DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 3 | PORTLAND CITYWIDE DESIGN GUIDELINES

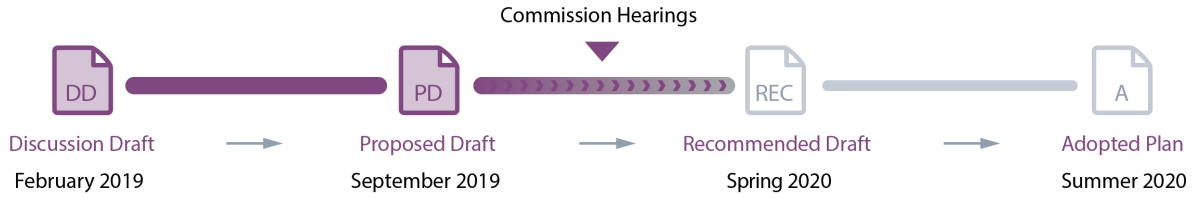
Proposed Draft - September 2019

How to Testify

The Design Overlay Zone Amendments (DOZA) project will be considered by the Portland Planning and Sustainability Commission (PSC) and Design Commission. The public is invited to submit formal comments (called public testimony) to the Commissions in writing, in person at a public hearing or online. Testimony on this *Proposed Draft* is directed to Commissions, which may amend the proposal and subsequently vote to recommend the changes to Portland City Council. This is then called the *Recommended Draft*.

Testify in person at the public hearings:	Testify in writing before the public hearing
Tuesday, October 22, 2019, at 5 p.m. 1900 SW 4th Avenue, Room 2500, Portland, Oregon To confirm the date, time and location, check the PSC calendar at *www.portlandoregon.gov/bps/35452*	**Map App: www.portlandmaps.com/bps/mapapp** Click on the DOZA project. Click on the "Testify" button. You can testify about a specific location or on the proposals in general. Testifying in the Map App is as easy as sending an email. Once your testimony is submitted, you can read it in real time. **U.S. Mail:** **Please provide your name and address to receive future notices.** Portland Planning and Sustainability Commission DOZA Testimony 1900 SW 4th Ave, Suite 7100 Portland, OR 97201

Next Steps:



The next draft of the proposal – the *Recommended Draft* – will incorporate the changes the Commissions make to the proposal. The *Recommended Draft* will be forwarded to City Council for additional public testimony and hearings, deliberations, possible amendments and vote. The *Recommended Draft* is anticipated to be heard by City Council in Summer 2020.

Acknowledgements

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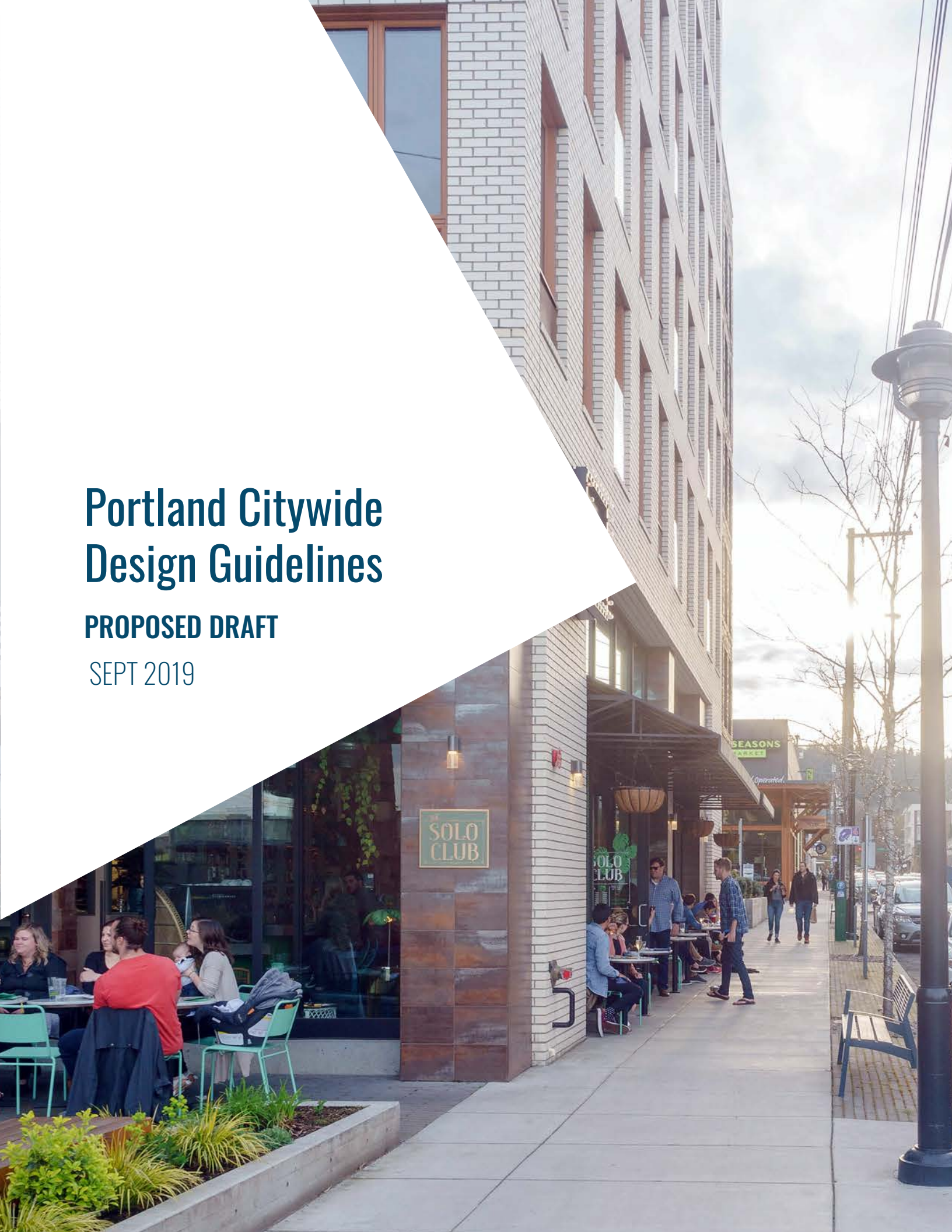
Portland Citywide Design Guidelines

PROPOSED DRAFT

SEPT 2019



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INTRODUCTION

Building a City Designed for People

The design guidelines work together to promote a built environment that serves a broad range of people, from the general public—residents, workers, and visitors—to future building occupants. The application of design guidelines should result in projects that support inclusion, foster social interaction, and create places where people feel connected to each other and to the place they inhabit. Successful collaboration and discussions during the design review process can ensure that new development supports inclusive spaces and active street frontages for a variety of users and that it reflects the values and needs of the community, both present and future. Such projects will inspire long-term stewardship and community investment across the city.

DESIGN OVERLAY ZONE IN PORTLAND

The purpose of the Design overlay zone (33.420.010 of the Zoning Code) is to strengthen Portland as a city designed for people. It is applied to higher-density areas expected to change, and it strives to ensure that new development forwards the goals and policies Portlanders set out in the *2035 Comprehensive Plan*.

It supports these concentrated areas of the city by fostering development that incorporates three design-related core values, or "tenets" in Portland:

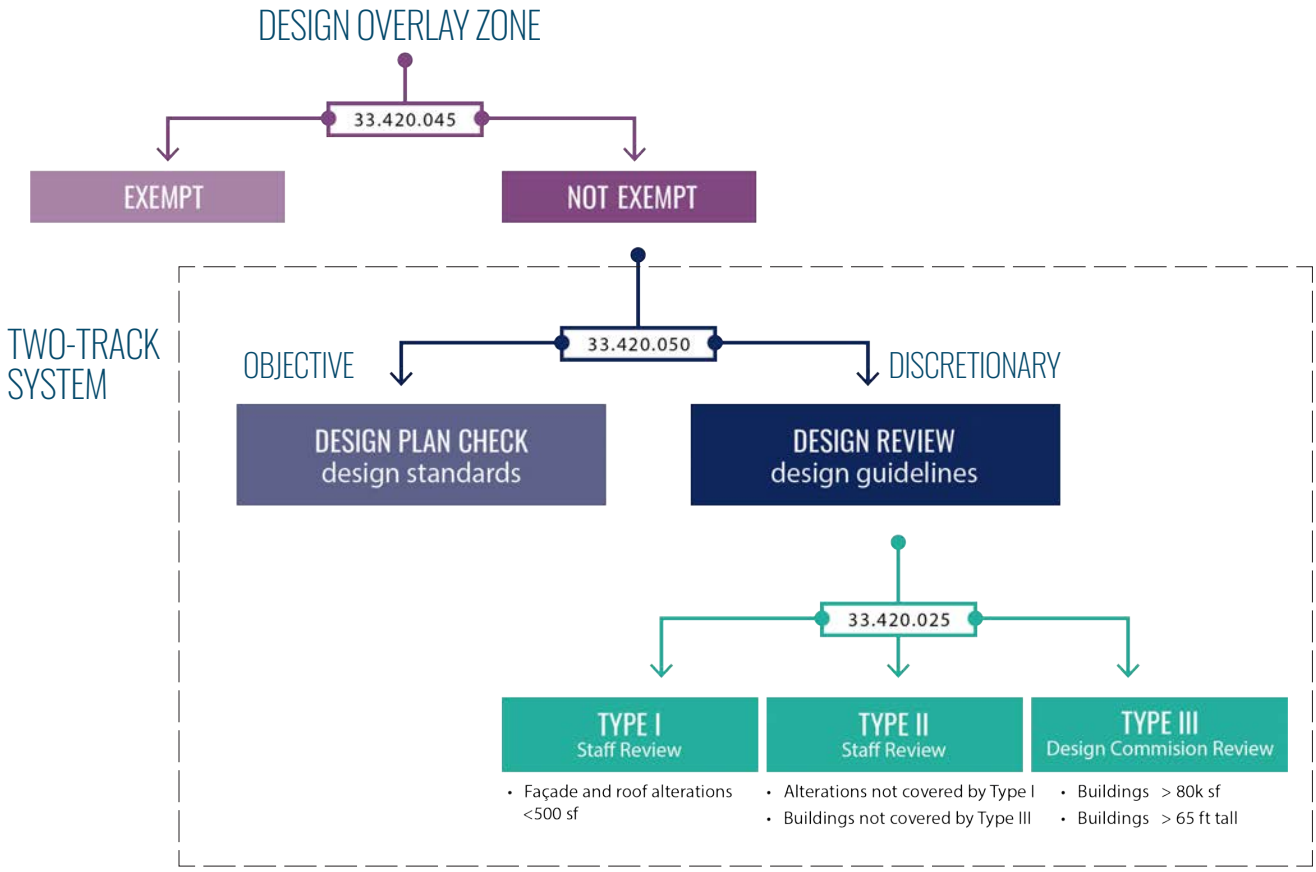
- Build on **context**
- Contribute to the **public realm**
- Promote **quality and resilience**

The 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.

TWO-TRACK SYSTEM

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 proposals:

- Discretionary Track
- Objective Track



Discretionary Track

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 throughout the city will use the ***Portland Citywide Design Guidelines***, provided in this document. Within designated design districts (Refer to Maps 420-1 through 420-5 in Chapter 33.420 of the Zoning Code), 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 Portland Design Commission. Public testimony is welcomed for all three types of review. Design review is required for development in the Central City Design District and large development within the Gateway Design District.

Objective Track

Some projects, depending on location, use and size, listed in 33.420.050, may opt to go through the **Objective Track** instead of Design Review, meeting the objective standards of **33.420.055 Design Standards**. 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.

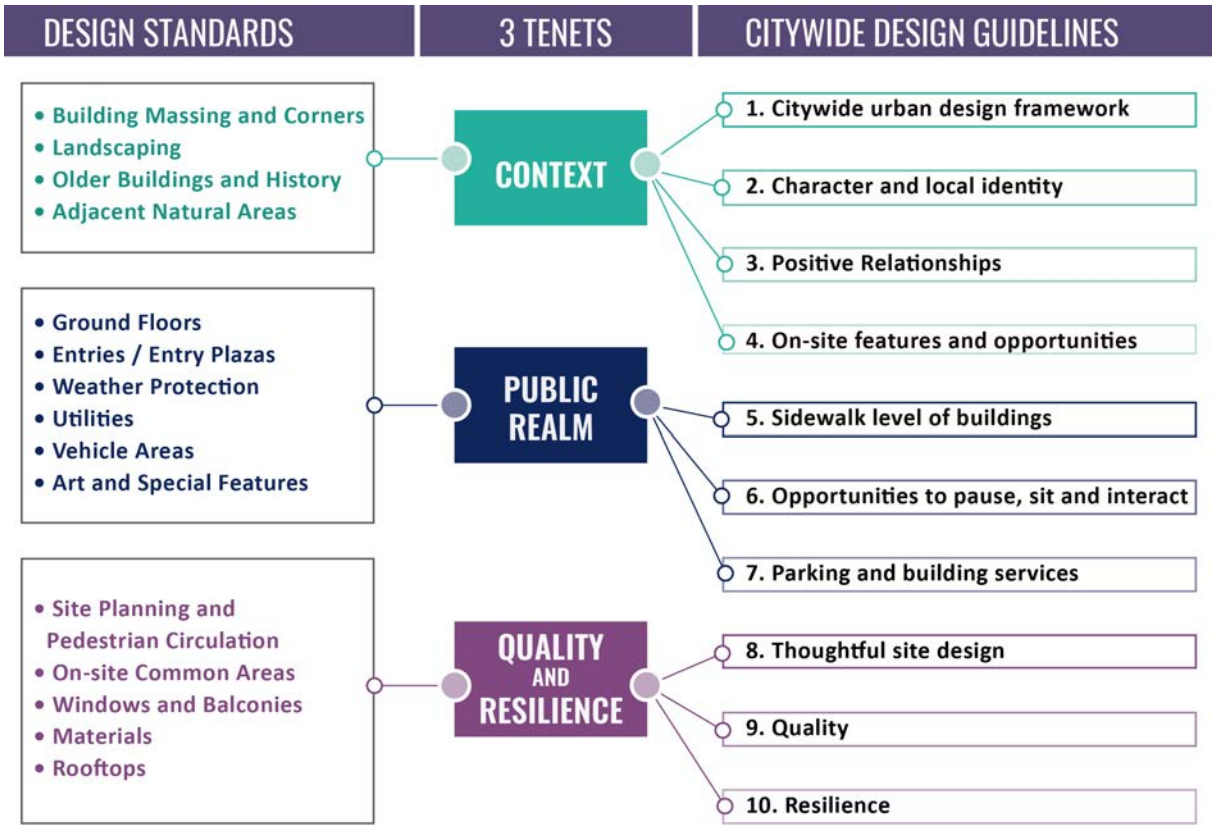
Applicants for all projects located outside of the Central City may choose to go through the design review process if they do not want to meet, or cannot meet, the design standards.

