

Doug Klotz

#62534 | November 17, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

PSC commissioner and Design Commissioners: Some commenters are asking for a "visual preference survey" to ascertain what physical appearance people "actually want" in new buildings. A strictly visual metric is problematic, as it could be that the commenter really wants lower rent, not architectural embellishments. Aside from that, these surveys are highly subject to conscious or unconscious manipulation by the author, for instance with images of comfortable, upper-middle class neighborhoods with manicured lawns, contrasted with run-down apartment buildings. Such surveys can also elicit entirely different results with participation by different cultures and ethnic groups. A scholarly analysis here:

<https://pdfs.semanticscholar.org/4aa4/c8cf8d6deeb63ba28a14ca561e4efe4943bd.pdf> only hints at the many ways these "surveys" can be inaccurate and misleading. The City should not use such surveys. Thank you. Doug Klotz

Testimony is presented without formatting.

David Ashman

#62532 | November 17, 2019

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I agree with and support the proposed Design Standard additions to the PDX Main Street Design Features from the official comments by the Sellwood Moreland Improvement League (SMILE) submitted November 9, 2019. These standards are 1) the Sellwood Moreland Main Street Design Guidelines which are currently in development, and 2) the Centers Main Street Overlays. These standards could be implemented in the Design District which should be retained, not eliminated as is proposed in Volume 2, p. 73, map 420-4.

Testimony is presented without formatting.



November 15, 2019

Planning & Sustainability Commission
Bureau of Planning + Sustainability
1900 SW 4th Street
Portland, OR 97214

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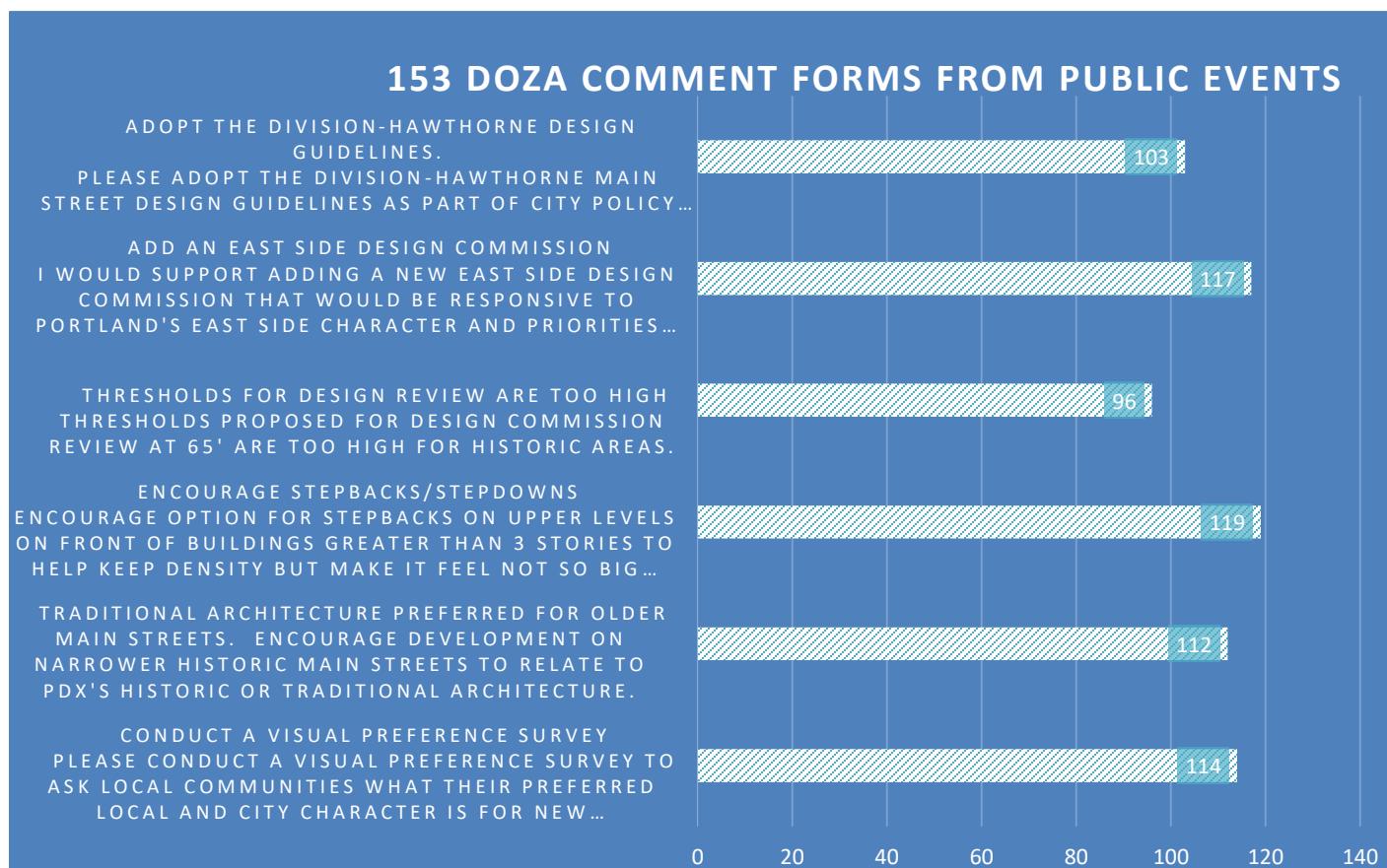
RE: DOZA Proposed Design Standards and Citywide Design Guidelines.

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153 DOZA Comment forms received at public events

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Top Priorities

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 - a. Preferred Design Review Threshold - # of stories: 3 story average
 - b. Preferred Design Review Threshold - at 40' average height
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Involving Citizenry + Making DOZA More Accessible to Laypeople:

We feel this important policy work is not sufficiently reaching many people, especially diverse populations.

We can appreciate that getting community members engaged in the review of the City Standards and Guidelines is a challenging task because it is highly complex. From community feedback we have heard:

- a) as presented, it is daunting for most laypeople to digest overall, much less on a short timeframe. Most neighborhoods are just starting to even think about scheduling it on their discussion agendas and will not be able to adequately weigh in on the discussion draft before their formal monthly community meetings. This is a deep concern.
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Given the immensity of the changes in our city and of this project’s impacts, we would like to encourage better outreach to ALL areas of the City, especially more diverse communities as very few people seem to know anything

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Top 12 DOZA Recommendations (The DOZA Dozen)

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11. **Develop Main Street Pattern Standards** + Provide more design guidance for Civic Corridors, auto oriented streets, et
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Thank you for the hard work you have done on this project, I hope you can appreciate and value the similarly hard work we have done without any compensation or technical assistance from the city and help support neighborhoods with a pathway to formalize community goals and design priorities.

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2121 SE 32nd Avenue, Portland, OR 97214



