worth 2 points and supports both *Public Realm Guideline #6* - "Integrate and minimize the impact of parking and building services and *Quality & Resilience Guideline #7* - "Support the comfort, safety and dignity of residents . . . ".

PR12 - Seating Adjacent to Main Entrance. This provision encourages additional areas for seating near a main entrance. The intent is to provide an opportunity for customers or others walking along the sidewalk to be able to sit or rest near the businesses main entrance. The standard is worth 1 point and supports *Public Realm Guideline #5* - "Provide opportunities to pause, sit, and interact".

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	PR11	Separation of Dwelling Unit Entry from Vehicle Areas	
	New building with ground floor dwelling unit entrances adjacent to a parking area	<p>At least four of ground floor dwelling units must provide pedestrian entrances adjacent to a parking area.</p> <p>Doors leading to the ground floor dwelling units that face a vehicle area on site must be set back at least 8 feet from the vehicle area and have at least two of the following within the setback:</p> <ul style="list-style-type: none"> • A wall or fence that is 18 to 36 inches high; • Landscaping that meets the L2 standard; • A tree within the small tree category identified in 33.248.030; • Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it. The floor of the open space is between 18 and 36 inches above the grade of the vehicle area; or • A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the vehicle area. 	2
	PR12	Seating Adjacent to Main Entrance	
	Main entrance to a lobby or to a non-residential tenant space.	Provide at least 10 linear feet of seating or bench within 25 feet of a main entrance. The seating or bench must be accessible to the sidewalk or a completed trail and the access must be open to the public. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.	1

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR13 – Pedestrian Access Plaza. Similar to some of the standards for providing outdoor area (generally for residents), this standard awards 4 points if a new development provides a plaza that is directly accessible to the public realm. To qualify, the plaza must be a minimum size of 500 square feet and a minimum dimension of 20-feet and be mostly open to the sky. It should have a combination of seating areas and landscaping. It should be noted that a plaza built on a corner to satisfy Standard C1 can't also be used to meet this standard. This standard supports Public Realm Guidelines #4 & #5, as well as Quality & Resilience Guideline #7, "Support the comfort, safety and dignity of residents workers and visitors through thoughtful site and building design."

Weather Protection

PR14 – Weather Protection at Entrances. This required standard applies to a new building and to existing buildings that are proposing new main entrances. The standard ensures that new entrances facing the street include weather protection to protect customers and others entering the building from the elements. This standard ensures that the weather protection meets minimum size, projection and height standards to provide adequate protection. The standard supports Public Realm Guideline #4 and Quality & Resilience Guideline #7.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	PR13 Pedestrian Access Plaza.		
	New development	<p>Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must meet the following requirements:</p> <ul style="list-style-type: none"> designed so that it is at least 500 square feet in area and must measure at least 20-feet in all directions. A maximum of 25 percent of the plaza may be covered by structures or overhangs. A minimum of 15 percent of the plaza must be landscaped with a small canopy tree for each 100 square feet of landscaping. The plaza must include benches or seating that provides at least 10 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. A plaza provided to meet C1 does not count toward meeting this standard. 	4
WEATHER PROTECTION			
X	PR14 Weather Protection at Entrances		
	New main entrances at a new or existing building	<p>Provide weather protection at new main entrances that face a street lot line. The weather protection may be an awning, a portion of the building, a balcony, or other covered structure. The weather protection must meet the following:</p> <ul style="list-style-type: none"> The weather protection must project out at least 4 feet from the wall above the doorway; The weather protection is four feet wider than the doorway, unless there is a building wall that prohibits this width; and The height of the weather protection must be between 9 feet and 15 feet above the grade underneath it. 	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR15 - Weather Protection along a Transit Street. This standard is required for taller buildings over 55-feet in height and is an option for 2 points for buildings up to 55-feet in height with a façade width of at least 50 feet in length. For street-facing facades that are located within 20-feet of the street, weather protection is required along 50 percent of that façade to meet this standard. The weather protection must also meet similar size and height standards as PR14. This affords pedestrians the opportunity to escape the weather, even in situations where they are not adjacent to an entrance. Making the extended weather protection a requirement for taller buildings can help break up the vertical massing of the taller building as well as limit potential wind/rain patterns that can occur next to taller buildings. Along with supporting Public Realm Guideline #4 as above, this supports Public Realm Guideline #5 by providing "opportunities to pause, site and interact".

Utilities

PR16 - Location of Utilities. This standard requires non-exempt radon equipment, electric and gas meters located at the ground level (i.e. at the level of the pedestrian) to be placed on the building or site in a way that minimizes the impact of these building services on the public realm. The standard offers four ways that these utilities may be screened: 1) placed in the building, screened from the street by a wall, mounted to a side wall that is not facing the street, or set back 20-feet from the street. The standard supports both the Public Realm Guidelines #4 and #6. The standard can also support Quality & Resilience Guideline #8, 'Design for quality, using enduring materials and strategies with a clear and consistent execution'.

Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
X	PR15	Weather Protection Along a Transit Street		2
	New building on a transit street as follows: The standard is required for a new building with a height that exceeds 55 feet. The standard is optional for new buildings that are 55 feet or less in height		Weather protection must be provided along at least 50 percent of the street-facing façade located within 20 feet of a transit street lot line. The weather protection must meet the following: <ul style="list-style-type: none">• The weather protection must project out at least 4 feet from the adjoining wall.• The height of the weather protection must be between 9 feet and 15 feet above the grade underneath it. When this standard is met as an optional standard, the street facing façade within 20 feet of a transit street lot line must have a length of at least 50 feet.	
UTILITIES				
X	PR16	Location of Utilities		
	New electric meters, gas meters and radon mitigation equipment located at the ground level of a building		Screen new electric meters, gas meters and radon mitigation equipment located at ground level from the street or a completed major recreational trail by meeting one of the following standards: <ul style="list-style-type: none">• The meters or equipment are enclosed by a building;• The meters or equipment are screened by a fence or wall meeting the F2 standards that is as tall as the tallest part of the meters or equipment, excluding the conduit or pipe;• The meters or equipment are mounted to a wall that does not face a street or major recreational trail. Electric and gas meters must be set back at least 5-feet from a street lot line or lot line along a major recreational trail; or• The meters or equipment are set back at least 20-feet from all street lot lines or a major recreational trail.	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

Vehicle Areas

PR17 – Pervious Paving Materials. This standard can be used for new parking lots with at least 10 parking spaces. The size minimum ensures a greater benefit of having pervious pavement. It provides 2 points for surfacing at least 50% of the vehicle areas with pervious paving materials. To qualify, the pervious pavement must be in compliance with the Stormwater Management Manual as approved by the Bureau of Environmental Services (BES). The requirement is similar to the language in 33.130.225 of the Commercial/Mixed Use Zones. The standard supports both Public Realm Guideline #6, "Integrate and minimize the impact of parking and necessary building services", and Quality & Resilience Guideline #8, "Design for quality, using enduring materials and strategies with a coherent approach".

PR18 – No Parking Areas. This awards one point for projects on larger sites that don't provide parking. Removing areas dedicated for parking can free up the site to provide other design features. This standard is available in places where parking is not required. Otherwise, an adjustment would be required to invoke the standard. This standard complements Public Realm Guideline #6.

PR19 – Structured Parking and Vehicle Areas. This standard incentivizes incorporating the parking and vehicle areas into the building to limit the amount of surface parking located on site. The standard is worth 2 points and supports Public Realm Guideline #6. PR19 is limited to parking under a building, while PR20 provides some other alternatives in terms of shading and amount, so these standards cannot be used together.

PR20 – Alternative Shading of Vehicle Areas. This standard provides an alternative to PR19. Vehicle and parking areas may choose to apply other shade options such as roofed or shade structures or trees. The standard has a lower percentage threshold as some options like tree canopy may not be able to gain as much shade covering. It is worth 1 point and supports Public Realm Guideline #6, but it can also support Quality & Resilience Guideline #7.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
VEHICLE AREAS			
	PR17	Pervious Paving Materials	
	New parking area with at least 10 parking spaces	At least 50 percent of the vehicle area must be paved with pervious pavement, approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.	2
	PR18	No Parking Area	
	Site with a minimum area of 10,000 square feet	Provide no parking areas on site.	1
	PR19	Structured Parking and Vehicle Areas	
	New vehicle area	At least 80 percent of the proposed vehicle area is covered by a building. The vehicle area may meet PR19 or PR20, but not both.	2
	PR20	Alternative Shading of Vehicle Areas	
	New vehicle area	At least 50 percent of the proposed vehicle area is covered by buildings, structures containing photovoltaic panels, reflective roof shade structures with a Solar Reflectance Index (SRI) greater than 75, or tree canopy. The amount of shade from tree canopy is determined by the diameter of the mature crown spread stated for the species of tree. The vehicle area may meet PR19 or PR20, but not both.	1

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

Art and Special Features

PR21 – City-Approved Art Installation. This standard encourages a development to incorporate art into the proposal. This standard awards 2 points for working with the Regional Arts and Culture Council (RACC) to propose and gain approval for an art installation or mural as part of the permit review. To qualify, the art installation should be located in close proximity to a street to encourage public viewing or interaction. Art installations may support Context Guideline #1 as well as the Public Realm Guidelines #4 and #5, especially since the standard encourage the artwork to be placed close to the street.

PR22 – Water Feature. This standard encourages the provision of a water feature, in close proximity to the street. The water feature may take one of several forms and is worth 1 point. To provide an opportunity to enjoy the feature, the standard includes a requirement to provide seating adjacent to it. A water feature supports the similar guidelines as the artwork above

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
ART AND SPECIAL FEATURES			
	PR21	City Approved Public Art Installation	
	Any site	<p>Provide an art feature or mural on the site that has been approved by the Regional Arts and Culture Commission (RACC).</p> <p>The feature must be set back a maximum of 15 feet from the street lot line with the highest street classification.</p> <p>To meet this option, the applicant must provide the following prior to the issuance of the building permit:</p> <ul style="list-style-type: none"> • A letter from the RACC indicating the approval of the art. • A covenant in conformance with 33.700.060, Covenants with the City. The covenant must state the steps to be taken by the property owner and RACC to ensure the installation, preservation, maintenance, and replacement of the public art. 	2
	PR22	Water Feature	
	Any site	<p>Provide a water feature, such as a fountain, waterfall, or reflecting pool. The feature must be setback a maximum of 20 feet from the street lot line with the highest street classification. The water feature must have the following:</p> <ul style="list-style-type: none"> • A feature area of at least 6 square feet that contains water year-round; and • A bench or seat with 6 linear feet of seating adjacent to it. 	1

Quality and Resilience Design Standards

The Quality and Resilience standards are identified with the moniker QR, and number from 1 to 23. 6 standards are required subject to their applicability, and 1 additional standard is required for buildings over 55-feet in height. The remaining 16 standards are optional standards which can be chosen in different combinations for situations that require a certain number of points to be achieved. A total of 28 points are available from the optional standards.

Site Planning and Circulation

QR1 - On-site Building Separation. This standard provides a separation between residential buildings with walls that face each other, when there are ground floor dwelling units. The separation, at 10-feet establishes a minimum requirement which is intended to provide useable space between buildings and limit the narrow dark passageways that often get placed between buildings. It is required for new development and for a new building with ground floor residential units placed on a site with existing development. This standard supports Quality & Resilience Guideline #7, "Support the comfort, safety and dignity of residents, workers and visitors through thoughtful site design."

QR2 - Vertical Clearance to Pedestrian Circulation System. This standard ensures that any new building that includes building projections takes care to ensure that there is enough clearance between the projection and walkways underneath that make up the pedestrian circulation system on-site. The standard requires a 9-foot clearance between the path and the building projection. The standard supports Quality & Resilience Guideline #7.

QR3 - Pedestrian Connection to a Major Public Trail. This optional standard applies in the circumstance where a major trail designation is located next to the site. In these situations, new development gains one point if it connects its pedestrian circulation system to the trail and maintains access between the trail and the site during business or daylight hours. Note the standard is not relevant in situations where the trail runs along a street right-of-way, since the system would connect to the street anyway. This standard supports Quality & Resilience Guidelines #7 (stated above) and #9 "Design for resilience, health and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city", as well as Context Guideline #2.

QR4 - Windows Facing a Pedestrian Walkway. This standard encourages new buildings facing a site's pedestrian circulation system to provide natural surveillance or "eyes on the street" similar to residential units on street-facing facades. The standard provides one point for buildings that have 15% of their façade facing the walkway as windows or main entrance doors. The intent is to encourage a visual link to ensure the safety and integration of the buildings and the pedestrian circulation paths. The standard meets Quality & Resilience Guideline #7.

QUALITY AND RESILIENCE (QR1 – QR23)				
The standards for Quality and Resilience provide an opportunity for development of quality buildings that provide benefits to current users and can adapt to future changes. They also provide an opportunity for successful site designs that enhance the livability of those who live, work and shop at the site. The quality and resilience standards are split into the following categories: Site Planning and Pedestrian Circulation, On-site Common Areas, Windows and Balconies, Building Materials, and Roofs.				
Required (X)	APPLIES TO:		THE DESIGN STANDARD	Optional points
SITE PLANNING AND PEDESTRIAN CIRCULATION				
X	QR1	On-site Building Separation		
	New building containing dwelling units on the ground floor		Set back any building on the site that contains dwelling units on the ground floor at least 10 feet from other buildings on the site that contain dwelling units on the ground floor.	
X	QR2	Vertical Clearance to Pedestrian Circulation System		
	New building		Projections from a building, such as a balcony, bay window, or skybridges must be at least 9 feet above the grade of any pedestrian circulation system below.	
	QR3	Pedestrian Connection to a Major Public Trail		
	New development on a site with the major public trail designation.		Provide a pedestrian connection from a completed trail to the site’s pedestrian circulation system. The pedestrian connection must be unlocked during business or daylight hours. This standard is not available if the major public trail designation is located within a street.	1
	QR4	Windows Facing a Pedestrian Walkway		
	New buildings that are within 15 feet of, and face the on-site pedestrian circulation system		At least 15 percent of the area of each façade that faces the circulation system must be windows or main entrance doors.	1

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

On-site Common Areas

QR5 – On-site Outdoor Common Area. This standard provides an incentive for creating outdoor areas, primarily for the use of residents and tenants, although they could also be made available to the public. The standard awards 2 points for a project that provides either a common open area, a common garden area or a children's play area. Each of these types of areas have their own set of requirements. The amount of area depends on location of the project. In close-in areas, a minimum of 600 square feet must be provided, and in outlying areas, 800 square feet must be provided. This is due to the difference in the lot pattern in the city where lots close-in tend to be smaller. In either case, the outdoor area must include a minimum 20-ft by 20-ft area within it. This standard should work in conjunction with some of the new requirements put forward by the Better Housing by Design code project. The standard supports Quality & Resilience Guideline #7 and could support Context Guideline #2 as well.

QR6 – Buildings Walls Adjacent to Outdoor Common Area. This standard promotes the on-site interaction between buildings and any outdoor common areas provided through the zoning code regulations. The standard requires new buildings that are located close to the outdoor area to provide windows on the walls facing the outdoor area and at least one pedestrian connection into the building. It supports Quality & Resilience Guideline #7.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
ON-SITE COMMON AREAS			
	QR5	On-site Outdoor Common Area	
	New Development	<p>Provide a common outdoor area designed so that it is at least 600 square feet in area and measures 20 feet in all directions. On sites in the Western or Eastern pattern area identified on Map 130-2, provide a common outdoor area designed so that it is at least 800 square feet in area and measures 20 feet in all directions. Up to 20 percent of the outdoor area may be landscaped to the L1 standard. The remainder of the outdoor area must meet one of the following:</p> <ul style="list-style-type: none"> • The outdoor area is hard-surfaced or meets the surfacing materials requirement in 33.130.228.B.3. The outdoor area includes at least 4 linear feet of seating per 100 square feet of area; • The entire outdoor area is a community garden with the area divided into individual raised garden beds. The beds are raised at least 12 inches above grade and can each be between 12 and 50 square feet in area. Individual beds are separated by pathways at least 3 feet in width; or • The entire outdoor area is a children's play area that includes a play structure at least 100 square feet in area and manufactured to the American Society for Testing and Materials (ASTM) standards for public playground equipment. At least 4 linear feet of seating per 100 square feet of area must be located adjacent to the play structure. 	2
X	QR6	Building Walls Adjacent to Outdoor Common Area	
	New building with facade facing and within 10 feet of an outdoor common area	<p>Meet the following standards:</p> <ul style="list-style-type: none"> • At least 15 percent of the façade that faces the outdoor common area must be windows; or doors leading to lobbies, tenant spaces or dwelling units; and • Pedestrian access must be provided between the outdoor common area and at least one entrance for a lobby, tenant space or dwelling unit. 	

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR7 – Buildings Surrounding Outdoor Common Area. This standard encourages light and air above the outdoor common area. It does this by limiting a new building's height immediately around the outdoor area. The standard is worth 2 points and contributes to *Quality & Resilience Guideline #7*.

Windows and Balconies

QR8 – Street-Facing Window Detail. This requirement is an expansion of an existing standard within the Community Design Standards for street facing trim. However, this standard includes the option to either provide trim around the windows, or recess the windows from the building wall. Either of these provide a dimensional relief to the street-facing façade. The standard supports *Design Guideline #8*, "Design for quality, using enduring materials and strategies with a clear and consistent execution".

QR9 – Upper Floor Windows. This standard provides 2 points for projects willing to provide more window glazing than allowed through the base zone. The 2 points are awarded if the percentage of street-facing windows or balcony doors on upper floors are at least 30 percent of the total street-facing wall area. This percentage is still feasible to attain within the building energy codes, and these energy codes also ensure that very large expanses of glazing are balanced by other energy saving measures. The standard supports both *Quality & Resilience Guideline #7* and *Public Realm Guideline #4*

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	QR7 Buildings Surrounding Outdoor Common Area		
	New building with walls located within 10 feet of an outdoor common area meeting QR5	Walls located within 10 feet of an outdoor common area meeting QR5 must not be taller than two-times the shortest width of the outdoor area. As an example, if the outdoor area is 20-feet by 30-feet, the building walls within 10-feet of this open area may be up to 40-feet above the grade of the open area.	2
WINDOWS AND BALCONIES			
X	QR8 Street-Facing Window Detail		
	New street-facing facade	<p>Meet the following window standard on the street-facing facade:</p> <ul style="list-style-type: none"> • Provide trim that is at least 3 inches wide around 80 percent of the windows; or • Recess the window glazing at least 3 inches behind the exterior wall or window frame for 80 percent of the windows. <p>Ground floor storefront or curtain wall glazing systems are exempt from this standard.</p> <p>Alterations must either meet this standard or match the window trim and recess of the existing building for all new windows on street facing facades.</p>	
	QR9 Upper Floor Windows		
	New building, and an expansion of existing building above the ground floor	<p>At least 30 percent of the area of the new street-facing facade above the ground floor must be:</p> <ul style="list-style-type: none"> • Windows; or • Doors opening up to balconies. 	2

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR10 – Street-Facing Balconies. This standard encourages the provision of balconies on the street-facing elevation of upper floors. The balconies provide outdoor space immediately accessible to residents and ensures a visual connection between public and private realms. The minimum size is consistent with some of the base zone regulations. The standard is worth 3 points and supports *Quality & Resilience Guidelines #7 and #8*, and *Context Guideline #2*.

QR11 – Sunshades for Windows. This standard encourages the provision of a projecting awning or eave on the south and west facing windows of a building. This adds both a design element and helps to control the temperature of the interior environment. To qualify, the awning or eave must be on a façade within 45 degrees of a true south or west face. The standard is worth 2 points and supports *Context Guideline #2* as well as *Quality & Resilience Guidelines #7 and #9*.

QR12 – Bird-safe Glazing for Windows. This standard encourages bird-safe glazing on any facades that contain more than 30% glazing. It awards 2 points if the development applies an approved bird-safe glazing technique to at least 90 percent of the upper floor windows on these facades. The standard supports *Quality & Resilience Guideline #9*.

QR13 – Windows on Upper Level Units. This standard awards 1 point by ensuring that upper floor dwelling units or tenant spaces provide at least one operable window for the unit to allow natural ventilation of the space. The standard only applies on the upper floors of buildings. The standard supports *Design Guideline #10*.

QR14 – Ground Floor Windows. This standard applies to new buildings and encourages a greater amount of ground floor glazing over both the base zone and other façade standards. The standard is required for taller buildings over 55-feet in height, while it is an optional standard, worth 2 points, for buildings up to 55-feet. The new building must include 60 percent glazing along the ground floor. The standard supports *Quality & Resilience Guideline #8*, "Design for quality, using enduring materials and strategies." but also further supports *Public Realm Guideline #4*.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	QR10 Street-Facing Balconies		
	New building	Provide balconies for at least 50 percent, or six whichever is greater, of the dwelling units with facades that face a street lot line and are located above the ground floor. The balconies must be designed so that a 4-foot by 6-foot dimension will fit entirely within it. If the balcony has glazed railings, they must have a treatment pattern that is applied using techniques from the <i>Portland Bird Safe Windows</i> list.	3
	QR11 Sunshades for Windows		
	New windows above the ground floor on facades that face south or west	Provide awnings or eaves directly above 50 percent of the window openings on facades that are facing within 45 degrees of south or west. The awning or eave must project out at least 2 feet.	2
	QR12 Bird-Safe Glazing for Windows		
	Façades that contain more than 30 percent glazing	At least 90 percent of the windows must provide bird-safe glazing. Treatment patterns and application techniques must be from the <i>Portland Bird Safe Windows</i> list.	2
	QR13 Operable Windows on Upper Level Units		
	Dwelling units or commercial tenant spaces located above the ground floor	Provide at least one operable window in an exterior wall of each dwelling unit or tenant space. Each window meeting this standard must provide an operable opening of at least 6 square feet.	1
X	QR14 Ground Floor Windows		
	<p>New building as follows:</p> <p>The standard is required for a new building with a height that exceeds 55 feet.</p> <p>The standard is optional for new buildings that are 55 feet or less in height</p>	The 60 percent ground floor window standard in 33.415.340 of the Centers Main Street Overlay Zone applies to all street-facing elevations. Other ground floor window standards of the base zone apply.	2

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

Building Materials

QR15 - Exterior Finish Materials. This standard ensures that new buildings over 5,000 square feet and alterations to these buildings choose materials that meet minimum standards for quality and resiliency, while still providing flexibility on the type of materials. The standard also allows for some usage of materials not included on the list, for up to 10-20% of the façade depending on the façade location. To promote a consistent approach to types of material, the building is limited to using three material types. The list of materials and material types is provided on Table 420-3. This standard aligns with Quality & Resilience Guideline #8, "Design for quality, using enduring materials and strategies with a clear and consistent execution".

QR16 - Exterior Finish Materials Option. This standard is an optional standard that augments QR15. It provides 2 points to a new building that uses the exterior materials listed in Table 420-3 for 100% of the exterior, excluding windows, doors and trim. Similar to QR15, this standard further supports Quality & Resilience Guideline #8.

QR17 - Building Materials Application to Side Walls of Building. This standard encourages an applicant to continue the pattern of materials used on street facing facades over to a portion of the side wall to provide more continuity in the materials. The standard applies to new buildings. It is an optional standard worth 1 point and supports Design Guideline #8.

QR18 - Sustainable Wood. This standard encourages an applicant to choose sustainable certified wood products in situations where wood is being chosen. The products must be Forest Stewardship Council certified to qualify for the 1 point. This standard supports Design Guidelines #8 and #9 by providing opportunities to combine quality materials with stewardship of the environment.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
BUILDING MATERIALS			
X	QR15	Exterior Finish Materials	
	<p>New building that has a net building area of at least 5,000 square feet</p> <p>Alterations to buildings with a net building area of at least 5,000 square feet may choose to meet the standard above or use materials which are the same as, or visually match the appearance of, those on the existing building.</p>	<p>Meet the following standards:</p> <ul style="list-style-type: none"> • The exterior finish materials on 80 percent of the building must be materials listed on the approved materials list in Table 420-3 excluding windows and doors. • The exterior finish materials on 90 percent of the street facing façade of the ground floor must be materials listed on the approved materials list in Table 420-3 excluding windows and doors. • No more than 3 exterior finish material types listed on Table 420-3 may be used per building. • There may be no more than one unlisted material used per façade. 	
	QR16	Exterior Finish Materials Option	
	New building	The exterior finish materials on 100 percent of the building must be materials listed on the approved materials list in Table 420-3 excluding windows and doors. No more than 3 exterior finish material types listed in Table 420-3 may be used per building.	2
	QR17	Building Materials Application to Side Walls of Building	
	New building located 20 feet or closer to the street lot line	Exterior finish materials on the street-facing facade of buildings located 20 feet or closer to a street lot line and on the first 2 feet of the adjoining, but not street-facing, facades must be the same exterior finish materials.	1
	QR18	Sustainable Wood	
	Building using wood products where allowed as an exterior material in Table 420-3	<p>Provide at least one of the following Forest Stewardship Council (FSC) certified materials on at least 500 square feet of the exterior of a building:</p> <ul style="list-style-type: none"> • Salvaged/reclaimed wood having "FSC Recycled" certification. • Wood from well-managed forests having a "FSC 100%" certification. 	1

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR19 – Low Carbon Concrete. This standard encourages a project to use a low carbon mix of concrete in situations where concrete is proposed. To qualify, the concrete must exceed the City standards for Global Warming Potential (GWP) limits by 15 percent. The City's Procurement Office is working with Oregon DEQ and other technical experts to establish a standard for low-carbon concrete for City projects. While the new standard is appropriate for City projects which mostly use concrete for horizontal flatwork, it is not a reach for private developers that mostly use concrete for vertical walls; hence a more aggressive target of 15% lower than the City established standard is used. This standard is worth 1 point and supports Quality & Resilience Guideline #9.

Roofs

QR20 – Rooftop Equipment. This standard applies to new installations of rooftop equipment, which can include any type of installation on the roof, including mechanical equipment, antennas, vents, fans, air ducts, conduits, etc. This standard provides a little more flexibility than the exemption listed earlier in the chapter. The standard supports Quality & Resilience Guideline #8 to "Design for Quality . . .", as well as Public Realm Guideline #7, since setting back equipment from the edge of the roof makes it less visible from the public realm.

QR21 – Ecoroof. This standard encourages an ecoroof of a size large enough to provide an ecological benefit to the development and the area. The standard is worth 2 points and supports Quality & Resilience Guideline #9, "Design for resilience, considering adaptability to the changing needs of the city, climate change impacts, and the health and stewardship of the environment".

QR22 – Solar Energy System. Similar to QR21, this encourages an applicant to dedicate a significant portion of their roof area to provide a solar installation large enough to provide an ecological benefit to the development and the area. The standard is worth 2 points and supports Quality & Resilience Guideline #9.

QR23 – Reflective Roof Structure. This standard provides one point for treating the roof area with a reflective surface, which can reduce energy consumption and the heat-island effect. The standard is an alternative to meeting QR21 or 22. This standard also supports Quality & Resilience Guideline #9.

Required (X)	APPLIES TO:	THE DESIGN STANDARD	Optional points
	QR19	Low Carbon Concrete	
	New building using concrete as allowed for an exterior material in Table 420-3	Use mixes that have a global warming potential (GWP) that is 15 percent lower than the GWP limits referenced in the City's Pre-Approved Concrete Mix Design List maintained by the Bureau of Environmental Services' materials testing lab.	1
ROOFS			
X	QR20	Rooftop Equipment	
	New rooftop equipment	New rooftop equipment must be screened by a parapet that is as tall as the equipment, or the rooftop equipment must be set back 3 feet for every 1 foot of height above the roof or parapet.	
	QR21	Ecoroof	
	New building or alteration	Provide an ecoroof that covers at least 40 percent of the total building roof area or 2,000 square feet whichever is greater. The ecoroof must meet the Stormwater Management Manual's <i>Ecoroof Facility Design Criteria</i> .	2
	QR22	Solar Energy System	
	New building or alteration	Provide a rooftop solar energy system that covers at least 40 percent of the total building roof area or 2,000 square feet whichever is greater.	2
	QR23	Reflective Roof Surface	
	New building or alteration	Meet the Energy Star requirements for solar reflectance on at least 90 percent of the roof area not covered by rooftop equipment, vents, skylights, stairwells or elevator enclosures. This standard does not apply if either standard QR21 or QR22 are met.	1

Table 420-3
Approved Exterior Materials List for Design Standards

Table 420-3 is a new table created to apply the Quality and Resilience Standards for Exterior Materials; QR15 - 17. It also provides direction for application of the sustainable wood and concrete materials incentivized through QR 18 & 19. Standard QR15 requires new buildings/alterations over 5,000 square feet in net building area to apply the exterior materials listed in the table to at least 80% to 90% of their façade, depending on the location of the facade. The table is organized by material category and material type, with the understanding that there can be many different material types within each material category, and that the various material types within a category can have vastly different appearances. To avoid creating a cluttered material facade, the number of materials from the list is limited to three material types (second column) per building. Additional points may be granted for projects that choose materials from the table for 100% of their façade through standard QR16.

The intent of the materials list is to provide an applicant with a flexible palette of materials to use on their building while ensuring that a base quality and consistency of material categories and types is provided. A list that is applicable to design standards is more prescriptive than the criteria within the Design Guidelines, because the standards must be applied objectively at the time of building permit.

The focus is on the type of exterior cladding or siding that is applied to a building. It includes both traditional types of materials (brick or wood) along with more modern types of materials (metal and fiber cement panels). In some cases, materials are limited to certain thicknesses or board strength to ensure resilience and a long-lasting quality.

The material categories allowed through the standards, either by right, or with conditions include:

- Brick and Brick Veneer
- Stucco
- Wood
- Metal Siding/Wall Panels
- Fiber Cement Siding/Wall Panels
- Concrete

Within these material categories, distinctions are made between material types such as patterns (i.e. boards versus shakes for wood, or narrow versus wide panels for metal for fiber cement materials).

The standard QR16 allows up to 10 or 20 percent of an area's façade to choose materials that are not listed in Table 420-3. This flexibility allows a range of materials to be used as accents or secondary materials to the primary type of exterior cladding.

For all projects, an applicant can choose to go through Design Review to propose materials that are not listed here.

Table 420-3 Approved Exterior Finish Materials		
<u>Material Category and Approved Usage by Material Category</u>	<u>Material Type</u>	<u>Additional Approved Usage by Material Type</u>
<u>Brick</u>		
<u>All brick and brick veneer</u>	<u>Brick and Brick veneer</u>	<u>n/a</u>
<u>Stucco</u>		
<u>Stucco that is one of the following:</u> <ul style="list-style-type: none"> <u>Portland cement based three coat stucco system; or</u> <u>Cement board stucco system</u> 	<u>Stucco</u>	<u>n/a</u>
<u>Wood</u>		
<ul style="list-style-type: none"> <u>The wood must be painted or sealed. If clear-finished or stained wood is used on a facade, the façade that contains this wood product must be protected from the elements. Protection from the elements means the wood is recessed at least two feet back from the exterior walls, or there is an eave or awning that extends out two feet from the edge of the wood wall; and</u> <u>On the ground floor, the wood must be at least 6 inches above the foundation grade.</u> 	<u>Wood: boards</u>	<ul style="list-style-type: none"> <u>The boards have a width of 6 inches or less.</u> <u>Wood with a larger dimension must contain a reveal or board pattern that has dimension of 6 inches or less.</u>
	<u>Wood: shakes/shingles</u>	<u>The shingles or shakes must contain a reveal of 10 inches or less.</u>

Table 420-3
Approved Exterior Materials List for Design Standards

Continuation of Table 420-3.

For metal panels, please note that use of both narrow format panels and larger format panels would count as two of the three allowed material types on a building. However, if large format panels are used, they could have different reveal patterns while still counting as one material type.

A similar distinction is made for fiber cement siding boards/planks versus larger format panels.

Table 420-3 Approved Exterior Finish Materials		
Material Category and Approved Usage by Material Category	Material Type	Additional Approved Usage by Material Type
<u>Metal Wall Cladding</u>		
<u>The cladding must have a factory applied color or coat finish. Exterior paint applied to the panels does not count to meet this requirement. Metal wall cladding made of zinc or copper does not need a factory applied color or coat finish;</u>	<u>Metal: narrow format panels</u>	<u>If the material has a vertical or horizontal dimension of 12 inches or less, the material must have a minimum thickness of 24-gauge.</u>
	<u>Metal: large format panels</u>	<u>If the material has a vertical or horizontal dimension greater than 12 inches, the material must meet one of the following:</u> <ul style="list-style-type: none"> • <u>The material has a minimum thickness of 20-gauge. The panels must include a rib or reveal of 4 inches or less. The rib or reveal must have a minimum depth of 7/8 inch.</u> • <u>The material is bonded to a minimum 1/8" thick solid phenolic resin or plastic core.</u>
<u>Fiber Cement Wall Cladding</u>		
<u>In Town Centers and on Civic Corridors, fiber cement wall cladding cannot be used on the ground floor except on the portion of the ground floor containing residential uses;</u>	<u>Fiber Cement: planks</u>	<u>If the product has a vertical or horizontal dimension of 6 inches or less, it must have a thickness of at least 5/8 inch.</u>
	<u>Fiber cement: shake/shingles</u>	<u>If the product is composed of shingles or shakes, the installation of the shingles or shakes must contain a reveal of 10 inches or less and have a thickness of at least 5/8 inch.</u>
	<u>Fiber cement: panels</u>	<u>If the product has a vertical or horizontal dimension greater than 6 inches, the panel must have a density greater than 80 pounds per cubic foot.</u>

Table 420-3
Approved Exterior Materials List for Design Standards

Continuation of Table 420-3.

Concrete Materials.

In general, concrete is limited either to the foundation if CMU blocks or to the top of the first floor if standard poured-in-place concrete is used as an exterior material. However, the Planning and Sustainability Commission recommended to allow greater flexibility to use "architectural concrete" as an exterior material on more floors through the standards. This material is held to specific mix and finishing standards resulting in a product that is also more visually appealing.

33.420.065 Design Guidelines. This paragraph is moved from earlier in the chapter to this location since it provides a more linear pattern between exemptions, standards and guidelines for design review. In addition, a reference is re-instated to clarify that all of the South Auditorium plan district area is subject to the Downtown subdistrict of the Central City Fundamental Design Guidelines. This was inadvertently removed in a previous project.

Table 420-3 Approved Exterior Finish Materials		
Material Category and Approved Usage by Material Category	Material Type	Additional Approved Usage by Material Type
Concrete		
	<u>Concrete: Poured in Place</u>	<ul style="list-style-type: none"> • <u>Poured in place Architectural Concrete meeting ACI 117 Class A Surface and ACI 301 Surface Finish 3.0, used as an exterior material; or</u> • <u>Poured in place concrete used as an exterior material for the foundation and ground floor up to the floor level of the second floor;</u>
	<u>Concrete Masonry Units (CMU)</u>	<u>CMU may be used as a foundation material if the material is not revealed more than 3 feet above the finished grade adjacent to the foundation wall.</u>

33.420.065 Design Guidelines

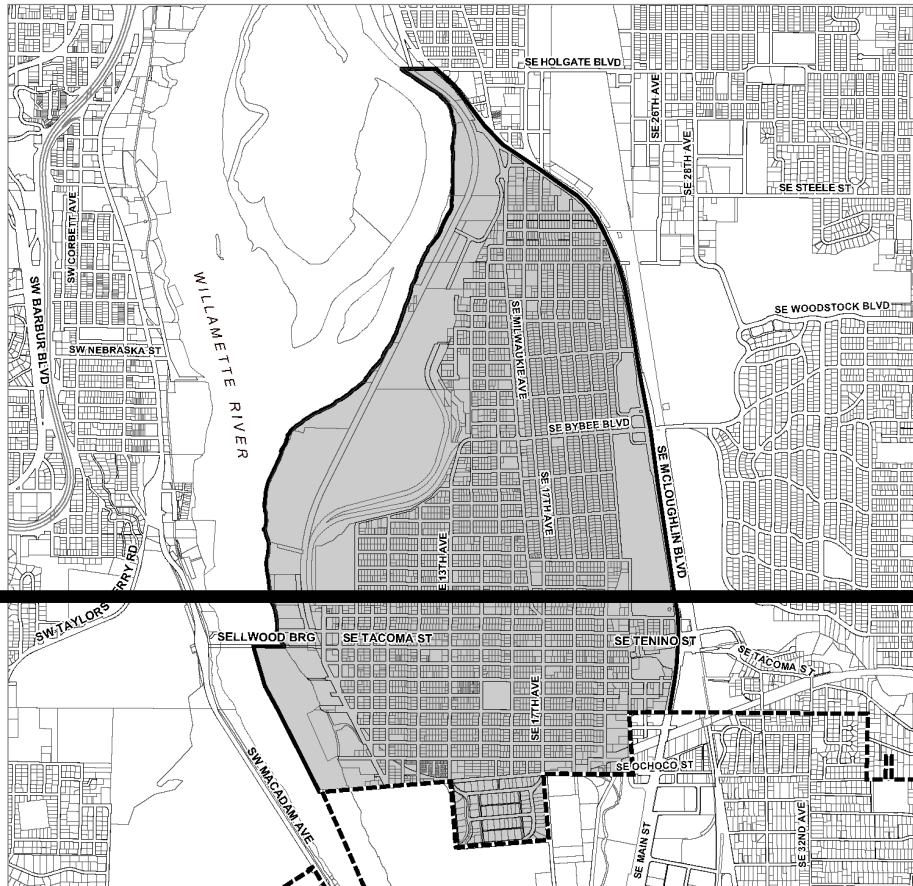
For projects subject to design review, guidelines specific to a design district have been adopted for the areas shown on maps 420-1 through 420-4 at the end of this chapter. Projects within the South Auditorium Plan District use the Central City Fundamental Design Guidelines for the Downtown Subdistrict. All other areas within the Design overlay zone use the Portland Citywide Design Guidelines.

Map 420-4 is deleted since there is no longer a reference to a Sellwood/Moreland Design District within any of the exemptions or thresholds, and there are no district-specific guidelines, nor have there ever been any Sellwood/Moreland Design guidelines in the past. The other design districts all have their own design guidelines which are referenced elsewhere in this chapter. Maps 420-5 & 6 will be renumbered to 4 & 5.

Sellwood-Moreland Design District

Map 420-4

Map Revised July 24, 2015



----- City Boundary
Design District Boundary

NORTH
0 1,500 3,000
Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

Renumber maps 420-5 & 6 to 420-4 & 5.

33.510 Central City Plan District

33.510.210.D.2

The South Waterfront area has a provision where an applicant may ask for additional height as a modification through design review. To be considered for this bonus, the applicant is required to first submit for a Design Advice Request prior to applying for the design review. This updates the reference to the Design Advice Request provision based on the changes being made to 33.730.

33.510.255.G

No code amendment is proposed, or shown, but we note that the current code section includes references to a required Design Advice Request prior to submitting for a Central City Master Plan review.

33.510.210 Height

A.-C. [No change]

D. Bonus height options. Bonus height can be achieved through the following options:

1. [No change]
2. South Waterfront height opportunity area.
 - a. [No change]
 - b. Additional building height may be requested as a modification through design review as follows:
 - (1)-(6) [No change]
 - (7) The applicant must request advice from the Design Commission as described in 33.730.050.BF. The design advice request must be submitted before the request for a pre-application conference. In providing their advice to the applicant, the Design Commission will consider protection and enhancement of public views from both the east and west, as identified in adopted plans; development of a diverse, varied and visually interesting skyline; and creation of a district that is visually permeable. These factors will be considered at different scales, including the site of the proposal, the site and adjacent blocks, and the subdistrict as a whole.

33.520 Division Street Plan District

33.520.110 Exterior Finish Materials

This is a standard that was transferred from the Main Street overlay zone for Division Street as part of implementation of the Comprehensive Plan Update. This standard requires development in the multi-dwelling zones to meet the exterior material standards within the community design standards

The amendment removes the wording related to gaining approval through design review. The standards apply even though the multi-dwelling zones in the Division Street plan district do not have a Design overlay zone applied to them. Therefore, design review is not required. The mechanism for modifying this standard would be to request an adjustment and make findings against the purpose statement for the plan district. Since this is the common procedure for modifying a standard, it does not need to be specifically stated.

33.520.110 Exterior Finish Materials

- A. Where the standard applies.** The exterior finish materials standard applies in multi-dwelling residential zones.
- B. Exterior finish materials standard.** ~~Unless the building is approved through Design Review, a~~ All buildings must meet the foundation material standard of 33.218.110.I, and the exterior finish materials standards of 33.218.110.J. The standards must be met on all building facades.

33.521 East Corridor Plan District

The table of contents is being updated to reflect the removal of 33.521.310. See commentary on pg. 100.

Sections:

General

- 33.521.010 Purpose
- 33.521.020 Where These Regulations Apply

Use Regulations

- 33.521.100 Purpose
- 33.521.110 Prohibited Uses
- 33.521.120 Housing Regulations

Development Standards

- 33.521.200 Purpose
- 33.521.210 Building Height
- 33.521.220 Floor Area Ratios
- 33.521.230 Connectivity
- 33.521.240 Pedestrian Standards
- 33.521.250 Entrances
- 33.521.260 Building Design
- 33.521.270 Exterior Display and Storage
- 33.521.280 Drive-Through Facilities
- 33.521.290 Parking
- 33.521.300 Additional Standards in the 122nd Avenue Subdistrict
- ~~33.521.310 Required Design Review~~

Map 521-1 East Corridor Plan District

Map 521-2 Maximum Building Heights

Map 521-3 Floor Area Ratios

Map 521-4 Areas Where Exterior Display and Storage are Allowed

33.521.300.F.2.f

This subsection allows motor vehicle fuel sales, which is a type of drive-through facility, to be located on larger sites within CM3 zones in the 122nd Avenue subdistrict when certain requirements are met. One of the requirements is that any development involving motor vehicle fuel sales be approved through design review, and not through the use of community design standards. This amendment updates the code to refer to the new design standards that are located in 33.420, Design overlay zone, instead of the community design standards.

33.521.310 Required Design Review

This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.521.300 Additional Standards in the 122nd Avenue Subdistrict

A-B. [No change]

F. Motor vehicle fuel sales in the CM3 zone.

1. [No change]
2. Motor vehicle fuel sales, including drive-through facilities associated with motor vehicle fuel sales, are allowed in the CM3 zone if the following are met. Drive-through facilities serving or associated with other uses are prohibited:
 - a.-e. [No change.]
 - f. The proposed development must be approved through ~~discretionary~~ design review; the ~~Community Design overlay zone design~~ standards in 33.420.050 may not be used.

~~33.521.310 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.526 Gateway Plan District

The table of contents is updated to reflect the changes to the code sections explained on page 104.