THREE TENETS OF DESIGN

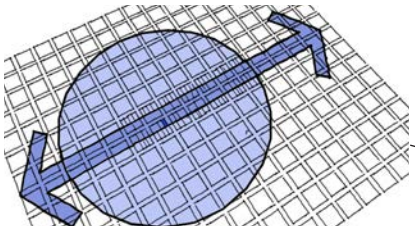
While both tracks follow separate processes and use different sets of tools, they each carry out the purpose of the Design overlay zone and the three tenets: context; public realm; and quality and resilience.

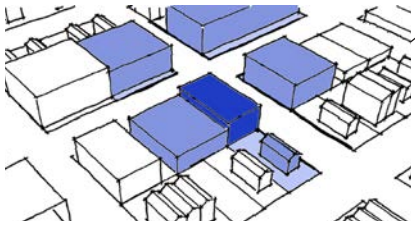
These inter-related tenets are rooted in design guidelines that have guided the city's core areas of growth for decades, and they have been identified by the Design Commission as important and grounding topics to organize their deliberations.

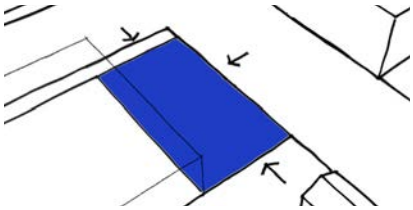
The three tenets are benchmarks that frame how the design standards and the ***Portland Citywide Design Guidelines*** are written. While the standards provide clear and objective measures and the guidelines provide criteria that offer flexibility and encourage innovation, these parallel regulations both strive to achieve the same outcomes rooted in these three tenets.



The *Portland Citywide Design Guidelines* are built and organized around the three tenets and they uphold goals and policies found in the *2035 Comprehensive Plan*. Specifically, the guidelines propose:







CONTEXT-RELATED GUIDELINES balancing the aspirations of the future desired character with today's context. The guidelines are sequenced to telescope from big-picture to site-specific.

- Guideline 01 references Portland's Urban Design Framework, which is the city's blueprint for future growth and development over the next several decades.
- Guideline 02 encourages proposals to build on the character and local identity as determined by a site's community, architectural and natural contexts.
- Guideline 03 strives for positive adjacent relationships to neighboring sites, such as historic landmarks; open spaces, paths and trails; and lower-density zoning.
- Guideline 04 encourages building on opportunities and features on the site itself, including site-specific social and cultural history as well as physical attributes.

PUBLIC REALM-RELATED GUIDELINES that strengthen a building's relationship with the public rights-of-way.

- Guideline 05 emphasizes the sidewalk level of buildings to ensure that rights-of-way are comfortable, pleasant and human-scaled.
- Guideline 06 encourages providing opportunities for pausing, sitting and interacting.
- Guideline 07 strives to integrate parking and other necessary building services.

QUALITY AND RESILIENCE-RELATED GUIDELINES that underscore holistic site and building designs that benefit people and climate.

- Guideline 08 seeks thoughtful site design supporting comfort, safety and dignity of building users.
- Guideline 09 urges designing for quality, both through materials and strategies.
- Guideline 10 aspires for resilience in site design and architecture, ensuring adaptability to climate change and the city's evolution.

HOW TO USE THIS DOCUMENT

Each design guideline addresses an important design topic and has the same structural components:

The guideline pages:

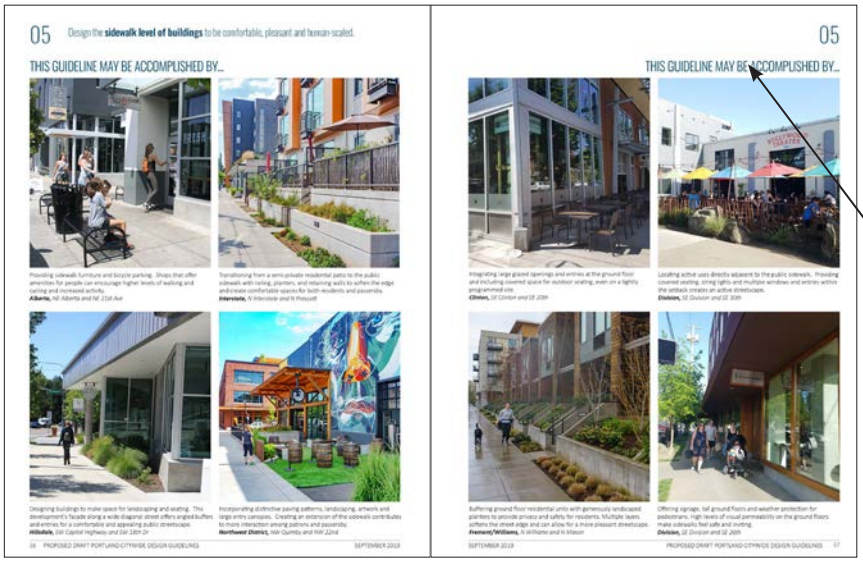
The **Design Guideline** serves as the approval criteria.

A **Diagram** supports the Background statement and illustrates potential design approaches.

The **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 **Background** statement outlines why the guideline is important and what specific issues the guideline addresses.

The example pages:



Pages with the heading "**This Guideline May be Accomplished by…**" include photographic examples and written descriptions of projects that successfully meet the guideline. 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.

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

PUBLIC REALM

Contribute to a public realm that encourages social interaction and fosters inclusivity

QUALITY AND RESILIENCE

Promote quality and long-term resilience in the face of changing demographics, climate and economy

01 RESPOND TO THE **CITYWIDE URBAN DESIGN FRAMEWORK** BY BUILDING ON PATTERN AREA CHARACTERISTICS AND ADVANCING ASPIRATIONS OF CENTER, CORRIDOR AND TRANSIT STATION DESIGNATIONS.

Northwest District, *NW Quimby and NW 21st*

BACKGROUND

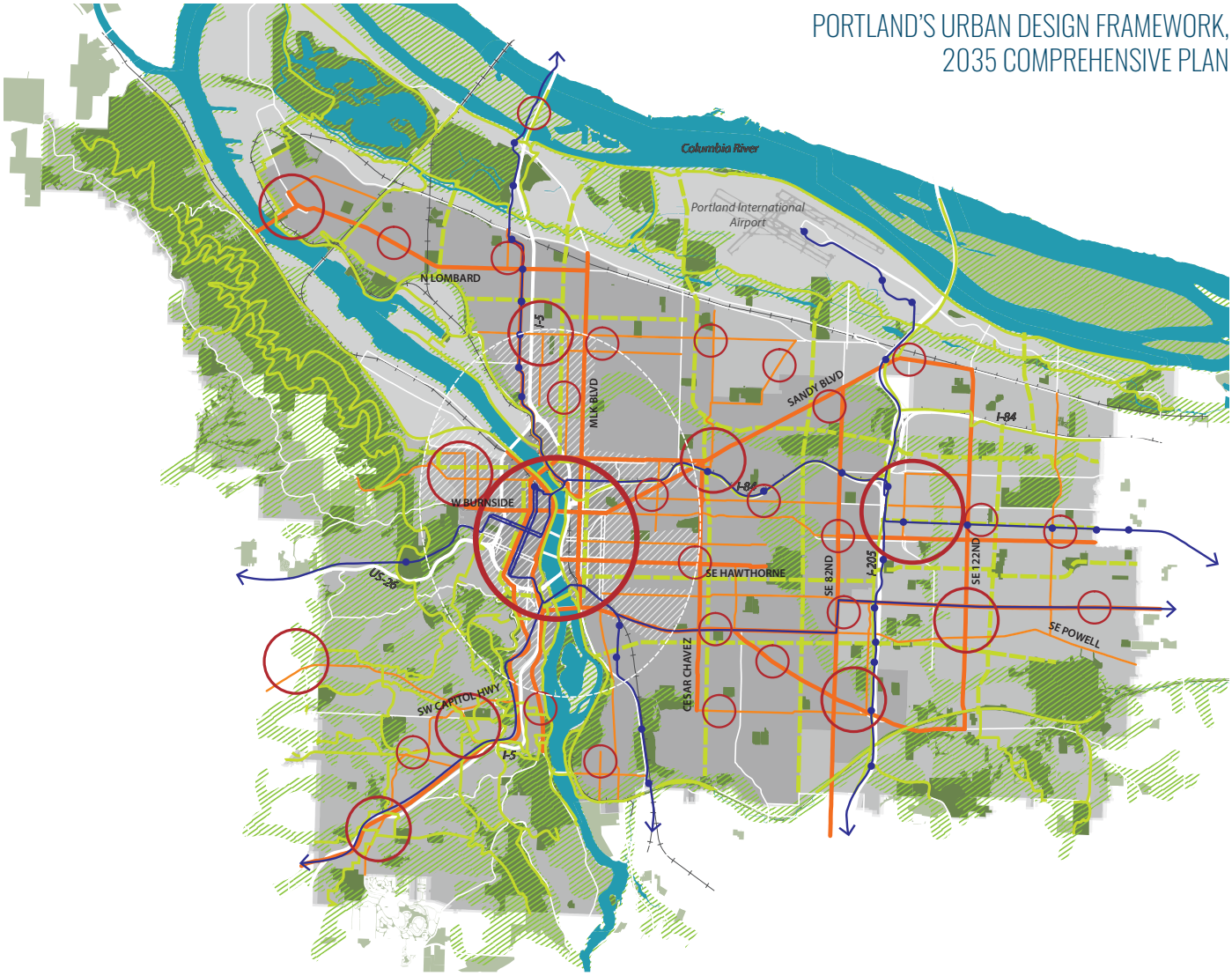
Portland's Urban Design Framework, part of the *2035 Comprehensive Plan*, provides a citywide blueprint to accommodate current and future residents and workers in the coming generations. It guides new growth to centers, corridors, and station areas, where people can access jobs, housing options, services, and transit connections.

In order for these areas to function successfully and foster strong and inclusive communities, new development should be designed to support the area's desired character of growing centers, corridors and transit stations, while building on positive physical characteristics that are rooted in the city's pattern areas.

The urban design framework (UDF) provides four distinct layers that new development should respond to:

- **Pattern areas** – Western, Inner, and Eastern Neighborhoods; Rivers
  (Pattern Areas also includes the Central City, where these guidelines do not apply.)
- **Centers** – Town Centers, 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

PORTLAND'S URBAN DESIGN FRAMEWORK, 2035 COMPREHENSIVE PLAN



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 characteristics, while building a future that is compact, transit-oriented and designed for people.

The application of the other three layers—Centers, Corridors, and Transit Stations—depend upon whether the project site is located within or along those areas. They reflect an aspirational future where development responds to the opportunity presented by its location within major areas of growth.

WHERE IS THE URBAN DESIGN FRAMEWORK?

Find site-specific UDF components online:

www.portlandmaps.com/bps/designguidelines

01 Respond to the **citywide urban design framework** by building on pattern area characteristics and advancing aspirations of center, corridor and transit station designations.

PATTERN AREAS

Portland's **pattern areas** are a formal acknowledgement 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.

The **Western Neighborhoods** are defined by the terrain of Portland's west hills.

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. Where possible, 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. 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 shaped to fit the topography.

The **Inner Neighborhoods** were developed and shaped during the streetcar era of the late 19th and early 20th centuries.

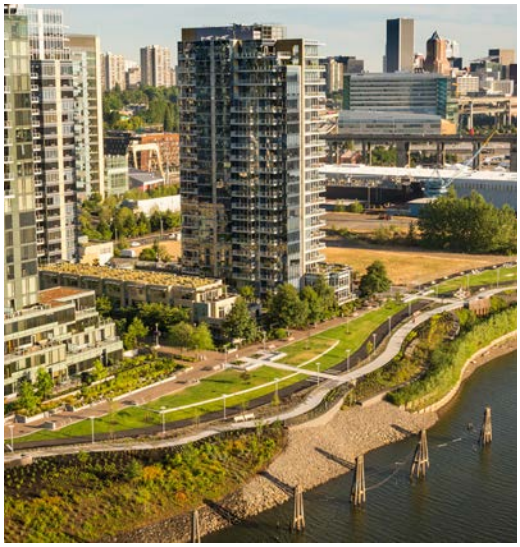
Within Inner Neighborhoods, new development should enhance the pattern of street-oriented buildings along Civic and Neighborhood Corridors. Many centers and corridors within the Inner Neighborhoods have a historic mixed-use urban pattern. New development can complement the form and texture of existing older buildings and street patterns while adding density.

Large sites in Inner Neighborhoods should break up building massing and allow multiple connections and entries while supporting a strong street wall. New development should support Portland's 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. Grouping buildings on deep lots can maximize community gathering spaces and encourage placemaking. At the same time, development should create mid-block connections that make it easier to access community destinations.

New development should preserve and enhance groves of coniferous trees, protecting the area's forests, streams and wetlands, and strengthen views of the area's skyline of buttes.



(image credit Mayer/Reed)

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 by strengthening access, including active transportation connections between neighborhoods and 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.