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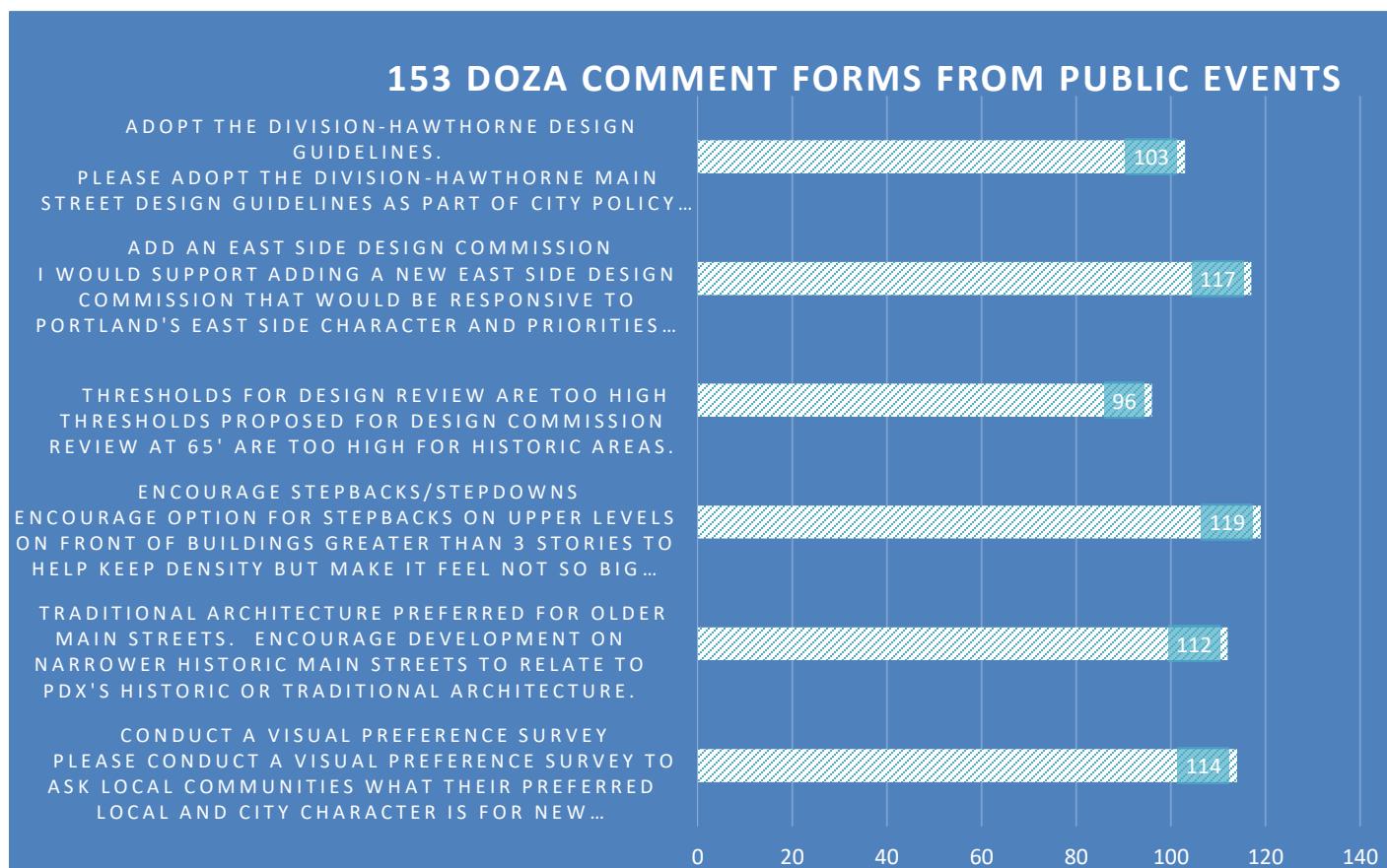
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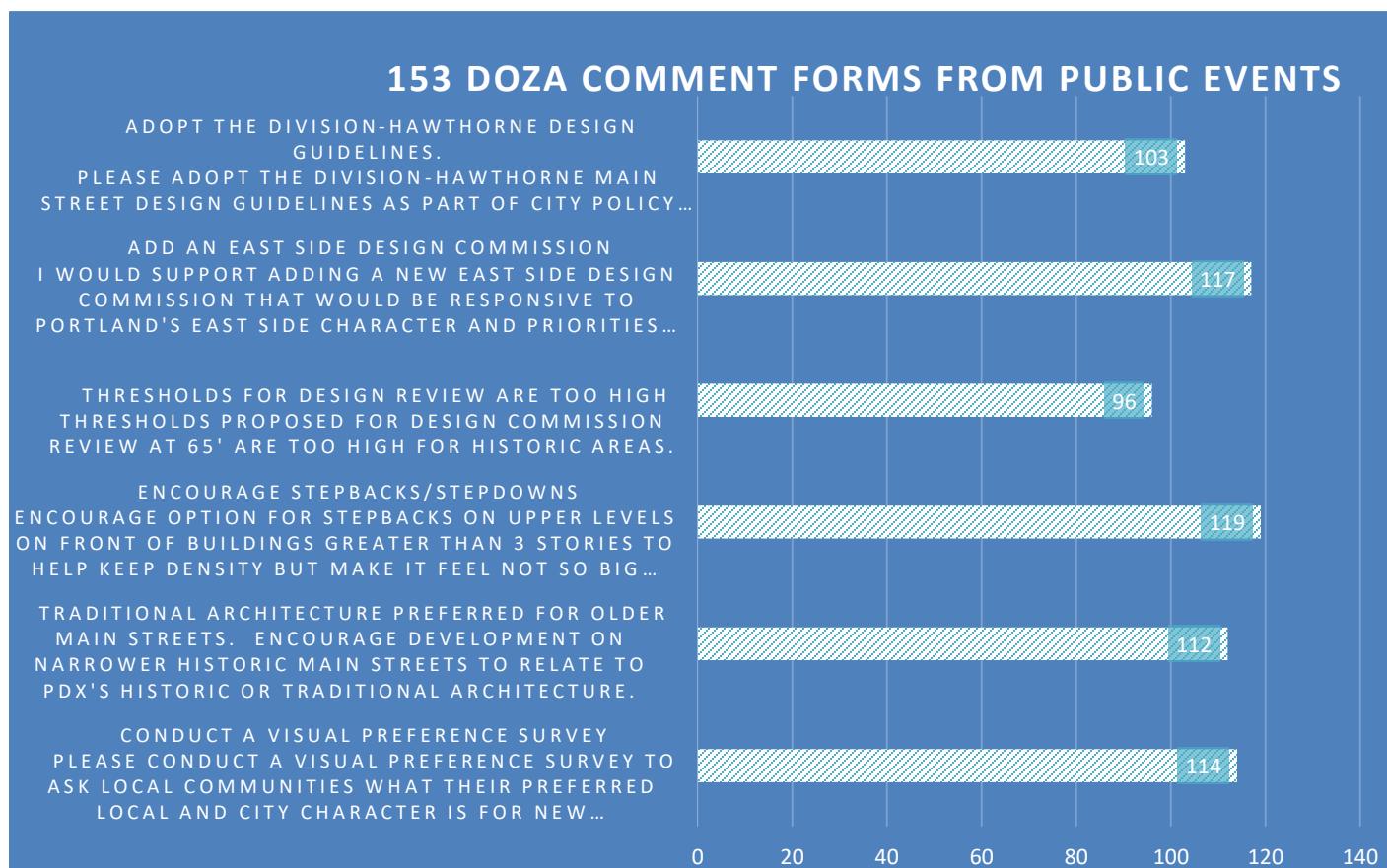
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demonstrate this, long ribbon banded windows do not.) Also, overly large windows are excessively inefficient and wasteful of costly energy so do not contribute to affordable operations for owners or residents 4. Retain and relate to main street architecture (see details in the Division-Hawthorne-Sellwood-Woodstock Adopted Design Guidelines) 5. One-size fits all is not what we want – it does not relate to context, Main Street areas have a different pattern 6. Create 1-2 additional Design Review Boards/Commissions per City Consultant's Recommendation 7. Context based design review (How can proposed vague Guidelines guide BDS decisions?) 8. Width of street to height of building ratio scaled to review & form 9. Lower threshold for review by design commission + Re-evaluate interpretation of “scaled for impact”- this should not be tied solely to height, but instead evaluate impact relative to degree of significant change with surrounding existing context, character, and scale of street width). 10. Apply the “Main St. Overlay” for the 13 Vintage Areas (areas of Special Character in the Low Rise Commercial Buildings Study) and update this study to include the 3-story missing buildings and blocks with partial special character that were excluded previously. The Main Street Overlay is an existing framework that is perfect to address community concerns and would be a huge win for building political capital with neighborhoods that would show the City BPS is listening. Balanced with greater density on Civic Corridors we can achieve the same goals with better outcomes, 11. Develop Main Street Pattern Standards + Provide more design guidance for Civic Corridors, auto oriented streets, et 12. Require a Context Evaluation (Helpful tool for review of context with surrounding buildings, block and district) Thank you for the hard work you have done on this project, I hope you can appreciate and value the similarly hard work we have done without any compensation or technical assistance from the city and help support neighborhoods with a pathway to formalize community goals and design priorities. Sincerely,
Heather Flint Chatto, Urban Planner | Director, Portland Main Street Design Initiative 2121 SE 32nd Avenue, Portland, OR 97214

Testimony is presented without formatting.



November 15, 2019

Planning & Sustainability Commission
Bureau of Planning + Sustainability
1900 SW 4th Street
Portland, OR 97214

The Portland Main Streets Design Initiative supports communities with tools, education, and policy advocacy to advance design literacy and innovation.

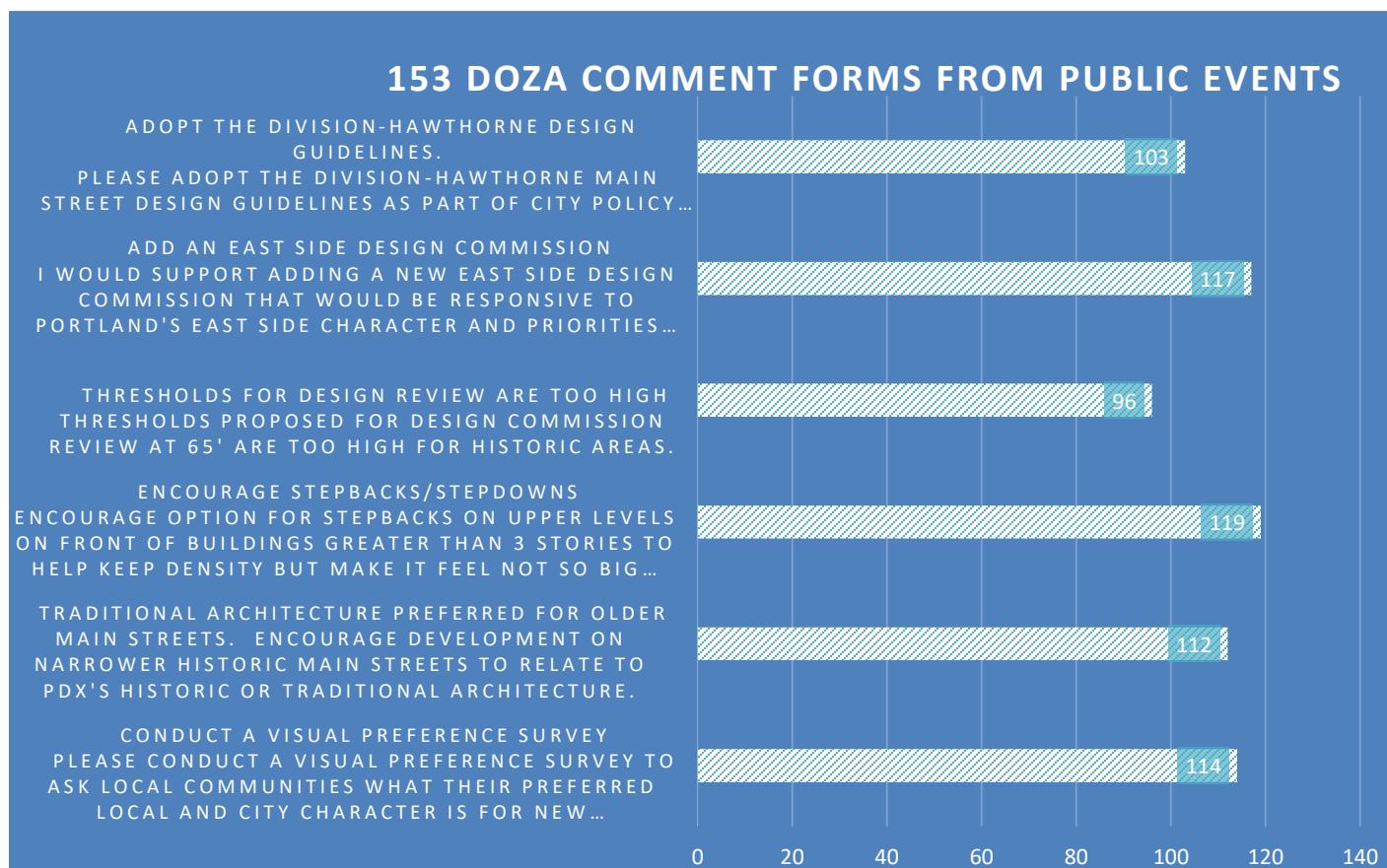
RE: DOZA Proposed Design Standards and Citywide Design Guidelines.