Sections:

General

- 33.526.010 Purpose
- 33.526.020 Where These Regulations Apply
- 33.526.030 Early Project Design Consultation

Use Regulations

- 33.526.100 Purpose
- 33.526.110 Prohibited Uses
- 33.526.120 Retail Sales and Service and Office Uses

Development Standards

- 33.526.200 Purpose
- 33.526.210 Building Height
- 33.526.220 Floor Area Ratio
- 33.526.230 Floor Area and Height Bonus Options
- 33.526.240 Open Area
- 33.526.250 Connectivity
- 33.526.260 Pedestrian Standards
- 33.526.270 Entrances
- 33.526.280 Enhanced Pedestrian Street Standards
- 33.526.290 Ground Floor Windows
- 33.526.300 Required Windows Above the Ground Floor
- 33.526.310 Exterior Display and Storage
- 33.526.320 Drive-Through Facilities
- 33.526.330 Gateway Master Plan
- 33.526.340 Parking
- ~~33.526.350 Required Design Review~~

Map 526-1 Gateway Plan District

Map 526-2 Maximum Heights

Map 526-3 Floor Area Ratios

Map 526-4 Enhanced Pedestrian Streets

Map 526-5 Bonus Option Areas

33.526.030 Early Project Consultation

The title of this Section is changed from "Early Design Consultation" to "Early Project Consultation" in order to avoid confusion with Design Advice Requests, which are an early design consultation with the Design Commission. This consultation provides an opportunity for larger projects to discuss regulatory issues and funding partnership opportunities with Portland Parks and Recreation, Portland Development Commission, Portland Bureau of Transportation and other bureaus. It is not focused on design issues.

33.526.240 Open Areas

D. Additions of Floor Area to the Site

This subsection requires larger sites (those 5 acres or larger) that expand their building square footage by more than 5,000 square feet to provide outdoor area at a rate of 0.5 square feet of open area for each square foot of new floor area up to a maximum of 15% of the site. This regulation anticipates that all development in the Gateway plan district will be subject to discretionary design review. However, with the changes to 33.420, some building additions in Gateway will be allowed to use the new design standards as an option to going through design review. The current regulation does not include enough specificity for it to be used in non-discretionary situations

To balance the expansion of the use of standards against the objective to gain new open area, the current regulation is amended to increase the threshold that triggers the requirement from 5,000 square feet to 10,000 square feet. At the same time, the thresholds within 33.420 are amended to require situations in Gateway that trigger this open area to go through the discretionary approval process. This strikes a balance between the changes in the base zone and the current requirements in the Gateway plan district. While the threshold is increasing, the actual open area requirements located in sub paragraphs a-f are staying the same. These require 0.5 square foot of open area for each square foot of new floor area up to a maximum requirement of 15% of the site area. The open area is intended to be parks, plazas or similar spaces approved through design review.

33.526.350 Required Design Review

This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.526.030 Early Project~~Design~~ Consultation

Applicants are encouraged to meet with staff of the Bureau of Planning and Sustainability, the Bureau of Development Services, the Portland Development Commission, the Portland Office of Transportation, and Portland Parks and Recreation three to six months before applying for a pre-application conference or a land use review. This consultation provides an opportunity for both funding and regulatory agencies to work closely with the property owner to determine the best combination of plan, regulation, and urban renewal involvement to meet the fiscal needs and responsibilities of the owner, accomplish public purposes, and leverage public dollars on behalf of new development.

33.526.240 Open Area

A.-C. [No change.]

D. **Additions of floor area to the site.** The requirements of this subsection apply to sites where the proposal will result in an increase of at least 105,000 square feet of floor area on the site. The applicant may choose from the three options below:

1. On-site option. If the open area will be on-site, the following standards must be met:

a.-f. [No change]

2.-3. [No change]

E. [No change]

~~33.526.350 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.534 Hillsdale Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of the section explained below.

33.534.240 Required Design Review

This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.534 Hillsdale Plan District

534

Sections:

General

33.534.010 Purpose

33.534.020 Where These Regulations Apply

Use Regulations

33.534.100 Purpose

33.534.110 Prohibited Uses

Development Standards

33.534.200 Purpose

33.534.210 Setbacks

33.534.220 Exterior Display, Storage and Work Activities in the IR and C Zones

33.534.230 Drive-Through Facilities

~~33.534.240 Required Design Review~~

Map 534-1 Hillsdale Plan District

~~33.534.240 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay zone.~~

33.536 Hollywood Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of the section explained below.

33.536.310 Required Design Review

- A. **Purpose.** The Purpose Statement for the Design overlay zone is being updated through this project and provides a more in-depth citywide description, including consideration for the context and features of the area. Many provisions in the Hollywood district purpose statement are related to development standards that are part of the plan district. To avoid confusion with multiple purpose statements, this purpose statement is being removed, and the Purpose Statement listed in 33.420 is the purpose for having the 'd' overlay in this area of the city.
- B. **Required Design Review.** This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.536 Hollywood Plan District

536

Sections:

General

33.536.010 Purpose

33.536.020 Where These Regulations Apply

Use Regulations

33.536.100 Purpose

33.536.110 Prohibited Uses

33.536.120 Required Residential Uses

33.536.130 Commercial Parking in the CM2 and CM3

Development Standards

33.536.200 Purpose

33.536.210 Prohibited Development

33.536.220 Maximum Building Height

33.536.230 Transition Between Residential and Commercial/Mixed Use Zones

33.536.235 Transition Between Commercial/Mixed Use Zones

33.536.240 Floor Area Ratio

33.536.250 Bonus Options

33.536.260 Building Facades Facing Sandy Boulevard

33.536.280 Enhanced Pedestrian Street Standards

33.536.290 Maximum Parking Allowed in the RX, CM2, and CM3 Zones

33.536.300 On-Site Location of Vehicle Areas Along Sandy Boulevard

~~33.536.310 Required Design Review~~

33.536.320 Nonconforming Development

Map 536-1 Hollywood Plan District and Subdistricts

Map 536-2 Hollywood Plan District: Maximum Building Heights

Map 536-3 Hollywood Plan District: Enhanced Pedestrian Streets

~~33.536.310 Required Design Review~~

~~**A. Purpose.** Design review ensures attractive, quality design and a pedestrian-friendly character in the areas planned for urban-scale development in Hollywood. Design review also promotes a relationship between new development and historic building along Sandy Boulevard, and creates a special identity for the district's business core. Finally, design review ensures design quality and promotes better transition of scale and character to the areas adjoining the business core.~~

~~**B. Required Design Review.** The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.538 Kenton Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of the section explained below.

33.538.260 Required Design Review

- A. **Purpose.** The Purpose Statement for the Design overlay zone is being updated through this project and provides a more in-depth citywide description. The provisions in the new Purpose Statement cover the need to consider context of the area and quality materials. In addition, much of the commercial core of the Kenton plan district is within the Kenton Historic District while the area surrounding the Historic District is within the Kenton Conservation District. Thus, development in these areas is subject to provision of our Historic Resource overlay chapter, 33.445, rather than the Design overlay. In the few areas within the Kenton plan district where there is no overlap with the historic/conservation districts, then the new general Purpose Statement provides the guidance for development within the 'd' overlay.
- B. **Required Design Review.** This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.538 Kenton Plan District

538

Sections:

General

33.538.010 Purpose

33.538.020 Where These Regulations Apply

Use Regulations

33.538.100 Prohibited Uses

33.538.110 Limited Uses

Development Standards

33.538.200 Drive-Through Facilities

33.538.210 Maximum Building Height

33.538.220 Floor Area Ratio

33.538.230 Required Building Lines

33.538.240 Active Use Areas

33.538.250 Parking Access Restricted Streets

~~33.538.260 Required Design Review~~

Map 538-1 Kenton Plan District

Map 538-2 Maximum Building Heights

Map 538-3 Floor Area Ratio

Map 538-4 Required Building Lines

Map 538-5 Active Building Use Areas

Map 538-6 Parking Access Restricted Streets

~~33.538.260 Required Design Review~~

~~**A. Purpose.** Design review ensures attractive, quality design and a pleasant pedestrian environment in the plan district. Design review also promotes a relationship between new development and the historic commercial buildings along Denver Avenue. Finally, design review ensures design quality and compatibility of character with the areas adjoining the commercial corridor.~~

~~**B. Required Design Review.** The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.545 Lombard Street Plan District

33.545.120 Additional Standards in the RM2 Zone

This is a standard that was transferred from the Main Street overlay zone for Lombard Street as part of implementation of the Comprehensive Plan Update. The standards include a provision that requires multi-dwelling development in the RM2 multi-dwelling zone to meet specific exterior material requirements within the Community Design Standards. These standards apply even though the multi-dwelling zones in this plan district do not have a Design overlay zone applied to them.

The amendment removes the wording related to gaining approval through design review. The appropriate review for modifying this standard is to request an adjustment and make findings against the purpose statement for the plan district. Since this is the common procedure for modifying a standard, it does not need to be specifically stated.

33.545.120 Additional Standards in the RM2 Zone

A-B. [No change]

C. **Standards.** ~~Adjustments may be requested to these standards; they may not be modified through design review.~~

1-3. [No change]

4. Exterior finish materials. ~~Unless the building is approved through Design Review, a~~ All buildings must meet the foundation material standard of 33.218.110.I, and the exterior finish materials standards of 33.218.110.J. The standards must be met on all building facades.

5-6. [No change]

33.550 Macadam Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of the section explained below.

33.550.290 Required Design Review

This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

Sections:

General

33.550.010 Purpose

33.550.020 Where the Regulations Apply

Use Regulations

33.550.100 Prohibited Uses

Development Standards

33.550.200 Floor Area Ratio

33.550.210 Building Height

33.550.220 Building Setbacks

33.550.230 Building Coverage

33.550.240 Building Length

33.550.250 View Corridors

33.550.260 Exterior Display and Storage

33.550.270 Drive-Through Facilities

33.550.280 Signs

~~33.550.290 Required Design Review~~

Map 550-1 Macadam Avenue Plan District

~~33.550.290 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.555 Marquam Hill Plan District

33.555.300 Required Design Review

In most plan districts, this section of code is being removed, since it does not provide any additional information related to specific plan districts, and those other areas are being updated to use the citywide guidelines and additional standards.

However, the Marquam Hill Purpose Statement is very specific to the types of development envisioned in the plan district. It also refers to specific provisions within the Marquam Hill Design Guidelines. For this reason, the code language is kept for this plan district.

Some smaller edits are done to clarify that not all projects/alterations are subject to design review, and that the thresholds of 33.420 are the guiding principle to the triggers for design review.

Design Review**33.555.300 Design Review**

- A. Purpose.** Design review ensures that institutional development is physically and visually integrated within the plan district and with the surrounding neighborhoods, open space areas, Terwilliger Parkway, and the skyline associated with Marquam Hill. It also ensures that the pedestrian environment within the institutionally developed portions of Marquam Hill incorporates quality design providing an attractive and safe environment for pedestrian passage within and through the plan district and an integrated relationship between structures and the pedestrian environment. Design review also promotes the protection and enhancement of views within and to and from the plan district, as well as sustainable development, protection of environmentally sensitive resources, and the incorporation of site amenities within the pedestrian environment. Additionally, design review promotes an efficient and functional arrangement of institutional development within the plan district and improvements to vehicular access and circulation patterns.
- B. ~~Required Design overlay zone Review.~~** The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design ~~o~~Overlay ~~z~~Zone.

33.561 North Interstate Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of 33.561.320 explained on page 120.

33.561 North Interstate Plan District

561

Sections:

General

- 33.561.010 Purpose
- 33.561.020 Where These Regulations Apply

Use Regulations

- 33.561.100 Commercial Uses in the RH Zone

Development Standards

- 33.561.210 Maximum Building Height
- 33.561.220 Floor Area Ratios
- 33.561.230 Transition Between Zones
- 33.561.240 Minimum Density in the RH Zone
- 33.561.250 Exterior Display and Storage
- 33.561.260 Off-Site Impacts of Industrial Uses in the CM3 Zone
- 33.561.270 Required Building Lines
- 33.561.280 Active Building Use Areas
- 33.561.300 Motor Vehicle Access
- 33.561.310 Compatibility Standards in the R2.5 and R2 Zones
- ~~33.561.320 Required Design Review~~

Map 561-1 North Interstate Plan District

Map 561-2 North Interstate Plan District: Maximum Building Heights

Map 561-3 North Interstate Plan District: Floor Area Ratios

Map 561-4 North Interstate Plan District: Required Building Lines/Active Building Use Areas

33.561.210 Maximum Building Heights

- B. Maximum Building Heights.** This regulation allows an applicant to request greater building heights through a discretionary design review. However, it references the current Community Design Standards. Since these standards are no longer the option, the reference to the standards is updated to refer to the design standards now located in 33.420.

An additional change is made to amend the updated reference to the Design Advice Request.

33.561.320 Required Design Review. This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This language is unnecessary, because regulations of the Design overlay apply everywhere in the city where the d-overlay is applied.

33.561.210 Maximum Building Height

A. Purpose. [No change.]

B. Maximum building heights.

1. Generally. The maximum building heights are shown on Map 561-2, except as specified in Section 33.561.230. Adjustments to maximum heights are prohibited, but modifications through Design Review may be requested.
2. In the height opportunity areas shown on Map 561-2, buildings may be up to 125 feet high if:
 - a. The applicant meets with the Design Commission to discuss the proposal before applying for Design Review. As specified in 33.730.050.BF, the applicant must submit a design advice request to schedule this meeting; and
 - b. The applicant requests ~~discretionary~~ Design Review, rather than using the ~~Community Design overlay zone design~~ standards in 33.420.050.

~~33.561.320 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.562 Northwest Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of 33.562.310 explained on page 124.

Sections:

General

- 33.562.010 Purpose
- 33.562.020 Where These Regulations Apply

Use Regulations

- 33.562.100 Residential Use Limitation
- 33.562.110 Retail Sales And Service Uses in the EG and CM3 Zones
- 33.562.120 Retail Sales And Service and Office Uses in the RH Zone
- 33.562.130 Commercial Parking in Multi-Dwelling Zones

Development Standards

- 33.562.200 Purpose
- 33.562.210 Maximum Height
- 33.562.220 Floor Area Ratios
- 33.562.230 Bonus Options
- 33.562.240 Standards on Main Streets and the Streetcar Alignment
- 33.562.250 Drive-Through Facilities Prohibited
- 33.562.260 Mechanical Equipment in the CM3 Zone
- 33.562.270 Minimum Active Floor Area
- 33.562.280 Parking
- 33.562.290 Use of Accessory Parking for Commercial Parking
- 33.562.300 Northwest Master Plan
- ~~33.562.310 Required Design Review~~

Map 562-1 Northwest Plan District

Map 562-2 Limited Use Areas

Map 562-3 Commercial Parking in Multi-Dwelling Zones

Map 562-4 Maximum Heights

Map 562-5 Floor Area Ratios

Map 562-6 Bonus Areas

Map 562-7 Areas with Special Development Standards

Map 562-8 Sites where Accessory Parking May be Operated as Commercial Parking

Map 562-9 Northwest Master Plan Required

33.562.300 Northwest Master Plan

- D. Components of a Northwest Master Plan.** These regulations state what information is needed to file for a Northwest Master Plan. The current standards include references to the *Community Design Guidelines* and *Community Design Standards* for proposals within the Design overlay zone. Both of these documents are being replaced by the *Portland Citywide Design Guidelines* and the additional design standards located in 33.420. The amendments update these references.

33.562.310 Required Design Review. This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This is self-explanatory, since the regulations of the Design overlay apply anywhere in the city where there is the 'd' overlay. It is not necessary to reiterate this within the plan district.

33.562.300 Northwest Master Plan

A-C. [No change]

D. Components of a Northwest Master Plan. The applicant must submit a Northwest Master Plan with all of the following components:

1-4. [No change]

5. Development and design standards and criteria. The Northwest Master Plan must set out how specific development and use proposals will be reviewed, and the standards, guidelines, and approval criteria used to evaluate each proposal. The Northwest Master Plan may include standards that are in addition to or instead of standards in other sections of the Zoning Code. The Northwest Master Plan must address such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, entrances, sign programs, view corridors and facade treatments. Because the Northwest Master Plan is used in the EX zone, design review is required. The Northwest Master Plan must describe how design review will be implemented in the plan area. Generally, the Portland ~~Citywide Community~~ Design Guidelines ~~or~~ and Community the Design overlay zone design standards in 33.420.050 will apply; however, the Northwest Master Plan may augment those standards and guidelines for the area covered by the Northwest Master Plan.

6-9. [No change]

E. Review Procedure. [No change]

~~33.562.310 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.580 South Auditorium Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the changes to the sections explained below.

33.580.030 Required Design Review. This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This is self-explanatory, since the regulations of the Design overlay apply anywhere in the city where there is the 'd' overlay. It is not necessary to reiterate this within the plan district.

In addition, provisions within 33.825.065 *Design Guidelines* are amended to clarify that projects within the South Auditorium plan district should use the *Central City Fundamental Design Guidelines*. This is not currently clear because only a portion of the South Auditorium plan district overlaps with the Central City.

33.580.150 Roof Top Screening. This standard overlaps, and is very similar to, the current standards that apply to the exemptions for rooftop equipment in all of the Design overlay zones. This standard predates many of the changes and additions that have been made with the Design overlay zone. To reduce confusion, this specific standard is eliminated and the overlay zone exemptions and thresholds will apply.

33.580 South Auditorium Plan District

580

Sections:

- 33.580.010 Purpose
- 33.580.020 Where the Regulations Apply
- ~~33.580.030 Required Design Review~~
- 33.580.040 Portland Development Commission

Development Standards

- 33.580.100 Floor Area Ratios
- 33.580.110 Landscaped Areas
- 33.580.120 Parking Lot Landscaping
- 33.580.130 Preservation of Existing Trees
- 33.580.140 Sign Restrictions
- ~~33.580.150 Roof Top Screening~~

Map 580-1 South Auditorium Plan District

Map 580-2 South Auditorium Plan District Maximum Floor Area Ratio

Map 580-3 Pedestrian Mall and Open Area Landscaping

~~33.580.030 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

~~33.580.150 Roof Top Screening~~

~~All mechanical equipment, duct work, and structures that house mechanical equipment on a roof must be hidden by sight-obscuring screening. Satellite dishes on a roof require screening, unless the review body finds that the dish design is consistent with the design guidelines.~~

33.583 St. Johns Plan District

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the changes to the sections explained below.

33.583.250 Maximum Building Height. This section references both the *Community Design Guidelines* and *Community Design Standards* as provisions to work with the height limits and bonuses. Both of these documents are being replaced by the *Portland Citywide Design Guidelines* and the additional *Design Standards* located in 33.420. The amendments update the reference to send readers to the Design Overlay zone, 33.420, which also provide the procedure for height bonuses in this plan district.

33.583.290 Required Design Review. This provision states that the regulations of the Design overlay zone apply in all areas of the plan district with a 'd' overlay. This is self-explanatory, since the regulations of the Design overlay apply anywhere in the city where there is the 'd' overlay. It is not necessary to reiterate

Sections:

General

33.583.010 Purpose

33.583.020 Where These Regulations Apply

Use Regulations

33.583.100 Purpose

33.583.110 Prohibited Uses

33.583.120 Retail Sales And Service Uses in the CM3 Zone

Development Standards

33.583.200 Purpose

33.583.210 Drive-Through Facilities

33.583.220 Exterior Activities in the EG and CM3 Zones

33.583.230 Detached Houses Prohibited in the CM3 Zone

33.583.240 Minimum Density in the R1 Zone

33.583.250 Maximum Building Height

33.583.270 Building Coverage in the CM3 Zone

33.583.280 Residential Uses in the EG1 Zone

33.583.285 Additional Regulations in the Riverfront Subdistrict

~~33.583.290 Required Design Review~~

Map 583-1 St. Johns Plan District

Map 583-2 Maximum Heights

33.583.250 Maximum Building Height

- A. Purpose.** The height regulations in the plan district protect public views and the character of St. Johns, the waterfront, and the residential area along the hillside. The height regulations work together with the Community Design overlay zone design Standards and the Portland Citywide Design Guidelines to ensure that the character and scale of new development is appropriate for this mixed-use area, and for the zone.
- B. Standards.** The maximum building height for all sites is shown on Map 583-2 at the end of this chapter. In the CM3 zone, increased height may be requested as a modification through Design Review, up to the maximums shown in parenthesis on Map 583-2. Heights greater than shown in parenthesis on Map 583-2 are prohibited, and adjustments to maximum height are prohibited in all other zones.

~~33.583.290 Required Design Review~~

~~The regulations of Chapter 33.420, Design Overlay Zones apply in all areas of the plan district that are within the Design Overlay Zone.~~

33.700 Administration and Enforcement

33.700.075 Automatic Changes to Specific Dollar Thresholds. Currently, Table 825-1 uses a dollar value to determine the type of land use review for design reviews. This table is getting updated to change the thresholds that trigger the type of land use review and it will no longer be based on a dollar value. As a result, the table no longer should be referenced here to get an automatic increase based on the Construction Cost Index.

33.700.075 Automatic Changes to Specified Dollar Thresholds

The sections listed below include dollar thresholds. These thresholds will be increased or decreased each year on March 1. The change will occur automatically, and the new dollar amount will be placed in the Zoning Code without being subject to the procedures for amending the Zoning Code. The change will be based on the annual national average of the Construction Cost Index (CCI), as published in the second January issue of the Engineering News-Record.

A. The following sections are subject to this regulation. Any increase or decrease that is not a multiple of \$50 will be rounded to the nearest multiple of \$50:

1. 33.258.070.D.2.a;
2. 33.258.070.D.2.d(2);
3. 33.440.230.D.1;
4. 33.510.253.D.1.a;
5. 33.515.278.B.17.a(1);
6. 33.560.020
7. 33.565.310.B.2
- ~~8. Table 825-1~~
- ~~89.~~ Table 846-1; and
- ~~910.~~ Table 846-3

33.710 Review Bodies

Background

The main focus of these amendments is to update the purpose statement of the Design Commission to align with the purpose of the Design overlay zone, and amend the membership composition of the commission to require a wider variety of interests while also ensuring a position for a member at large not affiliated with the development process.

33.710.050 Design Commission

- A. **Purpose.** The Design Commission's purpose statement is amended to update and align it with the new purpose statement for the Design overlay zone.
- B. **Membership.** The membership requirement for the Design Commission is expanded to require a wider variety of expertise within the Commission. While the overall number of Commission members remains constant at seven members, the expansion includes the following changes:
 - The language referencing the public-at-large member is clarified to state that they are not currently employed in the development related fields.
 - The subject expert related group is amended to include professionals in expanded and additional fields including natural resource management, sustainable building practices, planning and landscape architecture. The resiliency of the built form benefits from knowledge in sustainable building and their relationships with the natural environment. In addition, urban planners and designers can provide larger site and context perspectives for an area. Landscape architects have expertise in the space between buildings and can provide an added dimension to discussions relating to context and the public realm.
- C. **Meetings, officers and subcommittees.** The new language clarifies the role of commission meetings to provide a public forum for the reviews undertaken by the Design Commission. These meetings include public hearings at which a decision is made on a land use proposal.
- D. **Powers and Duties.** The amendments to this paragraph clarify the existing language regarding the Design Commission's duties, and to make changes in the listing order of their duties, since the main duty and time spent of the Design Commission is in the review of Type III Design Reviews and appeals of Type II Design Reviews.

33.710.050 Design Commission

A. Purpose. The Design Commission provides leadership and expertise on urban design and architecture and advances on maintaining and enhancing Portland's the purpose of the Design overlay zone historical and architectural heritage.

B. Membership. The Design Commission consists of seven members, none of whom may hold public elective office. The Commission must include:

1. One a representative of the Regional Arts and Culture Council;
2. One person representing the public at-large. The public-at-large member must not be employed in one of the areas of expertise listed in Paragraph B.3; and
3. Five members experienced in either urban planning, design, architecture, landscape architecture, natural resource management, sustainable building practices, engineering, financing, construction or management of buildings, and/or land development. No more than two members may be appointed from any one of these areas of expertise.

The Regional Arts and Culture Council member is nominated by the Regional Arts and Culture Council chair and approved by the Mayor. The other members are appointed by the Mayor and confirmed by the City Council.

C. Meetings, officers, and subcommittees.

1. The Design Commission meets at least once a month and as necessary to act on reviews assigned to them by this Title. Meetings are conducted in accordance with adopted rules of procedure. Four members constitute a quorum at a meeting. The election of officers takes place at the first meeting of each calendar year.
2. [No change.]

D. Powers and duties. The Design Commission has all of the powers and duties which are assigned to it by this Title or by City Council. The Commission powers and duties include:

1. Reviewing major developments within Design overlay zones except those projects involving or located within the following:
 - a. Historic Districts;
 - b. Conservation Districts;
 - c. Historic Landmarks; and
 - d. Conservation Landmarks.

33.710.050 Design Commission (contd)

D. Powers and Duties.(contd)

5. Often, the Design Commission is asked for advice from other development/review bureaus within the city as well as by agencies such as Tri-met. This amendment clarifies that the Design Commission may provide advice if it is requested by one of these bureaus or agencies.

- E. **Annual Report.** The current regulatory requirement is for the Design Commission to provide an annual report within 3 months of the end of the previous fiscal year. While this may make sense from a budgetary perspective, it does not align with how BDS catalogs their land use reviews. Land use reviews are listed based upon the calendar year, and the BDS analysis focuses on the calendar year. This amendment changes the date for providing the annual review to allow the summary to be made following the previous calendar year. The annual report deadline is for filing the report with the Director of BDS. This deadline acknowledges that there can be scheduling issues in presenting the report to the City Council.

2. Recommending the establishment, amendment, or removal of the Design overlay zone and design districts to the Planning and Sustainability Commission and City Council;
 3. Recommending Developing design guidelines for adoption by City Council for all design districts except for guidelines for Historic Districts and Conservation Districts;
 3. ~~Reviewing major developments within design overlay zones and design districts, except those projects involving or located within the following:~~
 - a. ~~Historic Districts;~~
 - b. ~~Conservation Districts;~~
 - c. ~~Historic Landmarks; and~~
 - d. ~~Conservation Landmarks.~~
 4. Reviewing other land use requests assigned to the Design Commission; and
 5. Providing advice on design matters to the Hearings Officer, Planning and Sustainability Commission, Historic Landmarks Commission, Portland Development Commission, ~~and City Council, and other City Bureaus or public agencies when necessary or requested.~~
- E. Annual report.** The Commission must make an annual report of its actions and accomplishments for each ~~calendar~~ fiscal year. The report must be filed with the Director of BDS by the first working day of ~~April of the following year~~ September. The Director of BDS may combine the report with annual reports of other bodies for transmission to City Council.

33.720 Assignment of Review Bodies

Background

The intent of these regulations is to clarify and align the process for legislative land use proposals and the role of the Design and Historic Landmarks commission, which is similar to the Planning and Sustainability Commission's role. In all cases, the City Council is the final deciding body. This is consistent with the recommendation above.

33.720.030 Legislative Land Use Reviews

- B. The Historic Landmarks Commission uses historic design guidelines as approval criteria in the review of projects, so they should also have a critical role in reviewing the establishment of design guidelines. However, their role is as a recommending body for establishment of these guidelines. The City Council is the deciding body for all legislative zoning code changes.
- C. The Design Commission uses design guidelines as approval criteria in the review of projects, so they should also have a critical role in reviewing the establishment of design guidelines. However, their role is as a recommending body for establishment of the guidelines. The City Council is the deciding body for all legislative zoning code changes.

However, since design guidelines are recommended through the Design Commission and objective design standards are recommended by the Planning and Sustainability Commission, there are instances where it makes sense to hold a joint hearing. This provision references the location in 33.740 where that determination is made.

33.720.030 Legislative Land Use Reviews

- A. Legislative land use reviews, unless stated otherwise in Subsections B or C, ~~below~~, are assigned to the Planning and Sustainability Commission, who will make a recommendation to City Council.
- B. Design Guidelines in Historic Districts and Conservation Districts ~~are adopted by~~ require a recommendation from the Historic Landmarks Commission before being submitted to the City Council for adoption.
- C. Design guidelines in design districts ~~are adopted by~~ require a recommendation from the Design Commission before being submitted to the City Council for adoption. In some cases, a joint hearing with the Design and Planning and Sustainability commissions is required. See 33.740.020.
- D. Final action on all legislative land use reviews is by the City Council.

33.730 Quasi-Judicial Procedures

Background

The Design Overlay Zone Assessment had recommended the city better align its process with an applicant's plan/design process. This would include greater coordination between the timeline for the pre-application conference, the design advice request (DAR) and the formal land use review (LUR) process. For the current Type III land use process for design/historic reviews, the pre-application conference is required with staff, but the DAR in front of the appropriate commission is voluntary. Suggestions included in the assessment were to make the DAR a mandatory pre-submittal for all Type III Design Review LURs, and reduce the number of projects that may be subject to the higher review. The intent was to require the DAR to give applicants the direction they need earlier in the process, potentially making the overall process more seamless, but without a large increase in workload by focusing that process to the very largest projects.

However, the city also must align its land use review process with State land use law requirements. For the public to have meaningful engagement with standing to appeal, they have to participate in the formal LUR process. Comments during earlier phases do not provide participants the standing to appeal a project later. In addition, the LUR must address all the approval criteria that is required through the land use process. There is no ability for a decision body to provide a tentative approval during any of the preliminary processes that are set up outside the land use review time frame.

BPS staff analyzed Type III Design Review LUR cases to see if there was a current link between the efficiency of cases that went through a DAR versus those that didn't. While the number of projects that currently go through a Type III Design Review have a wide range of complexity, BPS staff was not able to determine a correlation of LUR efficiency between projects that were subject to the DAR and those that weren't.

During the Discussion Draft, there was support for having DARs within the overall process. However, the support was often tied to the idea that DARs acted like a preliminary land use review with public comment and a tentative decision or direction. Staff had a concern about the perception of requiring a DAR in front of the hearing body outside of the land use process.

As a result, the amendments keep the DAR as an optional choice for all Design and Historic Resource reviews, unless the review is required in another part of the Zoning Code (currently applicable to Central City Master Plans and bonus height requests in the North Interstate plan district). However, to allow for greater transparency, specific notification and processing regulations are added as part of a new DAR subsection within 33.730.050. This process is incorporated with BDS administrative improvements to further clarify the distinction between the DAR and the LUR.

The table of contents for 33.730 is amended to reflect the new title for 33.730.050

33.730 Quasi-Judicial Procedures

730

Sections:

General

33.730.010 Purpose

Basic Procedures

33.730.013 Expedited Land Division Procedure

33.730.014 Type I Procedure

33.730.015 Type Ix Procedure

33.730.020 Type II Procedure

33.730.025 Type Iix Procedure

33.730.030 Type III Procedure

33.730.031 Type IV Procedure

33.730.040 Final Council Action Required

General Information on Procedures

33.730.042 Concurrent Reviews

33.730.050 Pre-Application Conference and Other Early Assistance Meetings

33.730.060 Application Requirements

33.730.070 Written Notice Requirements

33.730.080 Posting Requirements

33.730.090 Reports and Record Keeping

33.730.100 Public Hearing Requirements

33.730.110 Ex Parte Contact

After a Final Decision

33.730.120 Recording an Approval

33.730.130 Expiration of an Approval

33.730.140 Requests for Changes to Conditions of Approval

33.730.013 Expedited Land Division Procedure

- B. Pre-application conference.** This amendment updates the reference to the regulations for pre-application conferences.

33.730.020 Type II Procedure

- A. Pre-application conference.** This amendment updates the reference to the regulations for pre-application conferences.

33.730.025 Type IIx Procedure

- A. Pre-application conference.** This amendment updates the reference to the regulations for pre-application conferences.

33.730.030 Type III Procedure

- A. Pre-application conference.** This amendment updates the reference to the regulations for pre-application conferences.

33.730.031 Type IV Procedure

- A. Pre-application conference.** This amendment updates the reference to the regulations for pre-application conferences.

33.730.013 Expedited Land Division Procedure

The Expedited Land Division (ELD) procedure provides an alternative to the standard procedures for some land divisions. The applicant may choose to use the ELD process if the land division request meets all of the elements specified in ORS 197.360. The steps of this procedure are in ORS 197.365 through .375. The application requirements are listed in Section 33.730.060, below. Two additional steps are required for land division requests using the ELD Procedure:

- A. Neighborhood Contact.** The applicant must complete the steps in Section 33.700.025, Neighborhood Contact, before applying for an ELD review.
- B. Pre-application conference.** A pre-application conference is required for all land division requests processed through the ELD procedure. See 33.730.050.A., Pre-Application Conference. The pre-application conference must be held before applying for an ELD review.

33.730.020 Type II Procedure

The Type II procedure is an administrative process, with the opportunity to appeal the Director of BDS's decision to another review body.

- A. Pre-application conference.** A pre-application conference is optional unless it is a specific requirement of a review. See 33.730.050.A., Pre-Application Conference.
- B.-I.** [No change]

33.730.025 Type IIx Procedure

The Type IIx procedure is an administrative process, with the opportunity to appeal the Director of BDS's decision to another review body.

- A. Pre-application conference.** A pre-application conference is optional. See 33.730.050.A., Pre-Application Conference.
- B.-I.** [No change]

33.730.030 Type III Procedure

A Type III procedure requires a public hearing before an assigned review body. Subsections A through D apply to all sites. If the site is within the City of Portland, Subsections E through H also apply. If the site is in the portion of unincorporated Multnomah County that is subject to City zoning, Subsection I also applies.

- A. Pre-application conference.** A pre-application conference is required for all requests processed through a Type III procedure. See 33.730.050.A., Pre-Application Conference.
- B.-I.** [No change]

33.730.031 Type IV Procedure

- A. Pre-application conference.** A pre-application conference is required for all requests processed through a Type IV procedure. See 33.730.050.A., Pre-Application Conference.
- B.-F.** [No change]

33.730.050 Pre-Application Conference and Other Early Assistance Meetings

This section is reorganized and expanded to reference and separate the procedures for the pre-application conference from other early assistance meetings such as the design advice request (DAR).

- A. Pre-application conference.** This amendment reorganizes the current pre-application conference regulations into a separate set of subparagraphs, to distinguish this process from the design advice requests or other early assistance meetings.

There are no changes to the process for pre-application conferences. The provision for a time limit for the validity of the pre-application conference is moved to be within the sub section that now contains the regulations.

33.730.050 Pre-Application Conference and Other Early Assistance Meetings

A. Pre-Application Conference

- A.1.** Purpose. The pre-application conference informs the applicant of the substantive and procedural requirements of this Title, provides for an exchange of information regarding applicable requirements of other City Codes, and identifies policies and regulations that create opportunities or pose significant problems for a proposal. Technical and design assistance is available at the conference which will aid in the development of an application. The pre-application conference also informs recognized organizations about the proposal and promotes communication between the organizations and the applicant.
- B.2.** Requirements. Forms for pre-application conferences are available from the Director of BDS. A fee is required and must be paid at the time the request for a pre-application conference is submitted. The applicant must submit a written proposal or sketched site plan of the proposal. A pre-application conference must be held within 42 days of receipt of a completed request form.
- C.3.** Participants. The applicant meets with BDS staff at the pre-application conference. In addition, City urban service or technical representatives and representatives of affected recognized organizations are invited to attend.
- D.4.** Pre-application conference recommendations. The BDS staff will mail the applicant a written summary of the pre-application conference within 21 days of the conference. The written summary will include suggestions and information that were raised at the conference for inclusion in an application. If the approval criteria for the land use review involve a determination of adequacy of the transportation system, the Office of Transportation may require a Transportation Impact Study to be submitted with the land use application.
- E.5.** Pre-application conference prior to application submittal. Application for a land use review may not be submitted before the required pre-application conference is held. This allows information obtained at the conference to be incorporated in the application submittal.
- 6.** Time limit. A pre-application conference is valid for two years. If more than two years has elapsed between the date of the pre-application conference and the date the land use review application is submitted, a new pre-application conference is required.

33.730.050 Pre-Application Conference and Other Early Assistance Meetings (contd)

- B. Design advice requests.** This amendment expands and clarifies the early assistance process known as the "design advice request" or "DAR" for short. This process is currently intended to be used in situations where the Design or Historic Landmarks Commission may hear a future land use review. However, the current regulations do not provide any guidance on this process.

During the DOZA Assessment and the *Discussion Draft* there was discussion about whether the DAR should be a required element of any Type III Design or Historic Resource review. During research into the current process, it was inconclusive whether adding this review made the overall land use process more or less efficient. As a result, the amendments keep the DAR as an optional process. Note that design advice can also be given by land use staff during the required pre-application conference. For some submittals, this may be enough.

1. **Purpose.** This paragraph includes the current information about design advice requests but adds a provision to further clarify the purpose and role of these early assistance meetings. The decision whether or not to submit for the DAR is the applicant's decision to make, since it won't be required for any level of review.
2. **Application.** This is a new paragraph of information to guide an applicant to provide submittal requirements to allow the DAR to be taken in and scheduled in a timely manner.
3. **Schedule of request.** Similar to pre-application conferences, this paragraph provides the time window within which a DAR needs to be scheduled with the respective commissions.
4. **Notification.** This paragraph provides new guidance on the notification required prior to holding the meeting on a DAR. While this is not part of the land use review, the DARs are a public meeting where issues and concerns of a potential development may be raised. Comments raised at the DAR can provide the link between the neighborhood contact conversations and testimony given at the land use stage. This amendment requires that a mailed and posted notice be provided for all DARs.
5. **Meeting.** There has been concern that DAR meetings can often get extended over multiple dates which can span several months. This amendment limits the DAR to one meeting which shares similarities with the pre-application conference, which is always held at one meeting. Note that projects involving multiple buildings may ask for an additional meeting.
6. **Summary of design advice request meeting.** Similar to the pre-application conference, this amendment sets the standards and timely release of notes from the DAR, to enable the applicant to develop the land use application soon after holding the DAR.

BF. Design advice requests~~Other pre-application advice.~~

1. Purpose. Design advice requests provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative commission. An applicant may request advice from the Design Commission or Historical Landmarks Commission prior to submitting a land use request that would be heard by these commissions. In some cases, a design advice request may be required by a provision of this title. These requests are known as "design advice requests". These requests do not substitute for a required pre-application conference with the BDS staff and other City urban service or technical representatives. A fee is charged for design advice requests as stated in the Fee Schedule.
2. Requiements. Forms for design advice requests are available from the Director of BDS. A fee is required and must be paid at the time of the submittal for the design advice request. The applicant must submit a written proposal, information on the physical and social characteristics of the area, a conceptual site plan and elevations of the project. The applicant may also include details of the project that are associated with specific questions they may have as part of the design advice request. The design advice request must be held within 56 days of receipt of a completed request form.
4. Notification. The following notification will be provided prior to the design advice request meeting:
 - a. Mailed notice. At least 20 days before the scheduled meeting, the Director of BDS will mail a notice of the request to the owner, the applicant if different, all property owners within 400 feet of the site, and to recognized organizations in which the site is located. The notice should include the file number, the name of the person requesting the advice, the name of the property owner, the name and phone number of the BDS staff member assigned to the file, the date of the meeting, the address or geographic location of the request, the current zoning of the site, a brief description of the proposal, and a conceptual site plan.
 - b. Posting notice on the site. At least 20 days before the scheduled meeting, the person requesting the advice must place a public notice of the design advice request adjacent to each street frontage on the site. The notice should include the file number, the date of the meeting, the name and phone number of the BDS staff member assigned to the file, the current zoning of the site, and a brief description of the proposal.
5. Meeting. The design advice request meetings are limited to one meeting per application. Additional meetings may be granted for proposals that include more than one building proposed on a site.
6. Design advice request recommendations. BDS staff will mail the applicant a written summary of the design advice request within 21 days of the meeting. The written summary will include suggestions and information that were raised at the meeting for inclusion in the land use application.

33.730.050 Pre-Application Conference and Other Early Assistance Meetings (contd)

- C. Other pre-application advice.** This is a new subsection that identifies that other preliminary, or early assistance meetings may be established by the Bureau of Development services. Current processes include early zoning and infrastructure meetings with development services and other bureau staff.
- G. Time limit.** This subsection is only relevant to the pre-application conference and has been moved to be within the section on pre-application conferences (33.750.050.A).

- C. Other pre-application advice.** An applicant may choose to meet with BDS staff to discuss preliminary proposals prior to the submission of a land use review or building permit. The process for setting up these meetings is developed by the Director of BDS and the meetings are advisory only.
- G. Time limit.** ~~A pre-application conference is valid for two years. If more than two years has elapsed between the date of the pre-application conference and the date the land use review application is submitted, a new pre-application conference is required.~~

33.740 Legislative Procedure

33.740.020 Commission Review

- A. **Hearing Required.** As discovered during the legislative process for DOZA, there are benefits to coordinating the recommendations of the Design Commission and the Planning and Sustainability Commission (PSC). As stated in 33.720, the Design Commission is the recommending body for the establishment of, or amendments to the Design Guidelines. This role parallels the role that the Planning and Sustainability Commission have in recommending design standards which are in the Zoning Code.

To ensure future consistency and parity in the criteria/standards, any legislative projects that include new or amended design guidelines or standards will need to hold a joint hearing of the Design Commission and the Planning and Sustainability Commission prior to their provision of the recommendations or either commission to City Council. In all cases, the City Council is the deciding body for all legislative zoning code changes.

- B. **Public notice for the hearing.** This clarifies that in some cases, the initial hearing on a matter may be a joint hearing.

33.740.020 Commission Review (Amended by Ord. No. 170704, effective 1/1/97.)**A. Hearing required.**

1. A Commission must hold at least one public hearing before recommending action on a legislative matter.
2. When a legislative matter includes the establishment or amendment of any design standards in 33.420 or the establishment or amendment of any design guidelines for design review, at least one joint public hearing with the Planning and Sustainability Commission and the Design Commission is required before each commission recommends action on the subject matter assigned to them.

B. Public notice for the hearing.

- 1.-3. [No change]
4. More than one Commission or hearing involved. The notice requirements of Paragraph 1. above apply to the initial hearing on the legislative matter, whether it is held by the Planning and Sustainability Commission, Design Commission, or Historical Landmarks Commission, or is a joint hearing. When more than one hearing is held, additional notice will be made as follows:
 - a. To a specific time and place. If notice of a subsequent hearing is made at a public hearing on the same legislative matter and the specific time and place of the subsequent hearing are stated, then no additional notice is required.
 - b. Undetermined time and place. If a subsequent hearing has not been scheduled at the time of a previous hearing, as provided in Subparagraph a. above, then notice of the subsequent hearing must be mailed to all persons who responded to the matter in writing, testified at the previous hearing, or have requested such notice. The notice must be mailed at least 14 days before the hearing.

C.-E. [No change]

33.825 Design Review

Background

The amendments in this chapter replace the current table that assigns the type of design review to the project proposal. The amendments also align portions of the chapter with the changes made in 33.420, including the Purpose Statement. The main change, impacting Table 825-1, assigns the type of design review to the scale of the proposal. The new table creates a set of thresholds within the Central City and a set for the rest of the city, which was a recommendation of the assessment. This replaces the current table which contained a confusing mix of thresholds for different plan districts and overlay zone areas.

The other main change clarifies the scope of design review to align it with city and state policy, including recent changes to state statutes that limit the ability to reduce density (or height if it ultimately reduces density) through discretionary reviews.

33.825.010 Purpose. The purpose statement is revised to link the design review process to the updated role of the Design overlay zone as recommended in the DOZA Assessment report. The three tenets of building on the context, contributing to the public realm and ensuring quality and resilience is repeated here. Design review is the discretionary procedure contained within the Design overlay zone. As a discretionary procedure, design review provides additional flexibility in the way a development proposal can meet these three tenets of good design, and provides an option to meeting the set of objective standards that are available outside of the Central City.