01 Respond to the **citywide urban design framework** by building on pattern area characteristics and advancing aspirations of center, corridor and transit station designations.

CENTERS, CORRIDORS, TRANSIT STATION AREAS

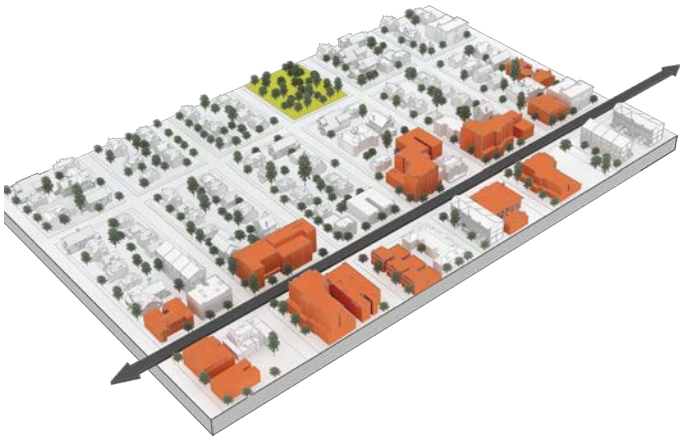
Centers, Corridors, and Transit Station Areas are poised for growth. They will become multi-functional places that support working, living, and shopping, and they will serve a diversity of people.

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.

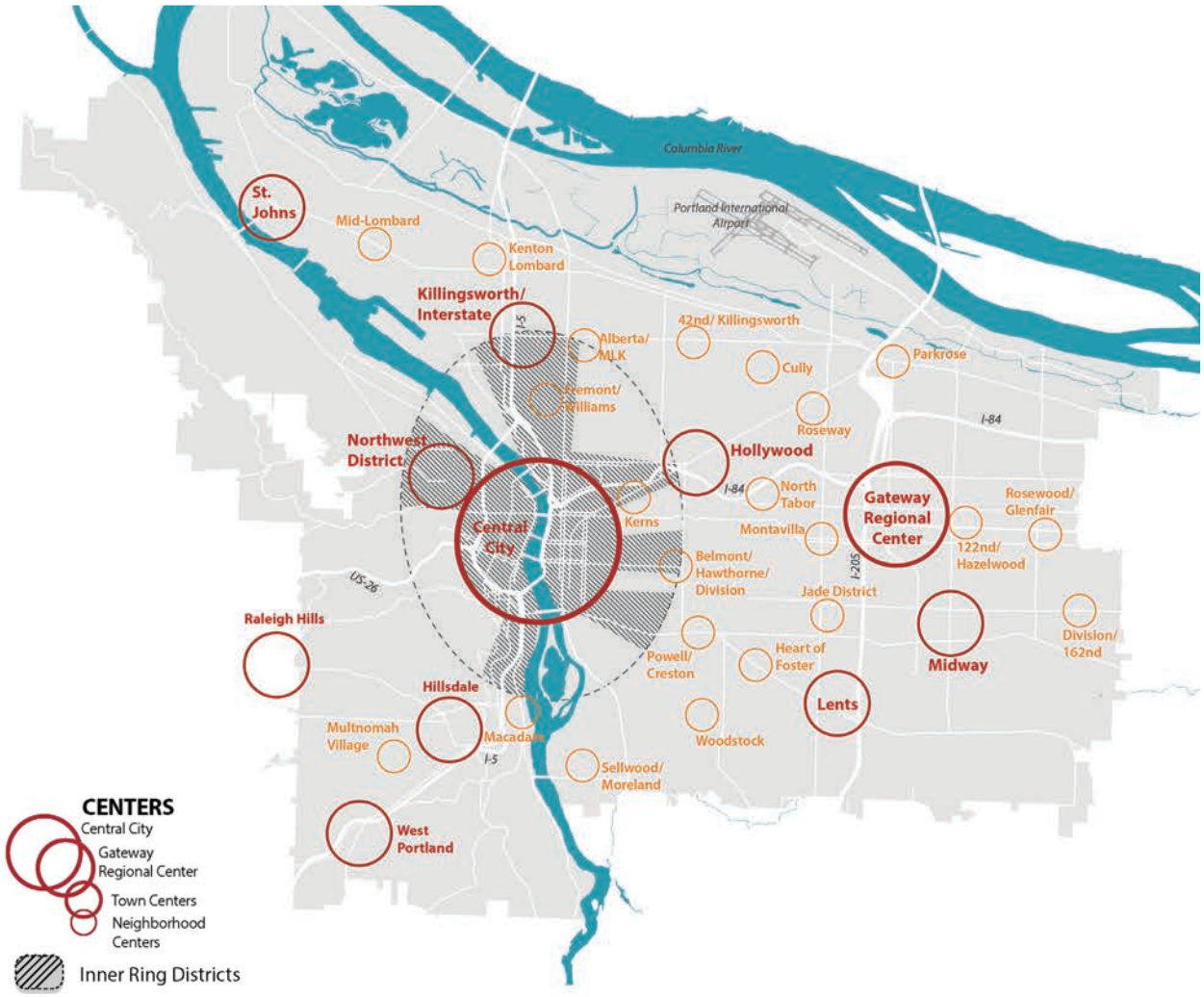
Central City
(these guidelines do not apply; included for scale)

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) 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), 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.

01 Respond to the **citywide urban design framework** by building on pattern area characteristics and advancing aspirations of center, corridor and transit station designations.

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 where possible, 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. 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.

01 Respond to the **citywide urban design framework** by building on pattern area characteristics and advancing aspirations of center, corridor and transit station designations.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

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*

Evoking early streetcar architecture forms and patterns within Inner Neighoborhood Centers and along Neighborhood Corridors.
Alberta, *NE Alberta and NE 19th*

Supporting neighborhood businesses with urban form that encourages walking and transit use to access destinations within Neighoborhood Centers and along Neighborhood Corridors.
Division, *SE Division and SE 26th*

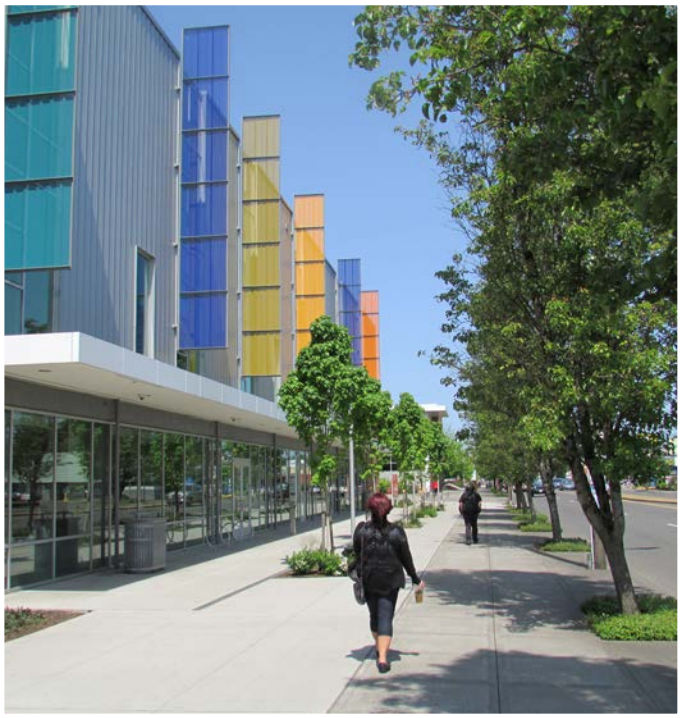
Anchoring high-visibility corners on Civic Corridors with prominent entries, signage and ground floor windows. The entrance on this flat iron-shaped building supports heavy foot traffic across a busy intersection.
Hollywood, *NE Sandy and NE 43rd*

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Designing buidlings that integrate topography while maintaining high ground floor window visibility. This building oprimizes a retaining walls to support sitting and pausing within Western Neighborhood centers.
Hillsdale, *SW Sunset Blvd and SW Dewitt*

Enhancing high-density centers with spaces dedicated to gathering and walkability.
Central City, *NW Johnson and NW 13th*

Sensitively designing transit-oriented development within Town Centers and along Civic Corridors toward a future that better enables high levels of pedestrian activity where cars currently dominate.
Lents, *SE Foster and SE 92nd*



Transforming Civic Corridors into green, lush pedestrian-oriented streetscapes. This frontage sets back and devotes space for a double allee of trees to encourage walking on a busy street.
Jade District, *SE 82nd and SE Division*

02 BUILD ON THE **CHARACTER AND LOCAL IDENTITY** 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. Building on the local identity of Portland's unique places invites an opportunity to engage communities about what characteristics should contribute to the development's design, avoiding the potential for sameness or unresponsiveness in new buildings throughout the city. The changing face of new development over time should expand upon and amplify the character and nature of a place rather than deplete it.

Development should respond to significant or iconic community structures and spaces, such as historic or cultural resources, high-visibility intersections, civic amenities, natural areas, bridges, and boundaries. These features can be acknowledged through inclusive and inviting design, allowing people to recognize and experience community assets. Potential approaches may include pocket plazas for seating and gathering, wayfinding, and interpretive signage or art.

Development can also relate to local character-defining architectural features. References to local materials, building proportions, setbacks, entry features, and architectural details and patterns should be integrated into new development and building alterations.

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

Development should also recognize a place's ecological context by reintroducing and designing with nature in the city. Incorporating vegetation and stormwater features that respond to Portland's rainy climate can improve watershed health and enhance the distinctiveness and beauty of Portland's neighborhoods. Designs should maintain local connected habitat corridors, incorporating tree canopy and green spaces, 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, such as:

- **Neighborhood Contact meeting.** Participate in a Neighborhood Contact meeting to discuss how and where local identity and character can be enhanced.
- **Local community engagement.** Meet and engage neighbors and community members who have a relationship or a perspective about the site, program or context.
- **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.
- **Community-guided sources.** Seek sources developed by communities related to the area's needs and desired character.

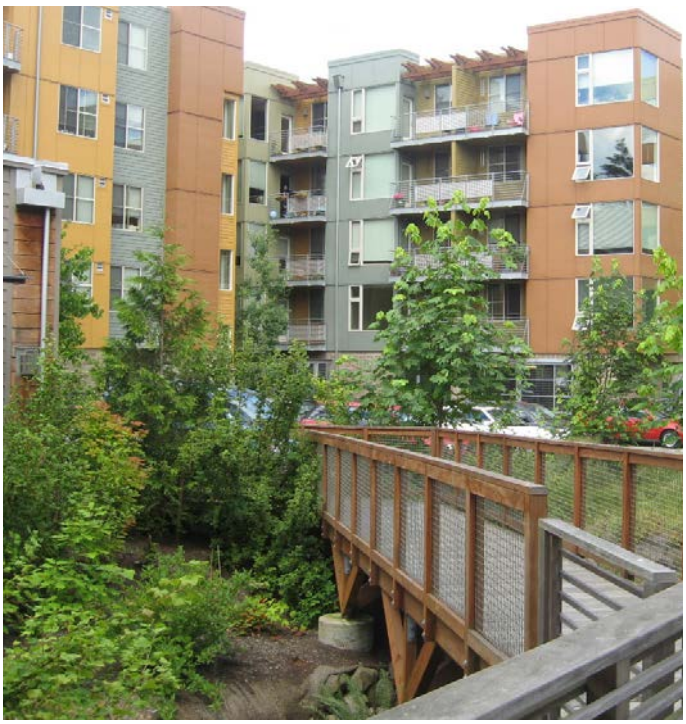
02 Build on the **character and local identity** of the place.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Orienting a building's mass and landscaping to enhance natural topography and views of important community assets.
Terwilliger, *SW Barbur and SW Hooker*

Drawing from local architectural patterns in new development. This building uses large glazed openings on a masonry grid to reference warehouses within a former industrial district.
Northwest District, *NW 23rd and NW Savier*

Utlizing 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...

Responding to a site's location through the incoporation of architectural gestures, such as rounding a building edge to highlight a main entry facing an important main street corner.
SE Clinton, *SE Clinton and 27th*

Integrating murals on new and existing architecture. This mural was commissioned to honor and celebrate the diversity and rich history of the Eliot community and neighborhood.

MLK, *NE Martin Luther King, Jr. Blvd and NE Morris*

Building on local character by incorporating defining architectural features, such as the use of a metal barrel vault roof to reference local industrial buildings.
Alberta, *NE Alberta and NE 22nd*

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.
Central City, *NW 10th and NW Flanders*

03 CREATE **POSITIVE RELATIONSHIPS** WITH ADJACENT SURROUNDINGS.

Sellwood/Moreland, *SE Milwaukie and SE Claybourne*

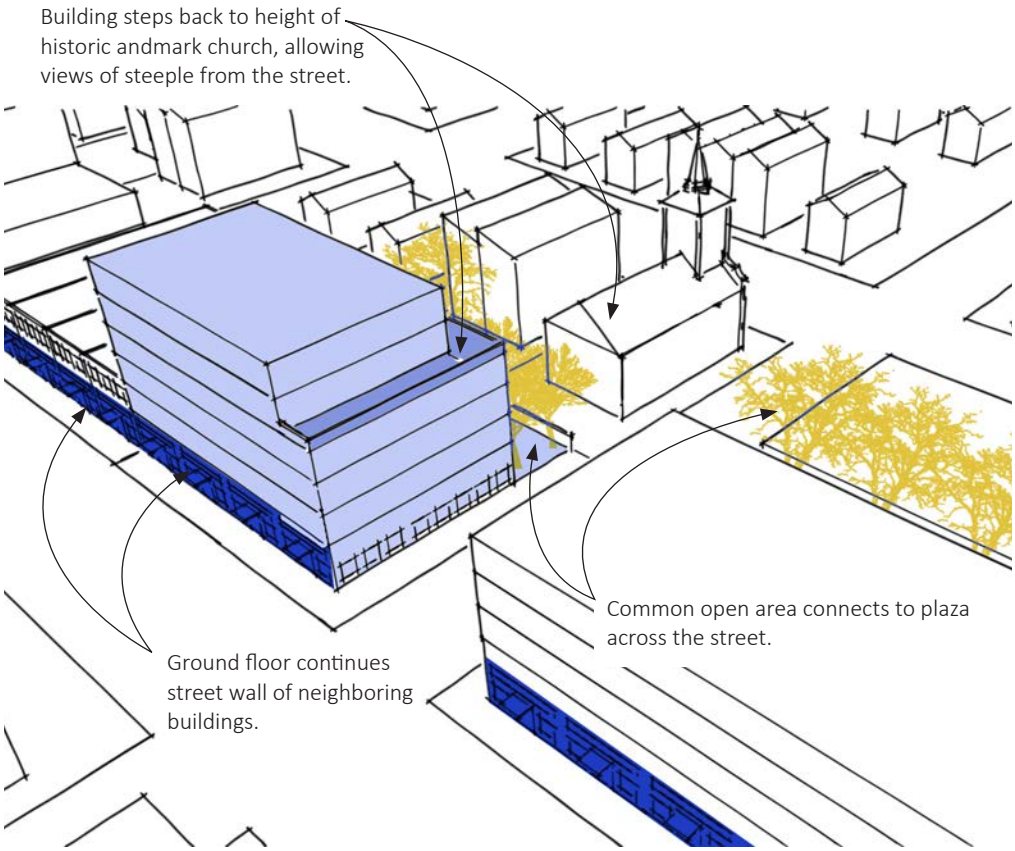
BACKGROUND

Urban infill within Portland's neighborhoods should be designed to respond to its immediate surroundings, especially adjacent historic landmarks. Designers should consider how new buildings nest among neighboring sites, while contributing to the area's future urban character.