Planning & Design Commissioners and Staff,

Thank you for the work you have done to advance our design standards and guidelines as part of the Design Overlay Zoning (DOZA) project. I am writing as a professional planner with 20 years of professional expertise in policy and design, to provide comments on the DOZA project on behalf of myself and the Portland Main Street Design Initiative, as well as members of the public we have engaged at numerous design and visioning workshops, presentations, street fairs, etc.

153 DOZA Comment forms received at public events

Design literacy and an informed, engaged citizenry are key tenets of our past six-year community led effort. To that end we have worked hard to support the City's outreach to help educate community members about local policy. We reached out at local events with presentations on DOZA and the Historic Resources Code Update and provided an "Easy Testimony Form" to both gather input on community member's "Vision and goals". The 153 comment forms and survey responses attached was part of continued outreach with community members about their Vision for Hawthorne, Sellwood-Moreland and a few other neighborhoods that expressed interest in our main street guidelines including Woodstock and Alberta. This was helpful to complement presentations on city policy with gathering input on DOZA Design Standards and Guidelines, the Historic Resources Code Update, and the design goals and priorities our community has for several of our important historic yet undesignated corridors. Here is a summary of what we learned.



Top Priorities

- 1. Thresholds for Design Review are Deemed Too High on Narrow Main Streets**
 - a. Preferred Design Review Threshold - # of stories: 3 story average
 - b. Preferred Design Review Threshold - at 40' average height
- 2. Strong Support to Add an East Side Design Commission**– This supports the Walker Macey Consultant Recommendation
- 3. Strong Support for the City to Adopt the Division-Hawthorne Design Guidelines (PDX Main St. Guidelines)**
- 4. Traditional Architecture is Preferred for Older Main streets**
- 5. Stepbacks/Stepdowns at the Street Facing façade are a Desired Strategy** when adding density above 3 stories
- 6. Support for the City to conduct a Visual Preference Survey**
- 7. Support for Conservation District for Hawthorne**

We have scanned and tallied the results to assess areas of strong priority for our own research and to save the City time. Comments received from community members were primarily gleaned from SE events but include others received from many other areas all over the city. These comment forms are attached in a master pdf for your reference. However, we would like to ensure they are each reviewed and treated as independent individual comments and that the weight of consistently similar priorities be given consideration commensurate with this large volume of input.¹

Involving Citizenry + Making DOZA More Accessible to Laypeople:

We feel this important policy work is not sufficiently reaching many people, especially diverse populations.

We can appreciate that getting community members engaged in the review of the City Standards and Guidelines is a challenging task because it is highly complex. From community feedback we have heard:

- a) as presented, it is daunting for most laypeople to digest overall, much less on a short timeframe. Most neighborhoods are just starting to even think about scheduling it on their discussion agendas and will not be able to adequately weigh in on the discussion draft before their formal monthly community meetings. This is a deep concern.
- b) most people have no idea that DOZA represents these two key major code changes that impact buildings across the city.

Please describe DOZA in a more understandable way for laypeople as what they are more explicitly “New Citywide Building Design Standards and Design Guidelines”. Documents (and staff) frequently describe these simply only as “DOZA Tools” with little description nor emphasis on their significance of impact, nor that it is the first significant update in nearly 30 years. Laypeople do not seem to be able to grasp the significance or even much interest in the “DOZA Tools” yet when asked have VERY strong priorities and preferences including an overwhelming dislike of most current building designs when asked what they think of new buildings. Please help community members participate more effectively in something they do care deeply about but is not accessible in the language and format used.

Given the immensity of the changes in our city and of this project’s impacts, we would like to encourage better outreach to ALL areas of the City, especially more diverse communities as very few people seem to know anything

¹ These survey comments were gathered via the Annual Meeting of the Hawthorne Boulevard Business Association, Division/Clinton Business Association Monthly Meeting, 3 Richmond Neighborhood Associations meetings, 1 Mount Tabor Neighborhood Association Meeting, and a Design Week Event at the Architectural Heritage Center as part of our PDX Main Streets citywide launch.

about it, including most architects, designers, and developers we have talked with over the past two months at many design related events including most recently at a small developer forum where almost no one had heard of it.

A poster at local libraries, churches, High Schools, Community Centers, etc saying, “The City is changing building design standards and guidelines for buildings – what’s important to you?” with a survey form or handout with links to learn more could grab community members attention more than complex code documents most have little time to read.

Top 12 DOZA Recommendations (The DOZA Dozen)

1. **Conduct a Visual Preference Survey** to find out what communities actually want rather than forcing a new vision for our City without ever really asking. It's not about the Density, it's about Design. Get the data, we got 300 survey responses to our online survey for Division in 2015, and it validated what we continue to hear across the city - that community members are supportive of infill but disagree with the design direction we are going in and want to be part of the conversation to have a say in what it looks like and to minimize impacts.
2. **Allow Upper Level Stepbacks on Primary Street Facing Façades** (see the analysis in the Low Rise Commercial Storefront Analysis, related to buildable lands. Losing a whole story as proposed in the downzoning to 35' would have resulted in 1% total loss, so only adding a small stepback, especially in Vintage areas is deminimis, equivalent to one or two big buildings. Further this could be bonused back in trade for a plaza or other community amenity. This could build in greater flexibility, diversity in design (which is sadly disappearing on Division)
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4. **Retain and relate to main street architecture** (see details in the Division-Hawthorne-Sellwood-Woodstock Adopted Design Guidelines)
5. **One-size fits all is not what we want** – it does not relate to context, Main Street areas have a different pattern
6. **Create 1-2 additional Design Review Boards/Commissions per City Consultant's Recommendation**
7. **Context based design review** (How can proposed vague Guidelines guide BDS decisions?)
8. **Width of street to height of building ratio scaled to review & form**
9. **Lower threshold for review by design commission + Re-evaluate interpretation of “scaled for impact”**- this should not be tied solely to height, but instead evaluate impact relative to degree of significant change with surrounding existing context, character, and scale of street width).
10. **Apply the “Main St. Overlay” for the 13 Vintage Areas** (areas of Special Character in the Low Rise Commercial Buildings Study) and update this study to include the 3-story missing buildings and blocks with partial special character that were excluded previously. The Main Street Overlay is an existing framework that is perfect to address community concerns and would be a huge win for building political capital with neighborhoods that would show the City BPS is listening. Balanced with greater density on Civic Corridors we can achieve the same goals with better outcomes,
11. **Develop Main Street Pattern Standards** + Provide more design guidance for Civic Corridors, auto oriented streets, et
12. **Require a Context Evaluation** (Helpful tool for review of context with surrounding buildings, block and district)

Thank you for the hard work you have done on this project, I hope you can appreciate and value the similarly hard work we have done without any compensation or technical assistance from the city and help support neighborhoods with a pathway to formalize community goals and design priorities.

Sincerely,

Heather Flint Chatto, Urban Planner | Director, Portland Main Street Design Initiative
2121 SE 32nd Avenue, Portland, OR 97214

Anthony schaefer

#62508 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am a long time 25 year resident of hawthorne, a former banker, member of the REACH board, current commercial tenant on hawthorne blvd. I love our city and wish to see it grow and work for the residents, growth should include a reasonable transition that works for current as well as future residents. In this regard I believe that Portland is missing the mark regarding density changes that do not include sufficient local control and input. Yes we the people did vote for reduced expansion of our growth boundary and thus higher density . yes we need to build up. no we dont need to ignore the local feel of our communities or the desire for an attractive livable , walkable communities. Please consider the need for more input from neighbors of properties with regard to curb appeal, natural light access, affect on existing neighborhood classic properties. Specifically i request better engagement with visual preference survey, main street specific design standards, and an extension of the deadline for comments. thank you anthony schaefer

Testimony is presented without formatting.

Chris Flint Chatto

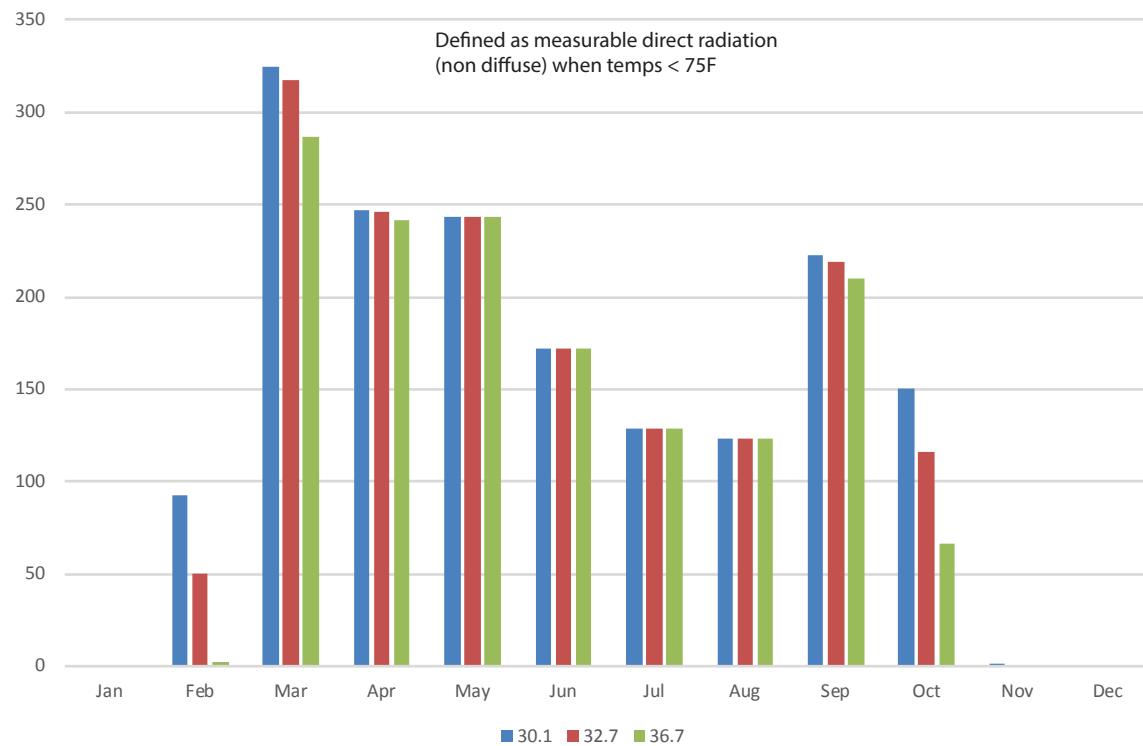
#62507 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Working in the architecture and urban design profession, and focusing on sustainability and climate responsive design, I have significant concerns about the effect of consistent tall zoning on narrow commercial streets like Division, and its effect on the livability and more comfortable microclimates public side walk zones. Note that while these comments are attached to a specific location, this is entirely due to the limitations of the public comment interface process, they apply to all narrow (60') four-story zoned commercial corridors, particularly those in that run in an east-west direction. As the attached solar analysis shows, consistent four story zoning has severe impacts in limiting favorable sun that will increase comfortable microclimates, particularly in the winter months with its slow angle sun (less than 30 degrees above horizon), when its presence is most desired. Modest stepbacks, even intermittent could provide significant relief and opportunities for some public street locations (and the neighboring groundfloor retail) to benefit from better microclimates. Setbacks could be combined with other height limit or density increases, providing the overall goal of more solar access and a better public streetscape is maintained.