Sections:

- 33.825.010 Purpose
- 33.825.025 Review Procedures
- 33.825.035 Factors Reviewed During Design Review
- 33.825.040 Modifications That Will Better Meet Design Review Requirements
- 33.825.055 Approval Criteria
- 33.825.065 Design Guidelines
- 33.825.075 Relationship to Other Regulations

~~Map 825-1 Albina Community Plan Area~~

~~Map 825-2 Outer Southeast Community Plan Area~~

~~Map 825-3 Southwest Community Plan Area~~

33.825.010 Purpose

Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces. Design Review offers opportunities for increased flexibility over the design standards within Chapter 33.420.

~~Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area and to promote quality development near transit facilities. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.~~

33.825.025 Review Procedures. The amendments to the introductory paragraph align the design review procedure with the recent direction for assigning the Design overlay zone. The review is no longer specific to a design district. In addition, language is removed that refers to determining the type of review based upon the valuation of a project. As shown on Table 825-1, different thresholds have been developed to determine the type of review process.

- A. These amendments update the conditions for determining the type of review process for proposals subject to multiple reviews including design review. Since project valuation is no longer relevant, different examples need to be provided to aid the reader in determining the correct type of review.
- B. This subsection was originally inserted during a previous regulatory improvement project to provide a clear regulatory process for determining how to review changes to an approved design review that proposed revisions while under construction. The threshold was based on changes in value, which is no longer used to determine thresholds in 825-1. The amendment revises the allowance for a Type III approved project that is still being planned/built to go through a Type II revision process as long as there is no increase in size and if each individual façade area is altered a maximum of 30 percent. Changes in excess of this will need to repeat the Type III Design Review process.

33.825.025 Review Procedures

This section lists procedures for design review for proposals in Design overlay zones. These procedures also apply where design review is required by the regulations of a plan district or overlay zone, or as a condition of approval of a quasi-judicial decision.

The procedures stated in this section supersede procedural and threshold statements in the City's adopted design guidelines documents. Procedures for design review vary with the type of proposal being reviewed and the geographic area~~design district~~ in which the site is located. Some proposals in the Central City plan district must provide a model of the approved proposal, as set out in Subsection D. ~~When determining procedure type for exterior alterations based on project valuation, the dollar amount refers to the value of the exterior changes and any new floor area only. It does not include interior or subgrade alterations.~~

- A. Proposals subject to design review are reviewed according to the procedure type listed in Table 825-1. When a proposal is subject to more than one procedure type, the higher procedure type applies. For example, a proposal may include both an alteration and an addition to a building. If the alteration located in the Central City Plan District may not exceed the dollar threshold is subject to afor a Type II procedure, but the addition is subject to a Type III procedure, ~~because it is also in the Downtown Design District and it exceeds the square footage threshold for a Type II procedure,~~ the proposal would be subject to a Type III procedure.
- B. Minor changes to an approved design review prior to issuance of final permit approval. Minor changes to an approved design review that was originally processed through a Type III procedure are reviewed through a Type II procedure when all of the following are met. Alterations to a structure after the final building permit approval are exempt from this regulation:
 - 1. The original design review has not expired;
 - 2. The building permit for the project has not received final approval;
 - 3. The change will not modify any condition of approval. Changes to an approved exhibit are allowed; and
 - 4. The change alters no more than 30 percent of any façade and does not increase the approved floor area.~~The cumulative value of the changes will not result in an increase or decrease in the original project value by more than 15 percent.~~
- C-D. [No change.]

Table 825-1

Procedure Type for Design Review Proposals

The City's design review process has expanded over the past 30 years, after beginning with projects in the Central City. Each time a plan area was added to the Design overlay zone, a set of new review thresholds was added to the table. Over time this has created an overly complex and inconsistent set of thresholds that don't necessarily align a project's impact with the design scrutiny that should apply.

This was why the first recommendation of the Assessment was to adjust the thresholds into a system that better coordinates review process with development intensity. The assessment recognized that the legacy of Design review within the Central City warrants a higher level of scrutiny than in other areas of the city. However, the assessment recommendation for a single set of review thresholds for the rest of the city would simplify and increase understanding of the role of design review in these areas. The result is the creation of a more concise table, split into Central City versus Citywide and by new development/buildings versus alterations/additions.

For new buildings, the threshold is based upon the height and/or overall size of the building. As an example, in most areas of the City, a building that is either at least 80,000 square feet in floor area or more than 65 feet high would go through a Type III Design Review, which requires a preapplication conference first and then a public hearing in front of the Design Commission. These buildings are often transformative in scope, generally filling a full block frontage such as some of the larger developments in Lents, on SE Division and 50th, or on North Interstate. This could also require large retail buildings/shopping centers to go through a Type III review. Smaller infill buildings would be a Type II review, where the decision is made by Planning Staff after a public notification process.

Lower thresholds within the Central City plan district trigger a Type III review, although a smaller infill project, such as a 3-4 story infill building on a 5,000 square foot lot would likely be a Type II review, unlike today, where nearly any new building triggers the Type III review.

All alterations that do not add significant new floor area will be processed under a Type II staff review, both within the Central City and elsewhere in the City. If the alteration also involves a larger increase in floor area to a taller building, then a Type III review process is triggered.

Note that a new Type I staff level review is proposed for small-scale alterations. This review has a much shorter timeline and is not subject to appeal.

Two footnotes have been added. The first clarifies that threshold height is determined similar to base zones. The second relates to affordable housing and is discussed on the next commentary page.

Table 825-1 Procedure Type for Design Review Proposals			
Geographic Area	Proposal	Threshold	Procedure
<u>Central City Plan District</u>	<u>New development or new building(s) on a site with existing development</u>	<u>1) New floor area is > 25,000 s.f. or</u> <u>2) New building height is > 45 ft.[1]</u>	<u>Type III[2]</u>
		<u>All other new development or new buildings</u>	<u>Type II</u>
	<u>Exterior alteration to existing development</u>	<u>Addition to an existing building > 45 ft height [1], and adds > 25,000 s.f. of floor area</u>	<u>Type III [2]</u>
		<u>Exterior alteration affecting 500 s.f. or less of façade or roof area</u>	<u>Type I</u>
		<u>All other exterior alterations</u>	<u>Type II</u>
<u>All Other Areas Subject to Design Review</u>	<u>New development or new building(s) on a site with existing development</u>	<u>1) New floor area is > 80,000 s.f. or</u> <u>2) New building height is > 65 ft. [1]</u>	<u>Type III [2]</u>
		<u>All other new development or new buildings</u>	<u>Type II</u>
	<u>Exterior alteration to existing development</u>	<u>Addition to an existing building > 65 ft height [1], and adds > 50,000 s.f. of floor area</u>	<u>Type III [2]</u>
		<u>Exterior alteration affecting 500 s.f. or less of façade or roof area</u>	<u>Type I</u>
		<u>All other exterior alteration</u>	<u>Type II</u>
	<u>Exterior development not listed above</u>		<u>Type II</u>

[1] The height threshold does not include additional height allowed through a height exception in the bases zone.

[2] An affordable housing project may choose a Type II review procedure if at least 50 percent of the total number of dwelling units on the site are affordable to those earning no more than 60 percent of the area median income or an affordability level established by Title 30. If a Type II review procedure is chosen, the applicant must provide a letter from the Portland Housing Bureau certifying that the development meets the affordability requirement and any administrative requirements of the Portland Housing Bureau and a design advice request is required. See 33.730.050.B. The application for design review may not be submitted before the required design advice request is held.

Table 825-1**Procedure Type for Design Review Proposals**

Footnote #2, listed on the previous page, allows specific affordable housing projects to choose a Type II review with a required design advice request, if they would normally trigger the Type III process which would require a pre-application meeting. This is based on a current provision developed during the current housing emergency, but has been amended to line up more closely with current land use review processes and to provide opportunities to affordable housing projects citywide that are not specifically requesting a city subsidy, but are providing a significant percentage of affordable housing units. .

The process created through the housing emergency established a unique Type IIx process that required a design advice request (DAR). The provision only applied within the Central City and Gateway plan districts. While the intent of this temporary change was to create a simpler process for affordable housing projects with the Housing Bureau, only two projects have used this provision since 2015. Rather than just formally codify the current, unique land use approach, the amendment expands the types of affordable housing eligible beyond city subsidy projects and the two plan districts. It allows a qualified affordable housing projects to elect to go through a Type II land use review overseen by staff as an option for Type III reviews. However, City Council felt that there was still value in continuing the requirement for a design advice request (DAR) prior to submittal. The DAR allows for potential issues affecting the design to be discussed up front prior to the formal staff level review of the Type II.

This option is available citywide to projects that would normally trigger the Type III design review. To qualify for this choice, the project will be required to allocated 50 percent of their units to households earning a maximum up to 60 percent median income. Portland Housing Bureau will need to update Title 30 (under separate ordinance) to align their programs with this regulation. Confirmation of this agreement will be provided by the Housing Bureau and will be required at the time of the Design Review process and monitored during the subsequent building permit.

Whether the project goes through the Type II or Type III design review, the same approval criteria (i.e. design guidelines) will apply in either case.

Removal of existing Table 825-1

The following two pages show the existing Table 825-1 that is replaced with the previous page.

Table 825-1 Procedure Type for Design Review Proposals			
Design Districts	Proposal	Threshold	Procedure
Downtown Design District	New floor area	> 1,000 s.f.	Type III
		≤ 1,000 s.f.	Type II
	Exterior alteration	Value > \$459,450	Type III
		Value ≤ \$459,450	Type II
River District Design District	New floor area or Exterior alteration in CX or OS zone	>1,000 s.f. and value > \$459,450	Type III
		≤ 1,000 s.f. or value ≤ \$459,450	Type II
Gateway Design District	Development proposals	Value > \$2,297,050 included in a Gateway Master Plan Review	Type III
		Value ≤ \$2,297,050 and not part of Gateway Master Plan Review	Type II
Marquam Hill Design District	Development proposals	In-design overlay zones	Type II
Sellwood-Moreland Design District			
Terwilliger Parkway Design District	Proposals that are visible from Terwilliger Boulevard	Non-single dwelling development	Type III
		Single dwelling development	Type II
Central Eastside	Development proposals	Value > \$2,297,050	Type III
Goose Hollow			
Lloyd District			
Macadam		Value ≤ \$2,297,050	Type II
River District			
South Waterfront			
Community Plans			
Albina Community Plan area, including Lower Albina	Development proposals	In-design overlay zones	Type II
Outer Southeast Community Plan area, excluding Gateway Design District			
Southwest Community Plan Area, excluding Macadam & Terwilliger Design Districts			

Table 825-1
Procedure Type for Design Review Proposals

Replacement contd.

Table 825-1 Procedure Type for Design Review Proposals			
Plan Districts	Proposal	Threshold	Procedure
Central City Plan District, excluding Lower Albina	Development proposals	In design overlay zones and value > \$2,297,050	Type III
Northwest Plan District		In design overlay zones and value ≤ \$2,297,050	Type II
South Auditorium Plan District			
Albina Plan District	Development proposals	In design overlay zones	Type II
Hollywood Plan District			
North Interstate Plan District			
St. Johns Plan District			
Overlay Zones			
“a” Alternative Density overlay	Additional density in R3, R2, R1 zone	Using bonus density provisions in 33.405.050	Type III
	Using other provisions in 33.405	Not subject to 33.405.050	Type II
“d” Design overlay	Development proposals	Not identified elsewhere in this table and value > \$2,297,050	Type III
		Not identified elsewhere in this table and value ≤ \$2,297,050	Type II
Base Zones			
All zones	Signs	In design overlay zones	Type II
	Exterior mechanical equipment		
	New or replacement awnings		
C-zones	Planned Development	Using the Planned Development bonus provision described in 33.130.212	Type III
C, E, I, RX, CI zones	Facade alteration	≤ 500 square feet in design overlay zones	Type II
RF—R2.5 zones	Subject to section 33.110.213, Additional Development Standards	Requests to modify standards	Type II
IR zone site with an approved Impact Mitigation Plan (IMP)	Proposals that are identified in IMP	IMP design guidelines are qualitative	Type II
	Proposals that are identified in IMP	IMP design guidelines are objective or quantitative	Type Ix

33.825.035 Factors Reviewed During Design Review.

This section's original intent was to illustrate the aspects of a proposal that may be reviewed when determining whether a project meets relevant design guidelines. The list is not intended to be an exhaustive list, and most development factors can be considered if they have relevance to the design guidelines, which are the approval criteria for the project.

A new provision is added to clarify that a design review approval cannot be contingent on an applicant reducing or increasing the floor area ratio (FAR) or height proposed for a project, if the proposed FAR or height is within zone allowances, and isn't a bonus that is subject to design review or modification through design review. The FAR and height standards are determined during policy discussions of the base and overlay zones, or for plan districts. These legislative decisions set the road map for the intensity of future development and can result in both maximum and minimum floor area requirements. Although height maximums are also set during zoning creation, it is possible to maneuver the tallest part of a building on the site to react to contextual issues or to create a better site layout. So, discussion can still take place about the distribution of the mass on the site.

The amendment codifies the general implementation practice which avoids limiting floor area and maximum height as part of the discretionary design review process in most instances. However, some areas may grant additional height only through design review approval or through the modification process as part of a design review. In these cases, the review has the ability to determine if this additional height meets the design guidelines and/or the approval criteria for granting modifications.

The amendment is intended to align with recent changes in the State land use laws that limit a city from reducing the density or height of housing if the density is an amount allowed through the local regulation, or the reduction of height results in reduction of density. Since Portland is using floor area and height to regulate both residential and commercial building intensity, the standard is written to regulate floor area and height. However, this limitation does not allow an applicant to gain approval to adjust or modify development standards solely based on their need to achieve their proposed floor area ratio. Adjustments or modifications to standards should be reviewed independently of their potential effect on the applicant's requested floor area or height.

33.825.Modifications That Will Better Meet Design Review Requirements

Two amendments are made to this section. The first amendment to the introductory paragraph further clarifies the types of regulations that can be modified versus those that require an adjustment. Other standards that are based upon the intensity of a use (such as a minimum number of parking spaces calculated on the size of the use) are also use-related standards subject to the adjustment criteria instead of a modification.

The second change adds a modification approval criteria C to state that mitigation may be needed (but not always required) to address the potential impacts of granting the modification. This is similar to the approval criteria that apply to adjustment requests. Additional modification requests may create cumulative impacts needing mitigation, but that this isn't always the case.

33.825.035 Factors Reviewed During Design Review.

The review may evaluate the architectural style; structure placement, dimensions, height, and bulk; lot coverage by structures; and exterior alterations of the proposal, including building materials, color, off-street parking areas, open areas, landscaping, and tree preservation.

While the review may evaluate the distribution of massing and placement of structures on the site, the review may not require the applicant to reduce or increase the total floor area or height, except when the height being proposed includes bonus height, and the bonus requires approval through design review or a modification through design review.

The review body is not obligated to approve modifications or adjustments that are requested in order to achieve the proposed development intensity.

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. The review body may not consider modifications to standards for which adjustments are prohibited. Modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or other standards that are calculated based upon the size or intensity of the use such as the quantity of parking and loading spaces~~concentration of uses~~) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.
- C. Mitigation of impacts.** Any impacts resulting from the modifications are mitigated to the extent practical.

33.825.055 Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

33.825.065 Design Guidelines The amendments in the section accomplish two things. First, they align the purpose of the design guidelines with the revised purpose statements for design review and for the Design overlay zone. Second, they emphasize the Design overlay zone over specific design districts since much more of the city is now assigned the Design overlay zone without it being part of a specific district.

Included in this clarification is a reference in Subsection B that all of the South Auditorium plan district area is subject to the Downtown subdistrict of the Central City Fundamental Design Guidelines. This was removed in a previous project.

33.825.065 Design Guidelines

- A. Purpose.** Design guidelines are the approval criteria used to review new development and ~~alterations/modifications~~ to existing development. They ensure that the development builds on the context of the area, contributes to the public realm and promotes quality and long-term resilience within the Design overlay zone~~the conservation and enhancement of the special characteristics of each design district.~~
- B. Design guidelines.** Guidelines specific to a design district have been adopted for the areas shown on maps 420-1 through 420-4~~3~~ and 420-5 through 420-6. Where two of the design districts shown on those maps overlap, both sets of guidelines apply. Projects within the South Auditorium Plan District use the Central City Fundamental Design Guidelines for the Downtown Subdistrict.
- All other areas within the Design ~~o~~Overlay ~~z~~Zone or proposals subject to design review use the Portland ~~Citywide~~Community Design Guidelines.
- ~~The A district's~~ design guidelines are mandatory approval criteria used in design review procedures. Within design districts, t~~The~~ design guidelines may consist of a common set of design guidelines for the whole district and special design guidelines for subdistricts. Where subdistrict guidelines conflict with the district guidelines, the subdistrict guidelines control.
- C. Waiver of design guidelines.** If a design district's design guidelines document includes goals for the design district, the review body may waive one or more of the guidelines as part of the design review of a development procedure in order to meet the goals.

33.825.075 Relationship to Other Regulations

Design review approval by BDS does not imply compliance with the other requirements of the Zoning Code or other City, Regional, State, and Federal agencies.

33.835 Goal, Policy and Regulation Amendments

Background

The changes to this chapter are housekeeping measures, to provide clarification and transparency on the oversight of the Design Commission

33.835.020 Initiating a Text Amendment This clarifies that the design commission can initiate a regulatory amendment for all design guideline criteria, not just for design districts.

33.835.040 Approval Criteria

- D. **Design Guidelines.** This amendment clarifies that design guidelines are developed for all applications of the Design overlay zone, not just for design districts, and that approval criteria to change these guidelines must maintain and enhance the characteristic of the overlay zone or district, depending on the background document for that overlay.

Sections:

- 33.835.010 Purpose
- 33.835.020 Initiating a Text Amendment
- 33.835.030 Procedure
- 33.835.040 Approval Criteria

33.835.010 Purpose

This chapter states the procedures and review criteria necessary to amend the land use goals, policies, and regulations of the City. For the purposes of this chapter, regulation includes all land use standards, guidelines, area plans, or other similar text. For convenience, all of these amendments are referred to as "text amendments".

33.835.020 Initiating a Text Amendment

Text amendments may be initiated by the Planning and Sustainability Director, the Planning and Sustainability Commission, or by the City Council. The Historical Landmarks Commission may initiate amendments concerning historic districts, and the Design Commission may initiate amendments concerning design guidelines districts. Others may make a request to the Planning and Sustainability Commission to consider a text amendment initiation, except for design guidelines. Requests for amendments to design guidelines in historic districts are made to the Historical Landmarks Commission and to the Design Commission for design guideline amendments in ~~other the~~ the Design overlay zoned districts. Initiations by a review body are made without prejudice towards the final outcome.

33.835.030 Procedure

Text amendments are reviewed through the legislative procedure stated in Chapter 33.740, Legislative Procedure.

33.835.040 Approval Criteria

A-C. [No change.]

- D. **Design guidelines.** Design guidelines for design districts must be found to both maintain and enhance the characteristics ~~which that~~ distinguish the Design overlay zone or design district and be consistent with the reasons for establishing the ~~design overlay zone or design~~ district.

33.854 Planned Development Review

33.854.310 Approval Criteria for Planned Developments in All Zones

A. Urban Design and development framework.

This change removes the reference to the *Community Design Guidelines*, leaving the reference to "applicable" design guidelines. The new design guidelines are reference in 33.420 and provided in Volume 3 of the DOZA package. Other specific areas have their own applicable design guidelines.

33.854.310 Approval Criteria for Planned Developments in All Zones

Criteria A through F apply to proposals for additional height or FAR in the CM2, CM3, CE, and CX zones that are taking advantage of 33.270.100.I. If the Planned Development is not proposing additional height or FAR as allowed by 33.270.100.I, then only criteria E and F apply.

A. Urban design and development framework.

1. The proposed overall scheme and site plan provide a framework for development that meets applicable ~~Community Design Guidelines~~ and will result in development that complements the surrounding area;
2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;
3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and
4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; ~~and~~

33.855 Zoning Map Amendments

Background

The changes to this chapter are additional housekeeping measures, to provide clarification and transparency on the oversight of the Design Commission.

33.855.020 Initiating a Zoning Map Amendment The Design Commission does not have more regulatory oversight than other individuals and groups in proposing a map amendment to a Design overlay zone boundary. Originally, the Design overlay was only applied in specific design districts. This is no longer the case, so a special reference to the commission and design districts is out of date. Since quasi-judicial or legislative amendments have their standard procedure for recommendation and approval, there is no need to call out the design commission.

33.855.010 Purpose

This chapter states the procedures and approval criteria necessary to process an amendment to the base zones, overlay zones, plan districts, and other map symbols of the Official Zoning Maps. The chapter differentiates between amendments which are processed in a quasi-judicial manner and those processed in a legislative manner. A discussion of quasi-judicial and legislative is found in 33.700.070.

33.855.020 Initiating a Zoning Map Amendment

- A. **Quasi-Judicial.** Requests for a zoning map amendment ~~which~~that are quasi-judicial may be initiated by an individual, a representative of the owner, the Planning and Sustainability Commission, or the City Council. The Historical Landmarks Commission may initiate amendments concerning historic districts,~~and the Design Commission may initiate amendments concerning design districts.~~ The Director of BDS may request amendments for initiation by the Planning and Sustainability Commission. Initiations by a review body are made without prejudice towards the outcome.
- B. **Legislative.** Requests for zoning map amendments ~~which~~that are legislative may be initiated by the Planning and Sustainability Commission or the City Council. The Historical Landmarks Commission may initiate amendments concerning historic districts,~~and the Design Commission may initiate amendments concerning design districts.~~ Others may request to the Planning and Sustainability Commission to initiate a legislative zoning map amendment. The Planning and Sustainability Commission will review these amendment requests against adopted initiation criteria. Initiations by a review body are made without prejudice towards the outcome.

Section 7: Title 32 – Sign Code Amendments

The following amendments affect Title 32, Signs and Related Regulations. These amendments are to ensure consistency between the zoning code and the sign code.

The section is formatted to show draft code amendments on the right-hand (odd) pages and related commentary on the facing left-hand (even) pages. Generally, code language that is removed is indicated through a strike-through, while new code language is indicated through the use of underlining of the code. In some instances, such as the provision of a new table, the new code may not be underlined to help in clarity of reading. These situations are specifically pointed out.

Only sections of the code that are amended are included in the document.

32.34 Additional Regulations for Specific Uses, Overlay Zones and Plan Districts

32.34.020 Additional Standards in Overlay Zones

B. Design Overlay Zone.

The Sign Code currently has a set of regulations and references that are related to the Design overlay zone. The changes in this section are made so that regulations in this section are consistent with the changes made in Title 33.

1. Where these regulations apply. This amendment updates the threshold for signs to match the updates made in 33.420. Specifically, the allowance for signage within the South Auditorium plan district will more closely match the sign exemption for the rest of the city, with the exception of signs placed within 50-feet of the recently created Halprin Open Space Sequence historic district. The lower threshold is intended to match the threshold currently proposed for signage in other historic districts.

**CHAPTER 32.34 - ADDITIONAL
REGULATIONS FOR SPECIFIC USES,
OVERLAY ZONES, AND PLAN DISTRICTS**

Sections:

- 32.34.010 Additional Standards for Specific Uses.
- 32.34.020 Additional Standards in the Overlay Zones.
- 32.34.030 Additional Standards in the Plan Districts.

32.34.010 Additional Standards for Specific Uses.

A-C. [No change.]

32.34.020 Additional Standards in Overlay Zones.

(Amended by Ordinance Nos. 176469, 178172, 179092, 185915 and 188959, effective May 24, 2018.) Overlay zones are shown on the Official Zoning Maps.

A. Buffer Overlay Zone

1-2. [No change]

B. Design Overlay Zone

- 1.** Where these regulations apply. The regulations of this subsection apply to exterior signs in excess of 32 square feet within the Design Overlay Zone, and ~~all signs over 3 square feet if they are~~ within 50 feet of the Halprin Open Space Sequence historic district in the South Auditorium plan district. However, signs are not required to go through design review if they meet one of the following standards:
 - a.** The sign is a portable sign, lawn sign, directional sign or temporary sign; or
 - b.** The sign is a part of development exempt from design review under Section 33.420.045, Exempt from Design Review.
- 2.** Awnings. Awnings within the Design Overlay Zone are subject to Chapter 33.420. Awnings must also meet the requirements of Chapter 32.52 of this Title.

B. Design Overlay Zone.

3. Regulations. The amendment to this subsection is intended to provide consistent language with the zoning code regulations for the Design overlay zone. The zoning code will no longer use the term Community Design Standards and will be referring to these as "Design Standards". This amendment creates a similar reference for the additional standards that apply in the Design overlay zone.

Note that historic and conservation areas will still refer to the Community Design Standards in the zoning code, so this change is not extended to the Historic Resource overlay zone.

3. Regulations.

- a.** Generally. Signs must either meet the ~~Community~~ Design Standards in Subparagraph B.3.c., below or go through Design Review, as described in this paragraph. The ~~Community~~ Design Standards provide an alternative process to design review for some proposals. Where a proposal is eligible to use the ~~Community~~ Design Standards, the applicant may choose to go through the discretionary design review process set out in Chapter 33.825, Design Review, or to meet the objective standards of Subparagraph B.3.c., below. If the proposal meets the ~~Community~~ Design Standards, no design review is required. Proposals that are not eligible to use the ~~Community~~ Design Standards, that do not meet the ~~Community~~ Design Standards, or where the applicant prefers more flexibility, must go through the design review process.
- b.** When ~~Community~~ Design Standards may be used. See Chapter 33.420, Design Overlay Zone.
- c.** ~~Community~~ Design Standards for signs. In the C, E, and I zones, signs must meet the sign regulations of the RX zone. Signs with a sign face area of over 32 square feet may not face an abutting regional trafficway or any Environmental Protection Overlay Zone, Environmental Conservation Overlay Zone, or River Natural Greenway Overlay Zone that is within 1,000 feet of the proposed site.

C. Historic Resource Overlay Zone

1-2. [No change.]

D. Scenic Resource Overlay Zone

1-2. [No change.]

32.34.030 Additional Standards in Plan Districts

F. South Auditorium plan district

2. Standards. This amendment is consistent with the amendments made under the applicability of Design overlay zone. This updates the thresholds of how to apply the Design overlay zone for signs within the South Auditorium plan district. Not all signs within the plan district will be subject to a discretionary design review. The amendment references the zoning code provision in 33.420 where many portions of the plan district will exempt signs under 32 square feet. However, the standards within paragraph #2 will apply whether or not the sign is exempt or goes through design review.

32.34.030 Additional Standards in Plan Districts.

(Amended by Ordinance Nos. 176469, 179092, 182072 and 188959, effective May 24, 2018.) Plan districts are shown on the Official Zoning Maps.

A-E. [No change.]

F. South Auditorium plan district

1. Where these regulations apply. The regulations of this subsection apply to the South Auditorium plan district.

2. Standards.

a. Design review. Unless exempted under Subparagraphs F.2.f. and g., below, all exterior signs are subject to the regulations of ; ~~regardless of size, are subject to design review.~~ See Chapter 33.420, Design Overlay Zone.

b-g. [No change.]

G-I. [No change.]

Section 8: Zoning Map Amendments

The following provides an overview of the zoning map amendments proposed amendments affect Title 32, Signs and Related Regulations. These amendments are to ensure consistency between the zoning code and the sign code.

The section is formatted to show draft code amendments on the right-hand (odd) pages and related commentary on the facing left-hand (even) pages. Generally, code language that is removed is indicated through a strike-through, while new code language is indicated through the use of underlining of the code. In some instances, such as the provision of a new table, the new code may not be underlined to help in clarity of reading. These situations are specifically pointed out.

Only sections of the code that are amended are included in the document.

Removal Design Overlay from Single Dwelling Zoned Properties

The update in the regulations for the Design overlay zone has focused on developing guidelines and standards to apply to larger multi-dwelling, mixed use, and commercial developments. In addition, the new Design overlay regulations exempt new development and alterations to development for residential only proposals that involve 4 units or less.

However, there are several areas of the city that have single-dwelling zones, including R5 and R2.5, that also have the Design overlay zone. Many of these areas were assigned the 'd' overlay as part of an old planning process. At that time, there were no design standards that applied to single-dwelling zones other than basic setback, height and building coverage limits. Since that time, many design oriented standards have been added to the base zones. These standards limit the amount of garage frontage, require additional street-facing windows and provide design standards for taller accessory buildings. Many of these base zone standards were originally part of the Community Design Standards.

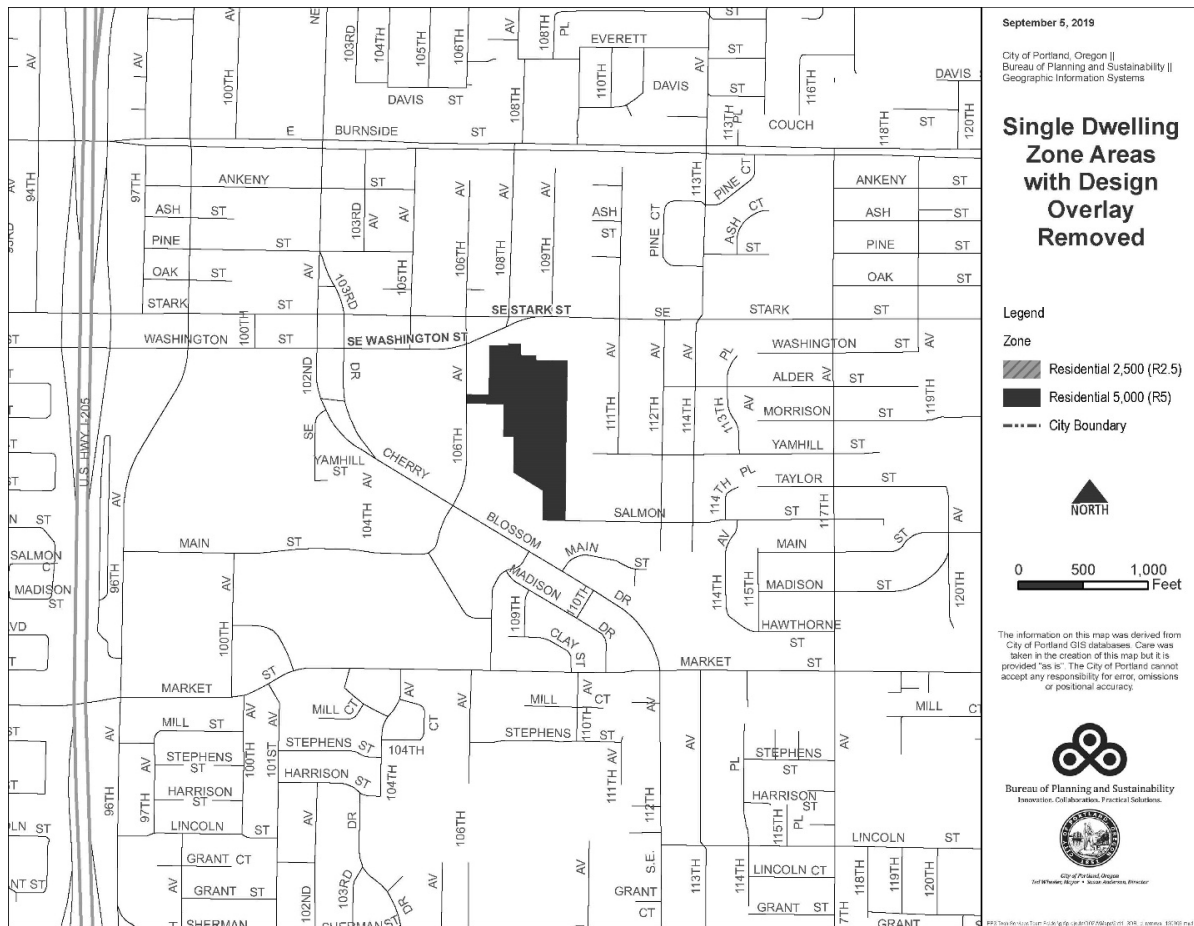
As a result, the DOZA project is removing the mapped 'd' overlay from all single-dwelling zones up to R2.5. The one exception is for the design overlay that is currently part of the Terwilliger Design District. This area was created with a goal of preservation of the landscaping and views along the Terwilliger Parkway. Additional analysis and study needs to take place along this area to determine if the goals of the parkway can be better served through environmental or conservation regulations.

In the interim, the 'd' overlay will continue to apply within this district. However, the base exemption to smaller scale residential will still apply, and all residential development that is not exempt will be able to follow the new design standards. Discretionary Design Review will be implemented mostly for non-residential projects, including potential transportation linkages between the OHSU campuses.

Following are five maps showing the areas in the city where the design “d” overlay is being removed.

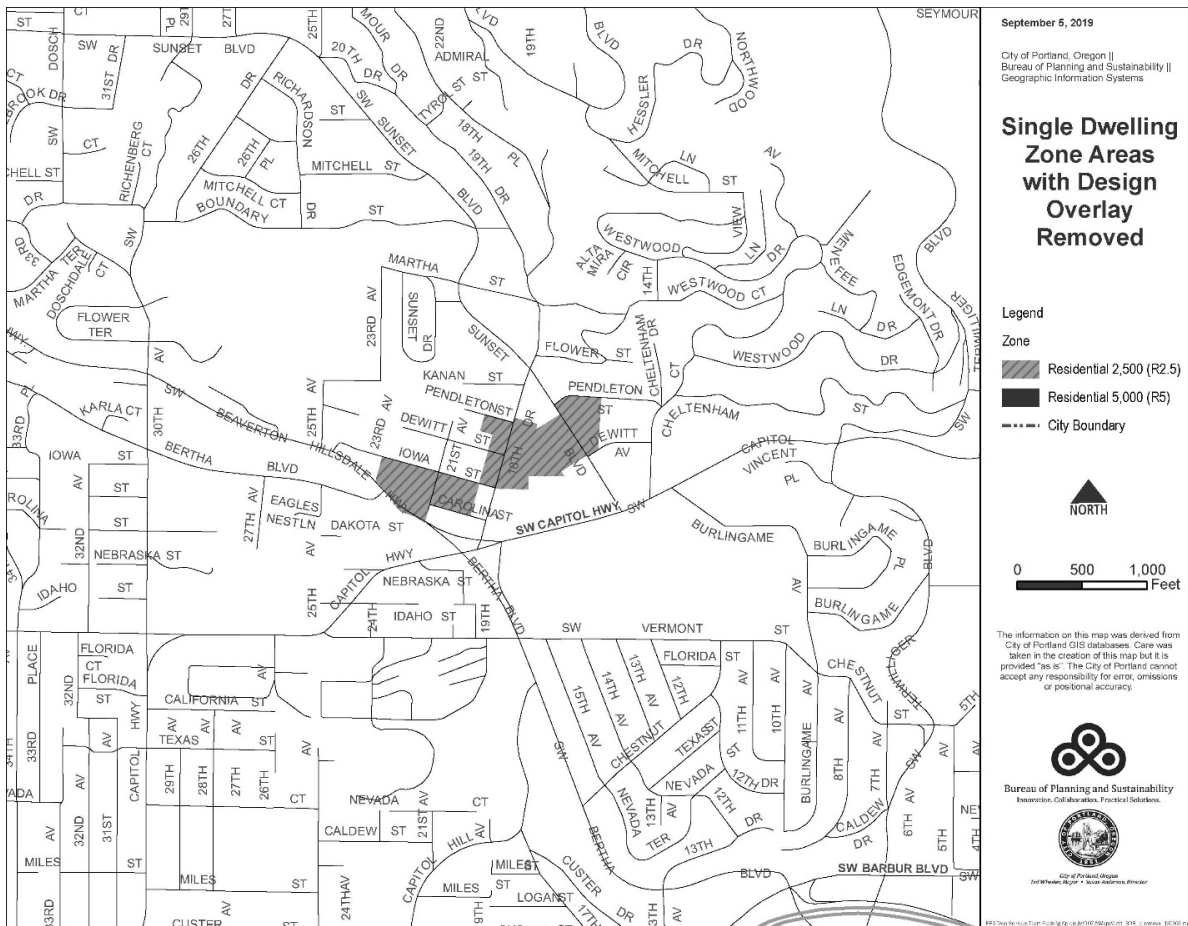
Gateway Map Changes

The following map shows the changes proposed in the Gateway/East Portland area, which only removes the 'd' zoning from Floyd Light School, which is zoned R5.



Hillsdale Map Changes

The following map shows the changes proposed in the Hillsdale area. This removes the 'd' overlay from R2.5 zones that were part of the Hillsdale plan district. The zoning in this plan district was implemented before the city had created any design standards for single dwelling development in these zones.



North Portland Map Changes

The following map shows the changes proposed in North Portland area. This removes the 'd' overlay from R2.5 zones along a block of North Prescott west of Interstate that are part of the North Interstate plan district. This plan district includes special compatibility standards for all R2.5 zones that borrow from current Community Design Standards. These plan district standards are sufficient and the new design standards are not created to regulate small scale residential.

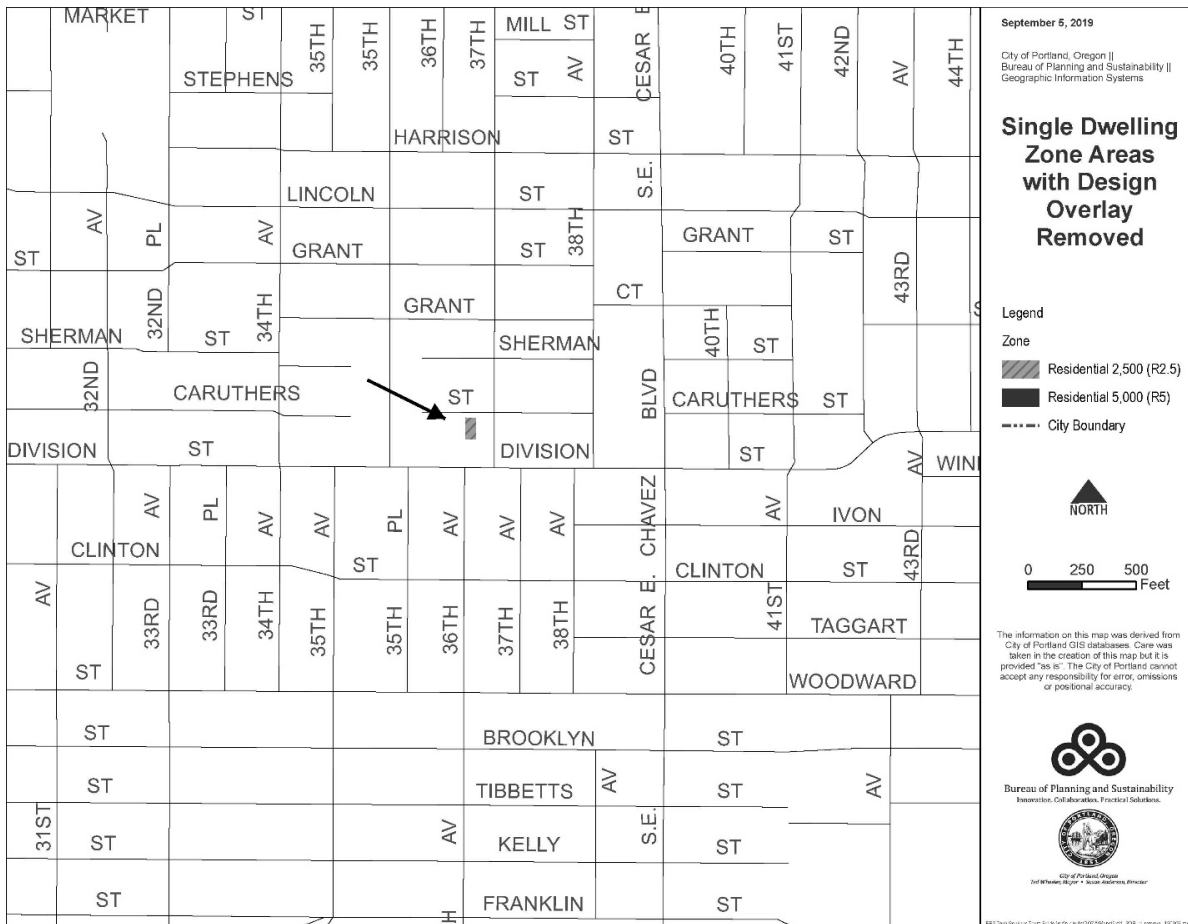
Sellwood/Westmoreland & Miles Pl Map Changes

The following map shows the changes proposed in the Sellwood/Westmoreland area. This removes the 'd' overlay from R2.5 zones that were part of the Sellwood/Westmoreland neighborhood plan. The zoning resulting from this plan was implemented before the city had created any design standards for single dwelling development in these zones.

There is also an R5 area on the west side of the Willamette south of Willamette Park known as Miles Place. This area is an eclectic area that originally consisted of houseboats but is now more permanent homes. The area has several other issues that affect development including the Greenway overlay zone and flood plain and is part of the Macadam plan district. The overlay created as part of this district pre-dates any single dwelling design standards that are now in the base zone. The new design standards were not created to further regulate small scale residential development.

Southeast Portland (outside of Sellwood/Westmoreland) Map Changes

The following map shows the changes proposed in Southeast Portland area, not in the Sellwood area shown above. This removes the 'd' overlay from one R2.5 zoned property on SE Caruthers west of SE 37th. All the remaining R2.5 lots along SE Caruthers do not have the 'd' overlay. The new design standards are not created to regulate small scale residential.





DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 3
PORTLAND CITYWIDE DESIGN GUIDELINES

Recommended Draft - November 2020



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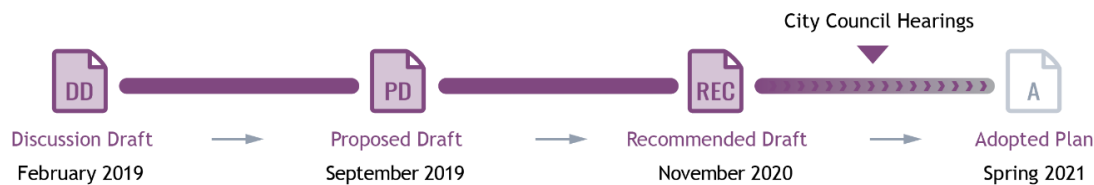
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Next Steps

The Portland City Council will hold a public hearing on this *Recommended Draft* of the Design Overlay Zone Amendments (DOZA) in early 2021. The public will be invited to submit formal comments (called public testimony) to the City Council in advance or at their public hearing. At the conclusion of their hearing, the Council may amend the recommendation and subsequently vote to adopt the changes. Please visit www.portlandoregon.gov/bps/doza for information on hearing dates and how to testify.