Positive relationships can be forged between new development and existing adjacent development through features including conscientious transitions and edges, massing, connections, vegetation, and complementary architecture. Sites should be designed to take into account the conditions on the ground, while considering the city's evolution and its future growth, recognizing underlying zoning in addition to the current adjacent building scale and form.

Where proposed new intense uses and forms abut lower-density residential zoning, development should be designed to carefully consider the relationships of building footprints and volumes through massing, proportions, and building setbacks. The placement of windows, lighting, entries, utilities, and services should avoid negative juxtapositions with residential uses. The siting of outdoor spaces and landscaping can help buffer more urban areas from those that are less urban, and the use of porches and multiple unit entries can ease the transitions in scale from higher-density to lower-density residential.

New development should provide connections to adjacent pedestrian pathways, trails, and open spaces to improve local mobility, especially in places currently dominated by automobiles and parking.



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

CONNECTIVITY
Creating visual and physical links to adjacent pedestrian pathways and neighboring open spaces

ADJACENT HISTORIC RESOURCES
Reinforcing physical cues found in neighboring historic structures

ADJACENT HISTORIC LANDMARKS
Deferring to the neighboring historic landmark through massing and urban form

Infill development adjacent to older buildings within established historic main street blocks should reinforce a vibrant street wall. While new infill may result in a taller building than its neighbors, it should relate to adjacent historic resources, even while materials and architectural styles may be very different.

New development adjacent to designated historic landmarks or historic districts should be designed thoughtfully and deferentially towards its neighbors. Appropriate 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. Responsive urban form may 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.

03 Create **positive relationships** with adjacent 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*

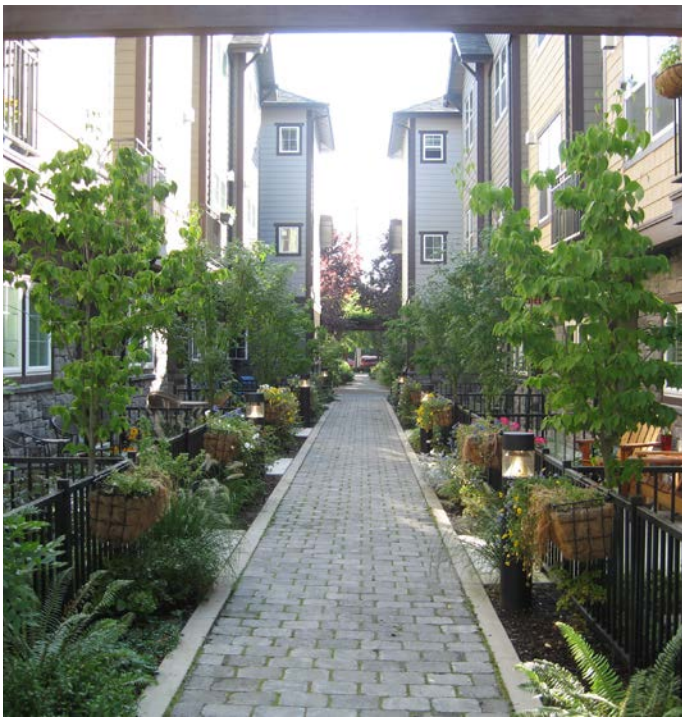
Designing new buildings that take cues from adjacent historic landmarks, including the use of similar materials, window proportions and cornice and sill heights.
South Tabor, *SE Woodward and SE 54th*

Providing a generous buffer, in addition to stepping down and setting back new development when adjacent to a residential lot.
Hawthorne, SE Hawthorne and SE 24th

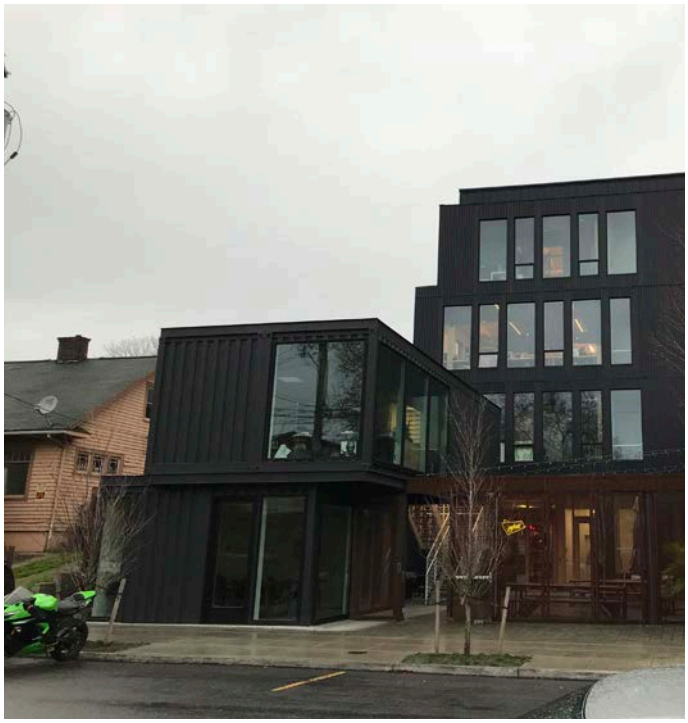
Creating strong visual and physical mid-block connections on large sites to neighboring residential and commercial services across the street.
Northwest District, *NW Quimby and NW 22nd*

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Sculpting new development to step down towards existing housing across the street.
Hollywood, *NE 41st and NE Tillamook*



Siting buildings around internal pathways and landscaping to create a clear and visible link to adjacent pedestrian pathways and open spaces. *(Credit: Mayer/Reed)*
Belmont, *SE 33rd and SE Morrison*



Breaking up the massing of buildings that are adjacent to lower density residential buildings to reduce the contrast between scales in height.
Mississippi, *N Albina and N Blandena*

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*

04 INTEGRATE AND ENHANCE **ON-SITE FEATURES AND OPPORTUNITIES** TO MEANINGFULLY CONTRIBUTE TO A LOCATION'S UNIQUENESS.

Hillsdale, *SW Capitol Highway and SW 26th*

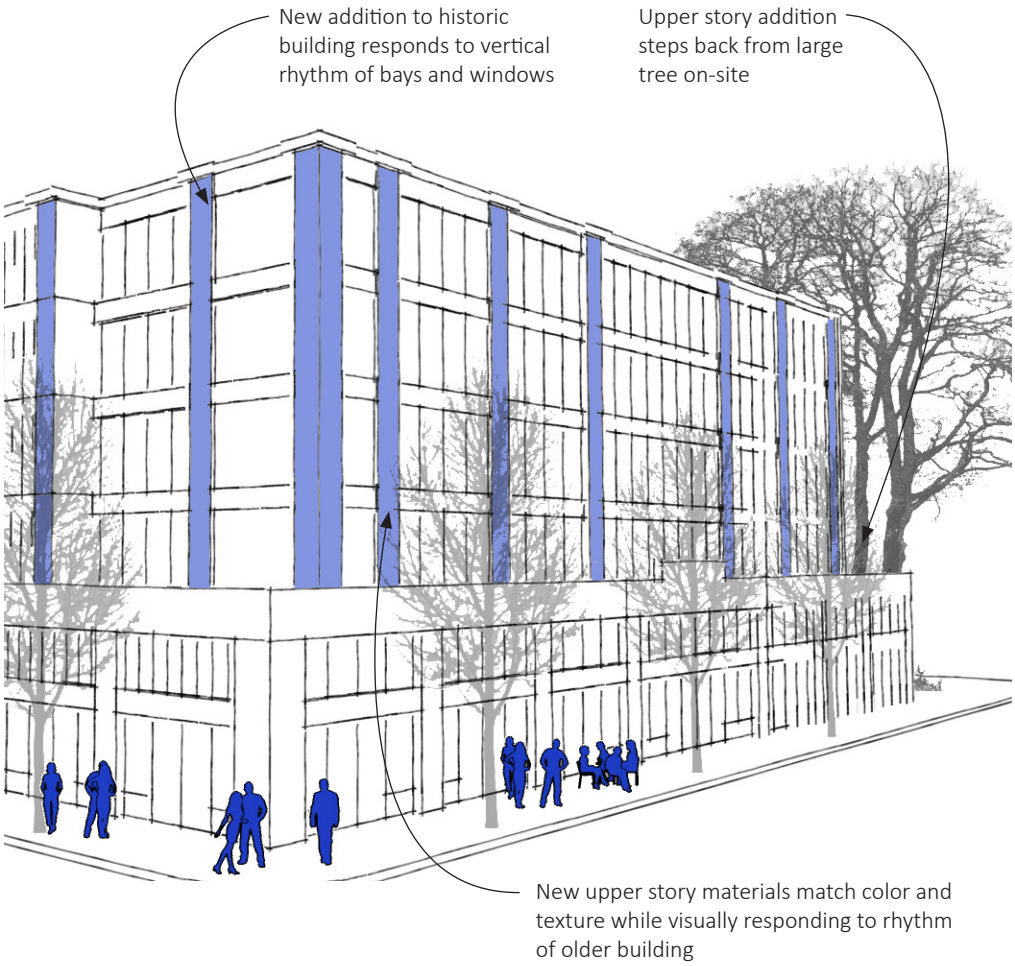
BACKGROUND

Building on context includes seeking and drawing inspiration from the development site itself. A project's architecture and programming should respond to physical aspects such as site dimensions and limitations, solar and wind orientation, views, topography, and natural or built features on-site. Sites should also respond to characteristics identified by the lived experience of communities, , so that buildings and open spaces may respond to and optimize them.

Furthermore, every site has a history, and where appropriate, development should build upon and reflect its history, passing along the narrative of the site. Archeological 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.

On sloped sites, integrating existing vegetated slopes and topography into the site design helps retain and respond to the natural landform. Incorporating natural resources, such as large trees, streams, wetlands, rocky outcrops, or other geological attributes, preserves resources while rooting development specifically to a site. Other on-site features and opportunities will vary, such as views to community points of interest, historic landmarks and desired paths that physically connect people to places.

Designing complementary additions to existing undesignated historic resources can reinforce place identity, conserve energy and resources, and create links to Portland's past. Building additions should enhance the original structure



DESIGN APPROACHES

STEEP SLOPES AND HILLSIDES
Minimizing site disturbance and integrating topography

NATURAL RESOURCES
Integrating natural resources found on-site

ON-SITE OLDER BUILDINGS AND HISTORIC RESOURCES
Retaining and reinforcing existing older buildings and historic resources

VIEWPOINTS
Integrating site-specific views to community points of interest

SOCIAL AND CULTURAL SIGNIFICANCE
Incorporating a site's significant cultural or social history

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.

When existing buildings or site features are removed, an applicant should consider deconstruction and reuse of materials, such as lumber, machinery, stone, or architectural features on or within the new development.

In addition to tangible attributes, site-specific social history can be interwoven into the design of new development where possible. Integrating narratives of social and cultural history through signage, art, and plazas 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.