Testimony is presented without formatting.

Hrs of Thermal Comfort Benefit based on Shading Angle

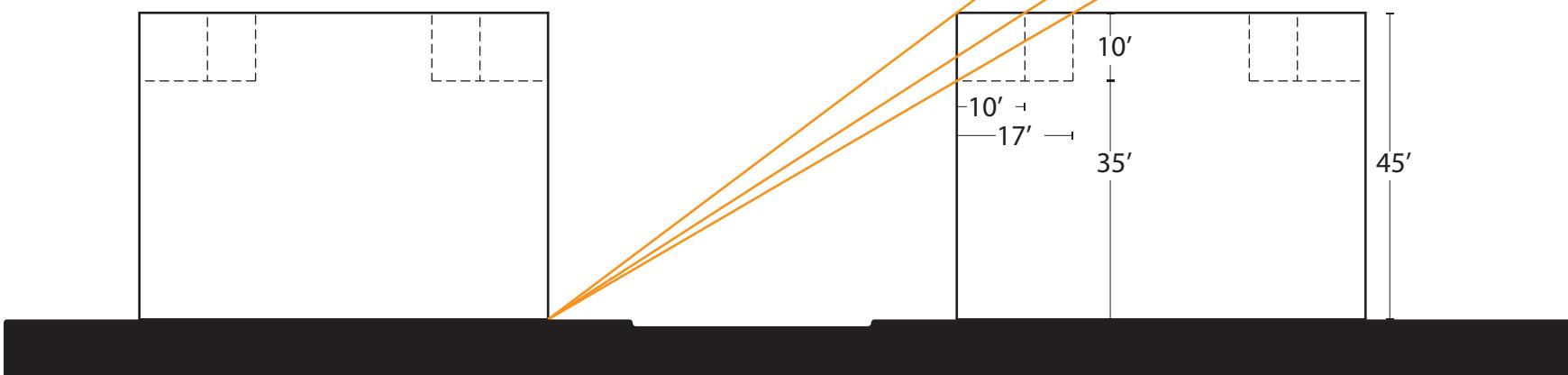


36.7°

32.7°

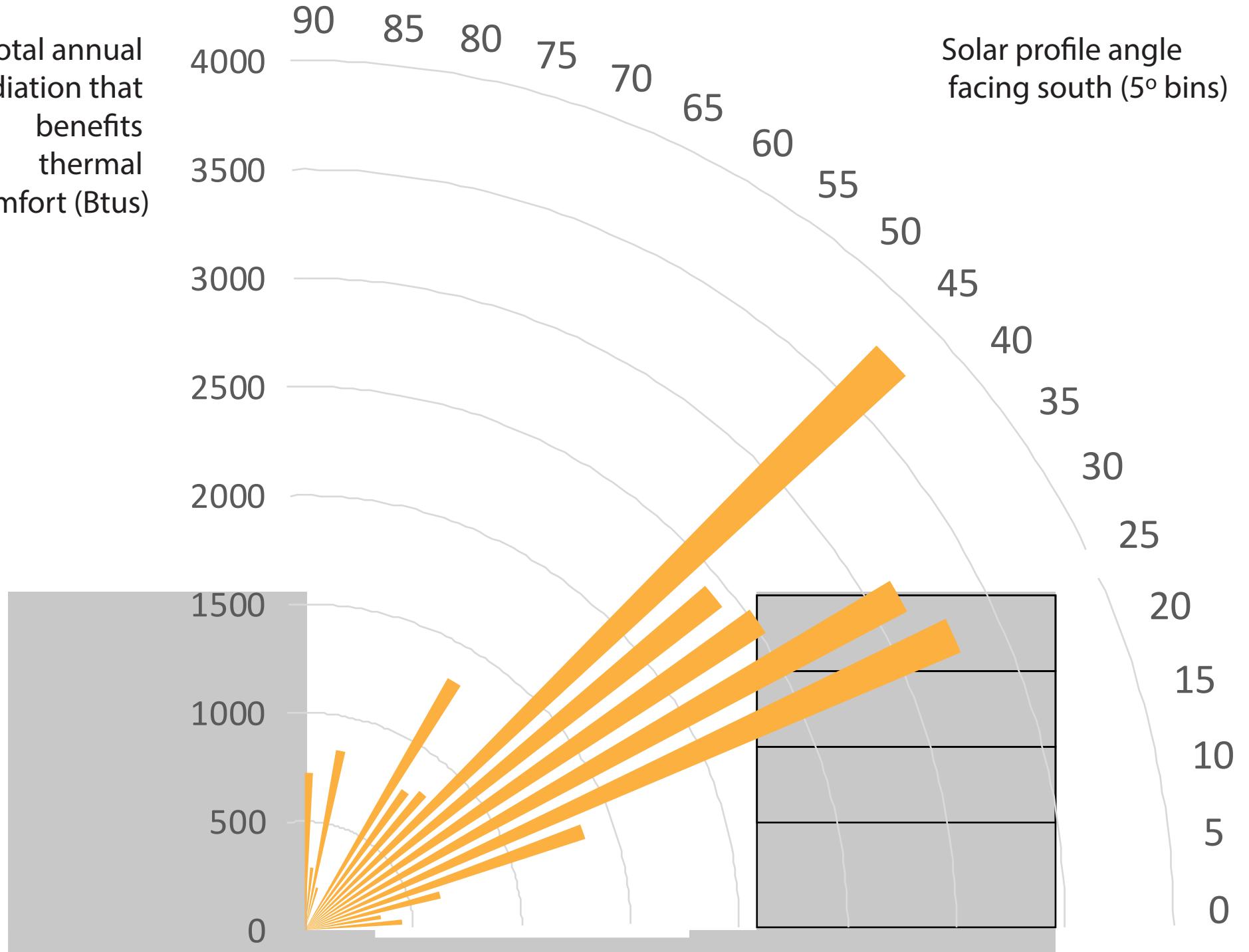
30.1°

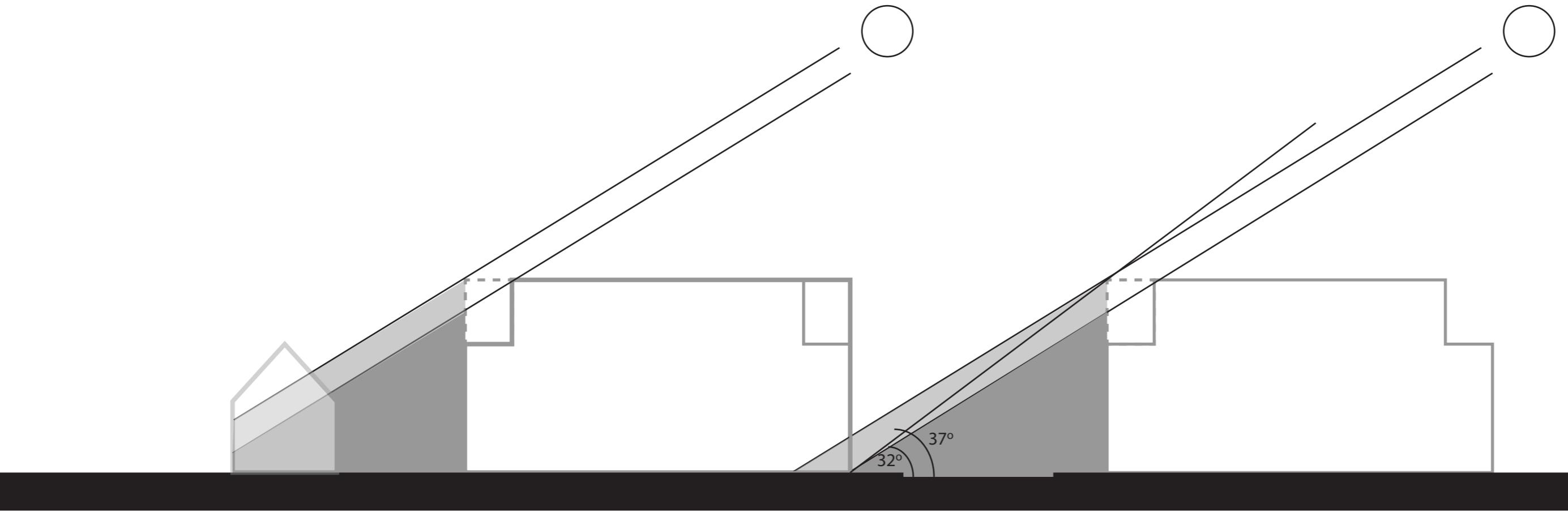
60'



Total annual
radiation that
benefits
thermal
comfort (Btus)

Solar profile angle
facing south (5° bins)





Annual hours
of sunshine

90

85

80

75

70

65

60

55

50

45

40

35

30

25

20

15

10

5

0

Solar profile angle
facing south (5° bins)

500

400

300

200

100

0



Doug Klotz

#62506 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I'm resubmitting this comment on Community-guided sources, with a change to clarify that I am actually quoting Staci Monroe of BDS in my comment. Thank you.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR, 97214

Planning and Sustainability Commission, Design Commission

Re: "Community-Guided sources", Guideline 02, p. 23, Vol. 3

I agree with the BDS-submitted letter that the reference to "Community-guided sources" in the box on the lower right of p. 23 should be removed.