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Daisy Quiñonez
Chris Smith

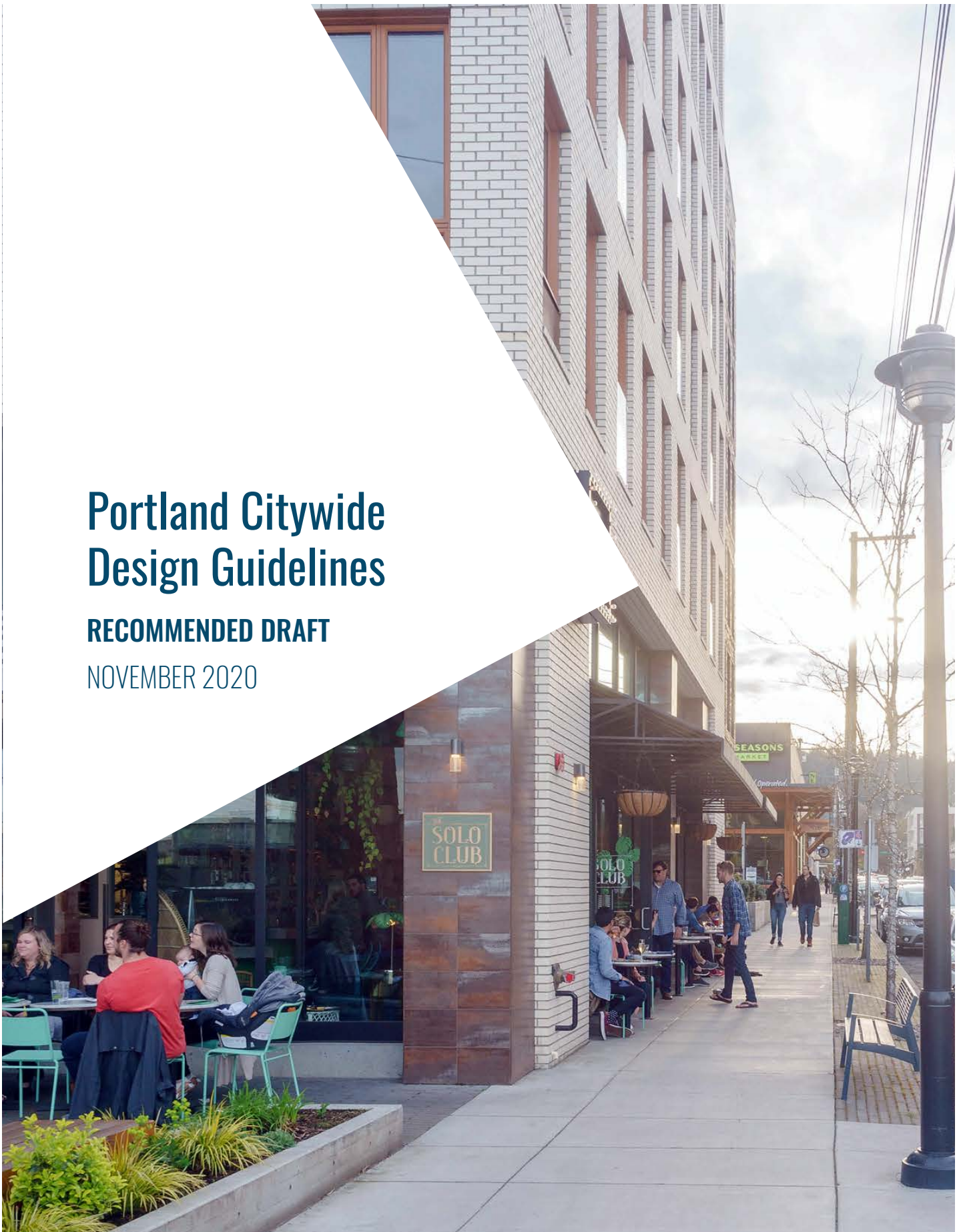
Design Commission

Julie Livingston, Chair
Jessica Molinar, Vice Chair
Brian McCarter
Chandra Robinson
Sam Rodriguez
Zari Santner
Don Vallaster

Portland Citywide Design Guidelines

RECOMMENDED DRAFT

NOVEMBER 2020





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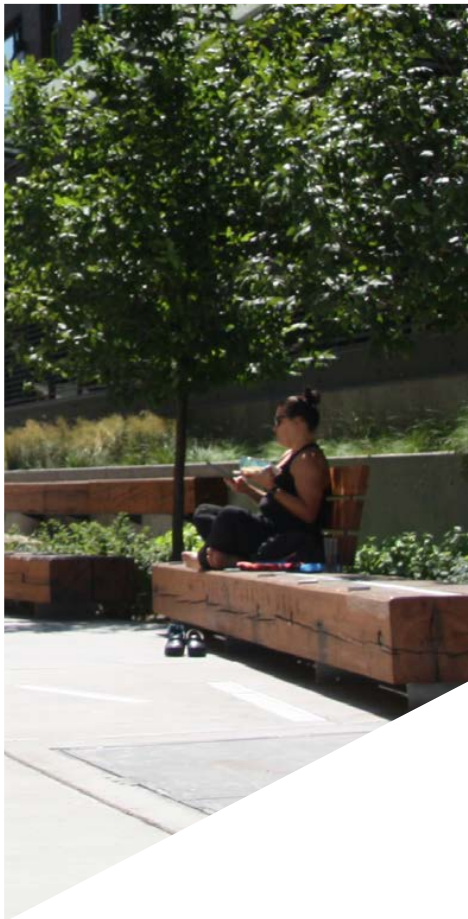
INTRODUCTION

Portland's ecological setting, nestled between the Cascade and Coast mountain ranges and carved by the Columbia and Willamette Rivers, offers abundant beauty and a climate that beckons people outside, along its streets, parks, and trails. Development of the built environment over time has further influenced the Portland landscape, shaping how the city looks and functions today. Architecture and site design impact people's interaction with the city, and design can create positive experiences as places continue to transform. Future development, and the treatment of our built and natural landscape, has the potential – and the responsibility – to create a better city for all Portlanders.

Portland has received national and international acclaim for supporting a high-quality built environment through planning and urban design. This is due, in part, to its long-standing tradition of design review, which has resulted in pedestrian-oriented and context-responsive development in Portland's active and vibrant urban spaces.

As the city has evolved, so have our aspirations. The goals and policies Portlanders set out in the 2035 Comprehensive Plan envision a prosperous, equitable, healthy and resilient city. They envision **a city designed for people** and **a city built in harmony with nature**.

Design review will continue to play an important role in shaping the built environment that serves a broad range of people, from the general public — to future residents, workers, and visitors. It offers an opportunity for designers to innovate and be creative, exploring new methods and designs that are responsive to climate and context.



Design review offers direct and timely public engagement in the development review process. Successful collaboration and discussions during the design review process results in projects that provide opportunities for inclusion, foster social interaction, and create places where people feel connected to each other and to the place they inhabit. Such projects will inspire long-term stewardship and community investment across the city.

The City's design program upholds Portland's key design-related values, or "tenets." The three tenets are the framework for the *Portland Citywide Design Guidelines*:

- Build on **context**
- Contribute to the **public realm**
- Promote **quality and resilience**

These tenets do not supersede adopted policies, guidelines, and regulations, but rather provide a lens through which to apply them. They are rooted in the 2035 Comprehensive Plan, and they serve to help decision-makers and the public evaluate a proposal's response, using a set of qualitative, value-based regulations. Thoughtful application of the design guidelines through the design review process moves us closer to achieving our collective vision for Portland.



I. DESIGN OVERLAY ZONE IN PORTLAND

BACKGROUND

The Design Overlay Zone (d-overlay) was established in the late 1950s in Portland’s downtown, with the purpose of “conserving and enhancing the appearance of the city of Portland, especially in areas of existing or potential scenic value, of historical note, of architectural merit, or for interest to tourists.”

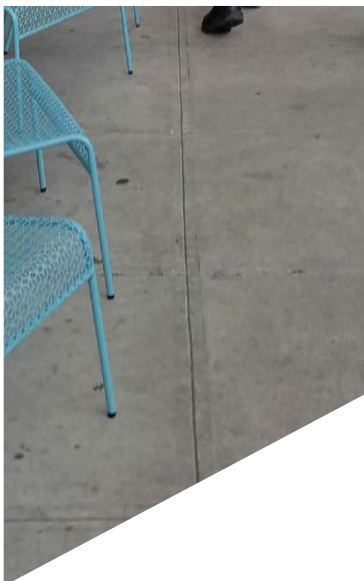
After the 1972 Downtown Plan, it was reinforced with the creation of the Downtown Design Guidelines. At the time, Portlanders recognized and intentionally tried to resist a national trend of the abandonment of downtowns, which resulted in a lack of street life and vitality in city cores throughout the country. Building design in the 1950s and 1960s had generally responded to the dominance of the automobile rather than building on and supporting a rich urban environment for pedestrians. The creation of new design guidelines and the process of design review in Portland brought attention to the design of buildings and their role in contributing to the public realm and the character of downtown districts. Both the review process and the tool were intended to encourage flexible, creative building designs that reinvigorated downtown’s pedestrian experience while promoting quality architecture.

In the 1990s, design overlay zone expanded to outside the Central City – into the Albina neighborhood, and more guidelines were created to respond to areas with specific characteristics that were not the same as downtown. Guidelines were written to both enhance the character of Portland’s neighborhoods and support a pedestrian environment. The Albina Community Plan adoption prompted the City of Portland to create a two-track system to offer developers a clear and objective alternative to design review.

Over the years, updated base zones have improved design of buildings at the street level with regulations for new development such as main entry, ground floor window, and outdoor area requirements. At the same time, the City has added areas to the d-overlay zone with incremental adoption of neighborhood plans and planning for high-capacity transit.

In 2018, with the adoption of the 2035 Comprehensive Plan, the City expanded the Design overlay zone to all town centers and inner ring neighborhood centers. In doing this, the City recognized that areas expected and planned for growth and increased development warrant an added focus on design to support its long-range vision.

Design review has evolved over time, along with zoning regulations and new design guidelines and processes, all of which have raised the bar on design excellence and meaningful public engagement. It will continue to encourage creativity and public participation, inspiring new development to support Portlanders as the city changes.



TWO-TRACK SYSTEM

Design overlay (d-overlay) is typically added through a legislative planning project or quasi-judicially in conjunction with more intense base zone changes. The Design overlay zone is shown on the Official Zoning Maps with a letter 'd' map symbol.

For new development and large alterations outside of the Central City, Portland uses a **two-track system** within the Design overlay zone. The two tracks are separate options for approving development proposal: the Objective Track and the Discretionary Track, or design review.

Objective Track

Many projects, depending on location, use, and size, may opt to go through the Objective Track instead of Design Review, meeting the objective **Design Standards** found in the Zoning Code. Unlike design guidelines, design standards are non-discretionary: they are quantitative and measurable. Evaluation to determine if projects meet the design standards is conducted as part of the application for a residential or commercial building permit through a design plan check. Building permits do not provide opportunities for public comment. Oregon law requires local governments to provide this objective track as an option for projects that provide housing and are outside of regional centers. Evaluation to determine if projects meet the design standards is conducted as part of the application for a residential or commercial building permit through a design plan check. Building permits do not provide opportunities for public testimony as the design review process does.

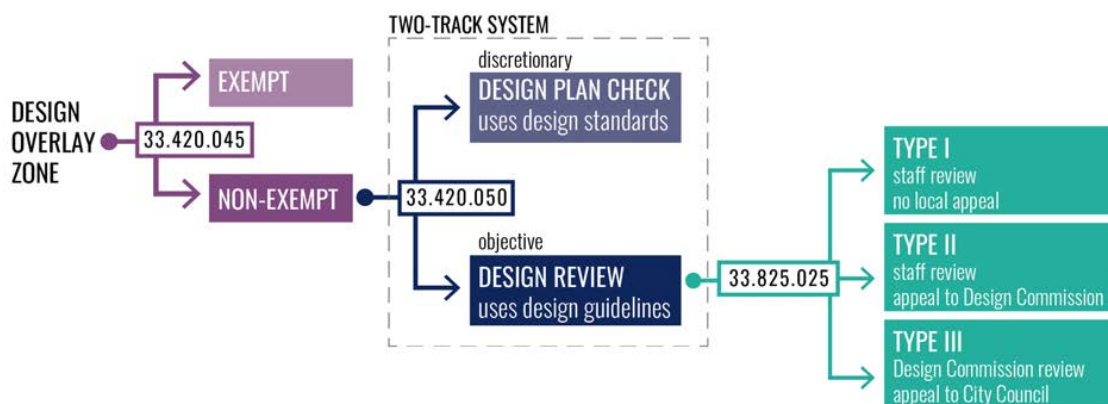
Projects located within the Central City are required to go through the design review process. Projects located outside of the Central City may go through the design review process if they do not or cannot meet the design standards, or where they want to provide an opportunity for public testimony.

Discretionary Track: Design Review

In the Discretionary track – called **Design review** – decision-makers use design guidelines adopted by City Council to approve projects. Design guidelines give qualitative direction for each project. Though they offer flexibility and the ability for designers to respond to context and site, they are regulatory approval criteria and must be met. There are many acceptable ways to meet each guideline.

Most d-overlay sites that go through design review will use the Portland Citywide Design Guidelines, provided in this document. Within designated design districts, including the Central City Design District and Gateway Design District, the approval criteria are the design guidelines adopted for that area.

Design reviews are processed through a Type I, Type II or Type III land use procedure, depending on location and project size. Type I and II reviews are conducted by staff. Type III reviews are reviewed by the Design Commission and may be appealed to City Council. Public testimony is welcomed for all three types of review.



THREE TENETS OF DESIGN

While both tracks follow separate processes and use different sets of tools, they each carry out the purpose of the Design overlay zone and the three tenets:

- Build on **context**
- Contribute to the **public realm**
- Promote **quality and resilience**

These inter-related tenets are rooted in design guidelines that have guided the city's core areas of growth for decades, and they have been identified by the Design Commission as important and grounding topics to organize their deliberations.

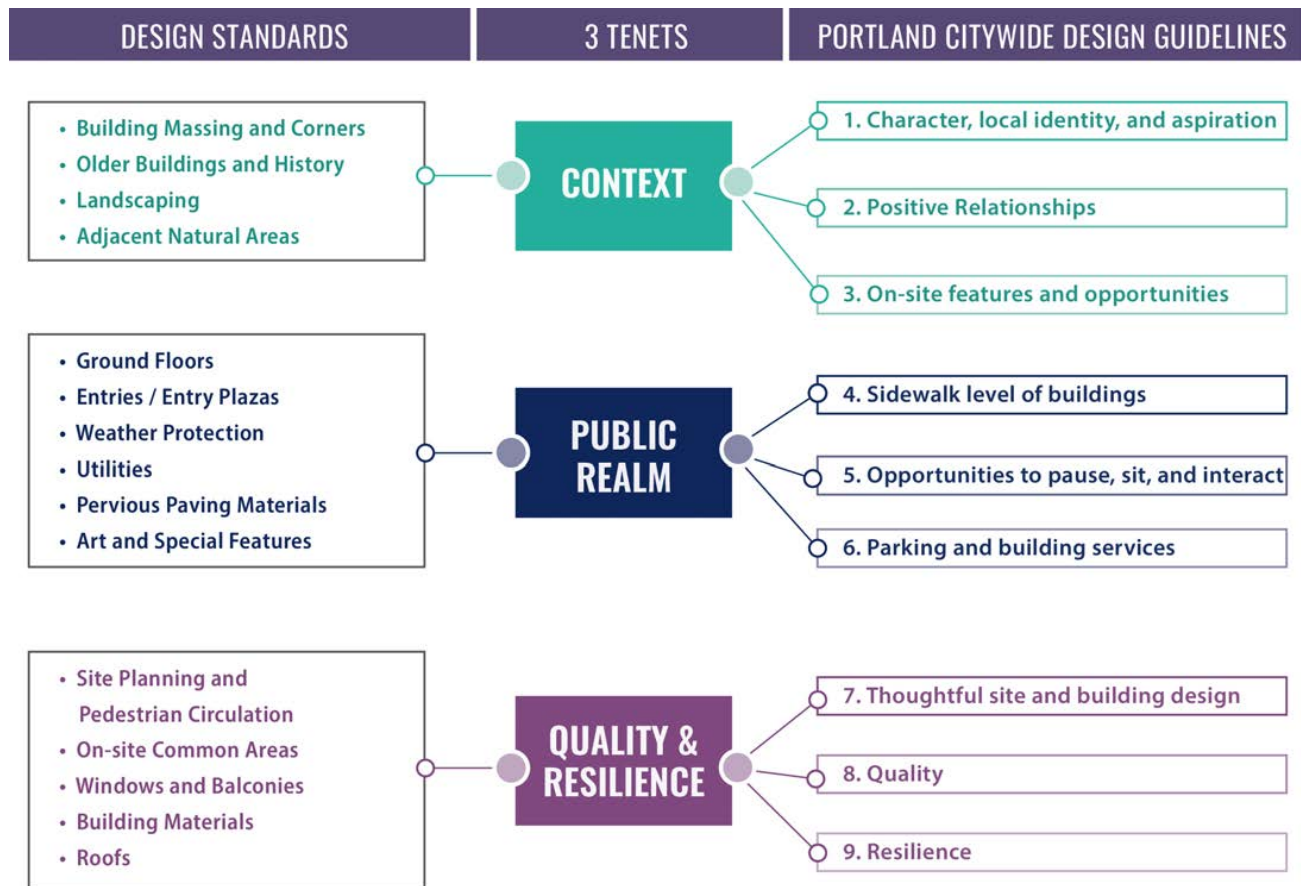
The three tenets are benchmarks that frame how the design standards and the Portland Citywide Design Guidelines are written. While the standards provide clear and objective measures, and the guidelines provide criteria that offer flexibility and encourage innovation, these parallel regulations both strive to achieve the same outcomes rooted in these three tenets.

The *Portland Citywide Design Guidelines* propose:

CONTEXT-RELATED GUIDELINES balancing the aspirations of the future desired character with today's setting. The guidelines are sequenced to telescope from big-picture to site-specific.

PUBLIC REALM-RELATED GUIDELINES that strengthen a building and site's relationship with the public rights-of-way and open spaces.

QUALITY AND RESILIENCE-RELATED GUIDELINES that underscore holistic site and building designs that benefit people and climate.





II. ABOUT THE DESIGN GUIDELINES

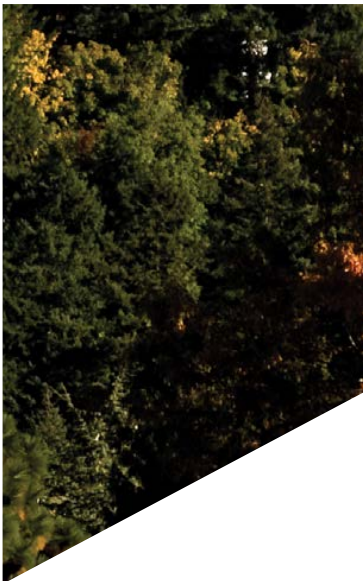
PORTLAND'S CITYWIDE CONTEXT

Paramount to understanding the design guidelines is recognizing and acknowledging the greater context of Portland, Oregon.

Situated at the confluence of the Willamette and Columbia Rivers, Portland lies midway between the Cascade Range to the east and the lower Coast Range to the west, each about 30 miles away. Its skyline is dominated by two Cascades volcanoes: Mount St. Helens and Mount Hood. The city's location at the northern end of the fertile Willamette Valley, its long growing season, moderate annual temperatures, and rainy winters have resulted in a rich and diverse ecosystem that have sustained people for thousands of years.

Though the city's overall geography and its history are intertwined and unique, Portland's neighborhoods and streets each have distinct histories and geographies that are as rich and diverse as its natural setting. It should be acknowledged that development has played a role in erasing the uniqueness and culture of the city's beloved places, upholding or exacerbating racial disparities, and worsening barriers to opportunities for communities of color and under-represented communities. These guidelines should be used to ensure that places undergoing change will be inclusive and foster a sense of place and belonging. The design response should intentionally promote an anti-racist built environment that honors and preserves the localized history and culture.

As the city grows, development should be designed to recognize that one size does not fit all across Portland's neighborhoods.





URBAN DESIGN FRAMEWORK

Portland's *2035 Comprehensive Plan* provides a blueprint to ensure that new development responds to its context: the Urban Design Framework.

The Urban Design Framework (UDF) provides four distinct layers:

- **Pattern areas** – Western, Inner, and Eastern Neighborhoods; Rivers (*Pattern Areas also includes the Central City, where these guidelines do not apply.*)
- **Centers** – Town Centers and Neighborhood Centers (*Centers also include the Central City and Gateway Regional Center, where these guidelines do not apply.*)
- **Corridors** – Civic Corridors and Neighborhood Corridors
- **Transit stations** – Center Transit Stations, Transit Neighborhood Stations, Employment Stations, and Destination Stations

Of the four layers, Pattern Areas apply to all sites. Pattern Areas reflect general existing conditions that give guidance for how sites should develop based on physical and natural characteristics, while building a future that is compact, transit-oriented, and designed for people.

Natural resources make up much of Portland's land area, providing safe, healthy places for migratory fish and wildlife species to live in and move through the city. Urban habitats encompass the city's most valuable and unique natural features – the rivers, streams, and sloughs, wetlands, buttes, and large forested areas and parks. Other urban habitats are woven throughout the built environment, including street and yard trees, ecoroofs, landscaping, parks, trails, and bridges – which provide opportunities for wildlife and maintain Portland's distinctive natural character.

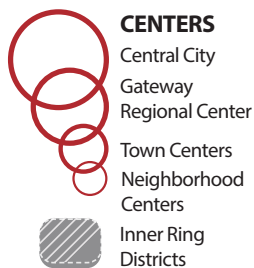
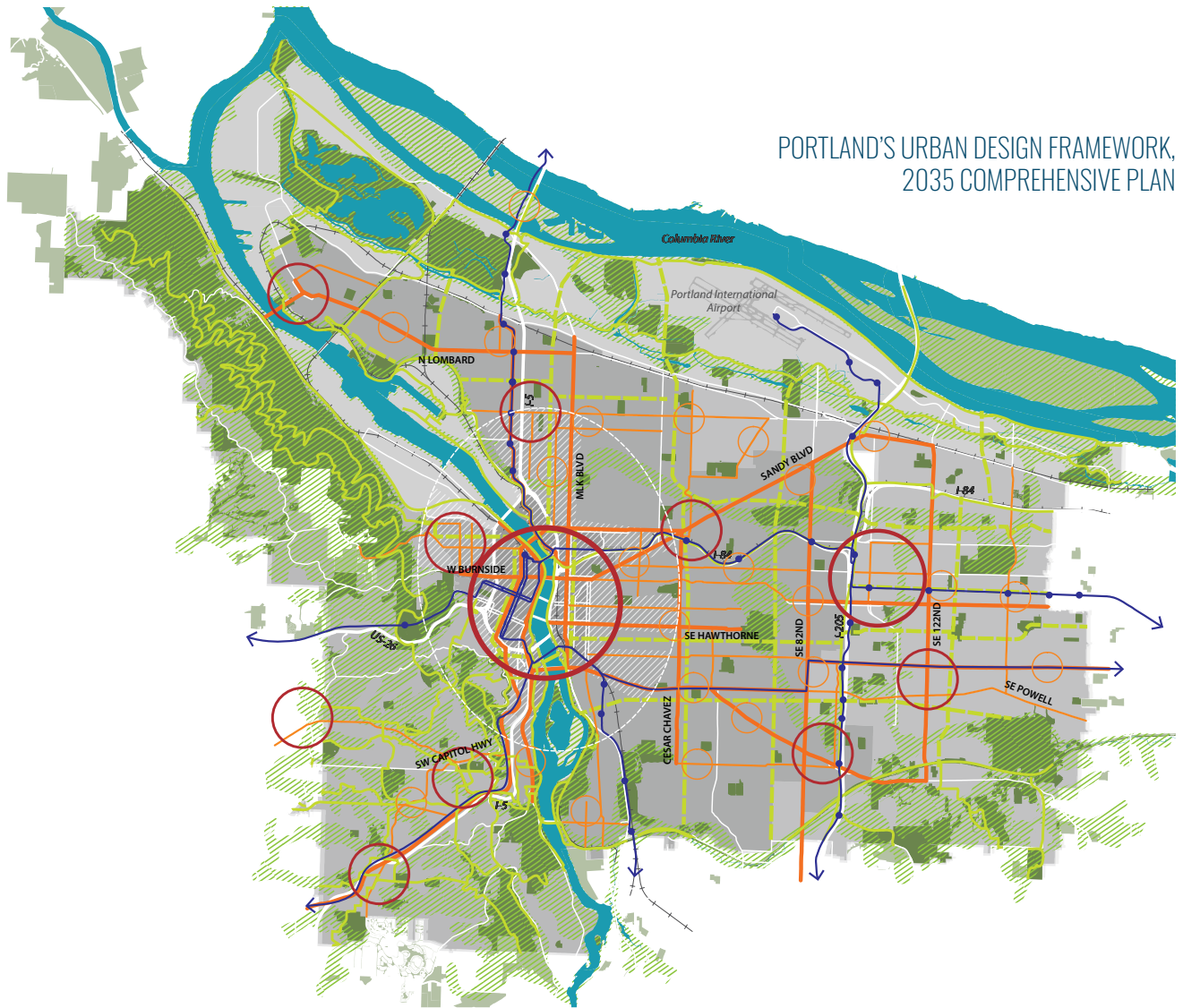
The UDF guides new growth to Centers, Corridors, and Transit Station areas, where people can access jobs, housing options, services, and transit connections. These areas reflect an aspirational future where new development should respond to the opportunity presented by its location within major areas of growth and natural setting.

To ensure that these areas function successfully and foster strong and inclusive communities, new development should be designed to support the desired character of growing centers, corridors, and transit stations, while building on positive physical and natural characteristics that are rooted in the city's Pattern Areas.

PATTERN AREAS

Portland's pattern areas are a formal acknowledgment that the city's natural and built landscapes aren't all the same. They have distinct characteristics that have been influenced by both the natural environment and how or when these parts of the city were developed. Pattern areas are described in detail in Guideline 01.

PORTLAND'S URBAN DESIGN FRAMEWORK, 2035 COMPREHENSIVE PLAN



CENTERS

Central City
Gateway
Regional Center
Town Centers
Neighborhood Centers
Inner Ring Districts



CORRIDORS

Civic Corridors
Neighborhood Corridors
High Capacity Transit
Rail



CITY GREENWAYS

Enhanced Greenway Corridors
Trails (Existing & Proposed)



URBAN HABITAT CORRIDORS

Parks & Open Spaces
Habitat Corridor
Waterbodies



PATTERN AREAS

Central City
Inner Neighborhoods
Western Neighborhoods
Eastern Neighborhoods
Rivers

WHERE IS THE URBAN DESIGN FRAMEWORK?

Find site-specific UDF components online: www.portlandmaps.com/bps/designguidelines

CENTERS, CORRIDORS, TRANSIT STATION AREAS

Centers, Corridors, and Transit Station Areas are poised for growth. They will become multi-functional places that support working, living, and shopping, and they will serve a diversity of people.

Today they represent a broad spectrum of places in transition. On one end of the spectrum, many areas are defined by a pattern and rhythm of compact buildings and active streetscapes. On the other end are pockets of largely underdeveloped or vacant sites, where new development has a role in creating and activating vibrant places supported by transit.



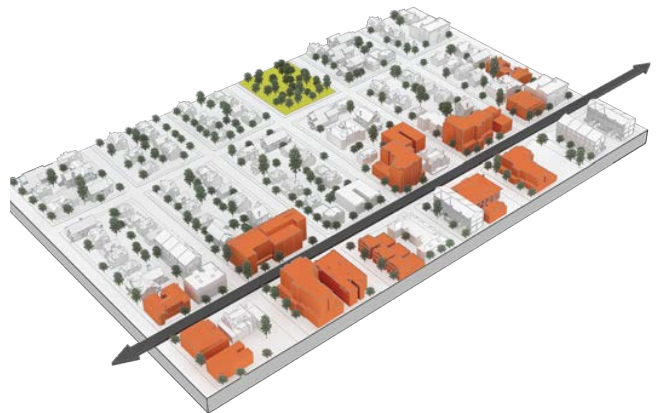
Central City
(these guidelines do not apply; included for scale)



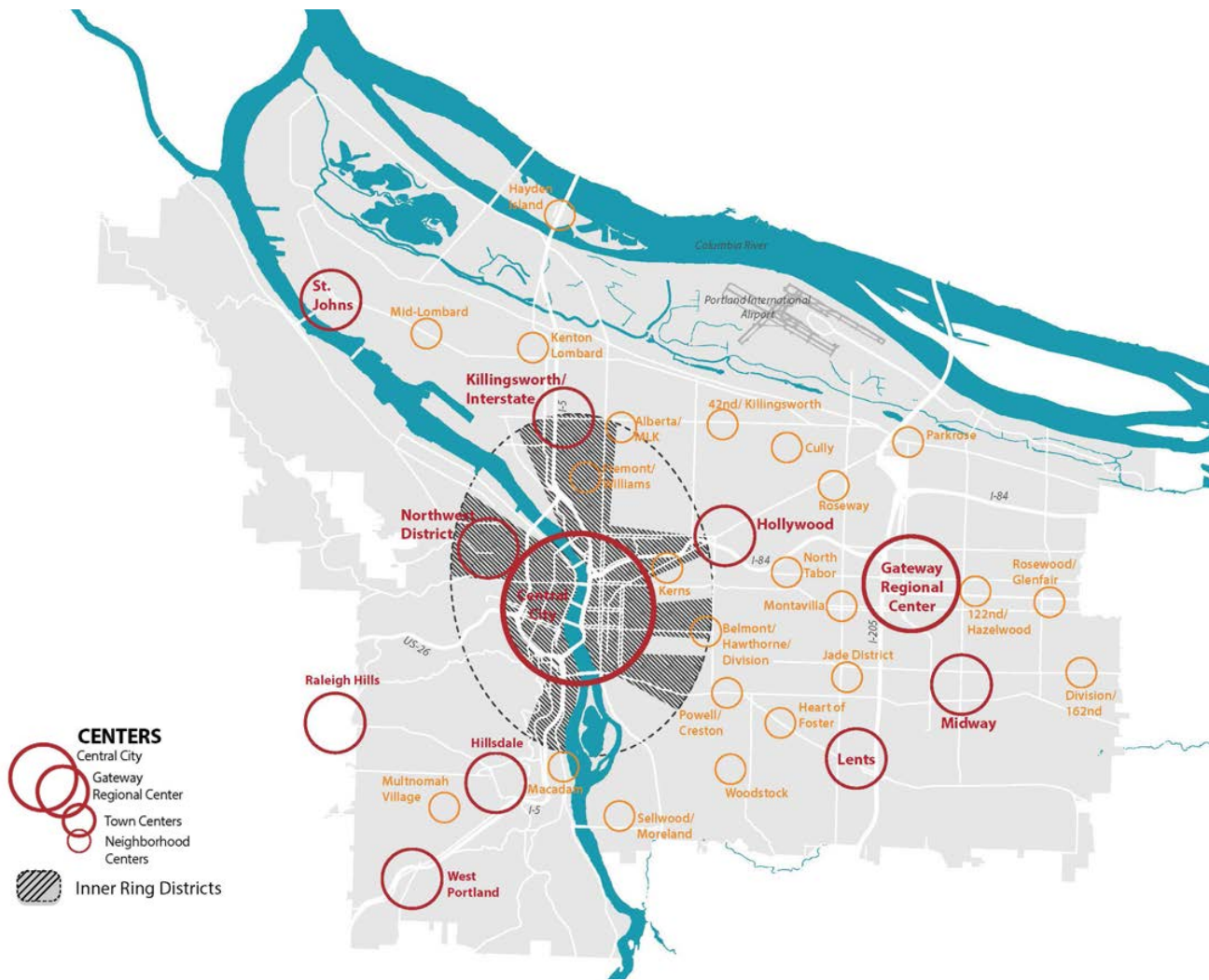
Gateway Regional Center
(these guidelines do not apply; included for scale)



Town Center



Neighborhood Center



CENTERS

Centers are envisioned to develop as the foundations that serve complete neighborhoods. They can include larger-scale buildings located close to high-capacity transit stations or near the Central City (Inner Ring Districts).

Town Centers anchored by high-employment and institutional uses will be supported with mid-rise development (five to seven stories or greater, depending on geography) that features a wide range of community services, commercial options, and housing.

Within Town Centers, development should provide links to and amenities for the region's high-capacity transit system. Open spaces such as plazas created by new development should support business operations, social interaction, gathering, waiting, and augmenting large community-focused events and activities.

Neighborhood Centers are opportunities for low-rise commercial and residential development (four to five stories or greater, depending on geography), which feature focused businesses and housing options. Development should provide neighborhood amenities and places that encourage social activity and serve local transit and bicycle networks.



CORRIDORS

Corridors are areas of growth and redevelopment potential along busy, active streets. They define and are supported by surrounding neighborhoods. Important transportation functions of these corridors should be balanced with their roles in supporting businesses and residential livability with tree canopy and landscaped areas. The largest places of focused activity and density along corridors are designated as centers.

Development along **Civic Corridors** is intended to be up to mid-rise in scale (five to seven stories), with lower scale generally more appropriate in locations away from the Central City or transit stations.

Development along Civic Corridors should support the city's busiest, widest, and most prominent streets with design approaches that contribute to a pedestrian-friendly environment. Development should allow for placement of abundant trees and high-quality landscaping that distinguish and beautify Civic Corridors, offsetting the impacts of their wide rights-of-way. New buildings along corridors should incorporate green infrastructure, cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while providing places to live, work, and gather.

With high levels of traffic and pedestrian activity, new buildings along Civic Corridors should support programming, layout, and designs that improve livability for building users.

Neighborhood Corridors are narrower main streets that will include a mix of commercial and higher-density housing development. Development along Neighborhood Corridors should strive to support neighborhood business districts and provide housing options close to local services. New buildings should continue a compact urban form with amenities that enhance walkability and connectedness to adjacent residential areas and transit lines.



TRANSIT STATION AREAS

Development at Transit Station Areas should offer pedestrian- and bicycle-friendly access to transit, augmented with places to sit, wait, and interact.

Within **Center Transit Station Areas**, development should provide high-density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Within **Transit Neighborhood Station Areas**, development should include mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

Within **Employment Station Areas**, development should support the concentrations of jobs and employment-focused areas.

Within **Destination Station Areas**, development should enhance connections between major destinations and transit facilities, strengthening the role of these areas as places of focused activity.

A GUIDE TO THE DOCUMENT

Each design guideline addresses an important design topic and has the same structural components.

THE GUIDELINE PAGES:

04

DESIGN THE SIDEWALK LEVEL OF BUILDINGS TO BE ACTIVE AND HUMAN-SCALED.



Northwest District, Location

BACKGROUND

A strong public realm is framed by a built environment that supports and feels comfortable to all users, especially our most vulnerable populations – people with disabilities, youth, and historically marginalized people. Cities designed for people depend on the success of a welcoming and active streetscape, and ground floor architecture should contribute to this space.

Though people arrive in Portland's busiest centers, corridors, and transit stations by many different modes, they are on foot or using a mobility device at either end of their destination, making the sidewalk level of a building its most important contribution to people's experience in these areas.

In addition, the sidewalk level is the most directly accessible to the public, so this portion of the building should especially be designed to enrich public life with active ground floors that are visible, attractive, inviting, and interesting at the human-scale. Activity and vibrancy at the sidewalk level ensures that Portland's densest areas will flourish because they beckon people to experience and enjoy them.

Successful commercial ground floors are active, visually accessible and appealing from the outside. They provide large storefront windows, interesting signage, multiple entries, outdoor seating, and visual displays. Ground floors should be tall and full of light and air, welcoming passersby as an extension of the public sidewalk, facilitating movement and interaction between people.

Corner intersections and building entries, with their high visibility and foot traffic volumes, should be prominent and considered prime locations for shifts in massing and features that welcome pedestrians along the street, such as generous awnings, signage and lighting. These features should be integrated into the design of the building with

the highest levels of design attention and texture where people will be entering and exiting.

Building facades need to reinforce the human scale of the public realm through articulation and depth at the boundaries of public and private spaces. Weather protection at main entrances are necessary for pedestrians as well as for people entering and exiting the buildings. The provision of ample upper story windows should contribute to the public realm's safety, activity and visibility. Architectural detailing along building facades should include rich spatial layering, for interest and texture that enhances the public realm and streetscape experience. Blank walls on the street-facing facades should be avoided. Public art, when mitigating blank walls, should play a role in activating the sidewalk through curiosity, vibrancy or storytelling.

Building projections should limit intrusion into the right-of-way, avoiding deep, heavy bays that dominate the ground floor plane. Oriel windows should be limited in use, and where they are provided, they should contribute to the rhythm of the architecture and not detract from the public realm. Balconies should invite and provide permeability for, not detract from, street trees and urban canopy to spread

across the sidewalk. They should contribute to the social interaction of the public realm by providing ample outdoor room to encourage eyes on the street.

Residential ground floors also have a role in an active public realm. They can contribute to the vibrant streetscape with graceful transitions from private to public space using stoops, porches, or buffered setbacks with layers of landscaping and semi-private spaces. The programming of ground floor residential buildings should provide more "public" rooms, to avoid privacy issues between residents and passers-by. The placement of bedrooms on the street-facing facade should be avoided. On upper stories, windows offer eyes on the street, interaction, and visual interest.

Along trails, river, and greenway, windows and balconies contribute to create a safe and successful trail experience for all users. Entrances along the greenway setbacks should include a buffer and transition from public right-of-way to semi-private space and private entries and not a direct connection to the greenway. Lighting along the greenway should be downcast to protect wildlife.

04

DESIGN APPROACHES

GROUND FLOOR HEIGHTS
Designing buildings with taller, more adaptable ground floors

MULTIPLE ENTRIES AND WINDOWS
Offering more than one entrance along the ground floors of buildings to provide "eyes on the street" and avoid blank expanses of walls

WEATHER PROTECTION
Providing protection from wind, rain, and sun

LIGHTING
Enhancing safety and visibility for pedestrians and highlighting special building features

RESIDENTIAL SETBACKS
Creating soft transitions while separating private spaces from public spaces

Diagram



NOVEMBER 2020 RECOMMENDED DRAFT PORTLAND CITYWIDE DESIGN GUIDELINES 35

Background

Outlines why the guideline is important. The beginning paragraphs within the grey box describe the rationale, and the subsequent paragraphs describe what specific circumstances and issues the guideline addresses. This section is the design intent of the approval criteria.

Diagram

Supports the Background statement and illustrates potential design approaches.

Design Approaches

Provide examples of ways to meet the guideline. These approaches function as an extension of the Background and are not intended to be used as a checklist of recommended solutions. Other approaches not listed may also be used. On balance, the design approach(es) employed in the proposal should meet the design guideline.

THE EXAMPLE PAGES:

04

Design the sidewalk level of buildings to be active and human-scaled.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

A



Designing covered entries, signage, seating, and glazing details that contribute to interest and activity at the human-scale.
Alberta, NE Alberta and NE 21st

B



Including wide, flexible openings. This restaurant's large bay of windows transforms to allow an expansion of seating during warmer, sunnier months, creating a versatile, active public realm.
Pearl, NW Everett and NW 9th

C



Activating a corner with a welcoming entry, weather protection, and seating.
Ladd's Addition, SE Ladd and SE Division

D



Incorporating distinctive paving patterns, landscaping, artwork, and large entry canopies. Creating an extension of the sidewalk contributes to more interaction among patrons and passersby.
Northwest District, NW Quimby and NW 22nd

36

RECOMMENDED DRAFT PORTLAND CITYWIDE DESIGN GUIDELINES

NOVEMBER 2020

04

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

E



Featuring multiple windows and doors, signage, and room for informal retail displays and planters.
Alberta, NE Alberta and NE 18th

F



Locating active uses directly adjacent to the public sidewalk. Providing covered seating, string lights, and multiple windows and entries within the setback creates an active streetscape.
Division, SE Division and SE 30th

G



Buffering ground floor residential units with generously landscaped planters to provide privacy and safety for residents. Multiple layers softens the street edge and can allow for a more pleasant streetscape.
Williams, N Williams and N Mason

H



Offering signage, tall ground floors, and weather protection for pedestrians. High levels of visual permeability on the ground floors make sidewalks feel safe and inviting.
Division, SE Division and SE 26th

NOVEMBER 2020

RECOMMENDED DRAFT PORTLAND CITYWIDE DESIGN GUIDELINES

37

“This Guideline May be Accomplished by...” pages

Include photographic examples and written descriptions of projects that successfully meet the guideline being addressed. The photographs are identified by the names of their center location or neighborhood and nearest intersection.



PREAMBLE: USING THE DESIGN GUIDELINES

Design guidelines are mandatory approval criteria that must be met as part of design review. They also intend to serve as parameters for discussion and deliberation.

During the design review process, **applicants** are responsible for explaining, in their application, how their proposed design meets each guideline.

The **public** is encouraged to weigh in on the proposed design, based on the guidelines.

Decision-makers must tie their comments and responses, and ultimately their decision, to the guidelines. Discussion and deliberation should be organized around and focused on whether the proposal meets the guideline or does not meet the guideline.

Proposals that meet all the applicable guidelines will be approved. Proposals that do not meet all of the applicable guidelines will be denied.

If the decision-maker approves the proposed design, they may add conditions to their approval, which require revisions to the design to ensure the proposal's compliance with the guidelines.

III. PORTLAND CITYWIDE DESIGN GUIDELINES

CONTEXT

Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change

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01

BUILD ON THE **CHARACTER, LOCAL IDENTITY, AND ASPIRATION** OF THE PLACE.



Heart of Foster, SE Foster and SE 73rd

BACKGROUND

Development should complement the place it inhabits. Place refers to an area's qualitative physical characteristics, such as the natural and built environment, and to an area's social characteristics, such as the histories, cultures, and needs of the communities it serves.

By responding to place, development in Portland can represent and support the diversity of its neighborhoods and the people who will continue to be a part of its evolution.

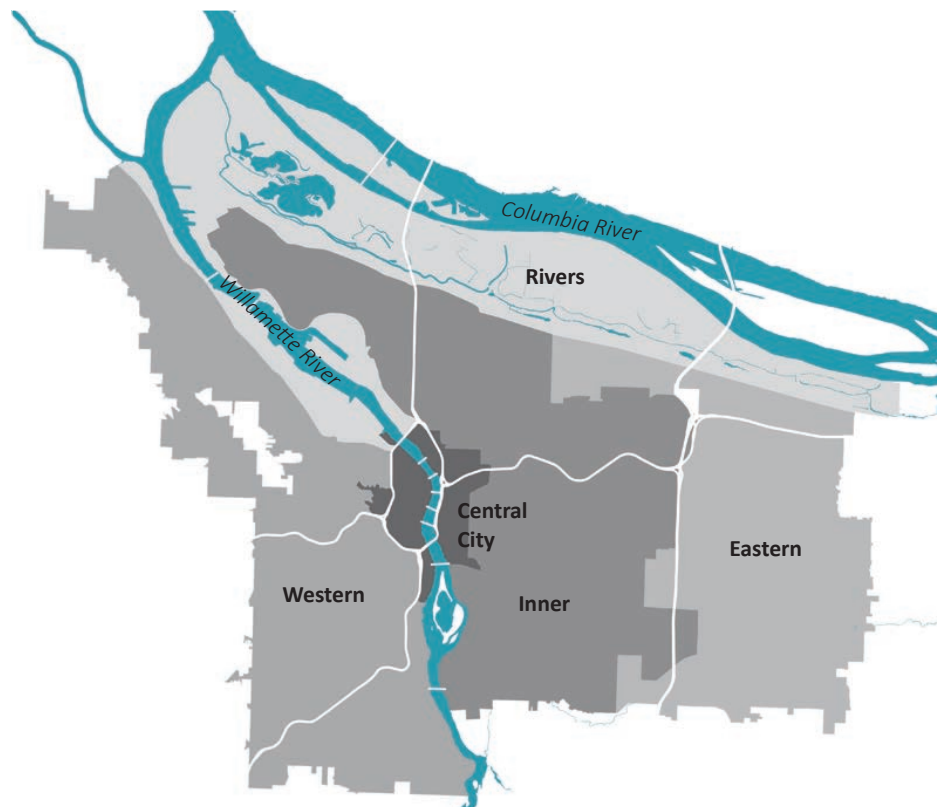
Portland's pattern areas provide a basis for understanding the context of the city's past, present and future and the characteristics and aspirations of distinct and unique places. Building on the local identity of a pattern area is also an opportunity to engage the community in discussion about the contributions a development makes to the neighborhood, and a precaution against increasing uniformity and loss of authenticity across the city. Over time, the changing face of new development should augment the character and nature of a place rather than deplete it.