04 Integrate and enhance **on-site features and opportunities** to meaningfully contribute to a location's uniqueness.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Retaining and setting development back from heritage trees. The Burrell Elm, planted around 1875 on the property of Martin and Rosetta Burrell, connects Portlanders to the city's past.
Central City, *SW 10th and SW Madison*

Maintaining a site's uniqueness by repurposing architectural elements, such as sculptural neon signage and character defining canopies.
St. Johns, *N Lombard and N Charleston*

Creating buildings which reference the geometry of uniquely shaped sites. A chamfered or rounded building plane can be used to highlight a prominent corner on a major street.
Ladd's Addition, *SE Division and SE Ladd*

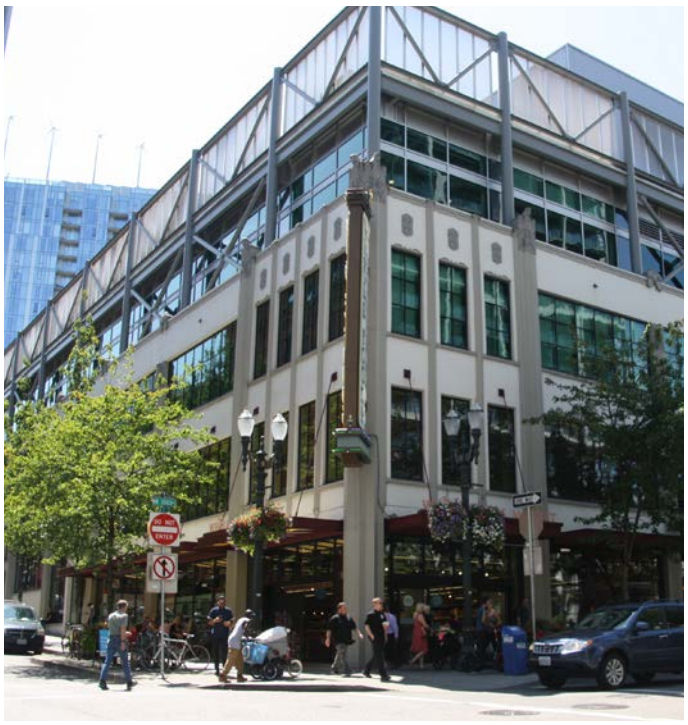
Designing the site to retain a grove of Douglas fir trees, preserving multiple benefits, including shade and privacy, and protecting a distinct feature of Portland's natural landscape.
Division Midway, *SE 130th and SE Division*

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Retrofitting existing buildings with new storefront systems, while retaining character-defining details such as brick pilasters and detailing.
Stark, *SE Stark and SE 14th Ave*

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*

Incorporating large-scale artwork at high-visibility intersections and site lines to activate space and celebrate the uniqueness of its setting.
Central City, *SE Division and SE 9th*



Designing building additions that enhance existing onsite structures. This upper story addition maintains similar proportions and extends vertical lines from the historic building below.
Central City, *NE 12th and NE Couch*

05 DESIGN THE **SIDEWALK LEVEL OF BUILDINGS** TO BE COMFORTABLE, PLEASANT AND HUMAN-SCALED.

Northwest District, *Location*

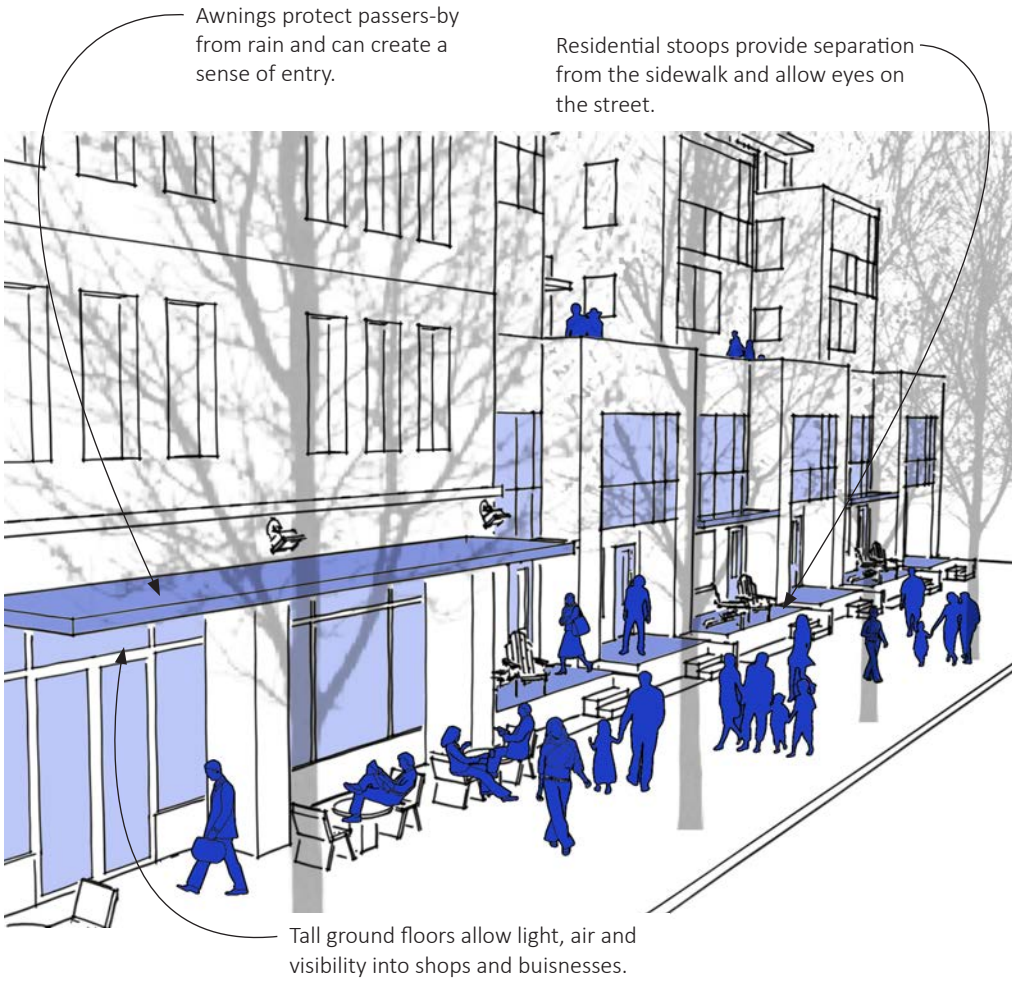
BACKGROUND

Cities designed for people depend on the success of a welcoming and comfortable streetscape environment. A strong public realm is framed by built form that supports and feels comfortable to all users, especially our most vulnerable populations – people with disabilities, youth, and historically marginalized people. 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.

The sidewalk level of buildings, because they are most directly accessible to the public, should be designed to enrich public life at the human scale. Active ground floors that are attractive, inviting, and interesting ensure that Portland's densest areas will flourish, because they beckon people to experience and enjoy them.

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. Successful commercial ground floors are visually accessible and appealing from the outside, providing large storefront windows, interesting signage, multiple entries, outdoor seating, and retail displays.

High visibility and foot traffic volumes at building entries and street intersections make these locations prominent and warranting of the highest levels of design attention and texture. Ground floors should provide weather protection through generous canopies and lighting at these locations, and these features should be integrated into the design of the building.



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 and providing "eyes on the street"

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

Building facades should reinforce the human scale of the public realm through articulation and depth at the boundaries of public and private spaces. Oriel windows and balconies should limit projections into the right-of-way, avoiding deep, heavy bays that dominate the ground floor plane. Where they are provided, they should contribute to the rhythm of the architecture and not detract from the public realm.

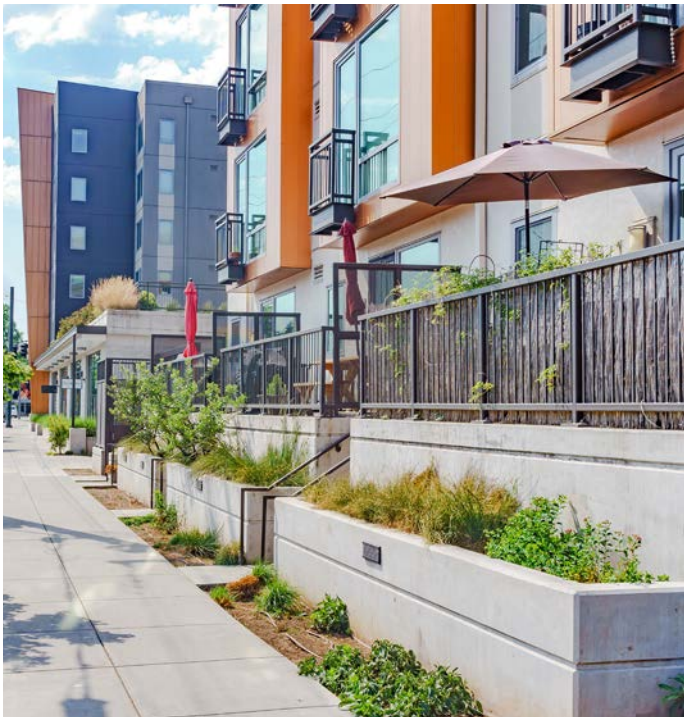
Residential ground floors can also contribute to a vibrant streetscape with graceful transitions from private to public space using stoops, porches, or buffered setbacks with layers of landscaping and semi-private spaces. On upper stories, windows and balconies offer eyes on the street, interaction, and visual interest.

Multiple entrances, windows, and transitions from private to public spaces should also be incorporated along the river and greenway setbacks and trails, where applicable, to create a safe and successful trail experience for all users.

05 Design the **sidewalk level of buildings** to be comfortable, pleasant and human-scaled.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Providing sidewalk furniture and bicycle parking. Shops that offer amenities for people can encourage higher levels of walking and cycling and increased activity.
Alberta, *NE Alberta and NE 21st Ave*



Transitioning from a semi-private residential patio to the public sidewalk with railing, planters, and retaining walls to soften the edge and create comfortable spaces for both residents and passersby.
Interstate, *N Interstate and N Prescott*

Designing buildings to make space for landscaping and seating. This development's facade along a wide diagonal street offers angled buffers and entries for a comfortable and appealing public streetscape.
Hillsdale, *SW Capitol Highway and SW 18th Dr*

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...

Integrating large glazed openings and entries at the ground floor and including covered space for outdoor seating, even on a tightly programmed site.
Clinton, *SE Clinton and SE 20th*

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.
Fremont/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*

06 PROVIDE **OPPORTUNITIES TO PAUSE, SIT AND INTERACT.**

Central City, *NW Front and NW 16th*

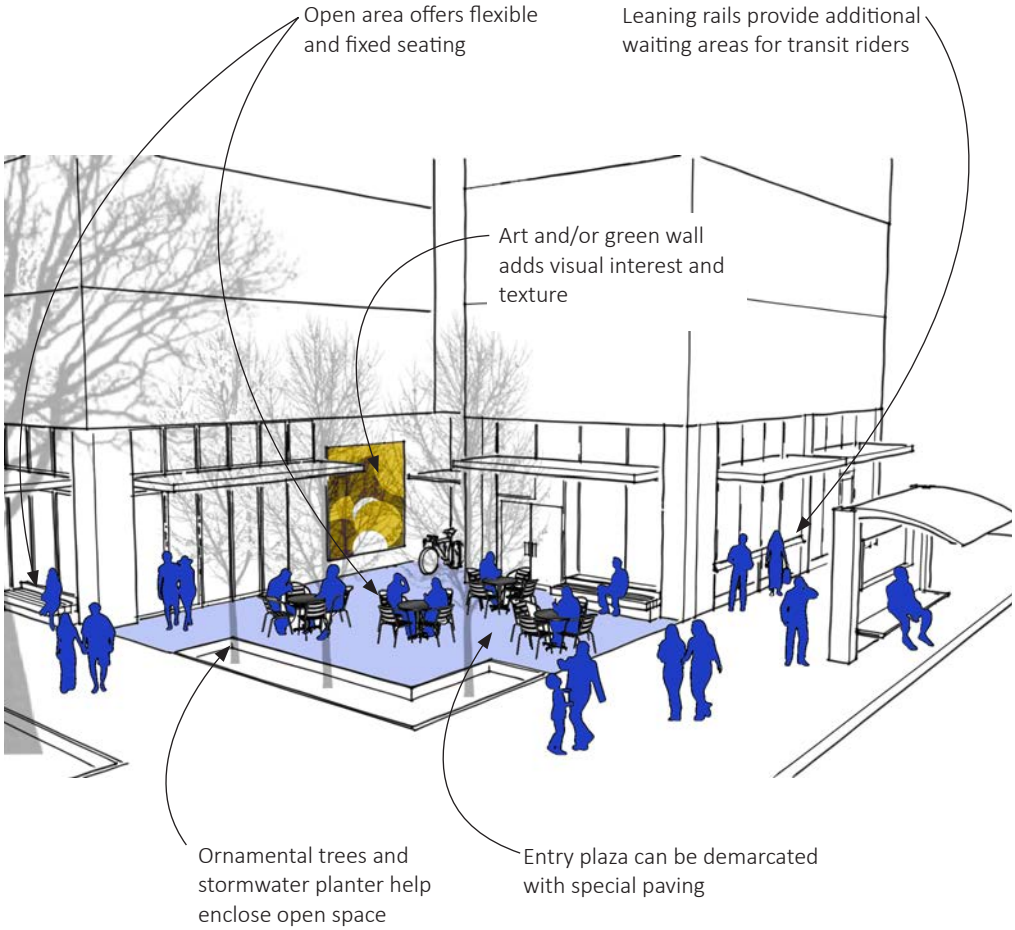
BACKGROUND

Urban buildings should provide and retain a great diversity of publicly accessible spaces for sitting, resting, eating, socializing, or just experiencing city life. Providing a broad array of 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, through semi-private entries and porches, to the interior spaces where people live and work.

Development should consider providing needed open spaces. Even within a tightly programmed site, opportunities may include front entry courtyards and porches, 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. Along the Willamette River Greenway, development should also offer places to sit and enjoy the river and trail, providing opportunities that help contribute to a vibrant riverfront.



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

Where provided, larger open spaces, such as plazas and entry courtyards, should be accessible and open and not feel privatized or exclusive to paying consumers. They should furnish a variety of inclusive amenities for passersby, including short-term bicycle parking, universal design comforts for transit or trail users, art, and water features. Covered bicycle parking and transit leaning rails or seating in front of transit stops help activate areas by making spaces accessible to people arriving by different modes.

To offer protection from the street, publicly accessible places should consider forms of enclosure appropriate to the scale of the space, including weather protection, changes in grade and materials, and outdoor furniture. Additional trees, landscaping and stormwater planters help create a sense of enclosure and buffering, mitigate the urban heat island effect, and weave beauty and nature into the city.

Art 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.

06 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 walls and glass.
Lents, *SE Foster and SE 92nd*

Creating flexible, multi-functional spaces, such as combining bicycle parking with seating. Offering a variety of spaces encourages using those spaces in different ways, resulting in more activity and interaction.
Northwest District, *NW Quimby 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...