Here are the comments from Kimberly Tallant, (posted by Staci Monroe) for the Bureau of Development Services, on Nov. 15, 2019. This was listed as the most important change that BDS wants to be made to the draft:

"1. Sources for character and local identity in the guidelines - Allowing community-guided sources to be referenced presents several challenges (Volume 3, page 23).

- a. They may not align with information provided by the other listed sources.*
- b. Such resources have not been vetted or adopted by the City, which includes publicly involved processes to create such documents.*
- c. It is possible that a community could produce multiple community guided sources which would result in confusion for all participants.*

The reference to community-guided sources should be removed from the code."

Doug Klotz

#62505 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Attached pdf is my comments on Community-guided sources, p. 23, of Vol. 3

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR, 97214

Planning and Sustainability Commission, Design Commission

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The reference to community-guided sources should be removed from the code."

Thank you.

Doug Klotz

Doug Klotz

#62504 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please see attached comments regarding Standard C6 Trees in Setbacks:

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl.
Portland OR 97214
11-15-19

Planning and Sustainability Commission members:
Re: standard C6, p. 41

The 10' setbacks required on certain corridors in the Eastern and Western pattern areas were supposed to provide more room for pedestrians (and seemed oblivious to the fact that wider sidewalks would be required by PBOT with development anyway... 12' at that time and now soon to be 15' minimum). The zoning requirements specified that at least 50% of the area be paved for pedestrian use. I worried that this could lead to 50% planting that would preclude any use of the setback by pedestrians because of discontinuity, as I illustrate here:



One of the Design Commissioners said that he assumed that no storefront windows would be expected in these areas. But that is not the case. This rule applies to entire corridors, much of them with CM2 zoning. This requirement

could indeed lead to the sort of “suburban” feel shown, that does not encourage retail.

The proposal in C6 to incentivize tree planting in this 10' area could further reinforce this, unless a provision is included that pedestrian passage is left clear for at least 6' from the face of the building, so if a “second row of trees” is the result, at least they’ll be far enough from the building to allow access to display windows, allow café tables, and otherwise lead to more pedestrian use, and less “dead space”.

Thank you.

Doug Klotz

Doug Klotz

#62503 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Planning and Sustainability Commission: It seems useful to clarify, in Design Standard C10 (p.43) that the requirement for design of buildings adjacent to historic landmarks only apply if the adjacent building is a DESIGNATED National Register Landmark, or a locally designated City of Portland Historic Landmark. It should be made clear that a building with a "Conservation Landmark" designation does not count, and a building listed (in whatever manner) in the Historic Resource Inventory does not count as such a "historic landmark". This provision should only apply to a limited number of locations, so as not to constrain needed (especially residential) development, in areas where there are older buildings, but are also the ideal locations for increased density.

Testimony is presented without formatting.

Doug Klotz

#62502 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

To Planning and Sustainability Commission: Regarding the comments of the PDX Main Streets group: The Walsh Construction paper that they cite on construction costs. It has tips on how to construct affordably, by eschewing cantilevers, aligning windows, and other reasonable limitations are useful, and, I expect that most architects are aware of these principles. Other principles in the Walsh report are "minimize stepping in the exterior wall plane and roof plane", and "stack walls and unit plans as much as possible". These allow for simpler and less expensive construction. It is unusual that the PDX Main Streets folks have not noticed the discrepancies between these recommendations, and their own recommendations for stepped-back upper floors, which are counter to the Walsh best practices. There is a reason that almost no older buildings have these upper floor stepbacks, and they should not be required or incentivized on new buildings either. Thank you.

Testimony is presented without formatting.

Doug Klotz

#62501 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Planning and Sustainability Commission, and Design Commission: I am concerned about the many comments that are opposed to "the 65' threshold for Design Review" My understanding of DOZA is that any building in the "d" overlay can choose to use the Design Review path. Buildings lower than 65' can go through a Type II Design Review (with a staff planner), and buildings over 65' will go through the Design Commission. This threshold is important to wisely use the time of the volunteer Commission. The implication in these many comments is that Type II Review is inferior, and will not give the type of buildings the neighbors want. This is erroneous thinking. Trained Staff Planners are capable of applying the Design Guidelines and producing buildings equal to those reviewed by the Commission, and the thresholds between Type II and Type III should remain at 65' as in the draft. Thank you.

Testimony is presented without formatting.

Doug Klotz

#62500 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am a puzzled at the statement in the PSC's letter to Design Commission regarding Guideline 3. My understanding from the discussion at the Nov. 12 meeting was that the PSC wanted the zoning of the site to take precedence over the existing adjacent buildings in determining "context".----- I think that intention would have been conveyed by the removal of the clause: "...in addition to the current adjacent building scale and form."----- But perhaps "recognizing underlying zoning" is indeed superfluous if the statement "considering the city's evolution and it's future growth" is kept, and given full weight, as the PSC recommended.

Testimony is presented without formatting.

Heather Flint Chatto

#62499 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The Portland Main Streets Design Initiative (PDX Main Streets) is concerned about the lack of affordable housing being created. We have held multiple workshops on this topic including "Design for Adaptive, Affordable, Green Development" several years ago with leaders in affordable housing, developers, decisionmakers, city planners, business leaders, and community advocates, as well as a workshop with New Buildings Institute at Design Week on "Design for Affordability, Sustainability and Resiliency". We are deeply concerned that, while we are adding needed housing capacity, without a deeper assessment of cost-efficient design practices, we are unintentionally perpetuating overly expensive and unsustainable building practices. Quantity of housing alone is not a good metric when what we are building is further perpetuating gentrification, demolition and displacement of communities. At our Spring workshop we began the process of crowd sourcing our 1-page Sustainability Scorecard to better evaluate more criteria for assessing a quadruple bottom line evaluation of sustainability for social, environmental, economic and equitable development. We look forward to an opportunity to develop this in a collaborative process.

Regarding our lessons in more affordability, please see two attachments from Mike Steffen, Director of Innovation at Walsh Construction. Walsh Construction builds a significant amount of affordable housing and has excellent guidance on affordable practices that align with our recommendations for more tried and true mixed use design practices that are more cost efficient than what we are currently building

Often what we are building is unaffordable due to poor design practices and frequently novelty for novelty sake adding further cost and little quality. Good time-tested design that you see on many older main streets is generally a more affordable design pattern we can use for new buildings that can be denser, with higher quality and more affordability.

Cost Efficiency for Affordability Design:

- Traditional Design is often more affordable because it follows time-tested practices of stacking floor plates, aligning windows and doors and not cantilevering buildings with expensive structural steel or use unnecessary excess materials to project from the building like that are merely for novelty sake.
- Sustainability policies should be strengthened to ensure high levels of insulation and energy conservation as this immediately translates to lower costs of monthly utilities for residents and

reduced climate impacts.

- By saving on many of these decisions and using quality materials, a building may be more durable, require less maintenance and have longer life span, further contributing to quality design and affordable operations and maintenance.
- The economics and platting of small lots tend to create greater demolition on older corridors because it is difficult to get an economy of scale to make projects pencil. In contrast, areas where there are bigger lots are more easily developable without demolition of special character buildings. This is leading to unintended consequences of demolition. We are overbuilding in our most valued and iconic historic areas because markets are hot versus leveraging development to help create more 20-minute neighborhoods for all and building on wider corridors like Powell, Sandy, 82nd, etc where there are larger lots, and better building height to street width ratio outcomes for taller buildings.
- Current planning and zoning practices need refinement as they are inequitably resulting in an overconcentration of development in already well resourced areas because we are not guiding development to create walkable jobs, services, and amenities where they are lacking. Its not equitable, nor sustainable. Please revisit how we might incentivize innovative development where it is needed most through 10-year tax abatements, fast track permitting for innovative deep green projects, etc.

A polycentric city would better acknowledge the many people who don't have access to neighborhood serving resources and don't want to be downtown. We need to create complete neighborhoods for all communities. *Please see attached quote from Mike Steffen and the Walsh Construction white paper "Cost-Efficient Design & Construction of Affordable Housing"

If the City is truly committed to advancing affordable housing, please consider that the DOZA proposal leaves the door open for much novelty based design that does not follow cost-efficient design practices noted above and which are seen in time-tested building design that would better fit with the pattern language of main streets for greater compatibility, context, quality and affordability.

Thank you for your consideration and attention to issues of affordability and the nexus with time-tested traditional design as well as a need for a Sustainability Scorecard to weigh the many public goods we value as we grow. How can we manage if we don't measure?

Sincerely, Heather Flint Chatto, Planner + Environmental Designer, LEED AP, Owner, FORAGE DESIGN + PLANNING LLC | www.foragedesign.org

Testimony is presented without formatting.

Cost-Efficient Design and Construction of Affordable Housing

Walsh Construction Co.

For more than 50 years Walsh Construction Co. has partnered with public housing agencies, non-profit community development organizations and various for-profit entities across the Pacific Northwest to deliver more than 30,000 units of affordable housing to our communities. Each of those units is still standing today and serving as affordable housing. We have learned a few things along the way about how to design and build affordable housing in the most cost-efficient manner. We do not believe design quality and cost-efficiency are mutually exclusive. Rather, we believe it is a matter of including cost-efficiency as a valid constraint in the design of affordable housing and doing the best to give simpler, “leaner” designs a sense of place, character and distinction, while maintaining essential functionality and durability. We also believe that cost-efficiency – when pursued by project teams in a highly disciplined manner – creates an opportunity to incorporate a host of value-adding measures and amenities into projects, providing a path towards truly high-performance affordable housing. To start the conversation with project teams, WALSH has developed the following list of important considerations for cost-efficient development, design and construction.

Project Approach / Concept / Scale

- Strive at all times for simplicity. Applying a discipline to “keep it simple” will go a long way towards helping to reduce costs so that important architectural and performance features can be included in the project, even when working with limited budgets. Excessive form articulation, not stacking units, cantilevers, or mixing steel with wood framing are just a few examples of common design moves that introduce complexity and increase cost. These should be avoided wherever possible.
- Consider developing a larger project. All things being equal, larger projects are more cost-efficient. There are roughly the same number of components to design, specify and construct in a 20-unit building as in a 200-unit building. On larger projects, the cost of design services and construction management can be spread over a greater number of units and thus the cost per unit can be reduced significantly.