At the citywide scale, the Urban Design Framework described in the Introduction gives a blueprint for future development in areas across the city. Development should contribute to the future aspiration outlined in the Urban Design Framework, as well as the context of the area's historic and cultural past and the character of its present. Pattern areas should be a starting place for applicants in defining the character, local identity and aspiration.

The pattern areas are described on the following pages. The UDF also gives a framework for anticipated growth within centers, corridors, and transit station areas, which are described in the Introduction. These layers all serve to guide future development.

Portland's pattern areas

each have unique physical, social, cultural, and environmental qualities that differentiate them and help to define their sense of place. The following descriptions identify key positive characteristics that are related to future development and design priorities in these areas.



The **Western Neighborhoods** are distinguished by the terrain of Portland's west hills and a network of trails, tree-covered forests, and streams.

In Western Neighborhoods, new development should minimize impacts on the area's streams and slopes with sensitivity to the site's topography. It should preserve and enhance the area's surface water, wetlands, habitat areas, and tree canopy. New development should provide connections to pedestrian trails and pathways.

Building forms can take advantage of opportunities provided by irregular spaces carved from curvilinear streets, changes in topography, and site vistas by providing places that stitch together habitat and places for viewing and gathering. While moving toward a more compact, less auto-oriented urban form, architecture can take cues from prevailing post-war language found in Western centers and along corridors and consider features such as low-slung pitched roofs, landscaped or set-back frontages, and courtyard entries and vista points that are shaped to fit the topography.



The **Inner Neighborhoods** were platted and developed during the street-car era of the late 19th and early 20th centuries.

Within Inner Neighborhoods, new development should enhance the pattern of street-oriented buildings along Civic and Neighborhood Corridors. Many centers and corridors within the Inner Neighborhoods have a historic mixed-use urban pattern centered along vibrant main streets. The repetition of multiple doors, transom windows, prominent entrances, and the texture of materials and signage have established a fine-grained design vocabulary. New development can complement the form and texture of existing older buildings and patterns while adding density.

Large sites in Inner Neighborhoods should break up building massing, allow multiple connections and entries, and support a strong, active street wall. New development should reinforce Portland's commitment to active transportation and transit ridership through bicycle amenities and stopping and waiting areas.



Portland's **Eastern Neighborhoods** feature a diverse range of built and natural landscapes. Many structures in the Eastern Neighborhoods were developed after World War II, and most of this area was annexed into the City of Portland in the 1980s and 1990s.

Eastern Neighborhood development can build on positive aspects of the area's large blocks while adding much needed connectivity and gathering spaces. Grouping buildings on deep lots can maximize community spaces and encourage placemaking. At the same time, development should create mid-block connections that make it easier for people to access community destinations.

New development should preserve and enhance groves of coniferous trees, protecting the area's forests, streams, and wetlands. Site and building design should strengthen views of the area's skyline of buttes.



Along the **Rivers**, Native Americans settled at the confluence of the Willamette and Columbia because it offered them plentiful food, natural resources, and critically important trade and transportation opportunities. The rivers, as Portland's initial and most powerful form-giving features, continue to define and shape the city today.

New development should recognize, enhance, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers. Access to the rivers should be strengthened and made visible and prominent, repairing connections between neighborhoods that have been cut off from the rivers and public trails.

Development within the Rivers pattern area should enhance the rivers' ecological roles as locally and regionally significant habitat for fish and wildlife.

Significant or iconic community structures and spaces, such as historic or cultural resources, civic amenities, natural areas, bridges, and boundaries should be acknowledged. Development can be responsive to these features with inclusive and inviting design, providing opportunities for people to recognize and experience nearby community assets. Potential approaches may include pocket plazas for seating, viewing, and gathering; wayfinding to help locate points of interest; and interpretive signage or art.

References to local character-defining architectural features should be incorporated in development. Integrating materials, building proportions, setbacks, entry features, and architectural details and patterns found within the area into new development and building alterations acknowledges and reinforces the local context. If alterations, additions, or new buildings result in the loss of these character-defining features, new development should provide the same level of texture and quality.

A site's ecological context should be recognized. Designs should reintroduce nature into the city and incorporate vegetation and stormwater features that enhance the distinctive beauty of Portland's neighborhoods, respond

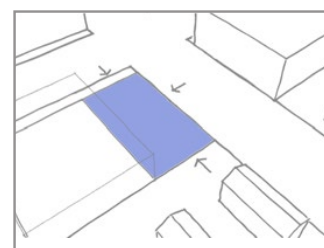
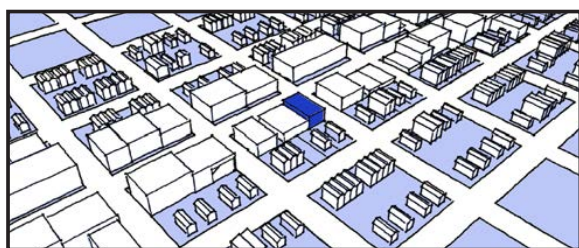
to the local climate, and improve watershed health. Responsive site planning maintains habitat corridors, increases tree canopy, and adds green spaces as appropriate to the needs and identity of each place.

How are character and local identity defined?

Applicants, decision-makers, and the public can rely on several sources to draw inspiration, information and guidance. These sources should be balanced with community voices that engage throughout the design process.

- **Character Statement.** Where provided, read the Character Statement of the area offered in the Appendix and respond to the desired current and future local identity and character.
- **Urban Design Framework (UDF).** Look up the site's applicable layers on the UDF, as described in the Introduction and within this guideline. Respond to the aspirations for growth and development and the pattern area context.
www.portlandmaps.com/bps/designguidelines
- **Site and area observations.** Study the natural and built environment of the area. How is it intended to grow and what key characteristics can be integrated into new development?
- **Adopted City policies and plans.** Read place-specific characteristics and features previously identified and adopted by the City. (See *2035 Comprehensive Plan* Policy 1.19c and Figure 1-2, Area-Specific Plans Adopted by Ordinance Prior to May 24, 2018)
- **Designated historic and natural resources.** Identify designated historic resources and natural resources in close proximity.

Context Design Guidelines telescope in scale from larger context to smaller. This design guideline addresses community and neighborhood context.



DESIGN APPROACHES

COMMUNITY

Relating to the local community's identity, history, and cultural values and places

ARCHITECTURE

Taking cues from desired character of existing architecture

NATURE

Reflecting and enhancing local natural resources such as rivers, streams, buttes and vegetation

Adjacent context is addressed in Guideline 02

Site-specific context is addressed in Guideline 03

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Orienting a building's mass and landscaping to enhance natural topography.

Terwilliger, SW Barbur and SW Hooker



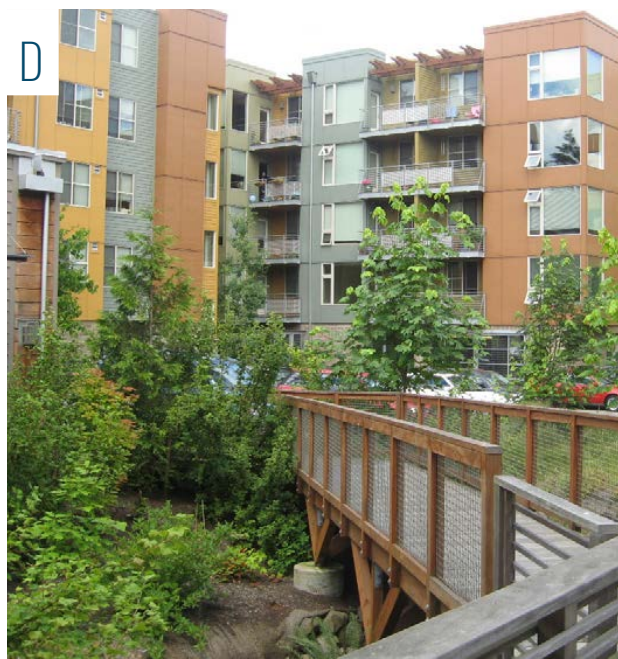
Transforming a Center Transit Station Area and linear superblock to provide a prominent street wall along the transit line, broken up with a series of outdoor spaces and ground floor retail.

Hazelwood, NE 122nd and E Burnside



Utilizing landscaped setbacks and entry sequences that mimic nearby residential patterns.

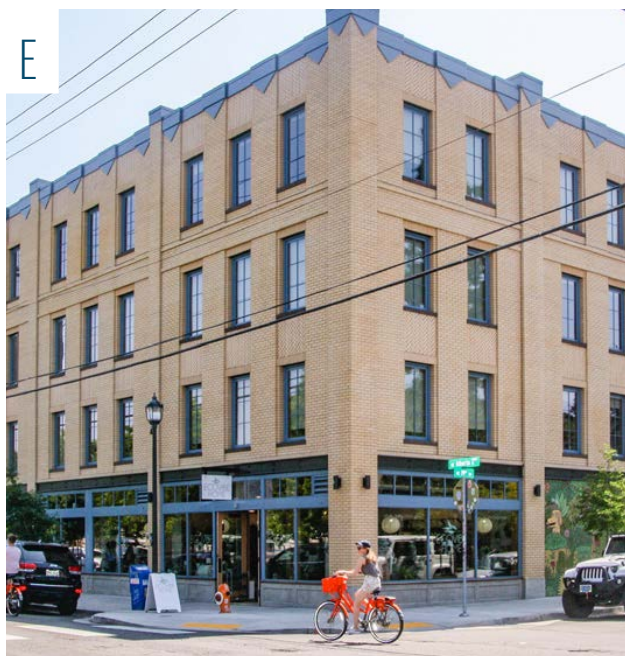
Alberta, NE Alberta and NE 26th Ave



Designing the site to respond to the ecology and beauty of the place. This project uncovered and restored Tryon Creek's headwaters, providing a connection to the area's natural landscape.

Multnomah Village, SW 30th and SW Marigold

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Evoking early streetcar architecture forms and patterns within Inner Neighborhood Centers and along Neighborhood Corridors.

Alberta, NE Alberta and NE 19th



Designing buildings that integrate topography. This buildings retaining walls support sitting and pausing within Western Neighborhood centers.

Hillsdale, SW Sunset Blvd and SW Dewitt



Featuring historic architectural remnants, such as this series of paintings on pillars of the old Lovejoy Ramp, to display artwork and celebrate a period in the district's history.

Pearl, NW 10th and NW Flanders



Transforming Civic Corridors into green, lush pedestrian-oriented streetscapes. This frontage sets back and devotes space for a double alley of trees to encourage walking on a busy street.

Jade District, SE 82nd and SE Division

02

CREATE **POSITIVE RELATIONSHIPS** WITH SURROUNDINGS.



Sellwood/Moreland, SE Milwaukie and SE Claybourne

BACKGROUND

New development must respond to its surroundings, both abutting sites and sites located directly across the street. Designers should consider how to harmoniously relate to sites with lasting qualities and characteristics, such as neighboring designated historic landmarks, historic resources, natural resources, open spaces, and trails. In addition, new development should balance its response to lower-density zoning, recognizing that the city will grow and evolve over time.

New Development should forge positive relationships with neighboring sites through conscientious massing, transitions, and connections. On large projects, building scale should respond to adjacent conditions. Smaller contextual responses include site edge treatments such as buffering and landscaping, and architectural features such as placement of openings and ornamental details.

New development adjacent to designated historic landmarks or historic districts should be designed thoughtfully and deferentially towards its neighbors. Responsive urban form approaches include stepping down toward the landmark height or allowing a wide berth through setbacks or a pocket plaza if the landmark is a standalone building, such as a church or theater. Appropriate architectural responses to neighboring landmarks include continuity of setbacks and cornice lines; matching ground floor heights; repetition of bay and window rhythms; and complementary materials, architectural features, or details.

Infill development within Portland's historic main street blocks should reinforce a vibrant street wall: maintaining consistent setbacks, cultivating active ground floor uses, and continuing patterns of entries, windows, and awnings. While new infill may result in a taller building than its neighbors, it should acknowledge adjacent historic resources, even while materials and architectural styles may be very different.

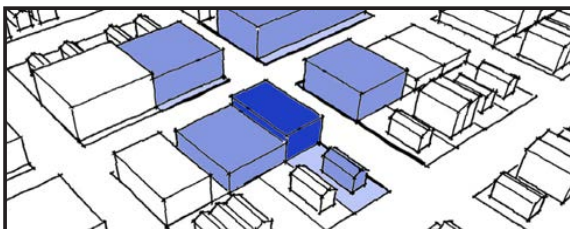
New development adjacent to pedestrian pathways, trails and open spaces should provide visual and physical connections to improve local mobility. Setbacks should offer pathways, trails and open spaces ample space and buffering. Windows and openings should face adjacent open spaces and trails.

Where new intense uses and forms abut lower-density zoning, development should be designed to carefully consider the relationships of building footprints and volumes through massing, proportions, and building setbacks. Well-sited outdoor spaces, generous landscaping, porches, and multiple housing unit entries can effectively ease transitions between new, denser development and existing, less dense development. Architecturally, the placement of windows, lighting, entries, utilities, and services should avoid negative conflicts with neighboring residential uses.

Context Design Guidelines telescope in scale from larger context to smaller. This design guideline addresses adjacent context.



Community and neighborhood context is addressed in Guideline 01



DESIGN APPROACHES

BUILDING MASSING

Developing effective placement and proportion of building massing toward adjacent lower-scale development and residential uses

STREET WALL

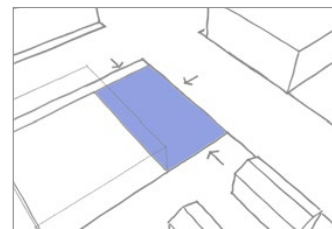
Maintaining a vibrant street wall with continuous storefronts along historic main streets

CONNECTIVITY

Creating visual and physical links to adjacent pedestrian pathways and neighboring open spaces

ADJACENT HISTORIC LANDMARKS

Deferring to the neighboring historic landmark through massing and urban form



Site-specific context is addressed in Guideline 02

02 Create **positive relationships** with surroundings.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Scaling building mass to respond to varied context by increasing height and bulk at a prominent corner, while stepping down height and mass adjacent to a low density residential zone.

Williams, N Williams and N Beech



Siting open spaces to take advantage of views to local points of interest. This courtyard offers a glimpse of the historic landmark tower.

Old Town/Chinatown, NW Broadway and NW Glisan



Providing landscaping and canopy against an adjacent blank wall. This podium courtyard softens the edge and offers a wide buffer along its adjacent neighbor.

West End, SW Main and SW 11th



Using scale and setbacks to defer to an adjacent historic resource. This new community space is a subtle design that sits further back and uses muted materials and a lower roofline as a response to its neighbor.

Martin Luther King Jr., NE 6th and NE Prescott

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

E



Aligning belt courses and window heights. This newer building on the left uses the same vocabulary as its historic neighbor: materials, repetition of bays and windows, and continuity of setbacks.

Old Town/Chinatown, SW 3rd and SW Ash

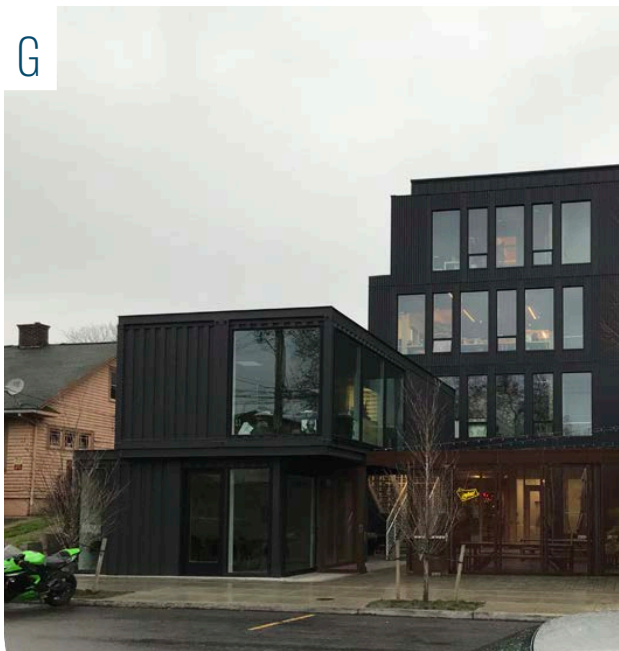
F



Intentionally connecting open spaces to open spaces. The central gathering area between two office buildings leads across the street to more open space and a trail that eventually connects to the river.

Pearl, NW Front and NW 17th

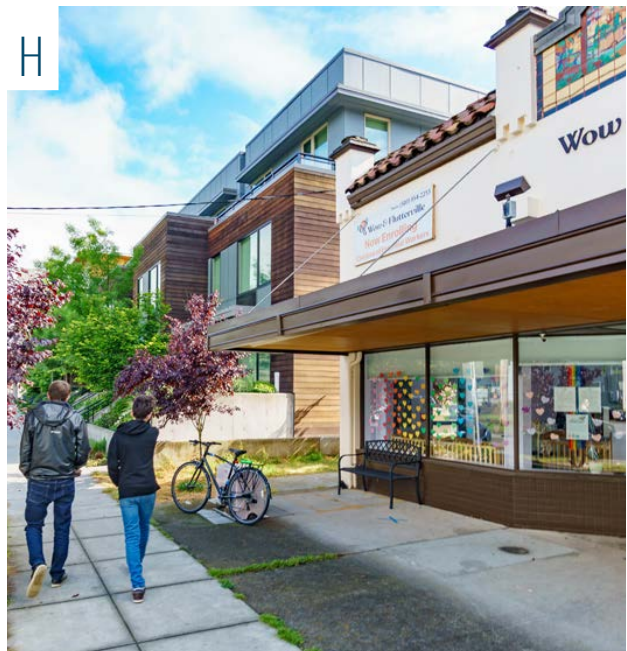
G



Breaking up building massing where it is adjacent to lower density residential to reduce the contrast between scales in height.

Mississippi, N Albina and N Blandena

H



Reinforcing neighboring historic structures through the use of physical cues and architectural gestures, such as matching building heights and setbacks along street edges.

Williams, N Vancouver and N Mason

03

INTEGRATE AND ENHANCE **ON-SITE FEATURES AND OPPORTUNITIES** TO CONTRIBUTE TO A LOCATION'S UNIQUENESS.



Hillsdale, SW Capitol Highway and SW 26th

BACKGROUND

Building on context includes seeking and drawing inspiration from the existing conditions of the development site itself. A project's architecture and programming should respond to natural features, physical features, and historical features of the site, where applicable.

Natural features include topography, views, sightlines, solar and wind orientation, trees and vegetation. These features add value and should be woven into the site and building design.

Physical features refer to site dimensions, boundary limitations, and any structures or buildings that will remain with redevelopment. Complementary additions to existing older buildings enhance the evolving urban fabric and connect different periods of Portland's history, while moving towards a desired future. Development should build upon and reflect site and building history, passing along the narrative of the site.

Specific responses to natural features include integrating existing trees, vegetated slopes and topography into site design, respecting the natural landform. Streams, wetlands, rocky outcrops, or other geological attributes are rare and

important, and incorporating these features not only preserves resources but roots development specifically to the site. Building programming and placement of entries, open areas, windows, and balconies can take advantage of topography,

natural views, and sightlines to community or natural points of interest, historic landmarks, and pedestrian paths.

Physical features of sites and their boundaries

may offer unique opportunities to provide vantage points and prominent entries, especially at high-visibility corners or along curving streets. Unusually shaped site boundaries offer space that can be incorporated into the public realm, especially along busy streets where pedestrians desire buffering from moving vehicles.

Site and building renovations should recognize and draw from the architecture of the existing buildings as products of their own time. New additions to older buildings should enhance the existing building's use of scale, proportion, and construction materials and methods, where appropriate.

Additions to historic resources not subject to Historic Resource Review require increased levels of design sensitivity. The original structure should be enhanced through continuity of proportions and vertical and horizontal lines within the existing architecture. Additions can take cues from existing rhythms of pilasters, windows, bays, cornices,

and spandrels, while expressing newer forms and materials. The building's distinguishing qualities and features should be maintained as a part of the proposed rehabilitation or addition.

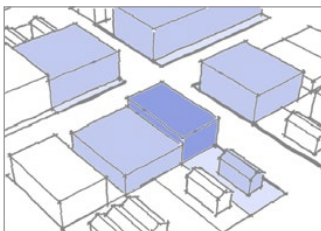
Archaeological and historic features of the site can be retained and incorporated, influencing the site layout where possible, to help augment the sense of place and its unique value. When existing buildings or site features are relocated or removed, an applicant should employ the deconstruction and reuse of materials, such as lumber, machinery, stone, or architectural features on or within the development.

Characteristics identified by the site history and the lived experience of communities, where applicable, should be integrated into site and building design, so that buildings and open spaces may highlight and honor them. In addition to tangible attributes, site-specific social and cultural history can be interwoven into the design of new development through signage, art, and plazas. These features can share knowledge and wisdom of Portland's older and under-represented populations and contribute meaningfully to the place's narrative and its contribution to the city's evolution for future generations.

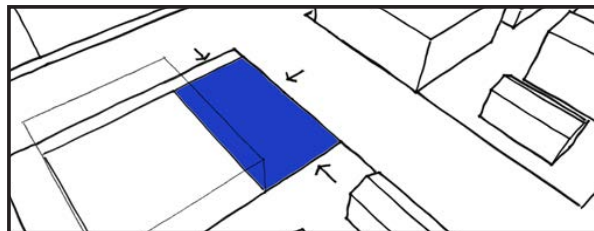
Context Design Guidelines telescope in scale from larger context to smaller. This design guideline addresses site-specific context.



Community and neighborhood context is addressed in Guideline 01



Adjacent context is addressed in Guideline 02



DESIGN APPROACHES

NATURAL RESOURCES

Minimizing site disturbance and integrating topography and natural resources found on-site

VIEWPOINTS

Integrating views to community points of interest

ON-SITE OLDER BUILDINGS AND HISTORIC RESOURCES

Retaining existing older buildings and historic resources

SOCIAL AND CULTURAL SIGNIFICANCE

Incorporating a site's significant cultural or social history

03 Integrate and enhance **on-site features and opportunities** to contribute to a location's uniqueness.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Emphasizing the corner through massing shifts. This corner site offers an opportunity to provide a prominent entry and upper level terrace.
Northwest District, NW 19th and NW Quimby



Maintaining a site's uniqueness by re-purposing architectural elements, such as sculptural neon signage and character defining canopies.
St. Johns, N Lombard and N Charleston



Creating an addition that references existing architecture. This addition integrates similar materials in its new entry and the new building and connects both with special paving and a shared courtyard.
Alberta, NE Alberta and NE 18th



Designing the site to retain a grove of Douglas fir trees, preserving multiple benefits, including shade and privacy, and protecting a distinct feature of Portland's natural landscape.
Division Midway, SE 130th and SE Division

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



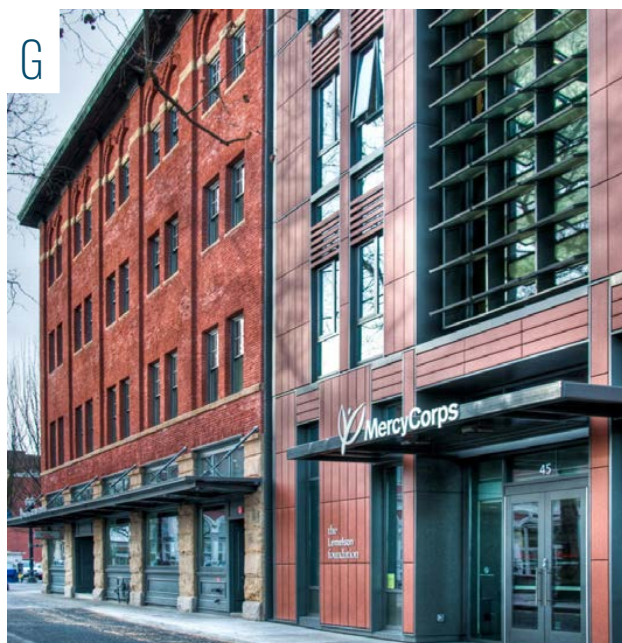
Retrofitting existing buildings with new storefront systems, while retaining character-defining details such as brick pilasters and decorative cornice.

Central Eastside, NE Martin Luther King, Jr. and NE Couch



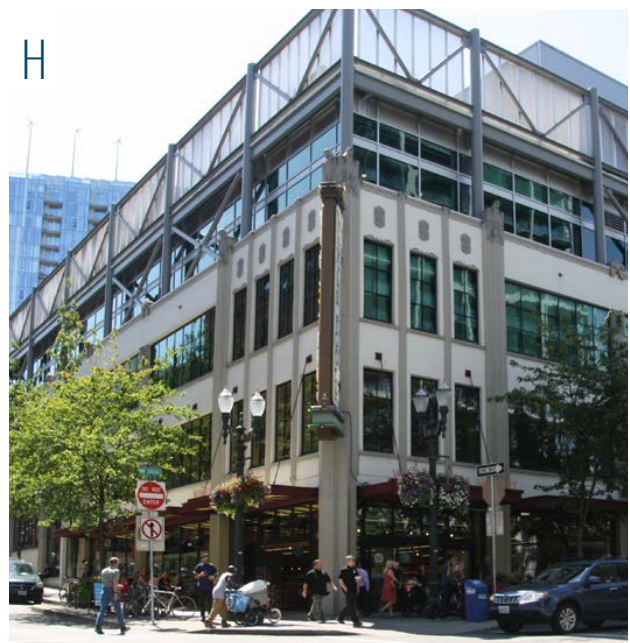
Integrating new development to take advantage of vegetated slopes and topography. Thoughtful placement of building programming can enhance a site's unique natural attributes.

Marquam Hill, SW US Veterans Hospital Road



Designing additions to historic buildings that continue features and proportions. This addition takes cues from the materials found on the original structure and the rhythm and spacing of building openings.

Old Town/Chinatown, SW Ankeny and SW Naito



Designing building additions that enhance existing on-site structures. This upper story addition maintains similar proportions and extends vertical lines from the undesignated historic building below.

Pearl, NW 12th and NE Couch

04

DESIGN THE **SIDEWALK LEVEL OF BUILDINGS** TO BE ACTIVE AND HUMAN-SCALED.



Northwest District, Location

BACKGROUND

A strong public realm is framed by a built environment that supports and feels comfortable to all users, especially our most vulnerable populations – people with disabilities, youth, and historically marginalized people. Cities designed for people depend on the success of a welcoming and active streetscape, and ground floor architecture should contribute to this space.

Though people arrive in Portland’s busiest centers, corridors, and transit stations by many different modes, they are on foot or using a mobility device at either end of their destination, making the sidewalk level of a building its most important contribution to people’s experience in these areas.

In addition, the sidewalk level is the most directly accessible to the public, so this portion of the building should especially be designed to enrich public life with active ground floors that are visible, attractive, inviting, and interesting at the human-scale. Activity and vibrancy at the sidewalk level ensures that Portland’s densest areas will flourish because they beckon people to experience and enjoy them.

Successful commercial ground floors are active, visually accessible and appealing from the outside. They provide large storefront windows, interesting signage, multiple entries, outdoor seating, and visual displays. Ground floors should be tall and full of light and air, welcoming passersby as an extension of the public sidewalk, facilitating movement and interaction between people.

Corner intersections and building entries, with their high visibility and foot traffic volumes, should be prominent and considered prime locations for shifts in massing and features that welcome pedestrians along the street, such as generous awnings, signage and lighting. These features should be integrated into the design of the building with

the highest levels of design attention and texture where people will be entering and exiting.

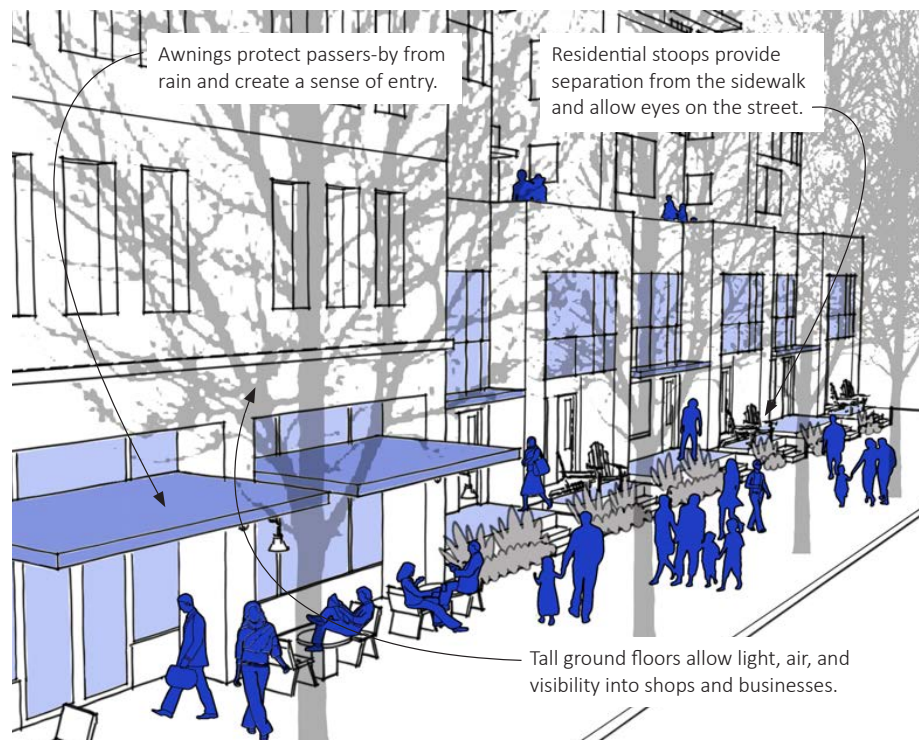
Building facades need to reinforce the human scale of the public realm through articulation and depth at the boundaries of public and private spaces. Weather protection at main entrances are necessary for pedestrians as well as for people entering and exiting the buildings. The provision of ample upper story windows should contribute to the public realm's safety, activity and visibility. Architectural detailing along building facades should include rich spatial layering, for interest and texture that enhances the public realm and streetscape experience. Blank walls on the street-facing facades should be avoided. Public art, when mitigating blank walls, should play a role in activating the sidewalk through curiosity, vibrancy or storytelling.

Building projections should limit intrusion into the right-of-way, avoiding deep, heavy bays that dominate the ground floor plane. Oriel windows should be limited in use, and where they are provided, they should contribute to the rhythm of the architecture and not detract from the public realm. Balconies should invite and provide permeability for, not detract from, street trees and urban canopy to spread

across the sidewalk. They should contribute to the social interaction of the public realm by providing ample outdoor room to encourage eyes on the street.

Residential ground floors also have a role in an active public realm. They can contribute to the vibrant streetscape with graceful transitions from private to public space using stoops, porches, or buffered setbacks with layers of landscaping and semi-private spaces. The programming of ground floor residential buildings should provide more "public" rooms, to avoid privacy issues between residents and passers-by. The placement of bedrooms on the street-facing façade should be avoided. On upper stories, windows offer eyes on the street, interaction, and visual interest.

Along trails, river, and greenway, windows and balconies contribute to create a safe and successful trail experience for all users. Entrances along the greenway setbacks should include a buffer and transition from public right-of-way to semi-private space and private entries and not a direct connection to the greenway. Lighting along the greenway should be downcast to protect wildlife.



DESIGN APPROACHES

GROUND FLOOR HEIGHTS

Designing buildings with taller, more adaptable ground floors

MULTIPLE ENTRIES AND WINDOWS

Offering more than one entrance along the ground floors of buildings to provide "eyes on the street" and avoid blank expanses of walls

WEATHER PROTECTION

Providing protection from wind, rain, and sun

LIGHTING

Enhancing safety and visibility for pedestrians and highlighting special building features

RESIDENTIAL SETBACKS

Creating soft transitions while separating private spaces from public spaces

04 Design the **sidewalk level of buildings** to be active and human-scaled.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Designing covered entries, signage, seating, and glazing details that contribute to interest and activity at the human-scale.

Alberta, NE Alberta and NE 21st



Including wide, flexible openings. This restaurant's large bay of windows transforms to allow an expansion of seating during warmer, sunnier months, creating a versatile, active public realm.

Pearl, NW Everett and NW 9th



Activating a corner with a welcoming entry, weather protection, and seating.

Ladd's Addition, SE Ladd and SE Division



Incorporating distinctive paving patterns, landscaping, artwork, and large entry canopies. Creating an extension of the sidewalk contributes to more interaction among patrons and passersby.

Northwest District, NW Quimby and NW 22nd

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



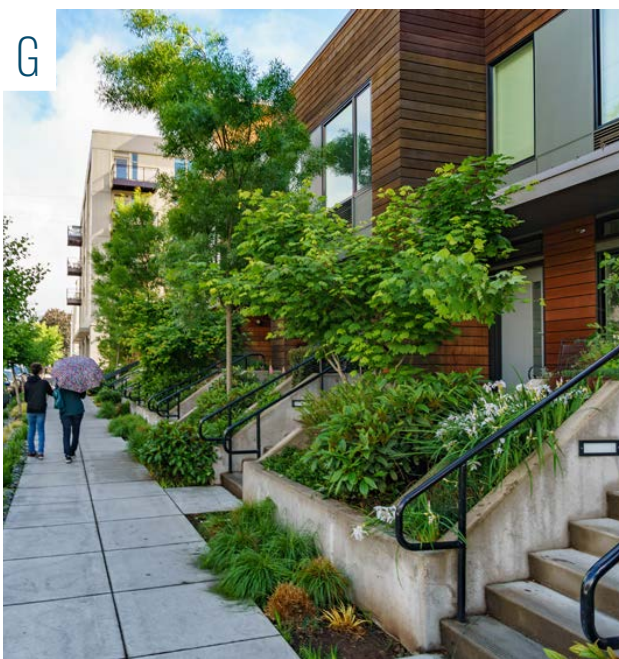
Featuring multiple windows and doors, signage, and room for informal retail displays and planters.

Alberta, NE Alberta and NE 18th



Locating active uses directly adjacent to the public sidewalk. Providing covered seating, string lights, and multiple windows and entries within the setback creates an active streetscape.

Division, SE Division and SE 30th



Buffering ground floor residential units with generously landscaped planters to provide privacy and safety for residents. Multiple layers softens the street edge and can allow for a more pleasant streetscape.

Williams, N Williams and N Mason



Offering signage, tall ground floors, and weather protection for pedestrians. High levels of visual permeability on the ground floors make sidewalks feel safe and inviting.

Division, SE Division and SE 26th

05

PROVIDE OPPORTUNITIES TO PAUSE, SIT AND INTERACT.



Pearl, NW Front and NW 16th

BACKGROUND

New buildings should provide room for a diversity of publicly accessible spaces for sitting, resting, eating, socializing, or just experiencing city life. Providing a broad array of intentional spaces allows for freedom of movement. These spaces are important for community-building because they invite social interaction among people from different socioeconomic, generational, and cultural backgrounds.

Successful spaces are those that support a variety of interrelated activities, engage a diverse public, and will result in vibrant streets and sidewalks. Publicly accessible spaces can also provide an important buffer and gradual transition from the vitality and activity of the public realm, to semi-private entries and porches, to the interior spaces where people live and work.

Publicly accessible spaces need enclosure and features appropriate to the scale of the space, including weather protection, changes in grade and materials, and outdoor furniture. Designs should support safety and be well-integrated into the site, with active adjacent building programming and openings. Successful spaces

do not feel like leftover spaces, but they are provided intentionally, to offer protection from the street, social gathering, and quiet respite. Trees, landscaping, native planting, and stormwater features create visual and auditory buffering while mitigating the urban heat island effect and weaving beauty and nature into the city. Covered

bicycle parking and universally designed seating or leaning rails in front of transit stops should be employed to activate areas for people arriving by different modes.

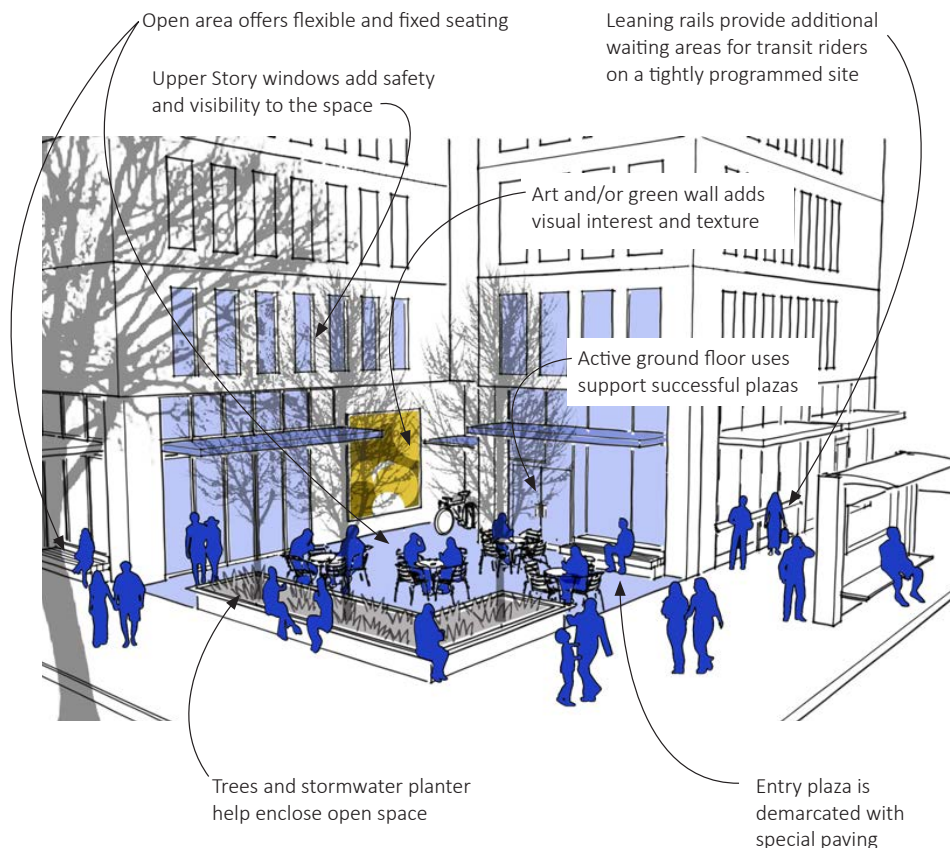
Within a tightly programmed site, potential approaches include front entry courts or spaces integrated into the building form itself: space tucked within setbacks or articulations in building form, wide windowsills, leaning rails, low retaining walls, landscape planters, or wide steps. Intermittent breaks in urban form should behave as an expansion of the public realm—places for people to share space together—and development should provide seating or points of interest for stopping, viewing, and gathering.

Larger open spaces, such as plazas and entry courtyards, where provided, should welcome engagement by any member of the public. These spaces should not feel privatized or exclusive, but

accessible and open, with inclusive amenities such as seating, shade, and points of interest like art or water features.

Along the Willamette River Greenway, development should offer places to enjoy wildlife, the river, and the trail. Opportunities to pause, sit, and interact can both contribute to a vibrant waterfront and protect riparian vegetation and the river's ecological functions.

Art or water can play a role within open spaces by providing a visual focal point to inspire conversation and contemplation or to reflect the identity of Portland, its communities, and its history. Water features can encourage interaction with water, provide an immediate calming and cooling effect, and highlight and celebrate the larger geographic setting of the Willamette Valley and its abundance of rain.



DESIGN APPROACHES

SEATING

Providing a variety of seating types for passersby and building users

INTEGRATE BICYCLES

Designing open spaces that accommodate parking for bicycles

ART/WATER

Designing spaces that can integrate opportunities for art, stormwater or water features

ENCLOSURE

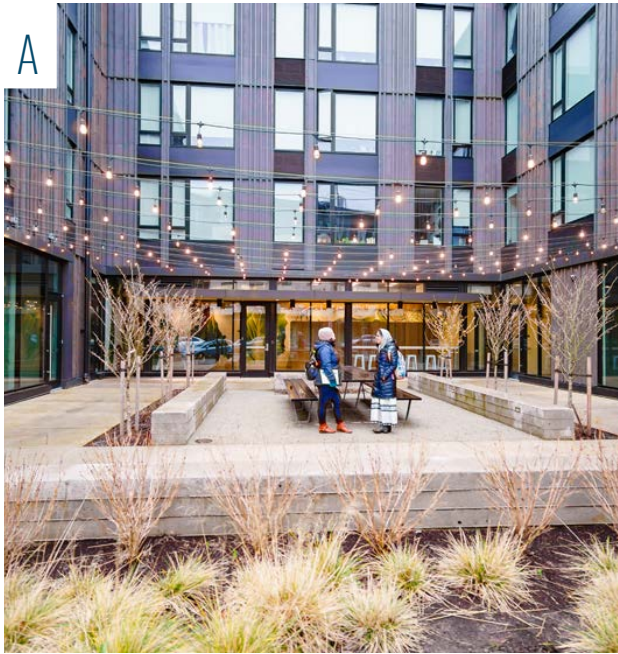
Offering a comfortable buffer and distinction from the public realm

TREES AND LANDSCAPING

Promoting health and wellness by helping to mitigate the effects of urban heat island

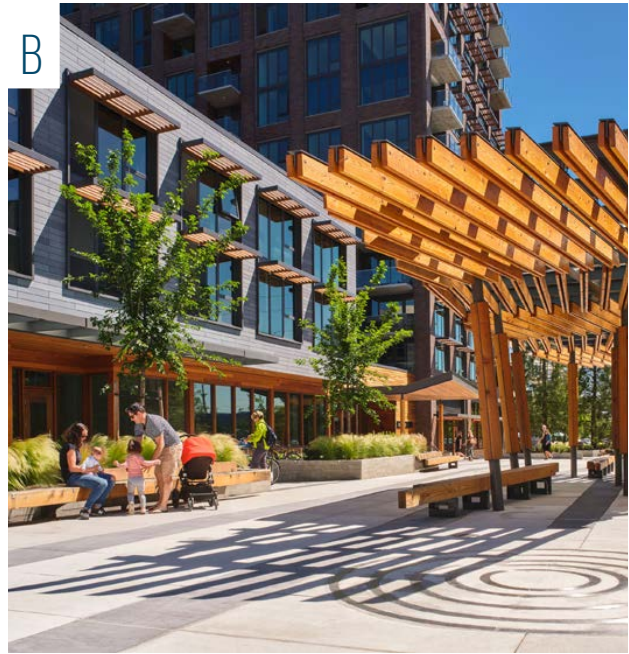
05 Provide opportunities to pause, sit, and interact.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Offering an open courtyard with a variety of seating. Formal and informal plantings and overhead string lights offer texture and a human scale, contrasting with the building's walls and glazing.