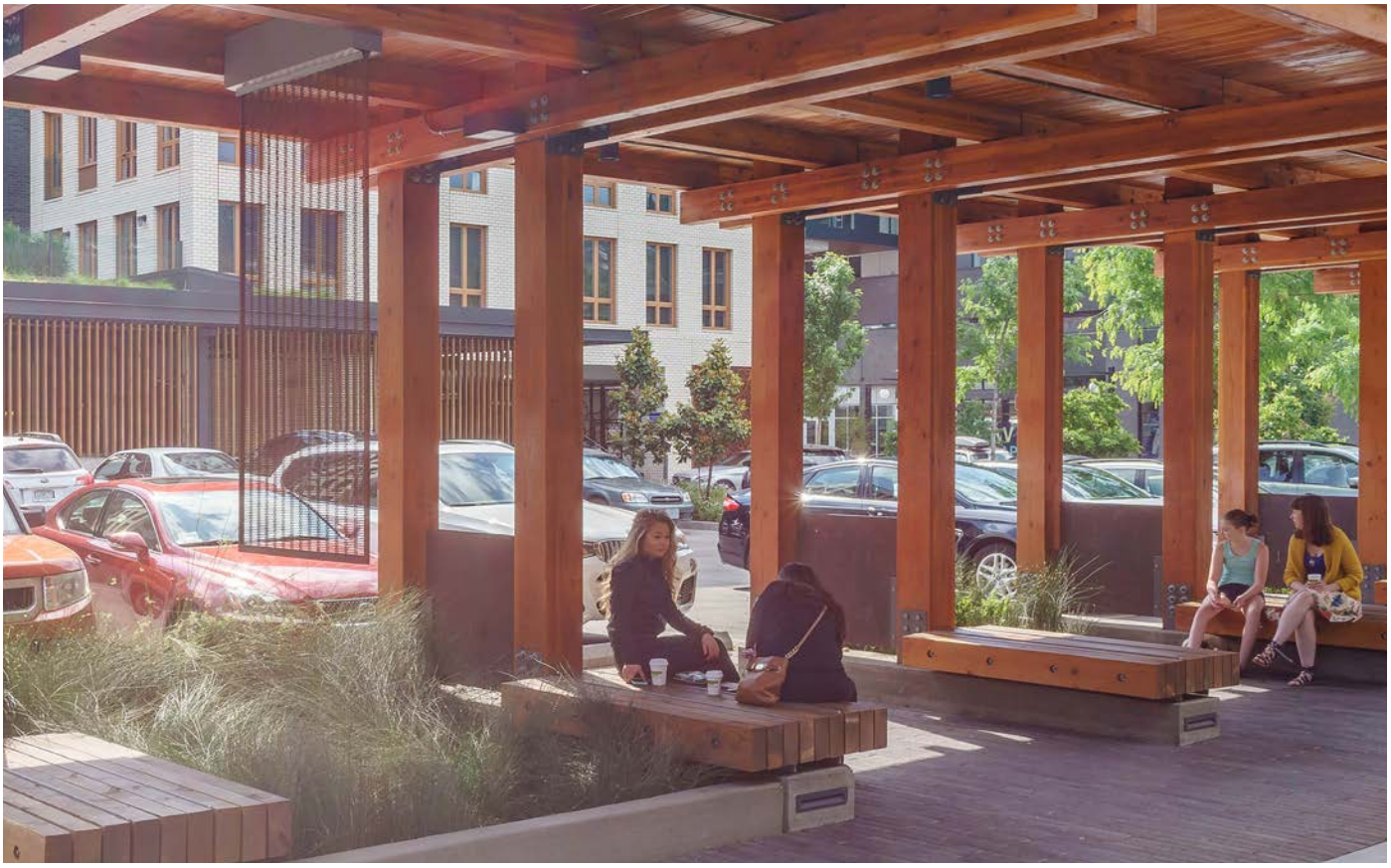
Shaping seating opportunities on fully built-out sites. Designing retaining walls as seating, or creating space around bike racks are small gestures which can have large impacts on expanding the public realm.
Central City, *SE Stark St and SE 11th Ave*

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/Fremont, *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.
Central City, *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*

07 MINIMIZE AND INTEGRATE **PARKING** AND **BUILDING SERVICES.**



Northwest District, *NW Quimby and NW 22nd*

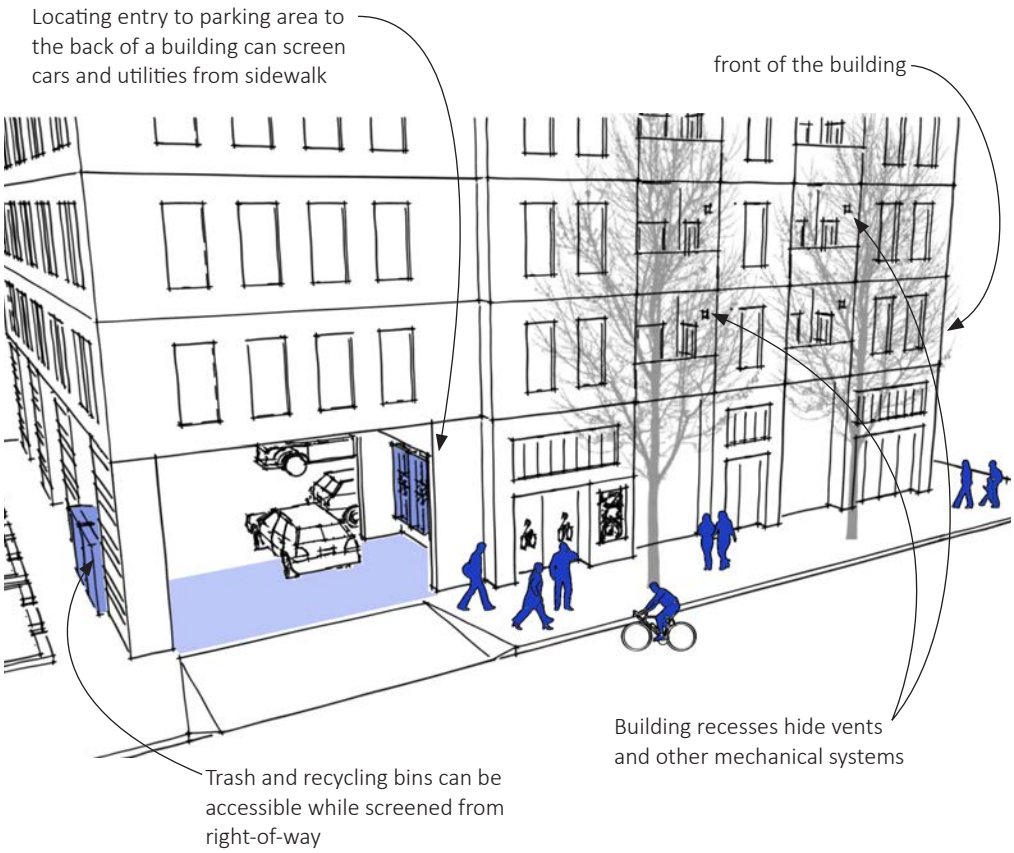
BACKGROUND

Modern urban buildings 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.

Development should carefully site driveways and parking areas away from the public sidewalk or the greenway trail and screen them through landscaping and other buffers. Sites should be designed 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, safe alternative functions for surface parking should be incorporated, such as play, seating, and gathering spaces.

Structured and tuck-under parking and on-site loading areas should be unified into the building form, and their contact with the public realm



DESIGN APPROACHES

VEHICLE AREAS AND PARKING
Screening and buffering vehicle areas from pedestrians and integrating parking into the building design

UTILITIES, TRASH AND RECYCLING
Minimizing and integrating utilities and siting and screening 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

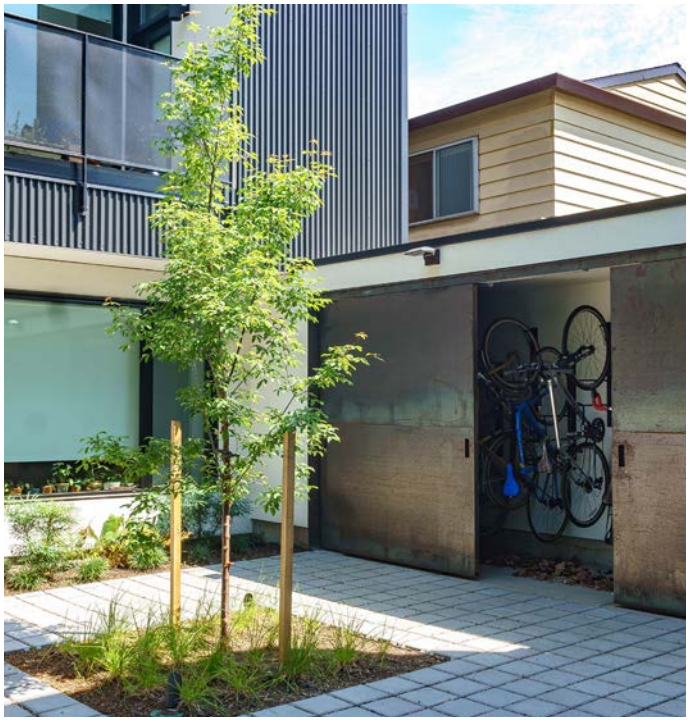
should be minimized. Long-term bicycle parking should also be integrated into the site and building design so that the facilities are easily accessible, visible, safe, and active, through amenities such as bicycle lobbies and repair amenities.

Buildings should reduce the impact of utilities such as gas meters and mechanical equipment on the public realm by tucking them away within parking areas, alleys, and building alcoves where possible, and they should be effectively screened. Trash and recycling enclosures should also be screened and sited within parking areas and away from public sidewalks or public trails and plazas. Other 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.

Large below-grade functions, such as electrical vaults and stormwater utilities, if provided on site, should be integrated into plazas and large setback areas, and underground areas prioritize sufficient soil volumes to support large trees where possible.

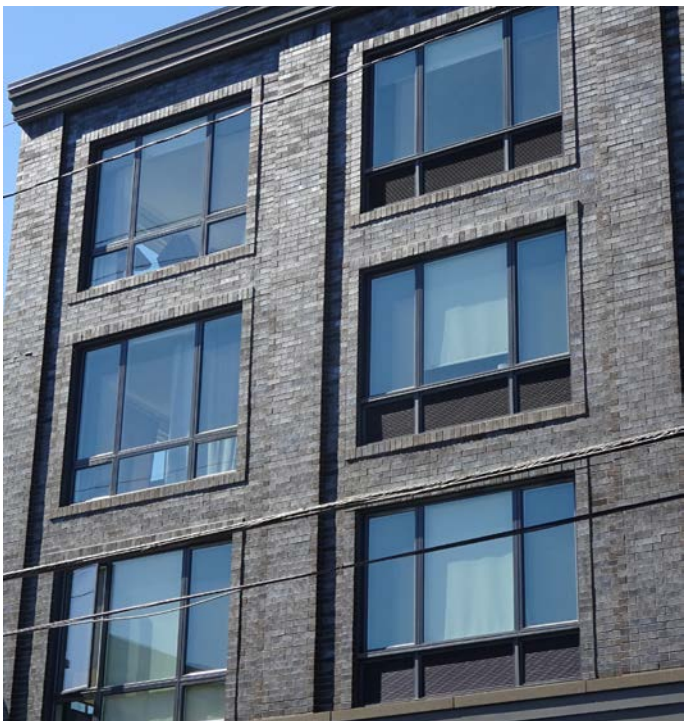
07 Minimize and integrate **parking** and **building services**.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

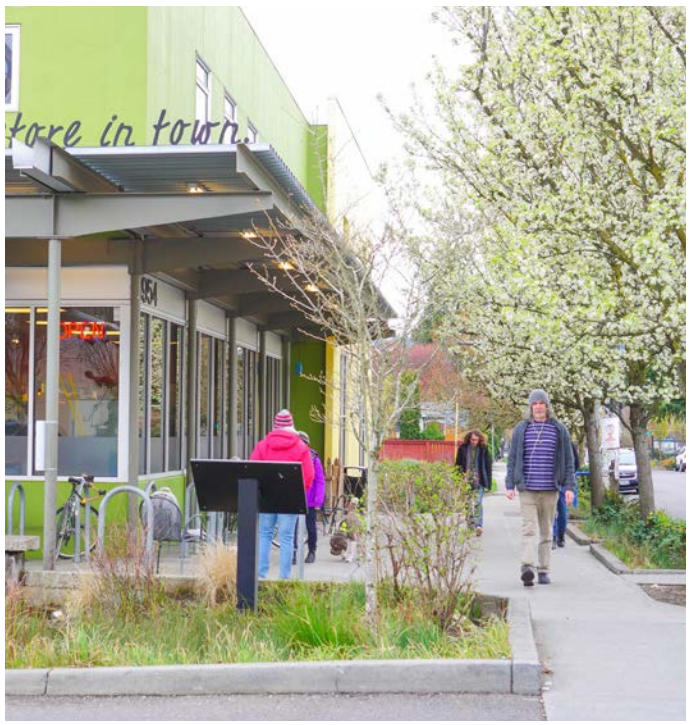


Integrating long-term bicycle parking into the design of the site. This apartment's bicycle parking allows access from the entry courtyard while providing enclosure.
42nd/Killingsworth, *NE 42nd and NE Prescott*

Buffering residential uses from vehicle areas with gathering and playspaces. This development provides opportunities internal to the site for multi-functional spaces which allow for both cars and people.
MLK, *NE Martin Luther King Jr and NE Ivy*



Integrating mechanical systems within building grid or window system.
Northwest District, *NW 23rd and NW Savier*



Combining stormwater utilities and bicycle parking to create a welcoming extension of the public realm and a functional shared space.
Division, *SE Division and SE 20th*