Site Selection / Site Development

- Choose the site carefully. It is important to exercise sufficient due diligence during site selection and attempt to identify sites that are inherently more cost-efficient to develop. Be acutely aware of sites where local jurisdictions may impose costly requirements such as the dedication of significant portions of the site to public rights of way, half street improvements, etc.
- Look for sites with little to no slope as these are generally more cost-efficient to development than sloped sites.
- Identify sites without contaminated soils or high radon levels.
- Identify sites with good soil bearing pressure to minimize footing size and avoid the need for piles.
- Look for sites with good drainage characteristics to allow for lower cost storm management solutions.

- Site design should be simple and laid out in relation to topography and features. Buildings and paths should be laid out in relation to site grades to minimize the need for regrading, retaining walls and stepping of building pads/foundations.
- Consider stormwater management when developing the site plan, making best use of existing topography to integrate features such as stormwater planters and bioswales.
- Minimize the area dedicated to parking and maximize the area dedicated to landscaping.
- Simplify the landscape design. Use native, drought-tolerant species for groundcover generally and selectively use higher cost paving and planting materials.
- If irrigation is to be provided, concentrate planting areas that require irrigation in limited zones that can be served efficiently with a minimum of piping and equipment.

Building Design & Layout

- Cost-efficiency begins with the most efficient building layout that fits a particular site.
- Develop building plans that minimize the area dedicated to circulation. This generally suggests the use of double-loaded corridor schemes at larger buildings wherever possible, although at narrower sites it may only be possible to use a single-loaded corridor scheme.
- Lay out unit plans and building plans on a two-foot module as this will optimize material use, reduce waste and increase productivity with framing, drywall and other trades.
- Whenever possible, utilize advanced framing methods (i.e. wall studs and floor joists spaced at 24" o.c.). Not only will this reduce cost and improve productivity, it will lead to considerably higher thermal performance at exterior walls.
- Set the floor-to-floor height of buildings to net out eight-foot tall walls at unit interiors as this will optimize drywall installation, using 48" wide x 96" long sheets. If higher ceilings are desired, work with 8'-6" or nine-foot heights as this will be possible using uncut 54" wide drywall sheets.
- Develop/configure each unit plan layout to optimize for material reduction while maintaining the essential livability and flexibility of the unit. Minimize the quantity of walls, doors, and closets.
- Locate windows on modular stud layout at exterior walls to minimize framing, optimize sheathing utilization and reduce thermal bridging associated with wall framing (i.e. framing factor).
- Locate plumbing walls in close proximity to one another, to shorten piping runs and allow collective servicing of units. "Back to back" arrangement of fixtures along a shared wall is the most ideal.
- Where a modular construction option is to be explored, unit plans and party walls should be aligned across the corridor to facilitate the use of full building width "volumes" (i.e. unit + corridor + unit).

Vertical Stacking / Structural Framing

- Stack walls and unit plans as much as possible and align openings within walls from floor to floor. This will provide continuous structural load paths to the foundation, reducing structural complexity and cost. It will also reduce complexity and cost in associated plumbing, wiring and duct runs.
- When planning large common spaces at the lower levels of the building, be mindful to design these spaces to keep structural spans as minimal as possible. Locate walls, columns and beams as best as possible to pick up loads from above. Seek out solutions that can be accomplished with wood members and related connection hardware rather than structural steel. Avoid steel whenever

possible as it typically has a high relative cost and often creates significant constructability and construction management issues in large wood frame buildings.

- Where structural steel is required at lower levels of the building, coordinate the location of structural members with the layout of plumbing and other systems. For example, placing beams directly below party walls can cause severe conflicts with plumbing risers.
- Avoid structural cantilevers if at all possible. Cantilevers create structural complexity and will likely increase construction costs significantly.

Building Massing & Articulation

- Keep building massing as simple and compact as possible. Minimize stepping in the exterior wall plane and the roof plane. Steps create formal and structural complexity and reduce performance by increasing thermal bridging and making it more difficult to achieve building airtightness.
- Whenever possible, building orientation should run east to west to facilitate better energy performance and reduce the number of west-facing units (which can be prone to overheating).
- Arrange windows to provide good daylighting and natural ventilation, while preventing overheating (15-25% window-to-wall ratio is a good target range for performance and cost effectiveness).
- Use a steep slope roof form (with asphalt shingle roofing and a vented attic) whenever possible in lieu of a low slope roof form as this is generally the lowest cost roof form.
- Where low slope roofs are required, use an exterior drainage approach (through wall scuppers and external downspouts) in lieu of internal drainage.
- Minimize the quantity of canopies, trellises, balconies and other exterior form elements. Where these elements occur, provide simplified, constructable designs.

Amenities

- Consider shared amenities located in common areas, rather than individual amenities within each unit. For example, provide common laundry facilities in lieu of a washer and dryer in individual units. Provide common balconies in lieu of balconies at individual units.

Standardization & Repetition

- Strive at all times to standardize unit plans and building sub-components and use as repetitively as possible. Think in terms of what we call the “80/20 Rule”: attempting to standardize and optimize 80% of the building design, while saving 20% of the design for customization to address the unique site and program of each project (see more below). Standardization and repetition offer significant potential to reduce costs by allowing for the optimization of systems and components, and on larger projects additional cost benefits can be derived from an economy of scale.
- To the maximum extent possible, use the same plans for dwelling units and use the same layout for kitchens and bathrooms within those units.
- The use of repetitive components such as windows, doors, cabinets, appliances, plumbing and lighting fixtures will lead to reduced costs.
- Utilize standardized enclosure and MEP systems with a reliable track record. Too often, a “reinvent the wheel” approach has been taken to the integration of systems with affordable housing designs,

leading to the use of relatively expensive systems that in many cases have had in service performance problems, or led to long term maintenance issues for building owners and/or residents. The focus should be on developing and utilizing standardized and reliable systems that are functional and durable yet cost-effective, and that do not change dramatically from project to project. High levels of energy efficiency, comfort and indoor air quality can be achieved with such an approach, while helping to manage costs and ensure reliability.

Coordination

- Coordinate the location, size and configuration of enclosure, mechanical and electrical system components with structural framing members to optimize the layout of those members and components while avoiding undue costs related to conflict resolution.

Prefabrication

- Prefabrication of units or components has the potential to reduce costs, shorten schedules, and improve quality.
- Components such as windows and cabinets are typically already prefabricated. Investigate other opportunities for prefabrication such as with wall and floor panels, piping runs, ductwork, kitchens and bathrooms.
- Modular construction – where entire dwelling units are factory built and shipped to the site for assembly into a building – may provide a cost-effective solution at certain projects depending on site and schedule dynamics.

The 80/20 Rule

It's true that nearly every affordable housing project is designed from scratch and the result is unique, customized to its site and program. This tendency to build 100% prototype projects is a major factor contributing to rapidly increasing costs and lack of productivity growth in construction. As part of our CEDC approach, we've developed the 80/20 Rule: 80% of elements that constitute an affordable housing design are – or could be – the same or highly similar. These are elements that for the most part are hidden or buried behind other elements; for example, structure, insulation, mechanical and electrical systems, drywall, firestopping and acoustic detailing. If the project team can optimize the design of those elements and begin to use them more widely as standardized elements, we have the opportunity to bring costs down significantly. Savings achieved can then be used for the inclusion of more of those elements that strongly contribute to architectural quality and building performance: the other 20%. This refers to the form, articulation and exterior expression of the building, the cladding materials or interior finishes, daylighting and natural ventilation, or amenities such as balconies or roof decks. The key idea is to standardize and optimize 80% of the “core” elements and reduce costs there, and use the other 20% to enhance the “shell” elements and amenities...what we call the “essential” building.

Standardize / Optimize

- Typical unit plans
- Corridors
- Exit stairways
- Foundation system
- Structural system
- Enclosure system
- Typical windows and doors
- MEP systems
- Typical interior finishes
- Cabinets
- Appliances
- Lighting
- Elevator(s)
- Laundry facilities

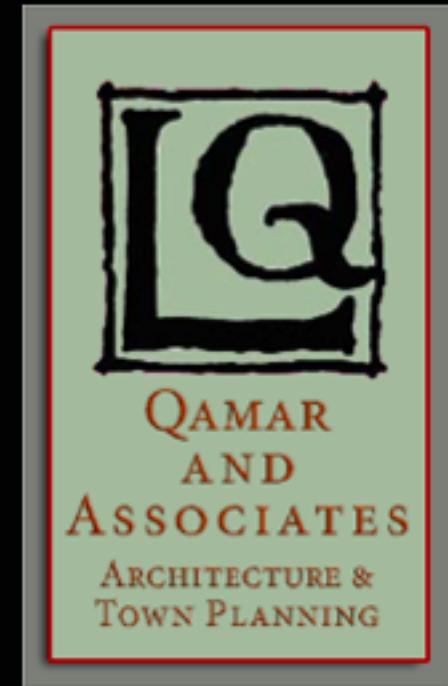
Customize

- Response to the site
- Interface with the street
- The space between buildings
- Building plan / layout
- Building form / massing
- Façade design / expression
- Building entry / lobby
- Common rooms and spaces
- Public stairway
- Select common area finishes
- A few select unit plans
- A few select windows
- Balconies (if any)
- Roof deck amenity (if any)

WALSH quote to support PDX Main Street public hearing testimony:

"For more than 50 years Walsh Construction Co. has partnered with public housing agencies, non-profit community development organizations and various for-profit entities across the Pacific Northwest to deliver more than 30,000 affordable homes to our communities, many of these housed within mixed-use buildings located within urban centers or along transit streets and corridors that form the heart of our urban neighborhoods. Each of those homes is still standing today and serving as affordable housing. We have learned a few things along the way about how to design and build high quality multifamily housing and mixed-use buildings in the most cost-efficient manner.

We do not believe design quality and cost-efficiency are mutually exclusive. Rather, we believe it is a matter of including cost-efficiency as a valid constraint in the design of these buildings and doing the best to give simpler, "leaner" designs a sense of place, character and distinction, while maintaining essential functionality and durability. We also believe that cost-efficiency – when pursued by project teams in a highly disciplined manner – creates an opportunity to incorporate a host of value-adding measures and amenities into projects, such as balconies and terraces, higher quality cladding or roofing materials, better envelopes and mechanical systems – providing a path towards truly high-performance housing. In line with this thinking, we have found that building designs that tend to be more conventional/traditional in nature are more prone to be affordable to construct and also to operate and maintain over the long term. Common sense design practices that we endorse and that are often considered "traditional" include simple and compact building form/massing, stacking of unit plans and floor plates, aligning window and door openings within walls, and avoiding large cantilevering structural elements. Large cantilevers lead to significant amount of additional costs as does excessive form articulation and the now common use of large, arbitrarily conceived "overbuild" elements on the building facades."