Lents, SE Foster and SE 92nd



Creating flexible, multi-functional spaces that consider sunlight and shade. Offering a variety of spaces encourages more use, activity, and interaction.

Northwest District, NW Savier and NW 22nd



Creating a sense of enclosure with the use of trees and special paving patterns or materials.

Sellwood/Moreland, SE Milwaukie and SE Claybourne



Incorporating large-scale artwork and a low planter wall for seating. These features help buffer and define the edges of this space along prominent corners while providing visitors a place to gather and rest.

Northwest District, NW 21st and NW Raleigh

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Shaping seating opportunities on fully built-out sites. Designing wide sills or leaning rails as seating can have large impacts on expanding the public realm.

Pearl, NW Overton and NW 11th Ave



Carving out building edges at ground floor entries can help expand the sidewalk and allow for flexible seating and covered areas that provide moments of reflection and respite from a busy streetscape.

Williams, N Williams and N Mason



Providing pedestrian pathways and internal connections on full block developments. These connections can offer opportunities for seating, landscaping and artwork to create intentional shared spaces.

Pearl, NW Johnson and NW 13th



Considering the placement and programming of courtyards and other public spaces to ensure they remain well-utilized. Easy access from the sidewalk, multiple entries and active uses can ensure a space succeeds.

Division, SE Division and SE 33rd

06

INTEGRATE AND MINIMIZE THE IMPACT OF **PARKING** AND **BUILDING SERVICES**.



Northwest District, NW Quimby and NW 22nd

BACKGROUND

Development sites are complex, and they include necessary functional areas and elements that may not directly support the pedestrian environment. Parking, utilities, and other services often must share locations with people, especially when space is limited. These functions and services should be located in ways that minimize their impact on the public realm and do not detract from the overall pedestrian experience.

Where possible, the design of surface parking and vehicle areas should allow multiple functions, such as active play or gathering spaces. The placemaking needs of an active public realm and building occupants should inform how and where parking and services are located.

Parking areas should be carefully sited away from the public sidewalk or the greenway trail and screened through landscaping and other buffers. Sites need to optimize spaces dedicated to people, mitigating the physical and visual impacts from cars and spaces dedicated to them. Especially as

parking may not be required within new development along a majority of centers and corridors, surface parking should integrate safe alternative functions such as play, seating, and gathering spaces.

Structured and tuck-under parking and on-site loading areas should be integrated into the building form, and their contact with the public realm should be minimized. Above-ground parking should be hidden behind active spaces and uses.

Long-term bicycle parking should also be integrated into the site and building design so that these facilities are easily accessible, visible, safe, and active, by buffering amenities such as bicycle lobbies and repair amenities at the street façade.

Utilities, such as gas meters and mechanical equipment should be tucked away within parking areas, alleys, and building alcoves where possible,

and they should be effectively screened. Trash and recycling enclosures should be sited inside of the building wall or within parking areas and screened away from public sidewalks or public trails and plazas. Utilities optimally are sited behind a building wall and co-located rather than distributed.

Large below-grade functions, such as electrical vaults and stormwater utilities, if provided on site, can be integrated into plazas and large setback areas. Underground areas need to prioritize sufficient soil volumes to support large trees.



DESIGN APPROACHES

VEHICLE AREAS AND PARKING

Screening and buffering vehicle areas from pedestrians and integrating parking into the building design

UTILITIES, TRASH, AND RECYCLING

Siting and screening utilities, trash, and recycling enclosures away from public realm

VAULTS

Integrating and concealing vaults within open areas

STORMWATER PLANTERS

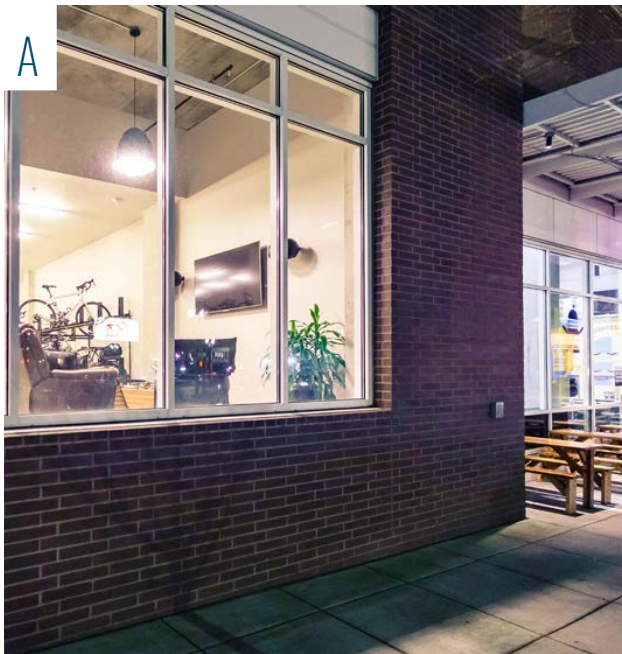
Integrating stormwater with multiple uses, such as buffering, placemaking, and seating opportunities

LONG-TERM BICYCLE PARKING

Designing bicycle parking to encourage use by adding bike lobbies and bike repair amenities

06 Integrate and minimize the impact of **parking** and **building services**.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Activating bicycle parking along the building's ground floor with windows that face an interior lobby and bike repair amenities.

Central Eastside, SE Morrison and SE 6th



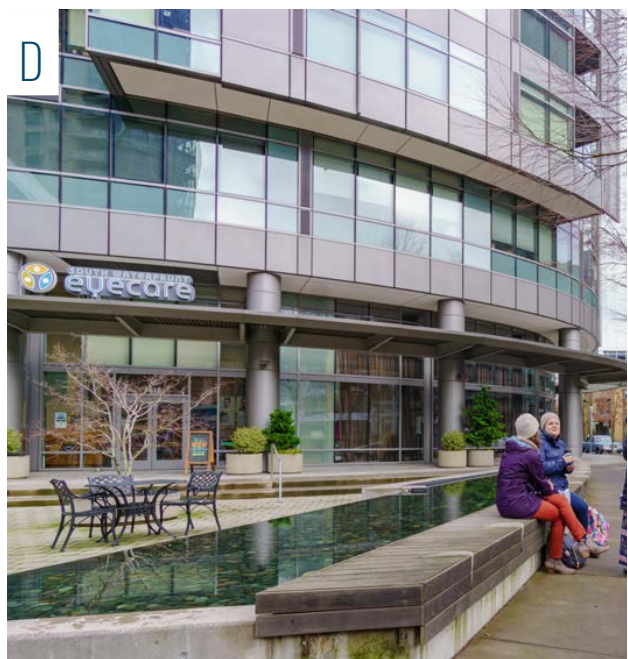
Buffering residential uses from vehicle areas with landscaping and gathering paces. This development provides multi-functional spaces internal to the site which allow for both cars and people.

Williams, N Vancouver and N Alberta



Integrating vaults into the paving design. This underground utility is well-hidden, while the design of the space includes room for trees.

South Downtown/University, SW Mill and SW 4th



Incorporating stormwater into the design of open areas. This stormwater system uses the grade change to provide a seat wall amenity.

South Waterfront, SW Gaines and SW River Parkway

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Following the rhythm of storefront and entry bays in the placement of openings for structured or underground parking.

Pearl, NW 12th and NW Everett



Tucking and screening waste bins. This trash and recycling area is well-hidden from the building's street-facing façade and artfully screened behind a planter designed to capture rainwater.

Division, SE Division and SE 38th



Placing mechanical and utility rooms away from the street-facing facades and providing well-integrated screening.

Gateway, SE 105th and E Burnside



Using screens as an opportunity to provide art, spur interest and be a local storyteller or wayfinder.

Old Town/Chinatown, NW Broadway and NW Hoyt

07

SUPPORT THE COMFORT, SAFETY, AND DIGNITY OF RESIDENTS, WORKERS, AND VISITORS THROUGH THOUGHTFUL SITE AND BUILDING DESIGN.



Hillsdale, SW 26th and SW Capitol Highway

BACKGROUND

Site design and the relationship of on-site spaces and active building programming is critical in maintaining comfort, safety, and dignity for all building users. As areas within Portland evolve toward a more compact urban form, development should support people's movement and activity throughout the site, including points of entry and open spaces for active and passive recreation.

The program of the building needs to relate to and optimize the characteristics and features of the site, both large and small. On-site spaces should be sources of pride and belonging rather than spaces that feel unwelcome and back-of-house. Successful site design approaches can bolster social and physical health and emotional well-being by integrating natural features and enhancing the entire experience for building users.

On-site pedestrian circulation should facilitate comfort. Pathways universally designed for all ages and abilities should link the public realm, building entries, parking, and open areas throughout. Pedestrian pathways should be safe, visible and well-lit, and building entries and windows should orient towards them. All people entering the site should

have equitable access to the same positive user experience: accessible paths should not be relegated to the back-of-house. Site design should avoid visual barriers such as high fences or tall hedges.

On-site windows should be located to balance visibility with privacy while offering a comfortable, safe, and attractive experience throughout the site. The

placement of windows should avoid directly facing other windows or otherwise creating awkward sight lines or relationships between building users.

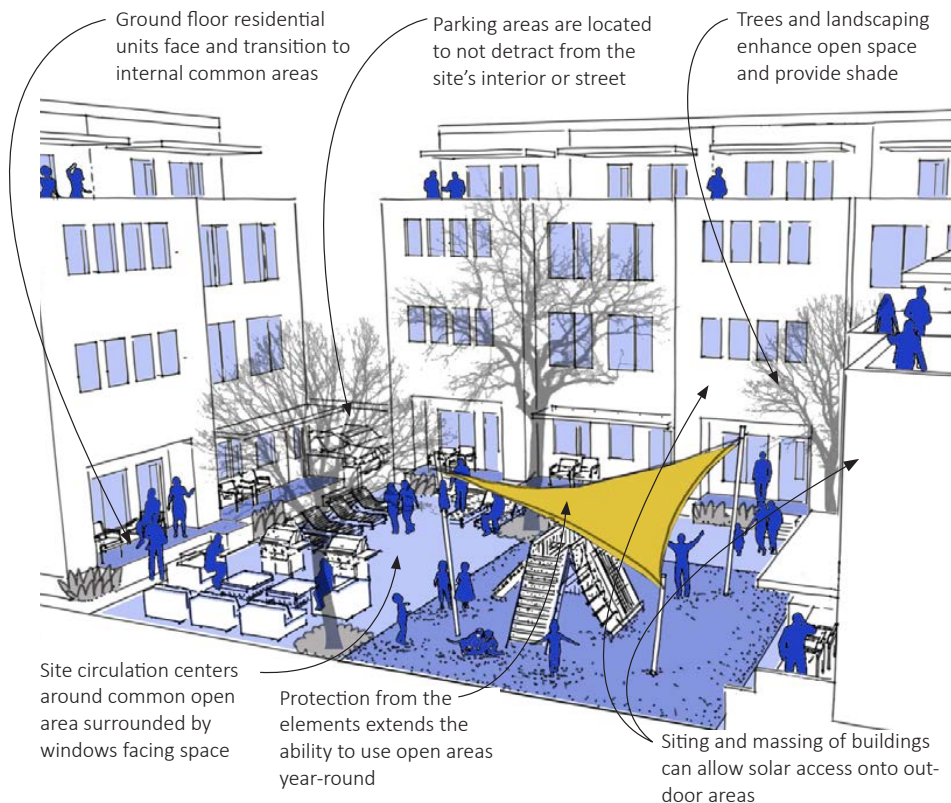
On-site entries to multiple units should provide ample space between them to feel comfortable to residents entering and exiting, and entries should feel welcoming and protected from the weather. Entries should incorporate “eyes on the street” principles, by facing common courtyards, open spaces or walkways.

The siting of multiple buildings should optimize areas between buildings to create usable, inclusive open spaces that are intentionally designed for building users. On-site building facades should employ concepts used in the public realm, such as active spaces, multiple windows and the avoidance of blank walls, to ensure that building users can safely and comfortably move throughout.

Outdoor spaces, appropriately scaled, can successfully be designed for year-round use. Thoughtfully shaping building massing to optimize solar

access, providing protection from rain, and carefully placing furnishing can all contribute to increased use. Landscape design should incorporate trees for shading, comfort, buffering between units or tenant spaces, and to enhance the urban canopy. The needs of children, families and the elderly should be integrated into the design of outdoor spaces with play areas, gardens and plenty of seating. Well-designed sites foster activation and moments for impromptu gathering, placemaking, and stewardship of places that offer local sources of enjoyment and lead to long-term investments and pride in local communities.

Spaces designed solely for vehicles should not dominate the site. Buildings should provide safe and comfortable access to parking areas that prioritize people through clear pathways, paving patterns, and lighting. Where residential entries face parking lots, generous buffering should create separation that balances a sense of welcome with the need for privacy and screening.



DESIGN APPROACHES

INTERNAL OPEN SPACES

Offering a variety of multi-functional spaces such as balconies, stoops, plazas, play areas, and passive sitting areas

INTERNAL CONNECTIONS

Creating safe and visible pedestrian circulation through sites

VEHICLE AREAS

Ensuring that vehicle areas do not impair the usability and enjoyment of the site.

SOLAR ACCESS Providing solar access to open areas

WINDOWS AND ENTRIES

Orienting windows and entries toward on-site circulation and open areas

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

A



Providing comfortable access through sites with wide walkways, seating, and multiple windows. PCC Southeast links directly to the public realm with a well-lit path that feels welcome and safe.

Jade District, SE 82nd and SE Division

B



Orienting residential units around a common shared green space. Stormwater gardens, seating areas, and internal pathways are integrated to create a comfortable and multi-functional shared space.

Eliot, NE Williams and NE Tillamook

C



Connecting retail and office spaces with a courtyard linked to the public sidewalk. This gathering spot includes seating, planters and trees, and multiple terraces that offer vantage points and visibility.

Williams, N Williams and N Fremont

D



Designing development to include gathering and play spaces in central locations. Maintaining clear visibility through the space can improve access and safety for all users.

Hillsdale, SW 26th and SW Capitol Highway

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

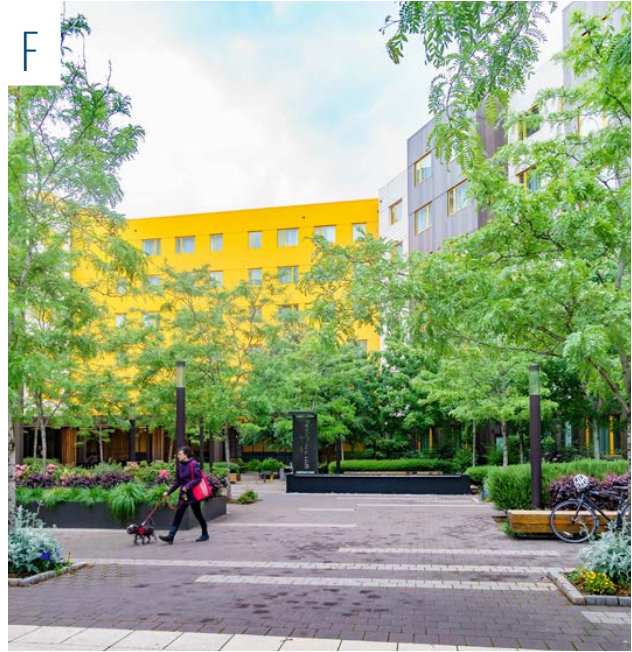
E



Offering pedestrian circulation through the site that connect the public realm, building entries, parking, and open areas. This project's parking area is well integrated into the site with an open courtyard.

Williams, N Williams and N Mason

F



Creating an open and centrally located courtyard allows for eyes on the space. This plaza provides access to an entry lobby and features an outdoor lounge.

Pearl, NW Marshall and NW 9th

G



Providing a multi-functional pedestrian pathway between buildings. This mid-block crossing includes seating and walkways on various levels, landscaping, and a bocce court.

Pearl, NW Johnson and NW 13th

H



Designing a facade that offers multiple views, light and ventilation. This spatial arrangement allows privacy from passersby and neighboring units while maintaining eyes on the street.

Martin Luther King, Jr., NE Martin Luther King, Jr. Blvd and NE Monroe

08

DESIGN FOR **QUALITY**, USING ENDURING MATERIALS AND STRATEGIES WITH A COHERENT APPROACH.



Marquam Hill, SW US Veterans Hospital Rd

BACKGROUND

The decision of future generations to retain and adapt buildings that are built today in Portland's high-density areas will depend upon their enduring and timeless design.

Design of the site and building should clearly convey an overarching idea, design concept or project intent throughout. The architecture should evoke clarity and consistency of the concept to unite the building holistically with a sense of beauty and logic.

Buildings should employ sturdy, durable exterior materials with reliable construction methods that ensure resistance to heavy use and to weathering caused by the Pacific Northwest climate.

The overarching design concept can be reinforced in the site design through public and private spaces and the locations of entries. Buildings can reinforce the design concept with exterior lighting, building openings, and emphasis of articulation, or shifts in the building wall plane. Facades can use exterior materials, texture, and depth together to reinforce

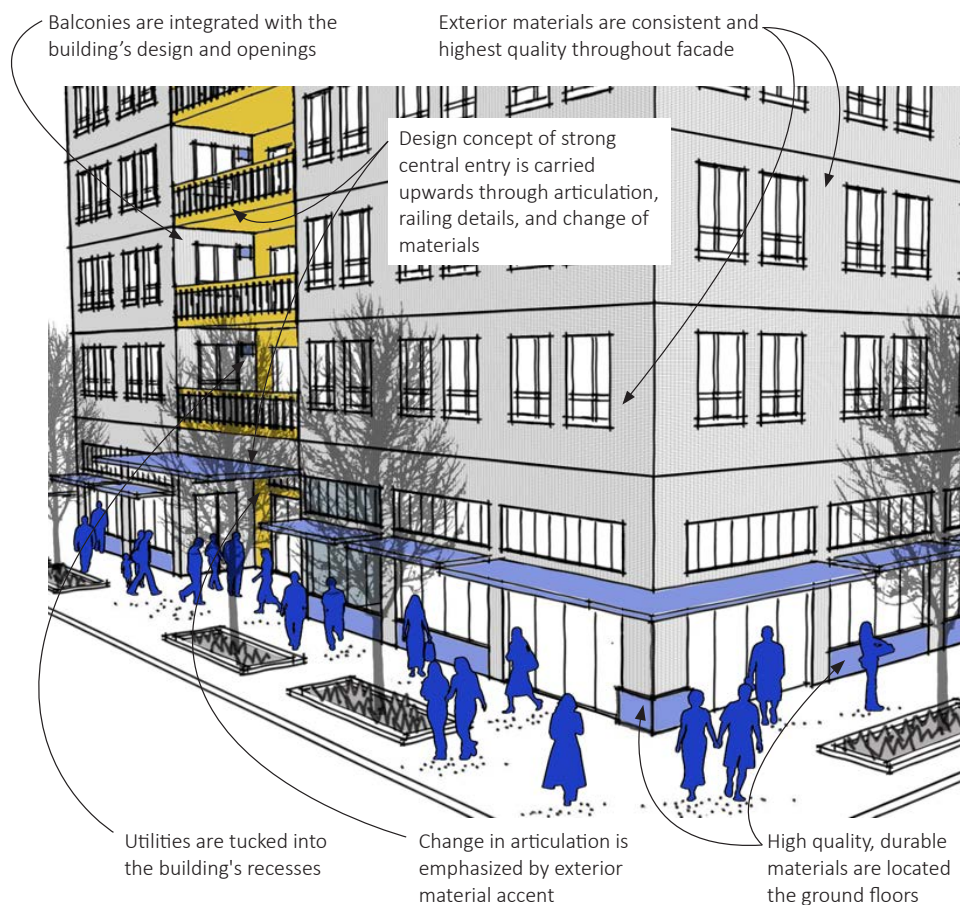
the design. For instance, a change in material may be used in conjunction with articulation to distinguish and express the building openings. High levels of visual interest, texture, repetition, and detail should be balanced with thoughtful design simplicity and design coherence.

Exterior materials can also express where uses and activities belong, illustrate the spectrum of public to private spaces, or convey hierarchy. Heavier materials like masonry can be used at the ground level to depict the structure of the building and lighter materials can be deployed within recesses or on upper stories. Transitions between materials should be thoughtful, carefully concealing seams by responding to changes in building massing, articulation, or through the application of architectural details.

“High touch zones” of buildings particularly warrant special attention to detail, quality, and durability. These areas along the ground floor, balconies, and building openings, need to resist wear and tear while also providing interest at the human-scale due to frequency of use.

Exterior building features, such as balconies, awnings, railings, exterior lighting, signage, and stairs—can add depth and texture. They should be well-integrated into the design and form of the building so as not to compete visually. Doors and windows and other building openings should add permeability through the building along with visual interest and depth from contrasting shadow lines.

Building utilities, such as vents and air conditioner units, should be hidden within building recesses or integrated into the façade design, using complementary colors and materials. Rooftop mechanical equipment should be well integrated and screened on the roof.



DESIGN APPROACHES

UNITY

Expressing a clear and coherent design approach to unify building

ARTICULATION

Highlighting function, hierarchy, or spaces through small breaks in form

APPLICATION OF EXTERIOR MATERIALS

Expressing the building design with hierarchy, shifts or repetition

QUALITY OF MATERIALS

Providing quality, resilience, and durability in construction and execution of details

BUILDING OPENINGS

Offering permeability, depth, and texture

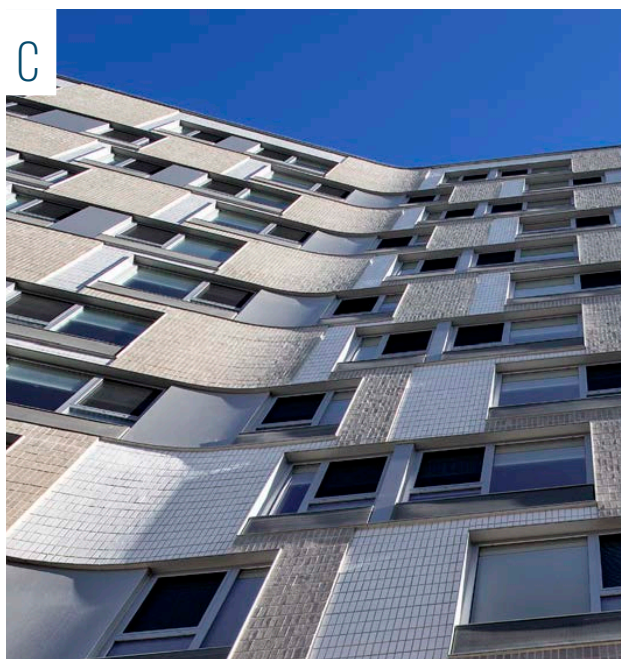
THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Applying materials and forms consistently. This building undulates both the pattern of its façade and along the ground floor, where entries are tucked in and planters push out toward the sidewalk.
Northwest District, NW 19th and NW Overton



Integrating detail and craftsmanship at the ground floor. This multistory building utilizes durable materials at the base, increasing levels of texture and interest around the lobby entrance.
Pearl, NW 11th and NW Glisan

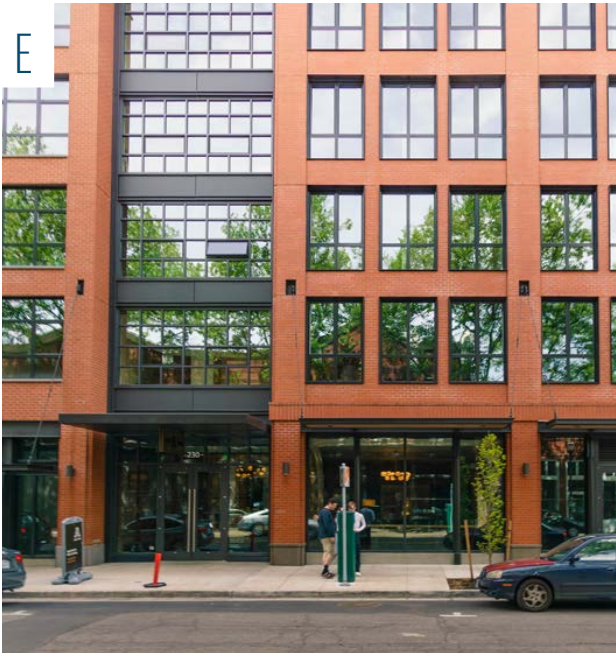


Integrating mechanical systems within the building grid or window system.
Lloyd, NE Grand and NE Holladay



Expressing building function and hierarchy by emphasizing the ground floor with high quality materials and using repetition in the design and placement of upper level openings and materials.
Heart of Foster, SE Foster and SE 72nd

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Considering the rhythm and proportion of windows to wall area to create a building façade that is organized, coherent and textured.
Old Town/Chinatown, SW 3rd and SW Ash



Designing street facades using limited materials and a deep overhangs to provide massing relief and visual contrast.
Northwest, NW 19th and NW Pettygrove



Drawing on traditional materials and patterning to create an organized and articulated ground floor. Heavy masonry materials, such as brick and concrete extend to the ground to express the building's structure.
Alberta, NE Alberta and NE 19th



Building on historic architectural forms to create a clean and modern design. Traditional time-tested materials, such as brick, evoke quality and resilience.
Northwest District, NW 20th and NW Pettygrove

09

DESIGN FOR **RESILIENCE**, HEALTH, AND STEWARDSHIP OF THE ENVIRONMENT, ENSURING ADAPTABILITY TO CLIMATE CHANGE AND THE EVOLVING NEEDS OF THE CITY.



Lloyd, NE Hassalo and NE 8th

BACKGROUND

Portland's commitment to a low-carbon future and the integration of nature and green infrastructure in the built environment are rooted in reverence to the greater regional ecology of the Pacific Northwest and a legacy of climate action.

The city's centers and corridors, while well suited for higher capacity transit and higher density housing and jobs, also are the city's warmest heat islands. New buildings and alterations to existing buildings in these areas should ensure healthy and energy efficient housing and businesses, green spaces, and tree canopy.

Development in the city's densest areas should be designed to promote human and environmental health and reduce energy costs, especially for communities who are at higher risk of being burdened by climate impacts. Designing resilient sites and buildings will support a city designed for people and protection of our climate and planet.

Development in the Pacific Northwest succeeds when it considers climate, light, and nature. Development should draw in natural light in a region where soft, subdued light is constant during much of the year. New development can integrate

natural daylight and ventilation and improve indoor air quality to increase thermal comfort. Structures should consider generous overhangs to create cover in Portland's often wet but moderate climate, where temperatures may be comfortable for gathering

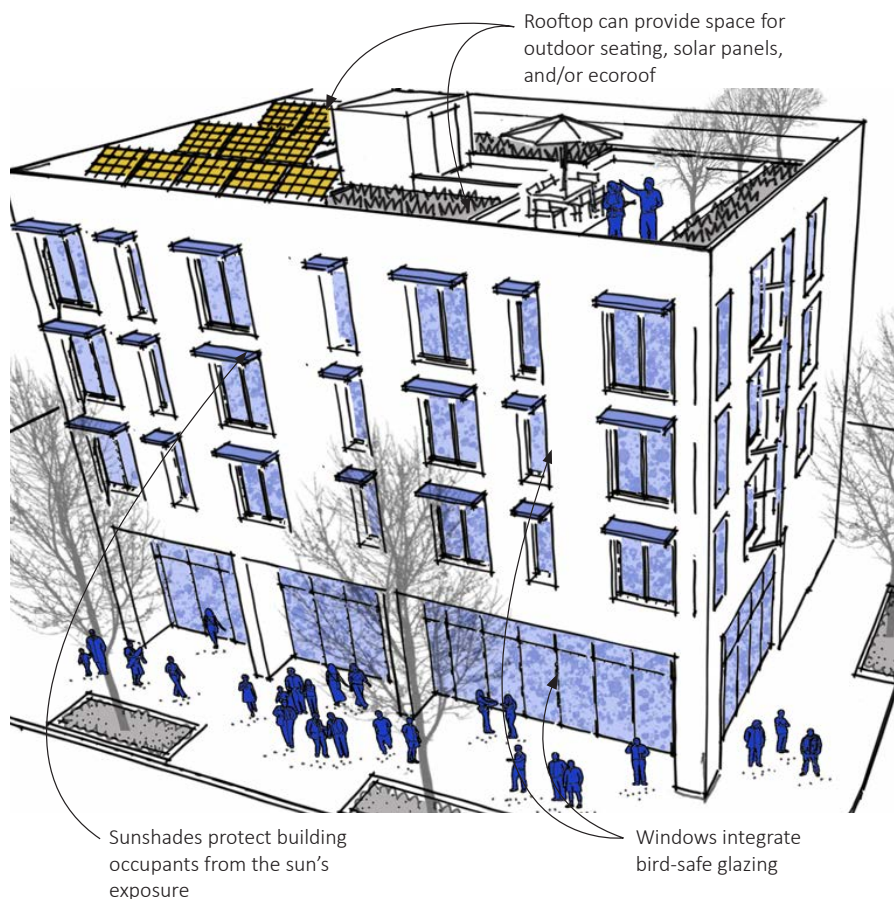
outside, sheltered from rain. Development should consider the use of locally harvested wood, stone, and other natural materials that are abundant and characteristic of the Pacific Northwest.

Site designs should protect and incorporate natural features, such as existing trees, rivers, streams, and wetlands. Development should strive to incorporate native shrubs and trees in landscaping, create new stormwater features, and add ecoroofs. These features will help mitigate heat island effects, manage stormwater, provide wildlife habitat, and create space for people to rest, recreate, and interact. Development should incorporate bird-safe design, such as fritted glass, recessed windows, deep awnings or shade screens, to reduce bird strikes.

Long-term environmental impacts, life cycle costs, and embodied carbon of materials should be considered and weighed within each proposal. Incorporating renewable energy systems can pre-

serve natural resources, lower carbon emissions, and provide clean air and water, moving Portland towards its climate goals. Specifying low-carbon concrete and other carbon-intensive materials will help reduce the carbon footprint of the building. Adaptive reuse of existing buildings can not only lead to a broad range of energy savings, it also avoids environmental harm often caused by demolition pollutants, landfill waste, and carbon emissions. Using reclaimed and recycled materials, fixtures and features conserves valuable resources and can integrate historic character.

Development should promote adaptability and the evolving needs of the city over time. Designing buildings with flexible floor plates and taller ground floors will ensure that they last beyond today's users and needs. Parking structures should consider designs that allow adaptive reuse of floor levels, and parking lots should be designed to accommodate future development.



DESIGN APPROACHES

ADAPTABLE BUILDINGS

Providing flexibility in building programming, floor heights, and building openings

RESOURCE CONSERVATION

Prioritizing the use of existing structures or reclaimed and recycled materials

NATIVE LANDSCAPING

Integrating native landscaping and large canopy trees to address heat island and provide for pollinators

ECO-ROOFS

Providing and integrating eco-roofs for pollinators and people

BIRD-SAFE

Reducing bird strikes through careful design

DAYLIGHT AND AIR

Providing daylight and ventilation and improving indoor air quality

ON-SITE STORMWATER

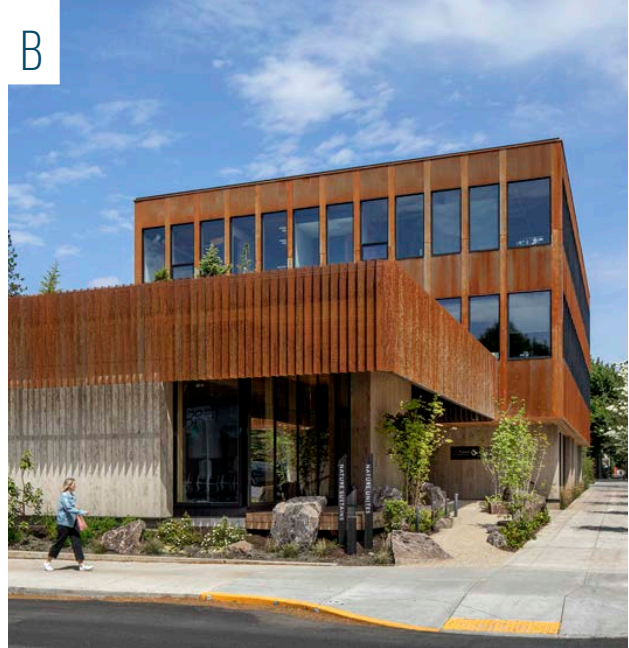
Allowing rain to soak into the ground and filter through lush vegetation and landscaping

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Designing stormwater runoff systems to be multi-functional. This installation manages stormwater, covers bicycle parking, and serves as public art.

Dekum, NE Dekum and NE Durham



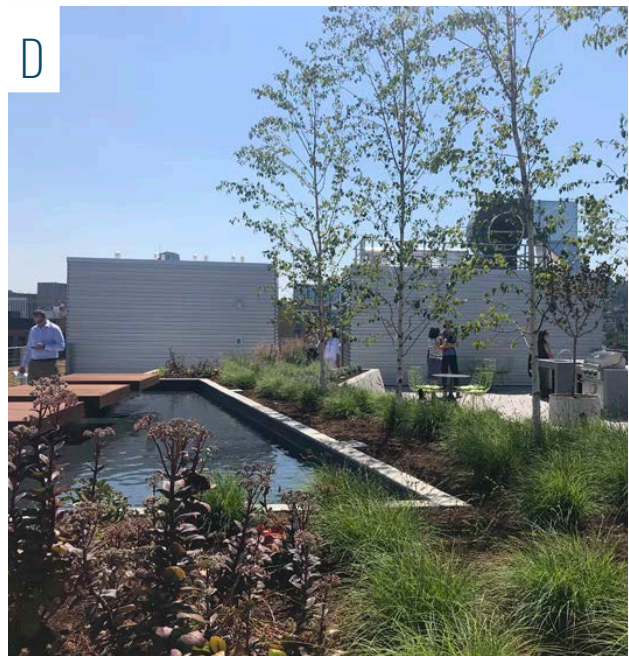
Sourcing regionally harvested and locally manufactured materials, including Cross-Laminated Timber (CLT), weathering steel, Oregon juniper cladding, cedar decking, and river rock and boulders.

Belmont, SE Belmont and SE 14th



Providing sunshades along southern and western sides of buildings. Sunshades can reduce temperatures where sun exposure is direct, and they create deep shadows to reduce bird strikes.

Martin Luther King, Jr., NE Martin Luther King, Jr. Blvd and NE Monroe



Incorporating an ecoroof can reduce the urban heat island effect and provide habitat for pollinators. This ecoroof is integrated into usable open space, featuring a lush rooftop and water feature.

Pearl, NW Johnson and NW 13th

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Reusing salvaged brick in the façade of new buildings. This example references its site's history and conserving valuable resources.

Pearl, NW Marshall and NW 13th



Integrating large-scaled trees such as these giant sequoias, which offer multiple benefits: year-round shade, a natural barrier for wind, sound and air pollution, stormwater management and sequestering carbon.

Northwest District, NW Thurman and NW 22nd



Striving towards net zero with features that include photovoltaic panels on all south-facing roofs, triple-paned windows to limit the amount of hot and cold air and cisterns for collecting rainwater.

Eliot, NE Williams and NE Tillamook



Collecting stormwater runoff from parking areas and rooftops in a visible and compelling way.

Jade District, SE 82nd and SE Division



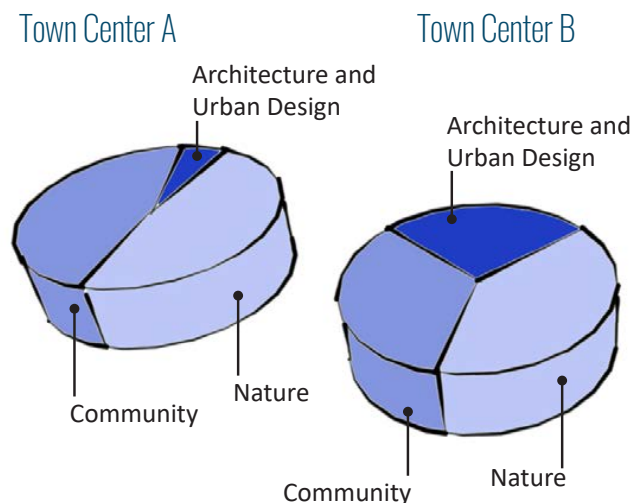
APPENDIX

Character Statements

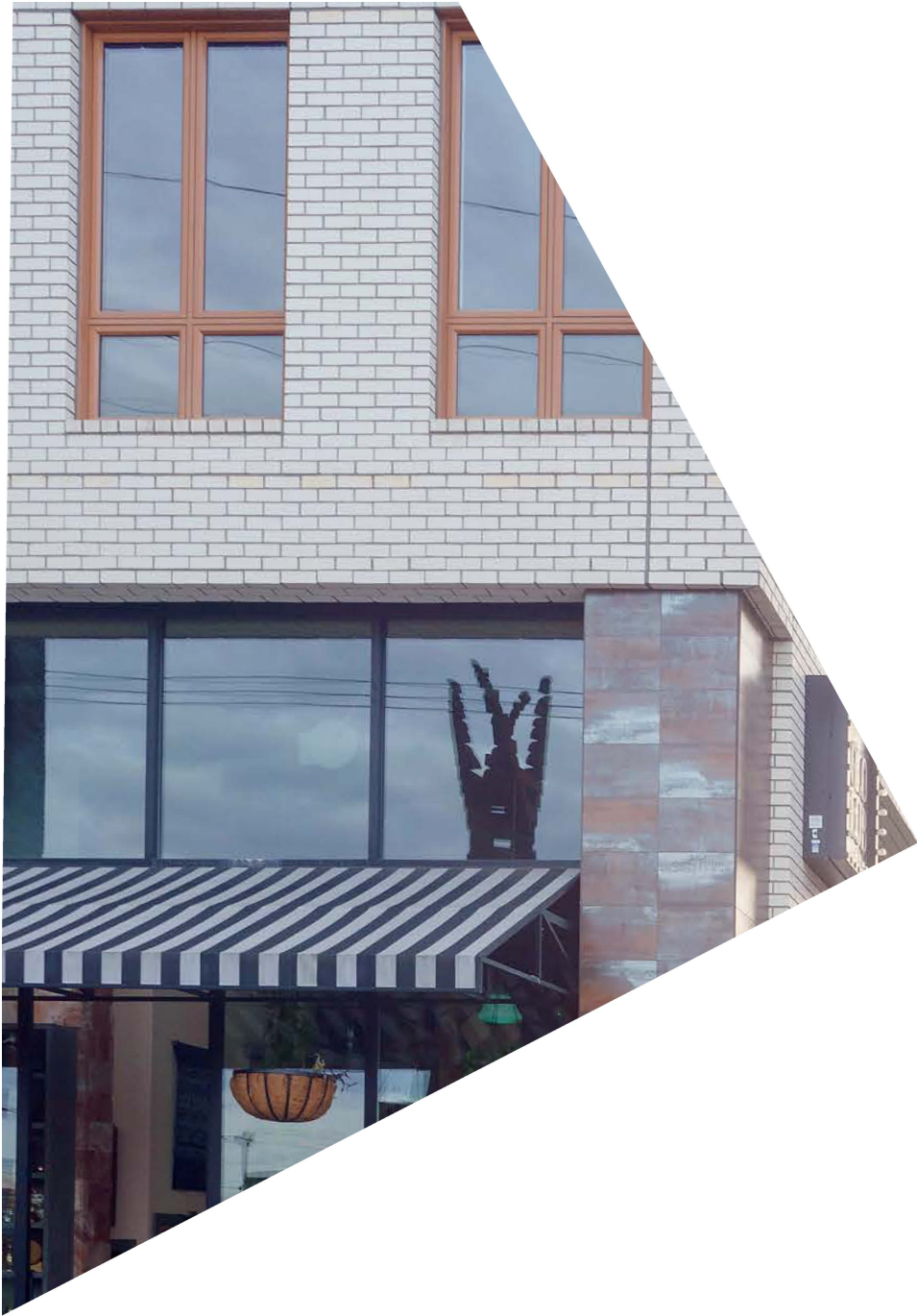
Character statements for centers and corridors are developed in partnership with the local community members and neighbors, and they are adopted through a legislative process with a recommendation from the Design Commission.

Character statements supplement **Guideline 01: Build on the Character, Local Identity, and Aspiration of the Place** within the *Portland Citywide Design Guidelines*. The statements do not repeat the goals and values of the other guidelines, because those guidelines will also apply. Instead, they describe a brief history of the area and the local character as it relates to community, architecture and nature. They provide a richer, more specific context description that guides how new development should address the area's character-defining features, ecological context, resources, and social and cultural values.

Each Character Statement should use Community, Architecture, and Nature as a three-part framework to describe an area's local context, as established under Guideline 01. The diagram below depicts that each of these categories may not receive equal weight, depending on the place.



Community, Architecture, and Nature may not necessarily be equally represented in each Character Statement. For instance, "Town Center A" may focus most of its Character Statement on the values of its community and natural resources and less about its architectural features than "Town Center B".





DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 4 | APPENDICES

Recommended Draft - November 2020



DOZA Proposed Draft Appendix A

BDS DOZA ADMINISTRATIVE IMPROVEMENTS



**Bureau of
Development
Services**
FROM CONCEPT
TO CONSTRUCTION

Published February 2019
Updated September 16, 2019

Following the broad set of recommendations made in the April 2017 Design Overlay Zone Assessment, BDS staff prioritized administrative improvements to Design Review that would most immediately impact the efficiency of the process and the experience of its participants.

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Participating BDS Staff:**Kara Fioravanti**, *Supervising Planner***Staci Monroe**, *Senior City Planner, Urban Design***Emily Hays**, *City Planner I, Urban Design*

INTRODUCTION

The Design Overlay Zone Amendments (DOZA) package of proposals aims to update and improve the processes and tools used in Design Review. Many of the recommendations outlined in the initial Assessment were intended to make the process more efficient, focused, predictable, and effective.

Beginning in 2015, the Bureau of Development Services (BDS) enacted focused changes to improve the experience of applicants, staff, the Design Commission, and the public throughout the discretionary Design Review process. Informed by stakeholders, and driven by the experience of professional staff, these non-legislative, administrative actions have improved transparency and efficiency, while maintaining high quality results in the built environment.

Data from 2012 to early 2019 informed the direction of many key process improvements. As the economy recovered from the last recession, an uptick in submittals led to a slower process for many applicants. In addition, the average number of hearings per project spiked in 2014. Design Review staff, aware of the effect of increased development proposals during this time, began work with the Design Commission to more efficiently process applications. Despite an increase in total number of Design Commission hearings from 2014-2016, process improvements implemented prior to the DOZA Assessment resulted in fewer average hearings per project, indicating an increase in efficiency despite a high volume of cases.

Guided by recommendations from the April 2017 Design Overlay Zone Assessment, as well as discussions with key stakeholders, Design Review staff crafted a work plan to implement additional internal changes. These changes have also been implemented, as appropriate, in the management of the Historic Landmarks Commission.