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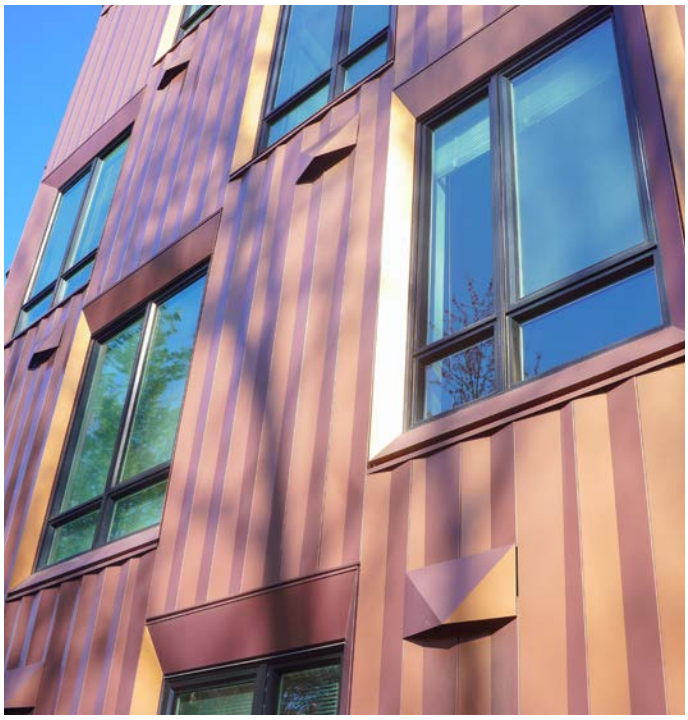


Creating details for mechanical and ventilation systems which are integrated within building patterns and materials.
Marquam Hill, *SW US Veterans Hospital Rd*

Using architectural features to screen utilities along the right-of-way, while simultaneously providing easy access for maintenance.
Northwest District, *NW 23rd Avenue and NW Raleigh*

Placing mechanical and utility rooms away from the street-facing facades and providing well-integrated screening.
Gateway, *SE 105th and E Burnside*

Incorporating architectural screens, raised planting beds and landscaping along the edges of ground floor parking areas to soften edges and create visual interest along adjacent streetscapes.
Northwest District, *NW Raleigh and NW 21st*

08 SUPPORT THE COMFORT, SAFETY AND DIGNITY OF RESIDENTS, WORKER AND VISITORS THROUGH **THOUGHTFUL SITE DESIGN.**

Hillsdale, *SW 26th and SW Capitol Highway*

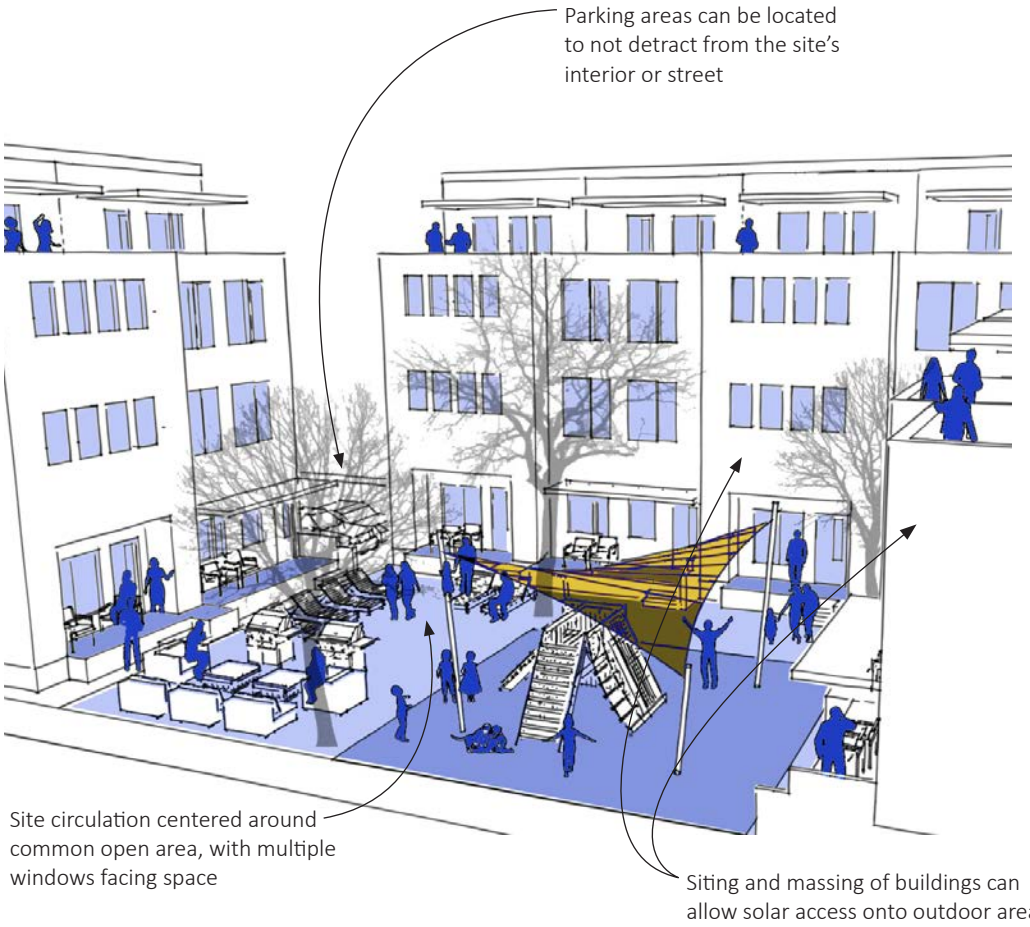
BACKGROUND

In order to support a building's users, designs should strive for quality throughout the whole site. Many development sites, due to their configuration and programming, rely on entries interior to the site and open spaces to offer multiple points of access and amenities. The design of these on-site spaces is critical in maintaining comfort and safety for all building users and should be elevated as points of pride and belonging rather than spaces that feel unwelcome and back-of-house.

As areas within Portland evolve toward more compact urban form, site design should support people's uses throughout the site, including movement and active and passive recreation. Successful site design approaches can bolster social and physical health and emotional well-being because they enhance the entire experience for building users.

Internal pedestrian circulation through sites should safely link the public realm, building entries, parking, and open areas through universal design for all ages and abilities. In addition to facing primary entries and windows towards the public realm, buildings should likewise orient toward on-site open spaces and pedestrian pathways. Entries and windows should be located to balance visibility with privacy while offering a comfortable, safe, and attractive experience throughout the site.

Buildings should be sited in ways that optimize areas between buildings and that create usable, inclusive open spaces. Multiple buildings on a site should avoid placement of entries, windows, and utilities that create awkward sight lines or relationships between building users. Design of sites should consider crime prevention, avoiding visual barriers such as high fences or tall hedges.



DESIGN APPROACHES

INTERNAL OPEN SPACES AND CONNECTIONS
Offering multi-functional spaces and safe pedestrian circulation through sites

INTERNAL VEHICLE AREAS
Ensuring that vehicle areas do not dominate the site

SOLAR ACCESS Providing solar access to open areas

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.

Site design should consider how to facilitate the use of outdoor spaces year-round. Thoughtfully shaping building massing to optimize solar access, providing protection from rain, and carefully placing furnishing and landscaping can all contribute to increased use. 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 in local communities.

08 Support the comfort, safety and dignity of residents, workers and visitors through **thoughtful site design**.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

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*

Orienting residential units around a common shared green space. Incorporating stormwater gardens, seating areas and internal pathways creates a comfortable and multi-functional shared space.
Eliot, *NE Williams and NE Tillamook*

Breaking up building mass to sculpt a welcoming lobby entrance. Utilizing a variety of scales and textures, along with landscaping and seating, will create a comfortable environment internal to the site.
St. Johns, *N Lombard and N Richmond*

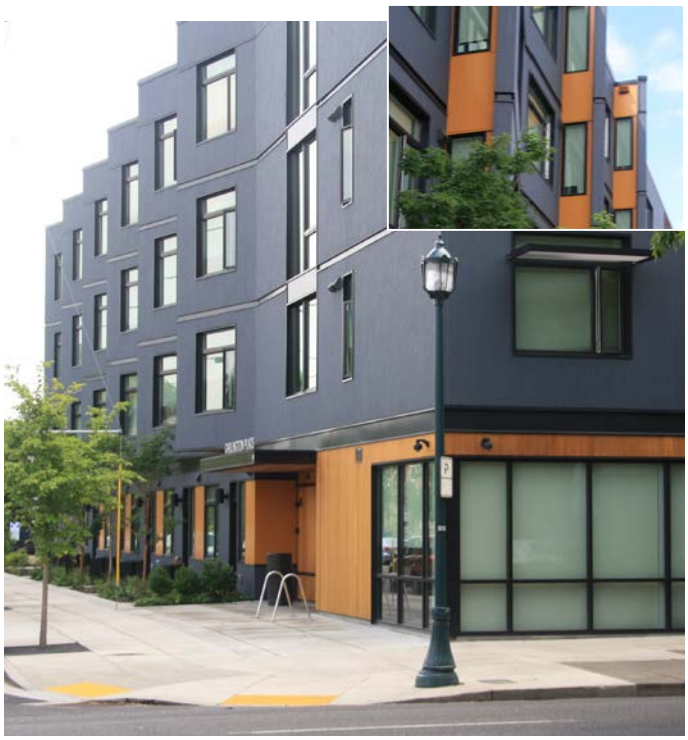
Designing development to include gathering and play spaces in central locations. Maintaining clear visibility through the space can improve access and safety for all users.
Hillsdale, *SW 26th and SW Capitol Highway*

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

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/Fremont, *N Williams and N Mason*

Creating opportunities for quiet, reflective spaces, while ensuring the comfort and safety of users by surrounding these spaces with active uses, such as restaurants and retail.
Division, *SE Division and SE 38th*

Providing a multi-functional courtyard that serves as a common open space, main entry and bicycle parking lobby. Placing windows, balconies and walkways with views onto this space supports visbility and safety.
Division, *SE Division and SE 33rd Pl*



Desigining a facade that offers multiple views, light and air ventilation. This spatial arrangement allows privacy from passersby and neighborhing units while maintaining eyes on the street.
MLK, *NE Martin Luther King Jr. Blvd and NE Monroe*

09 DESIGN FOR **QUALITY**, USING ENDURING MATERIALS AND STRATEGIES WITH A CLEAR AND CONSISTENT APPROACH.

Marquam Hill, *SW US Veterans Hospital Rd*

BACKGROUND

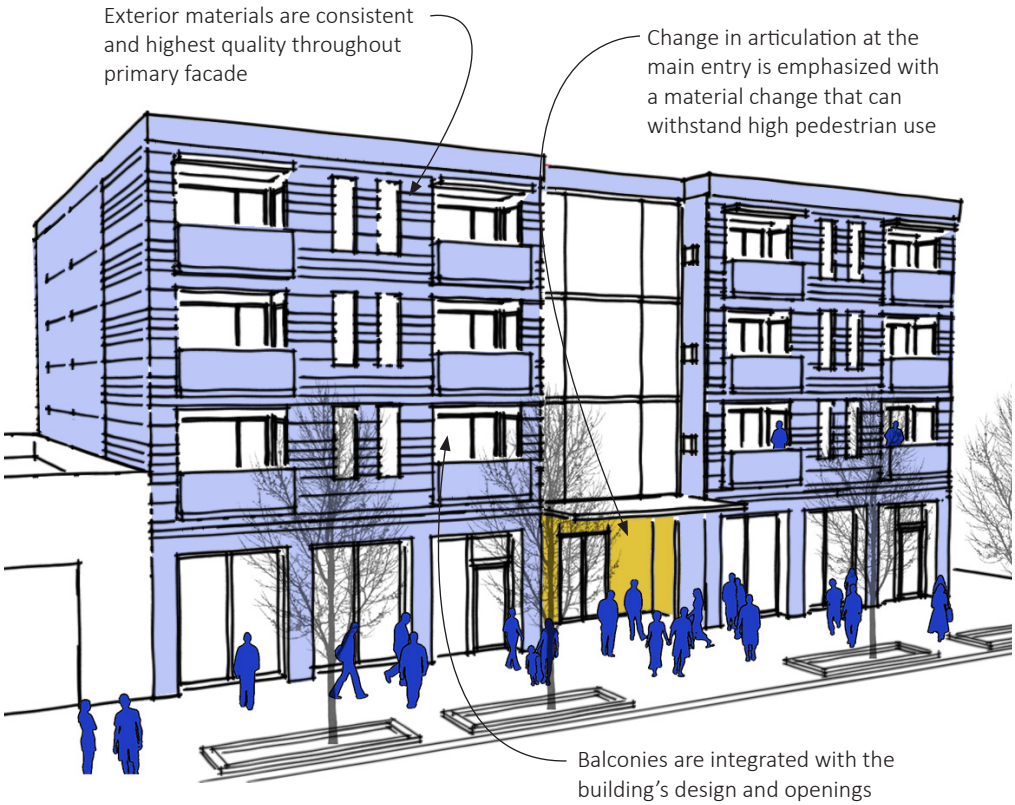
The decision of future generations to retain and adapt buildings that are built today in Portland's highest-density areas will depend upon their enduring and timeless design.

The architecture should evoke clarity and consistency to convey where uses and activities belong, illustrate the spectrum of public to private spaces, and 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.

Building designs should clearly convey the function, hierarchy, values, or movement through the use of articulation, lighting, building openings, texture, and depth. For instance, façade articulation may be used to distinguish and express the internal program of the building.

Balconies, awnings, railings, exterior lighting, signage, and stairs—can add depth and texture, and they should be well-integrated into the design and form of the building so as not to compete visually. Doors and windows should add permeability through the building along with visual interest and depth from contrasting shadow lines.



DESIGN APPROACHES

UNITY
Expressing a clear and consistent design approach to unify building

ARTICULATION
Highlighting function, hierarchy, or movement through rhythm of 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 and depth from contrasting shadow lines

Exterior materials can be used to reinforce the overarching design concept with thoughtful repetition or emphasis of plane shifts. Materials can also convey hierarchy. Heavier materials like masonry should be used at the ground level and should express the structure of the building throughout and lighter materials can be deployed within recesses or on upper stories.