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Foundational Mixed-use Building Type for Portland

DOZA Testimony on Proposed Draft

Qamar & Associates
Architecture + Town Planning

Burnside Bridgehead...is this the new Vision of Portland?



New buildings often achieve no contextual relationship with their surroundings.

DOZA Testimony on Proposed Draft



Costly
misaligned
windows
and load
paths with
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Expensive material mixes, cantilevered, complex geometries
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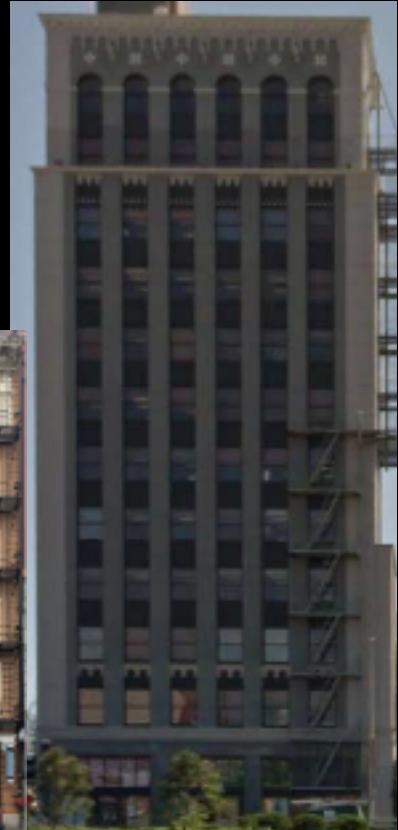
Three story mixed-use designed early 20th Century



Cost efficient, aligned windows and load paths, simplicity

Mixed-use building scales: neighborhoods to city center

- Timeless, cost-effective
structural patterns establish a
common proportional language





Corner three story residential with retail and mezzanine, 50' wide

Two and a half live/work townhouses, 25' wide

Four story apartments over retail, 50' wide

One story tall retail with roof terrace 50' wide



Four story mixed-use, 120' wide

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Mixed-Use Main Street building types
Qamer and Associates Inc. 2019

Varied buildings in harmony due to similar proportions + rythme



Seven story apartment over retail, 200' wide



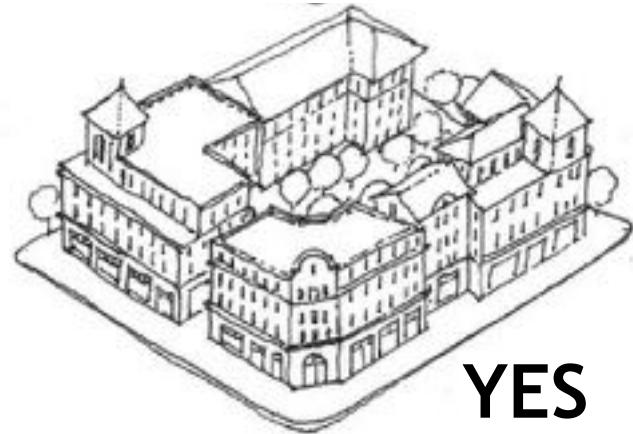
Multi-story, full block buildings, like Portland's Meyer & Frank maintain similar scaling elements of windows doors, cornices, step-backs, and storefronts as smaller storefront buildings.



Building Massing

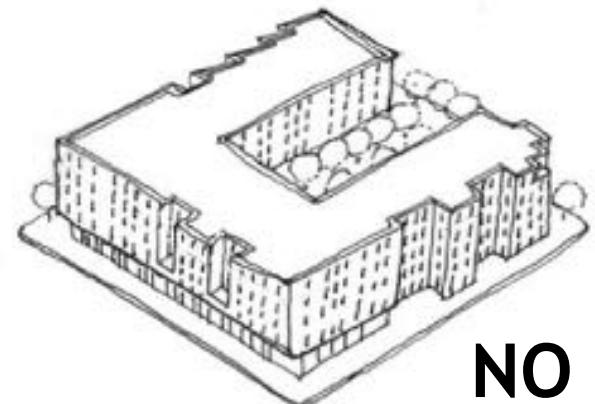
DESIGN GUIDELINE: When a development is more than 50'-75' in length, they should be designed as multiple buildings to better relate to the district pattern of smaller storefronts

PURPOSE: Divide large building projects into smaller, multiple buildings - By dividing larger developments to appear as multiple narrower buildings, new development should fit more harmoniously into the scale of older main streets, even if the new buildings are taller than older buildings. The assembly of smaller buildings are ideally differentiated with varied building elements such as materials, windows, balconies, cornices and rooflines, while at the same time being similar enough to each other.



YES

Alternative above that would better relate to main street “Patterns”



NO
50

New Portland apartments and mixed-use buildings



Harmonious with their local neighborhood and regional contexts

DOZA Testimony on Proposed Draft

END

Facade Composition

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PURPOSE: The proportions, scale, and rhythm of the facade elements (windows, doors, balconies, cornices) are harmonious with neighboring buildings when they reflect the human scale and proportion of pedestrians in the public places.



Upper Story Step-Backs and Dormers

DESIGN GUIDELINE: When new buildings are taller than four stories, step back at least 5' the upper stories above the 4th floor. Alternately, this can be done with sloped roofs and dormers above the 4th floor.

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New Portland mixed-use and apartment buildings

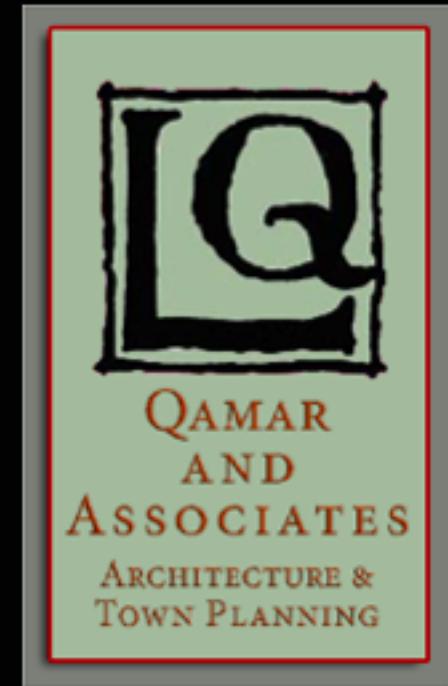


Horizontally and vertically aligned windows, base, cornices, bay windows. 21st C. 4-5 story mixed-use. Contemporary but compatible, contextual, and traditional within the neighborhood and region.

New Portland mixed-use and apartment buildings



Six story apartments designed in 2017,
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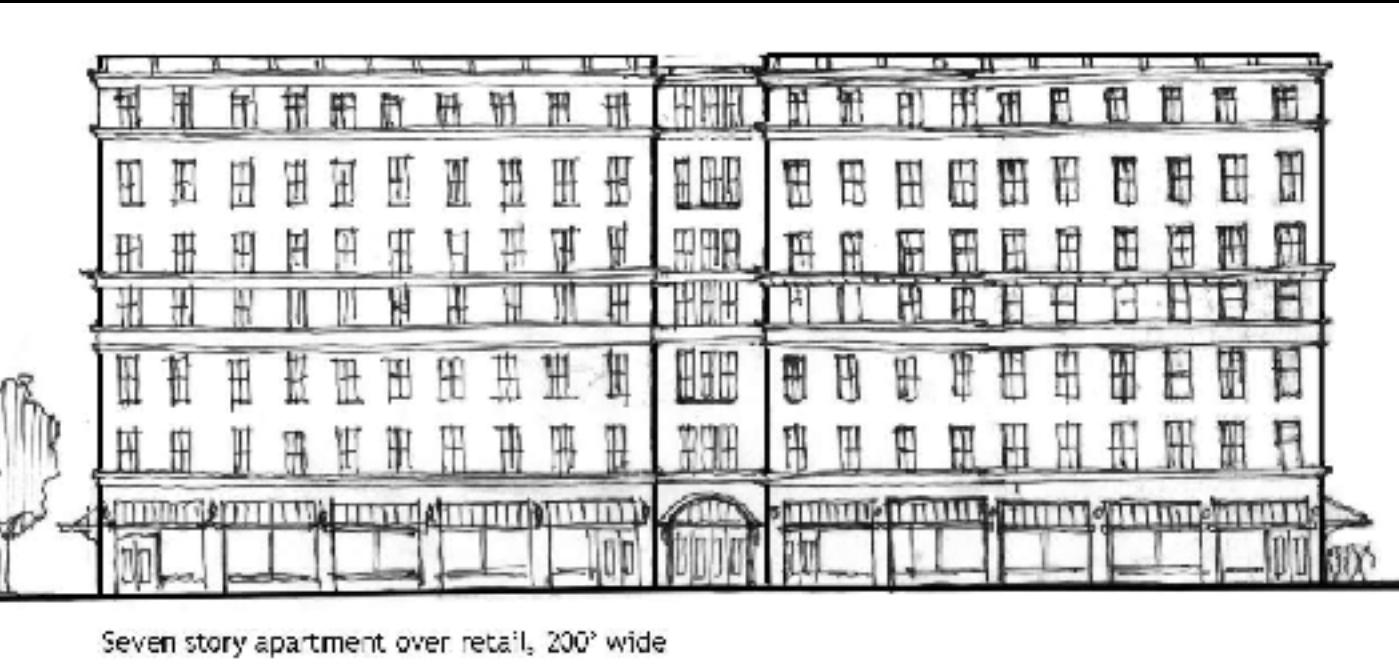