The resulting BDS Administrative Workplan mirrors the DOZA Assessment Recommendations structure and categorizes tasks running through 2019 that respond directly to the recommendations. An internal work plan itemizes the who, what, and when of implementation, with quarterly progress reports published for the public on the BDS website (www.portlandoregon.gov/bds/78807).

All work undertaken by BDS is fully administrative and does not require legislative action. However, changes to the Zoning Code and design guidelines will eventually be implemented by BDS, making the administrative component critical to the success of new processes and criteria.

PROGRAM FACTS

	VOLUNTEER COMMISSIONERS	TYPE III DESIGN REVIEW APPROVALS	STAFF PLANNERS (As of June 2017 each year)	DESIGN ADVICE REQUESTS (Number of projects that included a design advice request)
2017	7	37	16	23
2018	7	26	16	18
2019	7	10*	9	22*

*(through September 16, 2019)

DESIGN REVIEW

Key recommendations from the DOZA Assessment were addressed through BDS's administrative efforts and impact the way different groups engage with the process.

DESIGN REVIEW STAFF

Design Review staff play an integral role in the review process. The DOZA Assessment focused on the role of staff largely in Type III design review cases, but the same group of planners has reviewed over 100 Type II cases in each year since 2012. Individual case loads fluctuate with the development cycle and high development rates translate to increased work for staff. The planner assigned to each land use case is the point of contact for the public and other bureaus. They provide assistance to the applicant throughout the process. Planners provide feedback on approvability and compliance with development standards during review, and remain a resource during permitting.

APPLICANTS

Experience with, and understanding of, the process and approval criteria is one of the most significant factors in an applicant's success. Applicants have flexibility in the timing of their submittals and the ability to pause or extend the review timeline once a complete application has been received. However, the design process undertaken by applicants does not always align with the timing of submittal requirements in the Design Review process.

DESIGN COMMISSION

Commission members are volunteers who devote their personal time to the Design Review program. Meeting management has been a focus for staff and Commission, with both time per hearing and number of hearings per case decreasing over the last three years. The Design Commission Chair has taken on a renewed responsibility to manage the conduct of Commission members, keep to the agenda, and guide the flow of deliberations to provide the applicant with clear direction.

MEMBERS OF THE PUBLIC

Community involvement is incorporated into the discretionary Design Review process through code mandated public notice. The required public comment period includes mailed notification to surrounding residents and recognized neighborhood organizations. For Type III Design Review cases and voluntary Design Advice Requests, public notice also includes a physical posting at the site. Neighborhood Associations and interested individuals are given the opportunity to comment or testify on projects at all Design Commission meetings. Once a land use decision has been published, members of the public, recognized organizations, or the applicant, may appeal the decision.



THREE TENETS OF DESIGN REVIEW

Design Guidelines are the approval criteria used in Design Review. Guidelines generally address one or more of the three design tenets: context, public realm, and quality. *

01

CONTEXT

Areas within the design overlay have distinct historic, cultural, and geographic characteristics. New development can blend into established areas by reflecting the architectural features and site design of surrounding buildings. Located across the street from the Grand Avenue Historic District, this site presented opportunities to express historic themes in a contemporary manner.

02

PUBLIC REALM

The ground level of a building has a great impact on the pedestrian environment. Buildings should be designed to encourage activity on the sidewalk, provide architectural details at the pedestrian scale, and protect pedestrians from the elements. In this case, full-height storefront with historic details help to create a pleasant and active ground level.

03

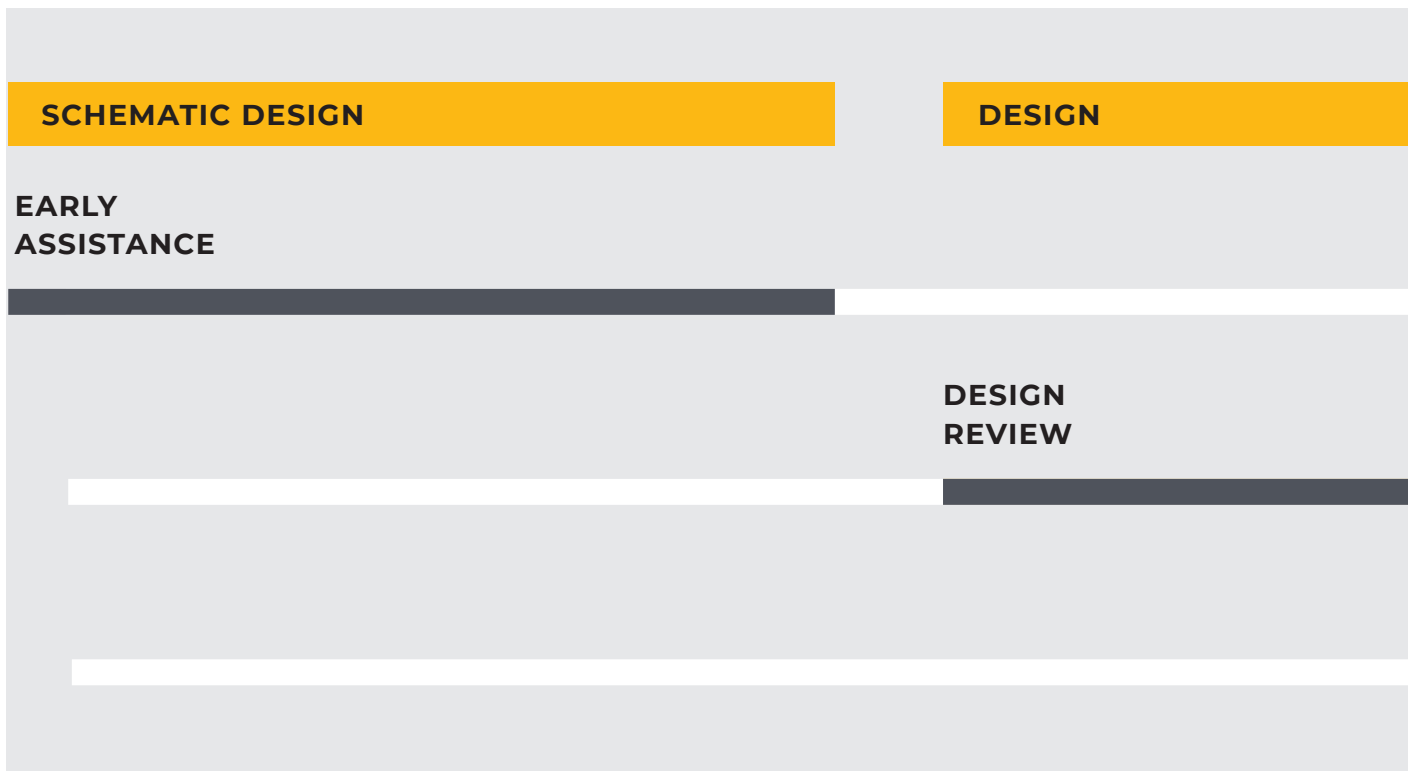
QUALITY

Building materials should have a level of interest beyond pure function, be long lasting, and enhance the character of a structure at all scales. This CLT structure is clad with a creative mortar-washed white brick and has large operable window walls at upper stories.

* The three tenets are born out of how the current design guidelines are structured (Portland Personality, Pedestrian Emphasis, Project Design). In Fall of 2018 the Planning & Sustainability Commission, Design Commission, and Historic Landmarks Commission were briefed on a working purpose statement that is included in the September 2019 DOZA Proposed Draft and provided tentative support. BDS has since focused the Design Review process around the proposed three tenets noted above.

A3. PROCESS ALIGNMENT

Early in the DOZA Assessment process, a subcommittee group comprised of applicants, architects, Design Commissioners, and staff was assembled to discuss alignment of the City's Design Review process with the private sector design process. Through this collaboration, a revised list of submittal requirements was created based on industry standard deliverables and a conceptual alignment timeline was created. Multiple applicant teams vetted the changes through a BETA test in 2017 to determine the effectiveness of early DAR meetings and phased submittals. Representatives from four firms also compared the conceptual alignment to their internal project schedules to ensure applicability. These test cases were largely successful, and elements of the updated process and accompanying tools were implemented at the staff level in 2018.


01

EARLY ASSISTANCE

- Improved Early Assistance Meeting Templates
- Improved coordination with Service Bureaus
- Public information available in meeting room
- DAR Submittal Requirements Handout

02

DESIGN REVIEW

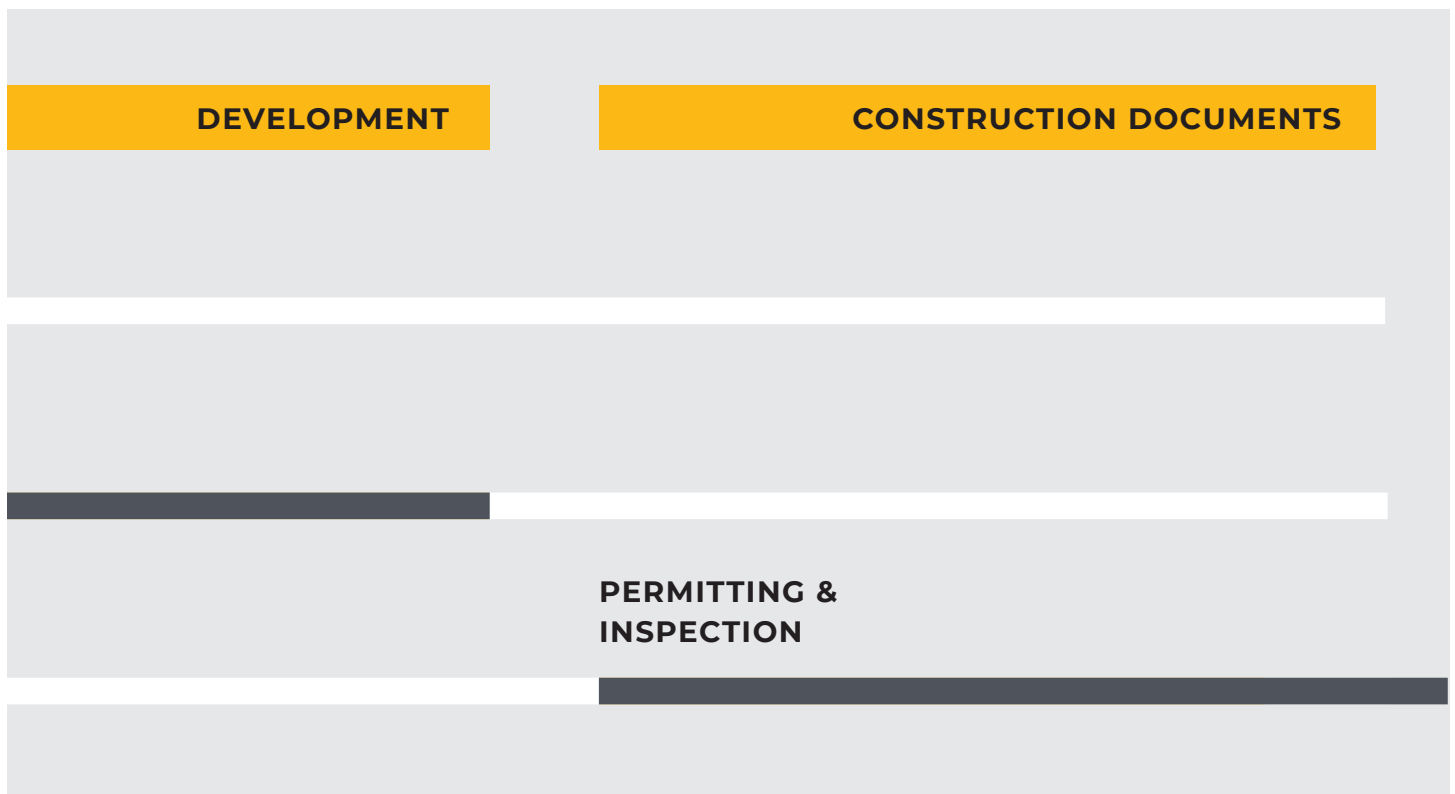
- Public Information available in hearings room
- Formalized Commissioner trainings
- Improved hearing efficiency
- Land Use Review Submittal Requirements Handout

Based on current BDS processes.



EFFECTIVE TIMELINE

The information required at each stage of review is intended to align staff deliverables with industry standards to increase efficiency and improve transparency. Phased submittal requirements, a simplified presentation format, general meeting time limits, and Commission discussion guides will ensure project teams get valuable feedback early in the design process, further streamlining the land use review.



03

PERMITTING

- Formal planner pairings to facilitate review
- Land Use / Permit Set Comparison Table
- Certificate of Compliance required

APPLICANTS

KEY DOZA ASSESSMENT RECOMMENDATIONS:

A.2. Improve the review processes with a charter, better management of meetings and training for both the Design Commission and staff

A.3. Align the City's review process with the design process

A.4. Better communicate the role of urban design and the d-overlay tool

OVERVIEW

Clarity and predictability for applicants can often be complicated by issues outside the Design Review process. It is therefore critical to keep communication between the applicant, staff, and Commission transparent and efficient. Experience with, and understanding of, the process and approval criteria is one of the most significant factors in an applicant's success. Applicants have flexibility in the timing of their submittals and the ability to pause or extend the review timeline once a complete application has been received. However, the design process undertaken by applicants does not always align with the timing of submittal requirements in the Design Review process.

This misalignment of the design and Design Review processes has, at times, created a barrier to effective collaboration, particularly in an environment of high development pressure. Collaboration with staff and stakeholders prior to hearings has proven to expedite review before Commission. When applicants cannot, or do not, address the approval criteria or staff and Commission guidance, the process may take longer by resulting in multiple hearings. For applicants that are unfamiliar with the Design Review program, communication of Portland's urban design expectations and the purpose of the design overlay tool, is essential to an efficient review.

BDS ADMINISTRATIVE IMPROVEMENTS

01. Updated Design Advice Request (DAR) process and submittal requirements	Complete
02. Design Guideline Matrices	Complete
03. Improved Early Assistance staff response templates	Complete
04. Regularly updated "Guide to Design Review"	Ongoing
05. Deliberation & Agenda Cards for all hearing participants	Complete
06. Timer for all presentations and testimony at hearings	Ongoing
07. Improved coordination with permit reviewers	Ongoing

IMPLEMENTATION

Each project has its own unique set of site constraints, development standards, and approval criteria. Applicants greatly benefit from clear information provided by staff at each stage of the review. Particular success has been found in getting early information to applicants to facilitate complete and responsive initial applications. An improved Early Assistance staff response template was created to ensure complete and consistent staff feedback early in the review process. Newly developed handouts give an overview of the process and a checklist of submittal requirements. Similarly, the Guide to Design Review, generally scheduled for annual updates by the Design Commission, is provided to applicants as an attachment to Early Assistance summaries. The Guide identifies ways to successfully approach the review process and outlines common Commission concerns.

In 2017, a matrix was created for each set of design guidelines used in the review process. This matrix lists each criterion in a chart format, with space for staff feedback following Pre-Application Conference or Design Advice Request, and a blank column for the applicant to undertake the same exercise. These “cheatsheets” are also provided to the Commission before DAR’s and Type III design reviews. Commission copies include staff evaluation of the project and a blank column to use as a tool in review of submittals. The common format between staff, Commission, and applicants aids in the clear communication of issues related to approvability and allows the review body to easily identify where staff recommendation may differ from their own evaluation. This tool has also been helpful in guiding applicants through the review itself; outstanding issues are clearly related to the approval criteria not yet met. The format assists applicants in responding to staff concerns.

The Design Commission hearing format accommodates variability between project scale, complexity, and approvability. Given these variables, the most effective way to improve predictability has been through the expedition of deliberation, clear feedback tied to design guidelines and other approval criteria, and timely progression through presentations and testimony. A timer was added for all presentations and testimony. This simple visual tool has been useful in general meeting management. Half page visual aides have also been provided to Commissioners and staff to guide the progression of deliberations, clarify voting procedure, and keep terminology consistent. This shared reference reinforces meeting order and assists the Commission Chair in managing the hearing to the benefit of the applicant.

Once the land use review is complete, applicants need to secure permits before starting work. Permits are reviewed by members of the BDS Planning & Zoning section and issued in conjunction with other development-related bureaus. In order to provide consistency and increase transparency, Design Review and Planning & Zoning staff have formalized their relationship through a buddy system. Planning & Zoning reviewers consult on the initial plan check at the Design Review stage and are resources prior to land use approval. When the project comes in for permit, Design Review planners review design details and confirm compliance with the approved plans. Recently instituted Certificates of Compliance and land use exhibit/permit set comparison tables are provided to the applicant at the time of design review approval. These help communicate the need for approved design review exhibits to match the permit set and eventual built condition.

01 // EXAMPLE CHALLENGES

- Limited information for first time applicants
- Overdeveloped concepts during early assistance
- Applicant provides insufficient responses to approval criteria or presents a project that doesn't meet approval criteria
- Incomplete applications at each stage of review

02 // SOLUTIONS

- Guide to Design Review
- Standardized Early Assistance templates
- Design Guidelines cheatsheets
- Overview & Submittal Requirements Handouts

CASE STUDIES



MOXY HOTEL

Out-of-town developer Matt Mering knew that committing to a project in Portland meant investing in the community. Mering, director of development and acquisitions for Minnesota-based developer Graves Hospitality, has had his sights on Portland for some time. “There’s great demand, it’s a growing city,” says Mering, who has worked in development for more than 16 years.

The future development sits on a 7,500-square foot parking lot in Portland’s West End. Despite the constrained site, less than a quarter-block long, the property at 539 SW 10th Avenue will soon see a 12-story modern hotel, boasting 179 guestrooms and a ground floor that emphasizes the pedestrian experience in Portland.

The development site fronts the Streetcar tracks and has a 4-foot grade change between two first-floor entrances on opposite sides of the building. These are complicated elements for any team to manage, and especially difficult for an out-of-town development team.

The team, DLR Group Architects and Graves Hospitality, engaged early on with BDS staff, interagency partners

and the Design Commission through an Early Assistance meeting, a Pre-application Conference, and two Design Advice Requests. The final result sailed through its first Design Commission hearing in record time, to the unanimous and glowing approval of the Commissioners. With the help of BDS staff, the team made significant changes to their original design to ensure that the building is appropriate for the context of the surrounding area.

“We had to scrap a lot of the ideas from the original building,” says Mering. “But what I found over the years is when you work with creative people like architects and engineers, you need to define parameters and direction. We have a much better product going through the process than when we initially came through the gate.”

Mering thinks Portland’s design review process is straightforward compared to other cities. “We’ve had some fairly complicated design review processes elsewhere,” Mering says. “The process here is as smooth as we’ve seen. It was constructive and transparent. We knew along the way where the steps were.”



BLOCKS 41 + 44

Alan Jones, founding principal of Jones Architecture, and Kyle Andersen, principal architect at GBD Architects, are self-proclaimed veterans of the design review process. “The design review process in Portland makes buildings better,” says Jones.

When the two firms came together to design mixed-use buildings on Block 41 and Block 44 in the South Waterfront, Jones and Anderson say that their teams melded quickly to tackle design issues that are important to Portlanders. “Our own work gets better through the design review process,” says Jones. “We had strong support from BDS staff from the beginning.”

The project includes two seven-story, mixed-use buildings with 524 residential units and 10,500 square feet of retail space.

Block 41 and Block 44 lie in the Central City Plan District (South Waterfront Sub District), and are within the design and greenway overlay zones. Andersen and Jones took care to inform themselves and ask questions about these planning, zoning, and design requirements. Staff provided feedback based on the context of the area, and Jones and Andersen say it helped smooth the process. “We try to have as much interaction with staff going in to the project as possible,” says Andersen.

With Block 41 and Block 44, Jones and Andersen point out that design guidelines for view corridors in South Waterfront influenced their design. The two blocks open up to each other with a large courtyard in the middle. Because the blocks abut the future South Waterfront Greenway, city codes require the developer to either build part of the trail or enter into an agreement with Portland Parks & Recreation to build it.

Andersen and Jones also met with the neighborhood and solicited feedback that they took into consideration in their designs. They listened to the Design Commission’s suggestions, responded to their concerns and presented reasonable design solutions. Having worked on several large-scale projects in Portland, both Jones and Andersen have gone through their fair share of design review.

“This project was a good model for how the process should go,” says Andersen.

2

Buildings

524

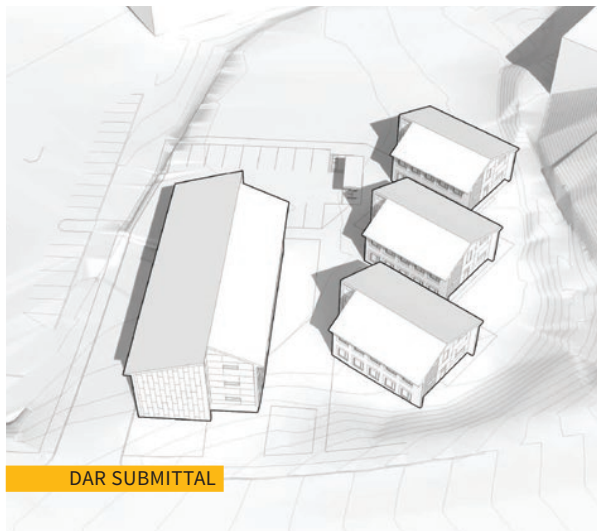
Residential
Units

10,500

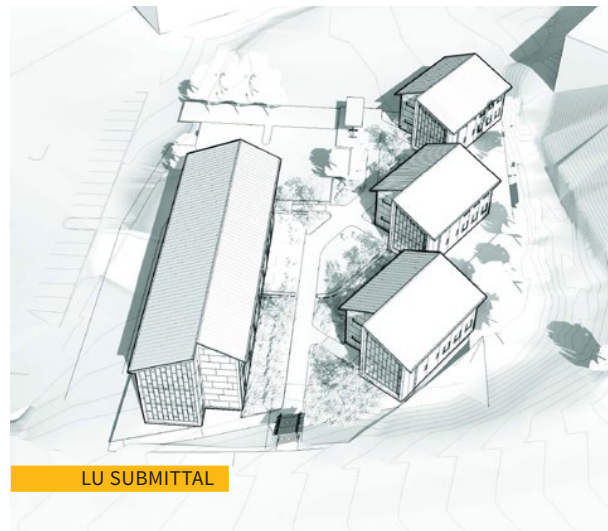
Square Feet of
Retail Space

799

Long-Term Bike
Parking Spaces



DAR SUBMITTAL



LU SUBMITTAL

In response to preliminary feedback at the DAR, the applicant reoriented the duplex buildings to better engage the street, create a larger internal plaza for residents, and improve visibility through the site.

Low Income Single Adult Housing (LISAH)

Dave Otte, a Partner at Holst Architects in Portland, is developing LISAH (Low Income Single Adult Housing), a new concept to provide dignified permanent supportive housing at a lower cost. The 42-unit dwelling on N Hunt Street in the Kenton neighborhood will consist of four buildings with surface parking and landscaping. Residents will live in single occupant rooms and utilize shared spaces—each dwelling unit will include space for six people with one kitchen and two bathrooms. In this style, “people can support each other and live more efficiently in a community,” Otte says.

The LISAH project is subject to a Type II Design Review, meaning that city staff have full discretion over the decisions made (unless the project is appealed to the Design Commission). Holst Architects decided to submit the proposal for a Design Advice Request (DAR) to get early feedback on proposed design concepts. The City waived DAR fees for this 100% affordable housing project. Otte says this early assistance was essential to the success of the project, allowing the team to test design ideas early in the process.

The Commission provided feedback on building placement, landscaping, materials, and use of the space in relation to its unique context – a transition area between an established single-family neighborhood, a mixed-use main street and a heavy industrial corridor. Otte says they had a lot of opportunity to experiment with the design, given the oddly shaped lot and physical constraints.

“The surprising thing was that we got suggestions to push boundaries to ask for other modifications that we weren’t anticipating but would benefit the project,” Otte says. “The Design Commission challenged some of the prescriptive parts of the zoning code.”

Otte says the Commission’s collaborative work with BDS staff has made the process more efficient and positive. “It’s very fulfilling when you’re able to pick up the phone and have a productive conversation with a planner and not get bogged down with process and policy when you’re both on the same page of trying to solve the problem,” Otte says.

The development will be maintained by Transition Projects, which operates emergency shelters and short term residential programs in Portland.



Goose Hollow Mixed-Use

Kurt Schultz has experience with design review processes in other jurisdictions, and he says that the collaborative nature of the Bureau of Development Services' process is the best he has gone through.

Kurt Schultz of SERA Architects is leading the design of a 170,000-square foot 8-story mixed use building at 1715 SW Salmon Street. The property, wedged between Lincoln High School and the Timbers home stadium Providence Park, will feature 178 market rate apartments, ground floor retail, and a 4-stacker mechanical parking system with 80 parking spaces. The housing units are a mix of 2 bed, 1 bed, 1 bed loft, and studio units and meet the inclusionary housing requirements.

Kurt says the success of their project preparation has come down to one element: collaboration. "When you're doing design review at BDS... you can work with the City of Portland staff and the design commission simultaneously. I've found that brainstorming with all three parties to come up with a solution is really smart."

Kurt has experience with design review processes in other jurisdictions, and he says that the collaborative nature of the Bureau of Development Services' process is the best he has gone through.

"When working in other jurisdictions, it can take 7 months from the time we start to work with staff, get to the submittal process, get a staff report to getting a first design review hearing," Kurt says.

Feedback from the design commission, Kurt says, is essential to the success of a project in the long run. "Some cities don't offer Design Advice Requests," Kurt says. "So, for months you could be flying blind about what the commission will think of a project. It's a total surprise going into it, and you've invested a lot of time and the client has invested a lot of money...you want to be sure you know where you stand."

In his experience, Kurt has learned from BDS staff about what to expect and how to prepare for a Design Commission hearing. "The staff at the City of Portland are really smart," Kurt says. "The planners have good advice. That helps the project go faster."

Lincoln High School Modernization

On a constrained super block of nearly 300,000 square feet in downtown Portland lies Lincoln High School, a Portland Public High School originally built in 1952. With 1700 students working and learning in an overcrowded building, Lincoln was slated for a full rebuild as a part of the education bond passed in 2017.

Bora Architects was chosen to redesign the site, and lead architect Becca Cavell had many stakeholders to please. Family Educational Rights and Privacy Act (FERPA) laws provide strict guidelines to ensure privacy for students, meaning they'd need to pay special consideration to windows and visibility from the active pedestrian areas. Lincoln is unique in being a public school located in the downtown design overlay zone, so the plans were slated to go through design review with the Design Commission. In addition, the City's 2035 Comprehensive Plan requires projects to meet goals for sustainable city development. The Bureau of Transportation would have input on pedestrian accessibility from north to south, as the 11-acre lot is highly-used by members of the community. And being a school, there were 1,700 students and their families to appeal to in the proposal.

Addressing the complex needs of every stakeholder involved proved to be an interesting task for the design team at Bora. As a veteran architect, Becca was eager to get the conversation started early. "Given that the site drove so much of the design, we wanted to bring the Commission along during the process so they understood the complexity of the project," Cavell says.

Bora submitted a Design Advice Request (DAR) that Cavell says resulted in a "robust, positive, on-point and informed conversation about design," aided by City staff.

The Lincoln High School Replacement project was up for a Type III Design Review hearing in front of Design Commission on August 1, 2018. During both the DAR public meetings and land use public hearing, Cavell says she noticed improvements in the Design Commission's



governance structure. "Design Commission Chair Julie Livingston is a treasure," Cavell says. "Her profound leadership has improved the level of engagement, encouraged appropriate commentary and interpretation of the guidelines by commission members."

To show support from the community, Portland Public Schools Teacher Jason Trombley provided testimony backing specific elements of the proposed redesign. Having served as the Chair of the Design Advisory Group at Lincoln, Trombley was knowledgeable about significant elements of the project.

In advance of the meeting, Trombley utilized the Bureau of Development Services website, specifically referencing the "Guide for Presenting Testimony" and design guidelines. Using both of those resources, Mr. Trombley developed public testimony to sing his praises for the plan in relation to the design guidelines from the educator's perspective.

Cavell says that having Mr. Trombley's input was priceless. "This is a school," Cavell says, "So we want to encourage the public to be a part of the conversation. Mr. Trombley was able to successfully share the context of the plan in relation to the approval criteria." The Design Commission Chair acknowledged Mr. Trombley's helpful testimony and stated "Great job referencing the approval criteria."

Combining public feedback, Mr. Trombley's feedback was rewarding for the design team. "After more than 100 public meetings on this project, it feels great to see people excited about the plan," Cavell says.

"The final outcome was fabulous," Cavell says. "We got accolades from the Commission and some very positive feedback."

DESIGN REVIEW SUCCESSES “

**MATT MERING**

Graves Hospitality

“The process here is as smooth as we’ve seen. It was constructive and transparent. We knew along the way where the steps were.”

**ALAN JONES**

Jones Architecture

“The design review process in Portland makes buildings better.”

**DAVE OTTE**

Holst Architecture

“It’s very fulfilling when you’re able to pick up the phone and have a productive conversation with a planner and not get bogged down with process and policy when you’re both on the same page of trying to solve the problem.”

**KURT SCHULTZ**

SERA Architecture

“When you’re doing design review at BDS... you can work with the City of Portland staff and the design commission simultaneously. I’ve found that brainstorming with all three parties to come up with a solution is really smart.”

**BECCA CAVELL**

BORA Architects

“Design Commission Chair Julie Livingston’s profound leadership has improved the level of engagement, encouraged appropriate commentary and interpretation of the guidelines by commission members.”

DESIGN COMMISSION

KEY DOZA ASSESSMENT RECOMMENDATIONS:

A.2. Improve the review processes with a charter, better management of meetings and training for both the Design Commission and staff

A.3. Align the City's review process with the design process

A.4. Better communicate the role of urban design and the d-overlay tool

OVERVIEW

A significant portion of the process improvements are aimed at increasing efficiency within the hearings room, as Commission members are volunteers who devote their personal time to the Design Review program. Meeting management has been a focus for staff and Commission, with both time per hearing and hearings per case decreasing over the last several years. The Design Commission Chair has taken on a renewed responsibility to manage the conduct of Commission members, keep to the agenda, and guide the flow of deliberations to provide the applicant with clear direction.

BDS ADMINISTRATIVE IMPROVEMENTS

01. Creation and adoption of Design Commission Bylaws	Complete
02. Senior Planner/Supervisor at the staff table during all hearings/public meetings	Ongoing
03. Facilitation training for Commission Chair and staff	Ongoing
04. Regular leadership meetings with Commission Chair and Vice Chair	Ongoing
05. Improved training packets for new Commissioners	Complete
06. Improved technology in the hearings room	Complete
07. Quarterly retreats with Design Commission reinstated	Ongoing
08. Hearing visuals, guideline matrices, and procedure cards	Complete
09. Regular refreshers on public meeting laws and legal obligations	Ongoing
10. Tailored Equity Training related to Commission roles & responsibilities	Ongoing
11. Chair responsibilities binder	Complete

IMPLEMENTATION

The responsibilities and duties of the Design Commission are included in Title 33, Portland Zoning Code. Their authority is outlined in multiple chapters related to land use reviews, procedure types, and public committee requirements. One of the first steps taken in implementation of the DOZA recommendations was the creation of the Design Commission Bylaws, vetted and formally adopted by the Commission on November 30, 2017. This exercise created a single document that clearly states the responsibilities and authority of the body as a foundation for their work. This document is now included in the training material provided to new Commissioners in a newly developed reference binder. This training information will be implemented and updated as new Commissioners are oriented to the process. As a single, complete source of reference information, the training binder is also intended to assist current Commissioners in their continued success.

Productivity and efficiency of hearings was also a focus prior to the DOZA Assessment. Senior staff are now seated at the staff table for all hearings to ensure consistency and provide high level support for complex or sensitive cases. Regular meetings between senior staff and Commission leadership are held prior to hearing days. This coordination is extended to all staff during quarterly retreats, where Commissioners and staff debrief recent cases and confirm consistency moving forward.

Recent renovation of the hearings room included technology improvements that streamline transitions between portions of the hearing. The guidelines matrices, hearing visual aids, and procedure cards outlined in the applicants portion above, have similarly helped keep deliberations focused to the benefit of the Design Commission. A series of information boards were created to provide additional information to Commission meeting attendees. A copy of these boards is included in a packet of information provided to the Chair of each meeting. The Design Commission elects a Chair and Vice Chair at the beginning of each calendar year, however, other members of the Commission are called upon to facilitate meetings in their absence. The comprehensive packet of information helps to keep the Commission on track and operating efficiently regardless of absences or temporary leadership changes.

A new presentation order also streamlines the Design Commission discussion. Staff present limited information regarding the Zoning Code requirements and approval criteria, allowing applicants to take full responsibility for presenting their concept. The staff presentation outlining an assessment of the approval criteria and a recommendation on Type III cases follows the format of similarly revised memos to the Commission. The consistency in formatting and clearly defined presentation roles have been beneficial in reducing meeting times and created a strong foundation for Commission discussion and deliberation.

01 // EXAMPLE CHALLENGES

- Limited training for new Commissioners
- Outdated technology in the hearings room
- Inconsistent direction
- Inefficient deliberations

02 // SOLUTIONS

- Adopted Bylaws & yearly standardized training for all
- Remodeled room with improved technology
- Senior Staff seated at table during all hearings
- Deliberation and Voting guides and design guideline matrices at all seats

DESIGN REVIEW STAFF

KEY DOZA ASSESSMENT RECOMMENDATIONS:

- A.2. Improve the review processes with a charter, better management of meetings and training for both the Design Commission and staff**
- A.3. Align the City’s review process with the design process**
- A.4. Better communicate the role of urban design and the d-overlay tool**
- A.5. Improve the public involvement system**

OVERVIEW

Design Review staff play an integral role in the review process. The DOZA Assessment focused largely on the role of staff in Type III design review cases, but the same group of planners has reviewed over 100 Type II cases in each year since 2012. Individual caseloads fluctuate with the development cycle and high development rates translate to increased work for staff.

The framework of required process timelines and internal customer service standards leaves little room for inefficiency. Design Review staff have significantly benefited from measures to improve consistency and productivity in their work. Close coordination with the Design Commission and senior staff, increased focus on training, and new communication and presentation tools have helped to maximize time spent.

BDS ADMINISTRATIVE IMPROVEMENTS

01. Senior Planner/Supervisor added to the staff table at all hearings	Ongoing
02. Facilitation, professional development, and equity trainings	Ongoing
03. Regular professional development tours in Portland and elsewhere	Ongoing
04. Improved technology tools	Started
05. Quarterly retreats with Design Commission reinstated	Ongoing
06. Design Guidelines matrices for DAR’s and LU’s	Complete
07. Improved Early Assistance staff response template	Complete
08. Presentation improvements and refined presentation order	Complete
09. Staff clarifies roles & responsibilities of all participants with new preamble	Complete
10. Tailored Equity Training related to roles & responsibilities	Ongoing

IMPLEMENTATION

The Design Review team grew in response to increased development activity. Additional staff hired in 2016 and 2017 resulted in more manageable individual caseloads and an opportunity to improve a number of internal systems. An improved Early Assistance (EA) staff response template was created and thoroughly vetted by staff as a way to ensure consistent, clear, and thorough information is communicated to applicants early in the process. The new templates provide a framework for staff, limiting time spent repeating standard feedback, and maximizing the time allotted to analyzing the project site and response to approval criteria. The Design Guideline matrices are also attached to the EA staff responses to further identify areas for consideration as a project develops.

Design Review staff work closely with applicants during the Type III process before making a recommendation to the Design Commission. The relationship between staff and the decision-making body has been strengthened by regular leadership meetings and structured quarterly retreats. The retreats provide an opportunity for discussion of thematic issues outside the context of individual review. Staff typically debrief past cases and work toward Commission consensus on common challenging scenarios.

Within the hearings room, improved technology tools and consistent senior staff presence have helped to facilitate more efficient hearings. Distractions caused by technology issues have been minimized. Senior staff support has additionally reduced wasted time when complicated questions or concerns arise from applicants and Commissioners.

Design Review staff review cases throughout the city. In addition to retreats with the Commission, Design Review staff organize regular professional development tours throughout Portland to further understand the changing city. The design overlay applies in areas beyond the Central City, where the majority of Type III Design Reviews occur. While planning documents create a strong foundation for understanding the context of many projects, there is no substitute for in-person evaluation. Tour sites may be identified for study based on the pace of change, volume of recent projects, or the applicability of common challenges. Recent coordination with Bureau of Planning & Sustainability District Liaisons has further increased this understanding. Their input on long range planning initiatives are helpful in evaluating the context around development proposals, particularly in areas of significant change. Discussion focuses on the built result and provides an opportunity to evaluate past decisions.

The cumulative impact of new tools for the Design Commission and applicants - including information boards, handouts, training documents, and revised templates - have also had a positive impact on the work of Design Review staff.

01 // EXAMPLE CHALLENGES

- Varying levels of exposure to Portland's unique neighborhoods
- Limited coordination with Commissioners
- Unnecessary time spent on standard deliverables
- Limited technology tools

02 // SOLUTIONS

- Team tours and District Liaison coordination
- Quarterly retreats with full Commission and regular leadership meetings
- Improved templates for standard deliverables
- Design software installed at all staff workstations

MEMBERS OF THE PUBLIC

KEY DOZA ASSESSMENT RECOMMENDATIONS:

A.4. Better communicate the role of urban design and the d-overlay tool

A.5. Improve the public involvement system

OVERVIEW

Successful developments can have a positive impact on the quality of life for the communities in which they are built. In this way, Design Review has a long history of building community in the process of city building, but its continued success requires input from neighbors and neighborhoods. There is a need for both public access and an understanding of the most effective times and methods for engagement. Processes, timelines, and decision-makers vary within the Design Review program, often causing confusion among those who do not regularly engage with the process, diluting their role, and at times undermining their purpose.

Clear and accessible information is key to garnering effective public input during the Design Review process. Neighborhood Associations are built into the review process, but the methods of engaging other stakeholders are significantly less robust. For this reason, the process improvements that directly impact the public are primarily meant to increase the quality and accessibility of information.

BDS ADMINISTRATIVE IMPROVEMENTS

01. Included renters in all mailed land use notices	Ongoing
02. Added estimated start times to the Design Commission Agenda	Ongoing
03. Created a Design Commission Twitter account	Complete
04. Simplified the staff generated portion of the Posting Notice for large projects	Complete
05. Improved Design Commission Agenda	Ongoing
06. Improved public information available in the hearings room	Complete
07. Coordination with BPS District Liaisons	Ongoing

IMPLEMENTATION

Many of the administrative efforts are intended to help members of the public engage in more meaningful and productive ways. Prior to June 2017, only homeowners were included in code required public notices. Given the composition of many Portland neighborhoods, exclusion of the renter population meant a significant portion of potentially interested individuals were unaware of major changes slated to occur in their community. Renters now receive all land use notices as part of standard BDS mailings and are invited to submit written comments to the staff planner or testify at public hearings.

A physical site posting is required for all Type III projects and voluntary Design Advice Requests (DAR). The format of required information contained on the posting board has been updated to be more user friendly. Postings now highlight the type of procedure, staff planner contact information, and information on the time and place of the associated meeting.

The Design Commission meets on Thursday afternoons, starting at 1:30PM. For some participants, attending a hearing during the day could be inconvenient, creating a need to maximize their time spent in the hearings room. Anticipated start times are now listed for each item on the agenda, based on the estimated hearing time for each project. The time allotted to each case on a Design Commission agenda is based on the complexity of the project, the number of outstanding issues identified by staff, and experience of staff and Commissioners with similar projects. This gives members of the public a realistic expectation for the time a hearing will start and the amount of time they can expect to spend in the hearings room. Design Review staff have worked hard to set standard times for DAR's and Type III's.

New information boards are posted inside the Commission meeting room. A "Welcome" board at the entrance provides basic information about signing in and testifying at a hearing. Revised agendas, testimony sign-in sheets, process overview boards, and typical meeting orders are posted next to the drawing sets and approval criteria for each item being discussed that day. More intuitive URL's have been created for the Design Commission homepage, posted agenda, and Guide to Presenting Testimony, in order to facilitate public access to information.

01 // EXAMPLE CHALLENGES

- Inaccessible information on City process
- Inconvenient meeting time and location
- Multiple sets of approval criteria
- Limited noticing & confusing formats

02 // SOLUTIONS

- Information boards placed in the hearings room
- Real start times & URLs added to improved agendas
- Intuitive URLs to access Guidelines online
- Updated posting notices to highlight key information

RECENT PROJECTS

1010 NE GRAND

LRS & LEVER Architecture

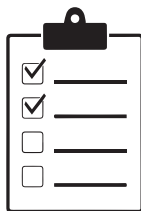
- A7. Establish and maintain a sense of urban enclosure (public realm)
- C2. Promote permanence and quality in design (quality)
- C4. Compliment the context of existing buildings (context)
- C7. Design corners than build active intersections (public realm)



ELKS CHILDREN'S EYE CLINIC

NBBJ

- 1. Enhance views of Marquam Hill (context)
- 3. Maintain and enhance existing views from Marquam Hill (context)
- 4. Develop successful formal open areas (public realm)
- 5. Strengthen the pedestrian network (public realm)



DESIGN GUIDELINES

Design Guidelines are the approval criteria used in Design Review. Guidelines generally address one or more of the three design tenets: context, public realm, and quality. All Design Guidelines are available at: portlandoregon.gov/designguidelines



SW PARK & COLUMBIA HOUSING

GBD ARCHITECTS

A8. Contribute to a vibrant streetscape (public realm)

B5. Make plazas, parks, and open spaces successful (public realm)

C2. Promote permanence and quality in design (quality)

C5. Design for coherency (quality)



PROVIDENCE PARK EXPANSION

ALLIED WORKS ARCHITECTURE

A2. Emphasize Portland themes (context)

B2. Protect the pedestrian (public realm)

C3. Respect architectural integrity (context)

C10. Integrate encroachments (public realm)



CHERRY BLOSSOM TOWNHOMES

ANKROM MOISAN ARCHITECTS

A1. Strengthen relationships between buildings and the street (public realm)

A2. Enhance visual and physical connections (public realm)

C4. Develop complementary parking areas (context)

C5 . Transition to adjacent neighborhoods (context)

TOOLS

In an effort to encourage robust and informed engagement, information related to Design Commission Meetings has been updated with a unified visual language. These changes primarily impact public information and understanding, with significant value to applicants.

COMMISSION BYLAWS

Formally adopted Commission Bylaws outline the duties and responsibilities of the volunteer body. This document provides guidance to the Commission and helps to communicate their role to members of the public.

OVERVIEW & PROCEDURE BOARDS

Information boards were created for Type III Reviews, Design Advice Requests, & Type II Appeals. They outline the meeting order, with time allotted to each participant and serve the dual purpose of public information and Commission guidance.

WELCOME BOARD

Placed at the entrance to the hearings room during all Commission meetings, this new board is intended to help guide members of the public, whether a seasoned Neighborhood Association representative or a neighbor engaging the process for the first time.

TESTIMONY SHEETS

Members of the public are invited to testify or comment at all Commission meetings. Those that participate are added to the mailing list to receive future reports on the proposal. These sheets have been revised to be more approachable and intuitive.