Building facades particularly warrant special attention to detail and quality within "high touch zones" —such as areas along the ground floor, balconies, and building openings.

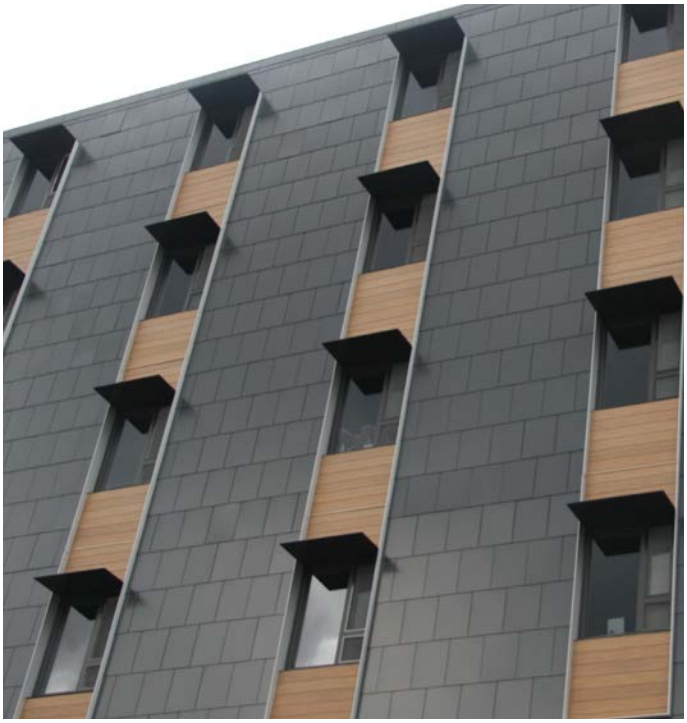
High levels of visual interest, texture, and detail in materials should be balanced with thoughtful design simplicity and overarching design coherence.

09 Design for **quality**, using enduring materials and strategies with a clear and consistent approach.

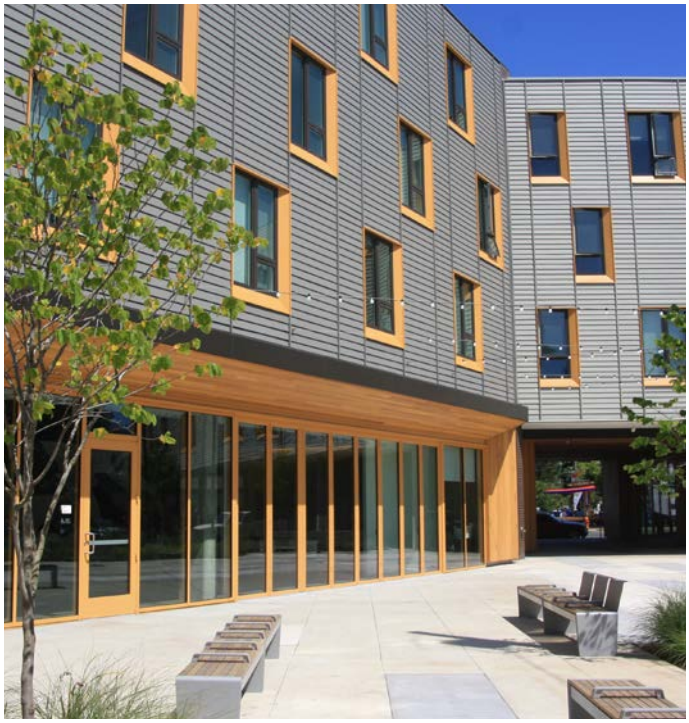
THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Applying materials and forms consistently. This building undulates through both the pattern of its façade and on the ground floor, where entries are tucked in and planters push out toward the sidewalk.
Northwest District, *NW 19th and NW Overton*

Incorporating thoughtful and careful detailing, particularly when using multiple materials or building systems.
Belmont, *SE Belmont and SE 21st*



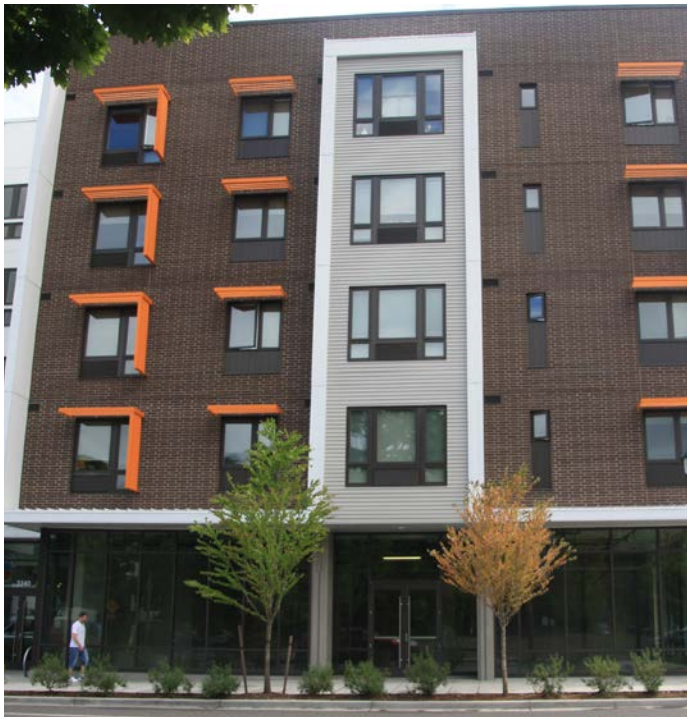
Utilizing materials consistently to create a clean, simple, and functional building façade. Repetition of architectural elements, such as sunshades, clearly conveys function and adds visual interest.
Hazelwood, *NE 122nd and E Burnside*



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 proportion of windows to wall area to create a building façade that is organized, textured and visually interesting.
Lents, *SE Foster and SE 92nd*



Designing street facades using limited alterating materials and forms to provide massing relief, visual contrast and clarity on internal programming and building entries.
MLK, *NE Martin Luther King, Jr. and NE Ivy*

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*

10 DESIGN FOR **RESILIENCE**, HEALTH AND STEWARDSHIP OF THE ENVIRONMENT, ENSURING ADAPTABILITY TO CLIMATE CHANGE AND THE EVOLVING NEEDS OF THE CITY.

Central City, *NE Hassalo and NE 8th*

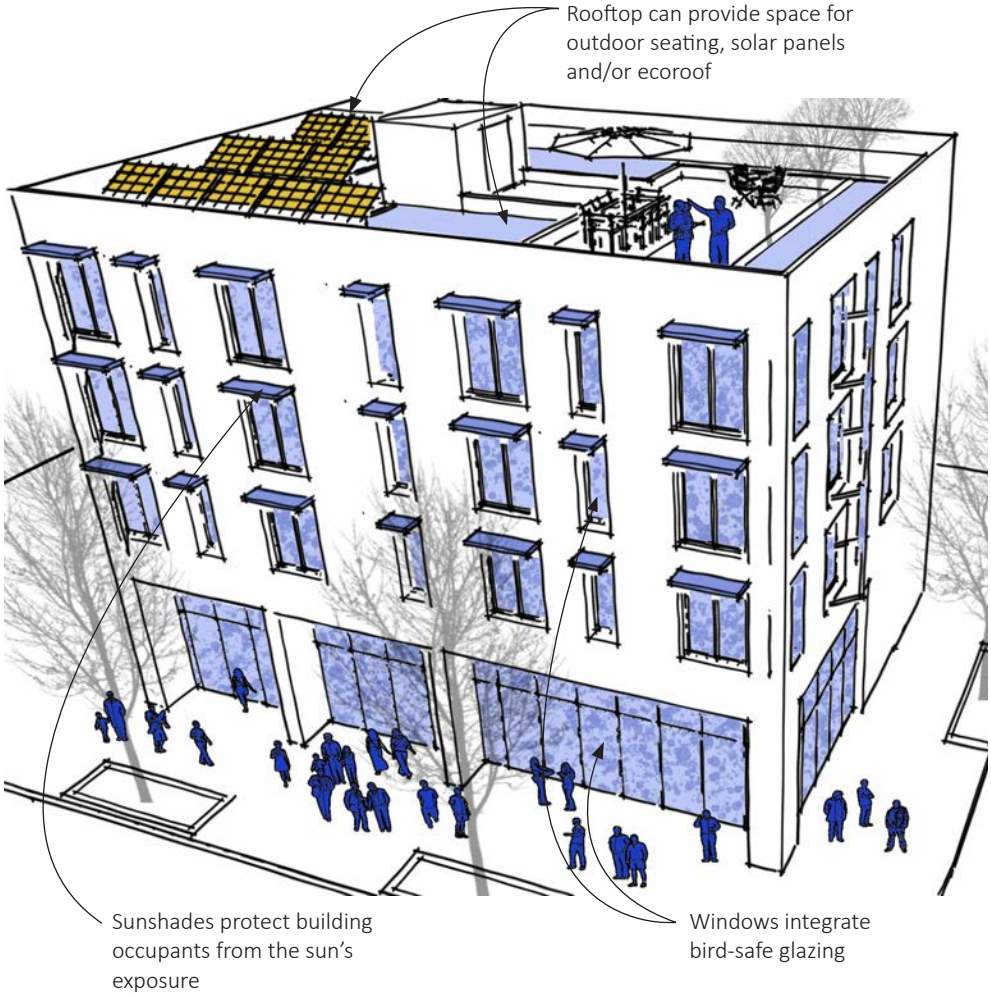
BACKGROUND

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 should be designed to promote human and environmental health and reduce energy costs, especially because climate change may not be an issue of urgency 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.

Site designs should protect and incorporate existing trees, rivers, streams, wetlands, and other natural features. Where possible, development should incorporate native shrubs and trees in landscaping, create new water 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.



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

ECO-ROOFS
Providing 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 vegetation

Designers should weigh long-term environmental impacts and life cycle costs and embodied carbon of materials within each proposal. 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.

New buildings should promote adaptability over time. Designing buildings with flexible floor plates, and taller ground floors will ensure that they last beyond today's users and needs.

New development can integrate natural daylight and ventilation and improve indoor air quality to increase thermal comfort.

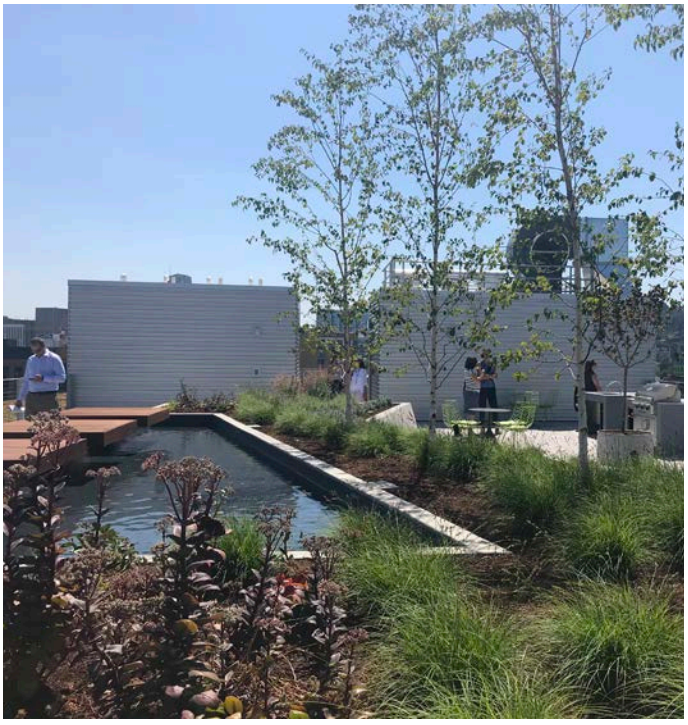
10 Design for **resilience**, health and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Designing stomwater 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, cedar, 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.
MLK, *NE Martin Luther King, Jr. Blvd and NE Monroe*



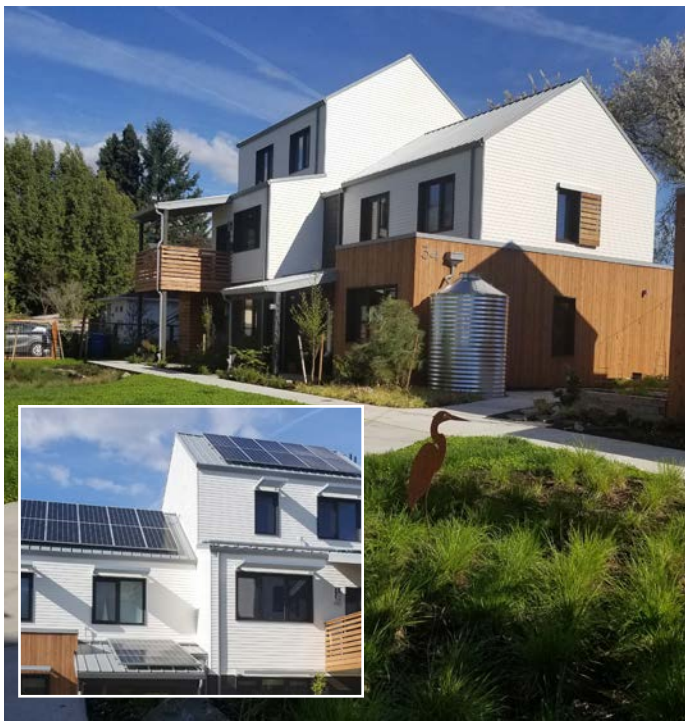
Incorporating an ecoroof can reduce the urban heat island effect and provide habitat for pollinators. This ecoroof is integrated into usable open space, featuring a lush rooftop and water feature.
Central City, *NW Johnson and NW 13th*

10

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

Reusing salvaged brick in the façade of new buildings. This example incorporates a historic bridge trestle and old-growth timbers into its design, referencing its site's history and conserving valuable resources.
Central City, *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*