IMPROVED AGENDA

The new agenda features a cleaner look, intuitive URL's, and a color coded bar to indicate procedure type for all proposals. Important information is prominently displayed with staff and applicant contact information listed for each.



CHAIR BINDERS

This packet of information, provided to the Commissioners chairing each meeting, helps to keep the Commission on track and operating efficiently. Each member also has a procedure & voting card, and a terminology reference sheet, available at their seat.



SUBMITTAL REQUIREMENTS


Phased submittal requirements are key to encouraging alignment with the private sector. New handouts clearly communicate the level of detail appropriate for the Design Advice Request and Type III review to streamline applications.



PRESENTATION ORDER

The new meeting order eliminates redundancy between the staff and applicant presentations. Staff provide information related to their memo or recommendation and Zoning Code requirements. This change helps to decrease meeting time and facilitates a more predictable schedule.

ADMINISTRATIVE TOOLS

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@PortlandDCChair	

* EXCERPT ONLY



City of Portland, Oregon Design Commission Bylaws

Language in italics is from Portland City Title 33, Planning and Zoning. In instances of conflict, current zoning code language supersedes the Bylaws.

Part I Authority, Powers, and Duties

A. Authority

The commissions, committees, boards and officers established in this chapter are empowered to perform all duties assigned to them by State law or this Title on behalf of the City Council. (33.710.020). The Design Commission is authorized under Section 33.710.050.

B. Purpose

The Design Commission provides leadership and expertise on urban design and architecture and on maintaining and enhancing Portland's historical and architectural heritage. (33.710.050.A)

C. Powers and Duties (33.710.050.D)

The Design Commission has all of the powers and duties which are assigned to it by this Title or by City Council. The Commission powers and duties include:

- 1. Recommending the establishment, amendment, or removal of a design district to the Planning and Sustainability Commission and City Council;*
- 2. Developing design guidelines for adoption by City Council for all design districts except Historic Districts and Conservation Districts;*
- 3. Reviewing major developments within design districts, except those projects involving or located within the following:*
 - a. Historic Districts;*
 - b. Conservation Districts;*
 - c. Historic Landmarks; and*
 - d. Conservation Landmarks.*
- 4. Reviewing other land use requests assigned to the Design Commission; and*
- 5. Providing advice on design matters to the Hearings Officer, Planning and Sustainability Commission, Historic Landmarks Commission, Portland Development Commission, and City Council.*

Land Use Reviews

The following land use reviews, when subject to a Type III procedure or when they are appeals of a Type II procedure, are assigned to the Design Commission:

- 1. Design review [except Historic Resource review assigned to the Historic Landmarks Commission];*
- 2. Adjustments in a Design zone, except historic districts and historic landmarks;*
- 3. Adjustments associated with a design review required by City Council outside of a Design zone;*
- 4. Reviews in the Central City plan district for height and FAR bonuses and transfers; and*
- 5. South Waterfront Greenway Reviews in the South Waterfront subdistrict of the Central City plan district. (33.720.020.C)*



City of Portland Design Commission

Design Review Overview

Just so we're clear

Here's what you can expect:



What we do

The Design Commission is a volunteer board that provides leadership and expertise on urban design and architecture. The Commission reviews and makes decisions on large projects, and appeals of staff reviews, on sites within the Design Overlay Zone.



Our criteria

Design Guidelines are the approval criteria used in Design Review. All projects must respond to this set of criteria in order to be approved. Copies of the Design Guidelines are available in the hearings room and can be found online at: portlandoregon.gov/designguidelines



Your participation

Testifying at a public hearing is a great way to engage in your community. The Design Commission relies on community member to bring their perspective on neighborhood issues. You can find more information on projects at: www.portlandoregon.gov/designcommission



Outside our scope

The Design Commission only has the authority to influence elements of a project that relate to the approval criteria. For example, guidelines do not address private views. There are other resources for questions and feedback on issues that the Design Commission cannot address (see below).

Resources for related concerns:

Office of Community & Civic Life
503-823-4519
portlandoregon.gov/civic

- Neighborhood Association Information
- Crime Prevention
- Noise Control Program
- Neighborhood Mediation

Bureau of Planning and Sustainability (BPS)
503-823-7700
portlandoregon.gov/bps

- Off-street Parking Requirements
- Upcoming Legislative Projects on Zoning

Bureau of Transportation (PBOT)
503-823-5185
portlandoregon.gov/transportation

- On Street Parking
- Construction Impacts on Streets & Sidewalks



Design Advice Request Overview

Why we're here

Here's what you can expect:



What we do

Design Advice Requests (DAR) are a form of early assistance and are intended to provide feedback on early design concepts prior to Design Review. This feedback is advisory and preliminary in nature. This meeting is not a land use review. Decisions are not made in the DAR process.



Our criteria

Design Guidelines are used to guide the conversation during the DAR because they are the approval criteria used in Design Review. All feedback should relate to the concept's response to the context, public realm, or quality and permanence. Guidelines generally address one or more of these design tenets. Copies of the Design Guidelines are available in the hearings room and can be found online at: portlandoregon.gov/designguidelines



Your participation

The Design Commission relies on Portlanders to bring their perspective on their community. Portland has a strong design legacy that continues through this process. Your early input on significant projects helps to make sure we get this right. Your continued participation through the Land Use Review is necessary for your comments to be part of the record. You can find more information on projects at: www.portlandoregon.gov/designcommission



Outside our scope

The Design Commission only has the authority to influence elements of a project that relate to the approval criteria. For example, guidelines do not address private views. There are other resources for questions and feedback on issues that the Design Commission cannot address (see below).

Here are other resources:

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503-823-5185
portlandoregon.gov/transportation

- On Street Parking
- Construction Impacts on Streets & Sidewalks



Agenda

Location

[1900 SW 4th Avenue](#)

Room 2500B (2nd Floor)

Portland, OR 97201

Keep in Mind

- The agenda is subject to change. Cases may be rescheduled. Times are estimates only and item times may change.
- Projects are reviewed in the order listed with a 10 minute break between agenda items.
- [Hearing cancellations follow Portland Public School Inclement Weather Closure Policy.](#)
- Regularly scheduled meetings of the Design Commission are the 1st and 3rd Thursday of each month. Additional meetings are scheduled as necessary and are noted as a "special date" on the agenda.
- All continuances and reschedules are requested by the applicant, unless otherwise noted.

Resources

- Project information (Reports, Presentations, Drawings, Audio) is available for each project at the links provided below. Project information is generally available within one week of the meeting date: www.efiles.portlandoregon.gov
- A *Guide for Presenting Testimony* is available at www.portlandoregon.gov/bds/dctestimony
- Design Guidelines are available online at www.portlandoregon.gov/designguidelines

January 17, 2019 at 1:30 PM - CANCELLED

CANCELLED

January 24, 2019 at 1:30 PM

1 **Items of Interest**
(1:30 – 1:35)

2 **Type III Land Use Review**
(1:35-3:35)

Canopy Hotel Cladding | LU 18-266225 DZ

<https://efiles.portlandoregon.gov/record/12503380>

CITY CONTACT: Emily Hays, BDS, 503-823-5676

APPLICANT: Julie Bronder

SITE: 425-431 NW 9th Avenue

Type III Design Review to retain the existing box-rib metal panel cladding on the west facade of The Canopy Hotel in the Central City Plan District, Pearl Subdistrict, approved under LU 15-209365 DZM AD.

February 7, 2019 at 1:30 PM

1
(1:30 – 1:35) **Items of Interest**

2
(1:35 – 2:35) **Design Advice Request**

Lincoln School Replacement | EA 18-181153 DA
<https://efiles.portlandoregon.gov/record/12008575>

(RSCHD FROM 12/13/18; CNTD FROM 10/4/18; RSCHD FROM 9/20/18; CNTD FROM 7/26/18)

CITY CONTACT: Puja Bhutani, BDS, 503-823-7226

APPLICANT: Becca Cavell, BORA Architects

SITE: 1600 SW Salmon St

DAR for Lincoln High School replacement building, 8-story, 138 feet high providing 281,000 GSF of educational and support space. The new athletic track and field is located in the east section of the site, along SW 14th Avenue. The primary entrance is from an entrance plaza at SW Salmon Street and 17th Avenue. Bus drop off occurs on SW Salmon Street, and loading, service and fire access is from SW 17th Avenue on south side of the building. Building materials include brick, metal panels, fiberglass windows and green roof. Potential Modifications include for ground floor active use, bicycle parking, required building line, and transit street main entrance requirements.

3
(2:45-3:45) **Design Advice Request**

Holden Of Pearl, Senior Living Community | EA 18-261137 DA
<https://efiles.portlandoregon.gov/record/12452147>

(CONTINUED FROM 12/13/18)

CITY CONTACT: Puja Bhutani, BDS, 503-823-7226

APPLICANT: Evan Lawler, Alliance Realty Partners, LLC

SITE: 13TH & NW QUIMBY ST

Design Advice Request for a new, 16 story building located on a full block site (Block 246) at the northeast corner of NW Quimby Street and NW 13th Avenue. The proposed use is a senior living facility with 241 residential and group living units with 149 parking stalls. Memory care units are located at Level 1. Assisted living and residential amenities are located at levels 1-4 with Independent living units located in the tower from Levels 5-16. Ground level commercial proposed along NW 13th Ave. The residential lobby located at the ground level at the northeast corner of the site. Parking and loading access off NW Quimby Street with residential drop off from the private drive at NW Raleigh. The proposal includes rooftop terraces at levels 2, 3, and 5. Modifications to loading and bicycle parking spacing are requested.



Agenda

We respect your time



Type III Land Use Review Hearing

10 min	Staff Presentation	
20 min	Applicant Presentation	Questions for Applicant
5 min	Staff Recommendation	Questions for Staff
2 min each	Public Testimony (please sign in to provide oral testimony)	Questions for Testifiers
5 min	Applicant Response to Public Testimony	
up to 60 min	Commission Deliberation	
5 min	Vote or Continue Hearing	

Estimated Total
Time: 120 min



Design Commission
Historic Landmarks Commission

Agenda

We respect your time



Design Advice Request Meeting

5 min	Staff Introduction
20 min	Applicant Presentation
5 min	Staff Discussion Topics
2 min each	Public Comments (please sign in to comment)
30-45 min	Commission & Applicant Discussion
Estimated Total Time: 90 min	

Early Assistance (EA) & Pre- Application Conference (PC) Template

[last updated 3/20/17]

1. Generate summary document in TRACS:

LUR-EA Appt Planner Response

- Paste after “Limitation” and before “When you are ready to submit an application...”
- Note – delete Neighborhood Notification at end of template since not a part of EA info in TRACS.

LUR-EA-Pre-Application Planner Response

- Paste after 1st intro paragraph
 - Note: you need to copy the Neighborhood Notification information that is populated from TRACS info fields into your template. It is clunky, but necessary.
2. As you edit template (all yellow highlights) be sure to read “Note to Planner” and delete afterward.
 3. Save/upload final template into TRACS, “send” document, and update Planner Response process line under Process Tab to “Complete”

A. KEY ISSUES AND REQUIREMENTS

The following issues and requirements have been summarized for the applicant to pay special attention to as they may impact the proposed project.

1. **Design / Historic Resource** Review Process

- a. Procedure Type.** The project will be subject to a Type **X** **Design / Historic Resource** Review based on the thresholds per table **825-1 / 846-1 / 846-2 / 846-3, 846-4** of Section **33.825.025 / 33.846.060**. Submittal requirements can be found in Section **X** below.
- b. Approval Criteria.** The applicable approval criteria are **X** and can be found at portlandoregon.gov/designguidelines. Other approval criteria may apply if *Modifications* (Section [33.825.040 / 33.846.070](#)) or *Adjustments* (Section [33.805.040](#)) to development standards are requested.
- c. Additional Reviews.** *Modification* review may be requested as part of land use review for site-related standards (such as setbacks, size of loading spaces) that are not met. *Adjustment* review may be requested as part of the design review for use-related development standards (such as floor area ratios, number of loading spaces, number of parking) that are not met.

Note to Planner - Confirm if other reviews required, like Greenway, Conditional Use, Central City Parking Review, etc., and if so provide process, fees and approval criteria accordingly.



CITY OF PORTLAND DESIGN COMMISSION

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EXCERPT

MEETING MATERIAL



Chair Binder





CITY OF PORTLAND DESIGN COMMISSION

EXCERPT

TRAINING BINDER



EXCERPT



CITY OF PORTLAND, OREGON - BUREAU OF DEVELOPMENT SERVICES

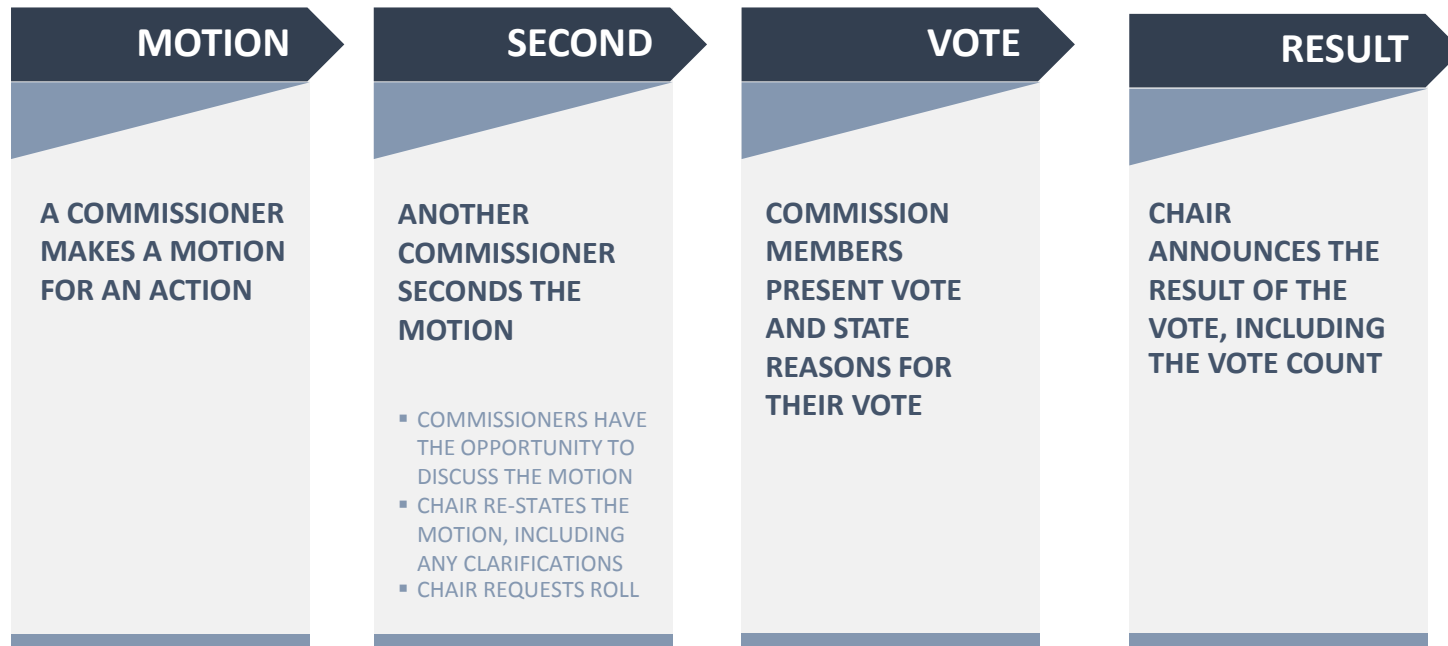
1900 SW Fourth Avenue, Portland, Oregon 97201, www.portlandoregon.gov/bds



CENTRAL CITY FDG (2003)		PROJECT NAME: <i>add here</i>		CASE NUMBER	
DATE		PROJECT ARCHITECT: <i>add here</i>		PROJECT VALUE \$	
CONTEXT	STAFF		COMMISSION		
	+ / -	Comments	+ / -	Comments	
A1: Integrate the River					
A2: Emphasize Portland Themes					
A3: Respect the Portland Block Structures					
A5: Enhance, Embellish & Identify Areas					
A6: Re-use, Rehabilitate, Restore Buildings					
A9: Strengthen Gateways					
C1: Enhance View Opportunities					
C4: Complement the Context of Existing Buildings					
D1: Park Blocks					

PORTLAND DESIGN COMMISSION

VOTING PROCEDURE



Type III Land Use Review



CANOPY HOTEL CLADDING

WHEN	THURSDAY, JANUARY 24, 2019 @ 1:30 PM <i>(hearing start time –see Design Commission agenda for estimated project start time)</i>		
WHERE	1900 SW 4TH Avenue, Room 2500 B, Portland, OR		
REVIEW BY	DESIGN COMMISSION	CASE FILE	LU 18-266225 DZ (EA 18-256660 PC)
LAND USE REVIEW TYPE	DESIGN REVIEW		
PROPOSAL	<p>Design Review hearing to remove a condition of approval and retain the existing box-rib metal panel cladding on the west facade of The Canopy Hotel in the Central City Plan District, Pearl Subdistrict, approved under LU 15-209365 DZM AD.</p> <p>A Type III review is required to alter conditions of approval set by the Design Commission during a previous land use approval.</p>		
PROJECT INFO	www.portlandoregon.gov/bds/dcagenda		
SITE LOCATION	425-431 NW 9th Avenue		
ZONING	EXd – Central Employment with Design Overlay Central City Plan District / Pearl Subdistrict		

Questions?

Emily Hays, Planner / 503-823-5676 / Emily.Hays@portlandoregon.gov

BDS Contact

Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменный или устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад



503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711

page
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Welcome

We're glad you are here

Here's how you can engage:



Sign in to comment

- Comment sheets are available as you enter. Please clearly fill in the requested information.
- Include your address to receive future documents.
- Confirm the estimated start time for your item on the agenda.



Listen to the project narrative

- The applicant will describe the project.
- Be respectful, even when you disagree.
- The applicant will demonstrate how all approval criteria have been, or will be, met.



Voice your opinion

- Speak directly into the microphone.
- State your full name and address.
- Limit your comments to 2 minutes.
- Your comments must relate to the approval criteria.



Bring new ideas

- Explain how you think:
 - the proposal meets or does not meet the criteria,
 - the criteria are being incorrectly interpreted,
 - the incorrect criteria are being applied, or
 - additional criteria should be applied.
- Coordinate with other commenters to avoid repetition and ensure your voice is heard.



Commission will consider comments

- Comments are considered in discussion.
- If a vote is called in a hearing, the Commission may:
 - approve the project
 - deny the project
 - approve the project, with conditions
- Projects may be continued to another Commission meeting date.



Stay engaged

You can find more information on Commission projects and other development throughout Portland at: www.portlandoregon.gov/bds



www.portlandoregon.gov/designcommission
www.portlandoregon.gov/historiclandmarkscommission



1900 SW 4th Avenue, Portland, OR 97201



(503) 823-7300 / bds@portlandoregon.gov

Design Advice Request

Welcome

Please sign up to comment on:

Address | Project # EA XX-XXXXXX DA | Date

Name	Organization?	Address, City & Zip	Email Address	How did you hear about this meeting?

page 41



Design Commission Historic Landmarks Commission

Design Advice Request Information Sheet

Design Advice Requests (DAR) are a form of early assistance intended to provide feedback on early design concepts prior to Design or Historic Resource Review. This feedback is advisory and preliminary in nature. This meeting is not a land use review. Decisions are not made in the DAR process.

DAR Application Requirements

- ☐ **Application Form** - <https://www.portlandoregon.gov/bds/index.cfm?a=136435>
- ☐ **Fee** - <https://www.portlandoregon.gov/bds/article/727186>
- ☐ **Drawing Sets** (see reverse) and **Digital Model**

Design Advice Topics

Staff and applicant will identify approximately 4-5 issues for the Commission to discuss. Possible topics include (but are not limited to):

- Response to Context
- Compatibility with Historic Resources
- Form / Massing
- Outdoor Spaces
- Design Coherency
- Pedestrian / Public Realm
- Placemaking
- Materiality
- Parking / Loading
- Potential Modifications / Adjustments

Public Meeting Procedure

- Applicants must bring a digital copy of the presentation (drawings & model). Presentation boards, easels & material samples are optional.
- Public meeting order and timing:

<i>Staff Introduction</i>	<i>5 minutes</i>
<i>Applicant Presentation</i>	<i>20 minutes</i>
<i>Staff Discussion Topics</i>	<i>5 minutes</i>
<i>Public Comments</i>	<i>2 minutes each</i>
<i>Commission Discussion</i>	<i>30-45 minutes</i>
- DARs are usually about 90 minutes.
- The meeting audio is recorded by staff and summary notes are sent to participants within 14 days and posted online.

Deliverables Timeline

Design Advice Request meetings are scheduled by staff following the initial submittal. Meetings are scheduled 5-7 weeks after the submittal date and may be rescheduled by staff as the Commission agenda requires. The DAR fee covers one meeting and corresponding noticing. A re-noticing fee will be charged when the DAR meeting is rescheduled at the applicant's request.

- | | |
|---|--|
| <ul style="list-style-type: none"> <input type="checkbox"/> Commission meeting date <input type="checkbox"/> Applicant's draft drawing set due <input type="checkbox"/> Applicant must post site <input type="checkbox"/> Applicant's final drawing sets due <input type="checkbox"/> Mailing of summary notes by city staff | <p>Approximately 5-7 weeks from submittal</p> <p>21 days prior to meeting date</p> <p>21 days prior to meeting date</p> <p>14 days prior to meeting date</p> <p>14 days following the meeting date</p> |
|---|--|

The following information may be provided as part of the DAR application. Submittals may vary based on project scope, however, applicants should be prepared to discuss the following elements of the proposal. Items in **bold** are required at time of submittal. Items in *italics* may be helpful to facilitate discussion at the DAR meeting. Work with your assigned planner before submitting final drawings to ensure that all relevant information is included.

Three (3) drawing sets are needed for the initial submittal. For final drawing sets (due 14 days prior to the meeting date):

- Ten (10) drawing sets printed at 11"x17" and 1 digital copy (PDF)
- Staple or clip at upper left corner with each page labeled in bottom right corner with case number (EA xx-xxxxxx DA) and numbered sequentially as Exhibit C.1, Exhibit C.2, etc.

Design Guidelines are used to guide the conversation during the DAR because they are the approval criteria used in Design Review and Historic Resource Review. Design Commission feedback will relate to the concept's response to the context, public realm, and quality. Guidelines generally address one or more of these three design tenets. The Historic Landmarks Commission typically organizes their feedback based on macro- and micro- level issues related to the applicable approval criteria. Design Guidelines can be found online at: portlandoregon.gov/designguidelines

1. Project Summary

- **Team Information**
- **Summary of Development Program**
- **Sheet Index**

2. Context Study

- **Zoning Summary**
- Plan Area Context
Proposal Set in Urban Design Concept Diagrams
- Urban Context (3-block radius)
Public Amenities
Open Space
Historic Resource Context
Multi-Modal Circulation Plan
Pedestrian & Vehicle Access Points
- Site Context (1-block radius)
Existing Conditions Plan
Curb-Cuts
Adjacent Rights-of-Way
Easements
Pedestrian & Vehicle Access Points
Utility Plan / UVE
Constraints & Opportunities
- Existing Site & Vicinity Photos

3. Concept Design

- Story of Project's Evolution
Options Studied
Concept Diagrams
Preferred Massing & Design
- **Proposed Site Plan**
- Zoning Height Base Point
- Ground Level Plan
- Typical Upper Floor Plan
- Roof Plan
- Preliminary Open Space Concept
- Preliminary Building Elevations
- Material Concept(s)
- Perspectives Set in Context
- **Representative Image of Project**
- **Anticipated Modifications / Adjustments**

Please don't get ahead of us

DAR's are intended to align with the schematic design phase of the architectural design process. The following information and drawings should not be presented at a DAR:

- Fully developed site, floor, and roof plans
- Detailed elevations
- Fully rendered images
- Final material selections
- Cutsheets for specific building elements
- Detailed landscape plan



City of Portland
Design Commission

Type III Land Use Review

LU 18-111111 DZ

Site Address

January 1, 2018

Staff Presentation

Context

Location

Zoning

Approval Criteria

Context

Program Overview

Project History

Modifications | Adjustments | Exceptions

Applicant Presentation

Approvability Items

Context

Public Realm

Quality & Permanence

Modifications | Adjustments | Exceptions

Staff Recommendation

Conditions of Approval

Next Steps

Certificate of Compliance

(Design and Historic Resource Review Approvals)

Thank you for participating in the City of Portland's Design/Historic Resource Review process. We look forward to your building's contribution to the City of Portland.

The Design/Historic Resource Review approval grants entitlements for the proposed work to be built. The expectation is that the building permit will reflect the elevations, sections, details, material samples, etc. that were stamped and signed by the land use case planner. Additionally, compliance with all Conditions of Approval is expected at the time of permit review and construction.

Land Use Services staff will review the permit drawings for compliance with the Design/Historic Resource Review decision. At the time of permit submittal, you will be required to submit this Certification of Compliance form. It is the applicant's responsibility, in the permit drawings, to demonstrate compliance with the Design/Historic Resource Review approved project. It is also the applicant's responsibility to identify for Land Use Services staff any and all revisions made to the project since Design/Historic Resource Review approval, whether the changes were made by choice, for value-engineering purposes, due to Code requirements, or for any other reason.

The Bureau of Development Services expects the project team to coordinate directly with the Design/Historic Resource Review planner once a change is being contemplated. Changes to the Design/Historic Resource Review drawings are subject to another land use review, which must be approved prior to the issuance of building permits; it is therefore critical for early engagement to have the time for the necessary coordination and process.

We (architect of record and owner) certify that the project plans submitted with the building permit application, and subsequent revisions and deferred submittals, are consistent with the Design Review or Historic Resource Review approval and meet the Conditions of Approval.

Architect Name: _____

Architect Signature: _____ Date: _____

Owner Name: _____

Owner Signature: _____ Date _____

Project Name and Address: _____

Design/Historic Review Case File Number: _____

Land Use Review Exhibits & Building Permit Sheets Reference Table

Land Use Case (LUR) #	
Building Permit #	
Address	

[illegible]



City of Portland Design Commission

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A Guide to the City of Portland Design Review Process *Prepared by the members of the Design Commission – May 2016*

Design Commission

The Design Commission provides leadership and expertise on urban design, architecture and on maintaining and enhancing Portland's historical and architectural heritage. The Design Commission consists of seven volunteer members, appointed by the Mayor and confirmed by the City Council, who serve a four-year term. The Commission includes a representative of the Regional Arts and Culture Council, one person representing the public at-large, and five members experienced in design, engineering, financing, construction or management of buildings, land development, or related disciplines.

The Design Commission reviews all Type III major projects, as well as all appeals of Type II reviews. Projects are classified based on location in the city and valuation. Minor projects are classified as Type I-II and go through an administrative staff-level review.

This guide is intended to facilitate successful completion of Portland's Type III Design Review process. It intends to increase the level of predictability for applicants by clarifying how the Design Commission upholds the Design Guidelines. Applicants who utilize this document and collaborate with Bureau of Development Services (BDS) Planning Staff throughout the process will reduce the need for redesign, number of submittal packets, and hearings before the Commission. This document will be updated periodically to reflect the current Commission membership.

BDS Planning Staff

BDS Planning Staff fully understand the Design Guidelines and how the current Design Commission upholds and emphasizes the guidelines. The role of Staff is to help applicants move through the review process efficiently. Listen to Staff and heed its advice. Design Commission consistently agrees with guideline issues identified by Staff. Utilizing Staff suggestions can reduce the number of Design Advice Requests/ hearings.

Design Advice Request (DAR)

Design Advice Requests (DARs) are voluntary opportunities for applicants to meet with the Design Commission to hear its feedback on early schematic design. Scheduling a DAR session early in your project schedule is strongly recommended. For large and/or complicated cases, multiple DAR sessions are often appropriate. These early meetings can result in guidance and clarity from Commission about specific site and program conditions. Appropriate topics for early conversations may include:

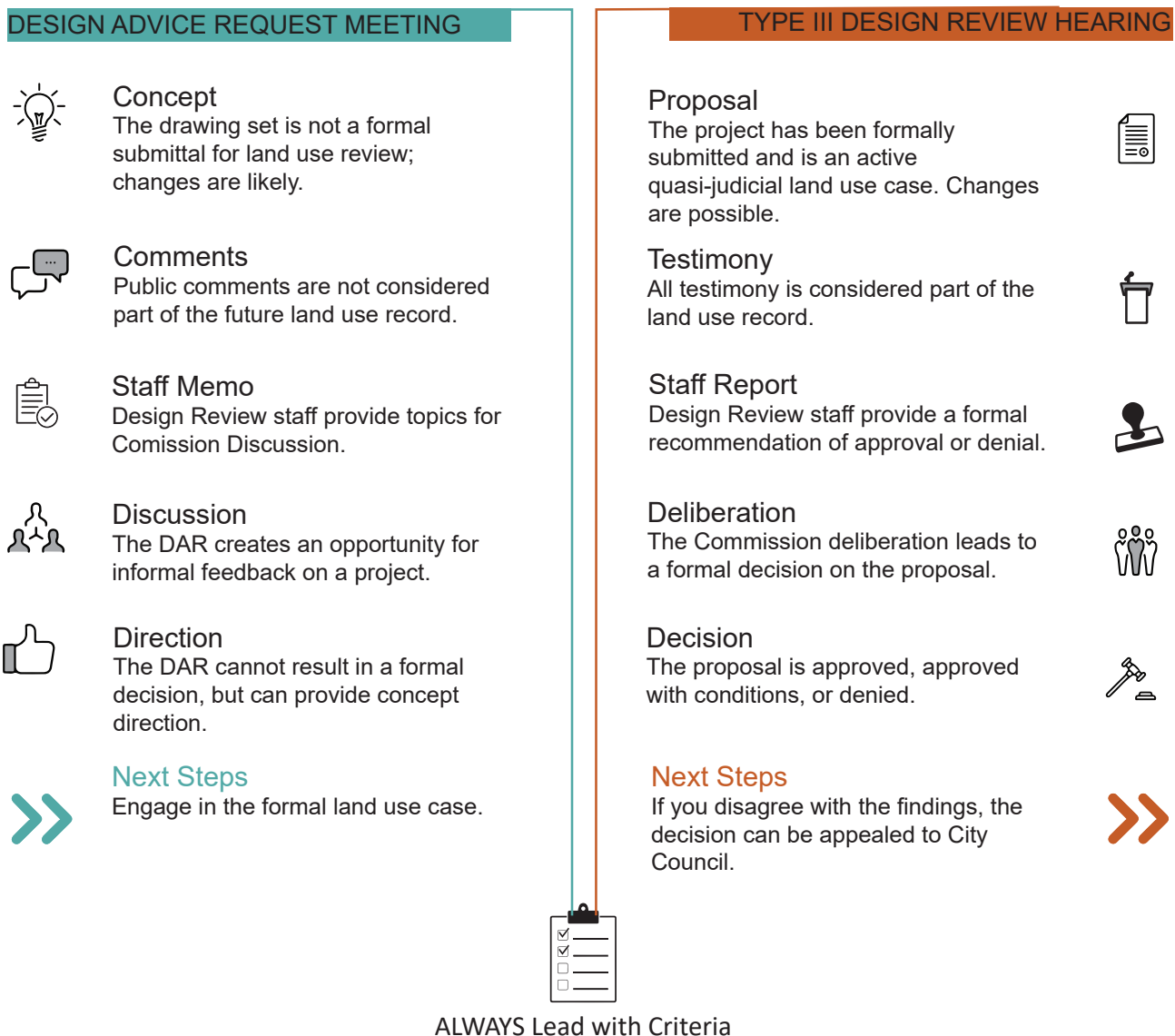
- Massing options
- Site organization
- Ground level - active ground level uses and transparency
- Parking and loading systems
- Circulation routes
- Landscape concept
- Utilities
- Preliminary material options



City of Portland Design Commission

Terminology Just so we're clear

The terms used in the Design Advice Request and Land Use Review processes are distinctly different. Below is a guide to the language used in each.



LAND USE DELIBERATION

For LU hearings, the chair will request the applicant step back **before** deliberation begins

STAFF ITEMS

- CHAIR STATES STAFF'S ITEMS FOR DISCUSSION BY TENET (CONTEXT – PUBLIC REALM – QUALITY)

COMMISSION ISSUES

- CHAIR ASKS COMMISSIONERS TO IDENTIFY APPROVAL CRITERIA MET/ NOT MET BY TENET

DELIBERATION

- CHAIR SUMMARIZES COMMISSION & STAFF CONCERNS; INITIATES DISCUSSION OF EACH BY TENET

NEXT STEPS

- CHAIR SUMMARIZES DISCUSSION & IDENTIFIES REMAINING CONCERNS
- CHAIR INVITES APPLICANT TO DISCUSS NEXT STEPS & ANSWER QUESTIONS, NO FURTHER DELIBERATIONS
- CHAIR REQUESTS STATUS OF 120-DAY TIMELINE FROM STAFF, WAIVER SIGNED AS NEEDED
- CHAIR IDENTIFIES RETURN HEARING DATE, IF APPLICABLE

Preamble: Using the Design Guidelines

Design guidelines are mandatory approval criteria that must be met as part of design review. They also intend to serve as parameters for discussion and deliberation.

During the design review process, **applicants** are responsible for explaining, in their application, how their proposed design meets each guideline.

The **public** is encouraged to weigh in on the proposed design, based on the guidelines.

Decision-makers must tie their comments and responses, and ultimately their decision, to the guidelines. Discussion and deliberation should be organized around and focused on whether the proposal meets the guideline or does not meet the guideline.

Proposals that meet all the applicable guidelines will be approved. Proposals that do not meet all of the applicable guidelines will be denied.

If the decision-maker approves the proposed design, they may add conditions to their approval, which require revisions to the design to ensure the proposal's compliance with the guidelines.

DOZA Proposed Draft

Appendix B

The DOZA Draft Report and Housing Affordability

Date February 6, 2017

To Lora Lillard, Bureau of Planning and Sustainability

From Brian Vanneman, Leland Consulting Group

CC Mark Hinshaw, Walker Macy

Per BPS' request, this memorandum has been prepared as an addendum to the Design Overlay Zoning Assessment (DOZA) Report, and addresses the impacts of the DOZA report recommendations on housing affordability in the City of Portland. Key findings of this review are:

- Design review in the City of Portland almost certainly adds some cost to the housing development process since non-profit and private sector housing developers must invest time, effort, and funds to navigate the process, and higher design standards may require more costly building materials. Some of these costs are then passed on to renters and homebuyers.
- The goal of the DOZA project has been to retain and improve the design review process, and many of the developers and designers we interviewed support the goals of design review in concept. In this context, the challenge is to optimize the positive benefits of design review (better-designed buildings and public places), while minimizing rather than eliminating the cost associated with design review.
- A number of the recommendations in the DOZA report are intended to make the design review process more efficient, focused, predictable, and effective, and less time-consuming for applicants. This should help to optimize the benefits of design review, while reducing costs. Therefore, the DOZA recommendations should help to improve housing affordability in Portland.
- Design review is just one among many factors that affect housing affordability in Portland. Other issues, such as the rate of population growth and the availability of land zoned for single- and multi-family housing, are likely to have a larger impact. In order to make meaningful improvements to housing affordability, policy makers will need to address other issues beyond design review.

Defining Housing Affordability

Housing affordability has become one of the most important public policy issues in Portland over the past several years. However, “affordable” housing can mean different things to different people. For example, an apartment that rents for \$2,000 per month may seem affordable to one family, and out of reach for another.

As used in this memorandum, the term “**housing affordability**” describes a general issue that affects households across a wide range of income levels in the City—including homeless, low-income, and even middle and upper-middle income households. Housing prices and rents have been increasingly rapidly across the City, so housing affordability has decreased. A key measure of housing affordability is whether households are “cost burdened”—spending more than 30% of their income on rent. And while lower income households are more likely to be cost burdened, higher income households can be cost burdened too.

“**Regulated affordable housing**” is a more specific term that is defined by the Portland Housing Bureau (PHB) as housing with a regulatory agreement tied to the property deed, which requires affordability (usually for specific income groups); this is sometimes referred to as “subsidized” affordable housing. Typically, this housing is targeted towards households earning 80 percent of area median income (AMI) or less.

“**Inclusionary housing**” is a new program that was adopted by City Council in December and requires developments with 20 or more units to reserve 20 percent of those units for households at 80 percent of AMI or less. Thus, a share of most new housing projects in the City going forward will be “regulated affordable housing.”

Potential Impacts of Design Review on Housing Affordability

- Housing affordability is a complex city and regional issue, and many factors can affect it. Even in the most extreme cases, design review is only one factor among many. From an economic point of view, factors affecting affordability can be summarized within two categories:
 - **Housing demand** is affected by population growth rate from births and immigration, household incomes, mortgage interest rates, location preferences, and other factors. If housing demand increases and supply remains the same, housing prices will increase and affordability will decrease.
 - **Housing supply** (the amount of housing, particularly new housing development) is affected by construction costs, debt and equity interest rates, labor costs, land availability and cost, zoning, regulatory processes (such as design review), taxes and fees, availability of funds for regulated affordable housing, and other factors. If housing demand is constant, and costs increase or supply is constrained, developers and owners will pass higher costs on to renters and homebuyers, which adversely affects affordability.

- The primary way that design review is likely to adversely affect housing affordability is by imposing additional time, investment, and uncertainty on the development team (including developer, architect, etc.) during the design process.
 - Additional time and investment are most often incurred when the design review process requires architects and engineers to revise building plans multiple times and seek approvals from the Design Commission. The process creates uncertainty when developers cannot be sure when they will be able to break ground/start construction, secure construction contracts, complete financing documents, begin leasing apartments, or complete other parts of the development process.
 - Time, investment, and uncertainty are deterrents to housing development since, a) they increase development costs, which developers will seek to pass on to renters and homebuyers, and b) they may encourage developers to forego their project or complete the project elsewhere, outside the City of Portland. When design review requires additional time, investment, and uncertainty it can become a housing supply constraint.
 - In stakeholder interviews, the DOZA team heard that design review can be a bottleneck (supply constraint) to housing and other projects, since many meetings with design review staff and Design Commission (DC) are required, the process is unpredictable, revisions are required, and the Commission can only handle so many projects at a time. According to BPS' analysis of housing affordability, more than 5,000 new residents moved to Portland each year for the years 2010 to 2015, which represents an approximate level of housing demand. Supply must keep up with demand, or housing costs will rise even more than they would otherwise.
 - While this additional time, investment, and uncertainty is real, it should be put in perspective. The design process, or professional fees paid for "architecture and engineering" account for approximately 3 to 4% of the total project cost of a typical housing project. (3% was the average estimated by the City's 2015 Central City Density Bonus study. A/E is typically calculated as 6 to 8% of hard construction costs, which are about 50% of total project cost.) Therefore, if a project that goes through the design review process requires 20% more design effort, this would increase total project costs by less than 1%. While this cost increase may seem modest, interviews indicate that because it requires extra time and uncertainty early in the development process, it frustrates developers, causes delays that are compounded later, and could lead them to forego projects or build elsewhere.
- A second way that design review can negatively affect housing affordability is by requiring higher-cost materials, particularly for the exterior building envelopes such as windows and brick.

- When materials cost more, this will increase developers' cost, and therefore increase housing cost across all price points. Hard construction costs make up for about 50% of project's total cost, and therefore, modest increases to the cost of materials could significantly increase total cost. However, envelope costs are only one part of hard costs; the building's structure, systems, and interior finishes are also significant hard costs.
- During interviews, the DOZA team did not hear as much about the issue of increased materials costs as about the time, investment, and uncertainty issues mentioned above.
- A third way that design review can adversely affect housing affordability is by imposing significant time, investment, and uncertainty, and requiring higher cost materials, *specifically for regulated affordable housing.*

Reasons the DOZA report is likely to benefit housing affordability

As discussed above, design review is likely to add some additional time and cost to the housing development process. However, the intent of the DOZA report is to improve the design review process and make it more efficient and effective. Leland Consulting Group believes that, if implemented, the DOZA recommendations will accomplish this, and thus help the cause of housing affordability. This is for the following reasons:

- The report provides a number of recommendations that should reduce design review's roles a bottleneck/supply constraint, and thus address issue number 1 above (time, investment, and uncertainty) including:
 - Exempting "small" size projects and reducing the level of design review applied to "medium" size projects. This alone could reduce the number of projects reviewed in the design review process by almost 20% and reduce the bottleneck effect. See report Recommendation 1: "Adjust the thresholds for design review..."
 - Various recommendations to make the design review process more clear, linear, transparent, and straight forward for applicants (developers), design review staff and commission, and the general public. This can have the effect of reducing the amount of time investment by the development team (developer, architect, others), since the team would be less likely to complete some tasks "out of sequence," and less likely to have to re-do elements of the design multiple times. Specific recommendations in the report that address this issue include:
 - Processes Recommendation 2: Improve the review processes with a charter, better management of meetings and training for both the Design Commission and staff.
 - Processes Recommendation 3: Align the City's review process with an applicant's typical design process.

- Tools Recommendation 1: Clarify and revise the purpose of the d-overlay and simplify terminology.
- Increasing the clarity regarding the issues over which design review has purview, and the issues that are outside of design review purview. As the report points out, design review's effect on development is often conflated with other regulatory frameworks imposed by the City or other government agencies. For example, design review has no oversight over project density, types of land uses in a building, or parking requirements, which are all governed by zoning. However, this not always understood by the public or other parties, which can create confusion and require time to address. The report addresses this issue via:
 - Tools Recommendation 3: Use the Three Tenets of Design to Simplify, Consolidate, and Revise the Standards and Guidelines. (The three tenets are context, public realm, and quality and sense of permanence.)
- Increasing the potential supply of housing, by increasing the throughput or potential number of projects that the design review process can consider and approve at any given time. The report addresses this issue via:
 - Processes Recommendations 8: Consider establishing more than one Design Commission... Establishing additional Design Commissions should increase the number of projects that could be evaluated and would reduce the bottleneck/supply constraint effect.
- An addendum to the report recommends that some regulated affordable housing projects be exempted from design review. The precise parameters of this recommendation should be clarified, so that City staff and leaders can better understand how to apply it. For example, the recommendation should clarify whether all regulated affordable housing will be exempted, or only those smaller than a certain threshold, and whether this would apply to projects with some regulated affordable housing (e.g., projects with 20 or 50 percent of regulated units). However, to the extent that regulated affordable housing is exempted or receives an expedited review, this should decrease the cost of regulated affordable housing projects and increase the total number of units.

Other Comments

- As stated above, housing affordability is a complex city and regional issue, and design review is only one small input into this complex equation. Portland faces other housing demand and supply factors that are likely having a larger impact on housing affordability than design review. In particular, these include relatively rapid population growth and a limited supply of single- and multi-family zoned land.
- As the report points out, design review's effect on development is often conflated with other regulatory frameworks imposed by the City or other government agencies. Developers are attempting to understand the combined effect of multiple new or revised regulatory frameworks, which include Inclusionary Housing and Transportation Demand Management (TDM) requirements, and therefore, it is possible that frustration with the overall regulatory environment will be directed at design review.
- However, as summarized above, we believe that because of its recommendations to clarify and streamline the design review process, exempt or offer expedited permitting to some projects (particularly regulated affordable housing), and potentially increase the throughput of the design review system, the DOZA report recommendations, if implemented, can be positive for housing affordability.