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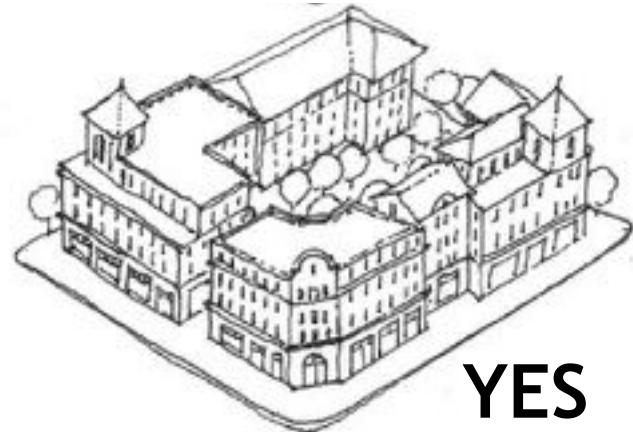
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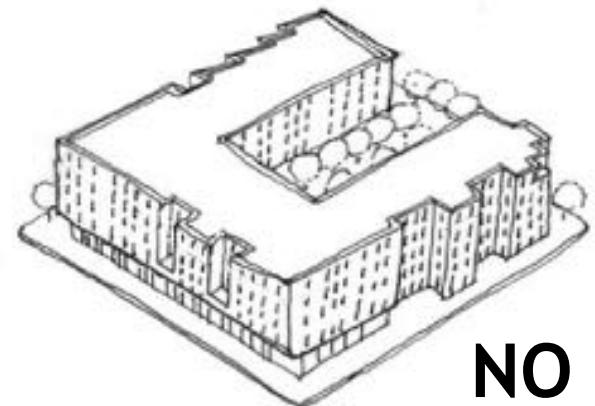
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Laurence Qamar

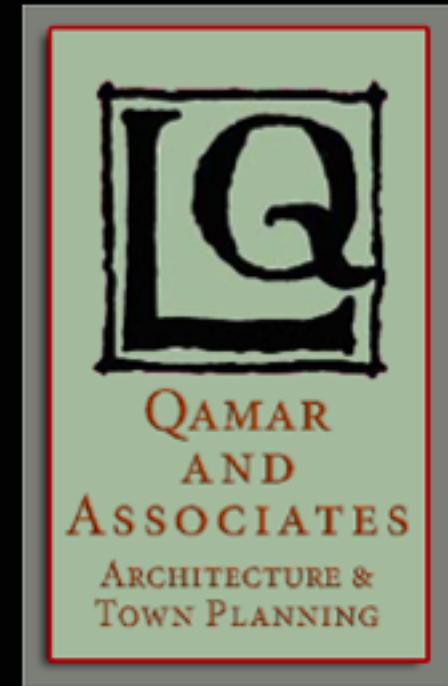
#62496 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

We urge the City to delay and extend the public comment period for DOZA, and finally do an outreach to the communities around the city to ask them what they think of the newest buildings being designed and built along our main streets. The city should conduct Visual Preference Surveys. We believe you will hear a lot of outcry by people from all ethnic, racial, and economic groups who find the newest "flashy" starchitect condos and mixed-use buildings to be the very symbols of gentrification and displacement. And yet people embrace new building and housing...just not everything that the current development and architectural community is supplying. We urge the City to seriously proceed with the Future Work list in the DOZA report, especially the Areas of Special Character report that was once started, but then tabled several years ago. Bring that back, because it has the greatest chance of preserving and building upon some of the most beloved main streets that make Portland Portland. The DOZA standards should take more seriously the goal of bringing greater affordable housing to Portland, NOT by stripping away guidelines, standards, and design review to eliminate barriers to developers and their architects, and think that those industries will miraculously produce a plethora of affordable housing, and a vision of a new City that everyone embraces. Instead, the City should take seriously their mission to respond to the affordable housing crisis by clearly and objectively describing the best practice for design and construction of truly affordable mixed-use buildings that at the same time are harmonious with their neighboring buildings (contextual), beautiful, resilient, sustainable. Instead, we see some of the most "cutting edge" designed buildings straining to be fashion setting, abstract, art-for-arts-sake icons when they should be simple, affordable, structurally simple and logical, and befitting the past, present and future...not just a passing fashion statement. The appearance and beauty of buildings are all too often being maligned by many contemporary planners who believe that it's unethical to care about the visual appearance of buildings when we have a housing crisis to respond to. And yet if we accept new affordable housing to be only functional and to lack any graces and considerations of beauty, then we fail once again by stigmatizing the economically underprivileged, as the planning profession has tragically done many times in the past century. At the same time, affordable housing should also not stick out like a sore thumb, dressed in flashy bright decor or eye-catching complex geometries and art-fashion with complex, staggered, checkerboard arrays of windows. The DOZA standards should prioritize the basic design and construction White Paper for Affordable Housing put out by Walsh Construction. These provide clear and objective standards that do not dictate, but allude to time-tested, good-old farmer's logic of building design and construction, like "avoid cantilevers, and

excessive use of steel. Stack windows floor plans and openings vertically to align load paths. Simplify the basic building form." These simple guidelines also happen to be the basic form-based lessons of load bearing buildings for centuries, and they result in a harmonious and compatible building form language that makes affordable housing and high-cost housing seamlessly integrate with each other, and avoid the stigmatization of poverty versus wealth.

Testimony is presented without formatting.



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Foundational Mixed-use Building Type for Portland

DOZA Testimony on Proposed Draft

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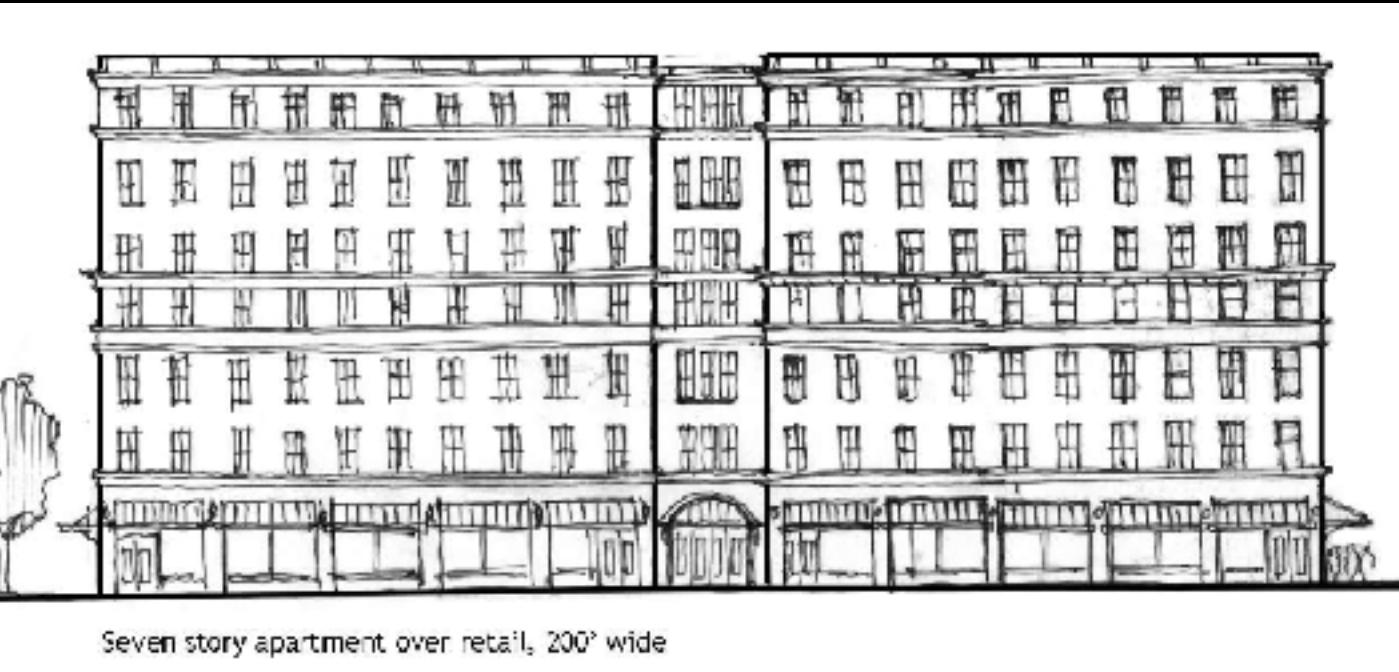


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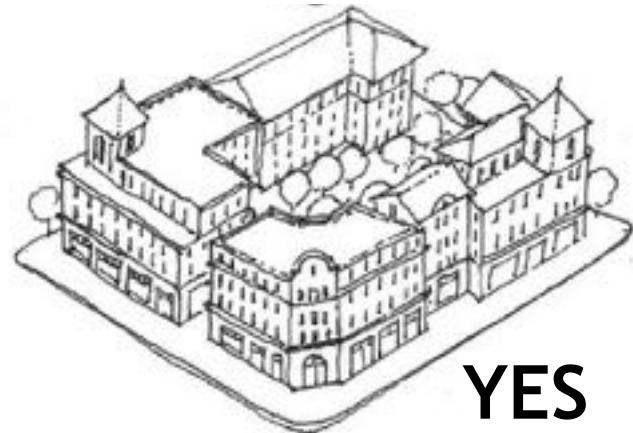
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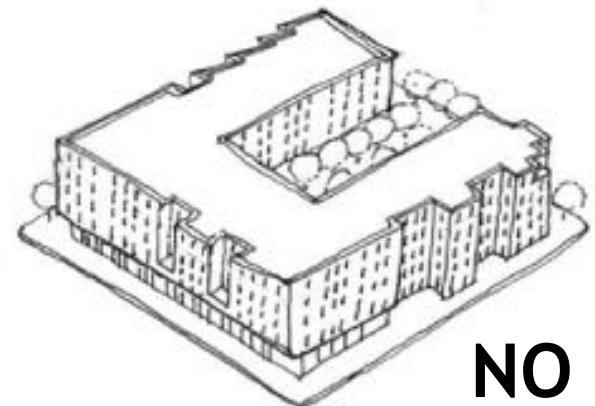
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YES

Alternative above that would better relate to main street “Patterns”



NO
80

New Portland apartments and mixed-use buildings



Harmonious with their local neighborhood and regional contexts

END

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New Portland mixed-use and apartment buildings



Six story apartments designed in 2017,
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“A city is not an accident but a result of a coherent vision and aims” – Leon Krier **DO WE HAVE A COHERENT VISION FOR THE CITY?**

Main Street areas are vital to our economic health and vitality. Support work to address these unprotected historic areas to ensure new density has greater sensitivity to local context and desired character. This is about preserving our FUTURE.



The Context Challenge: Transitions in Scale & Compatibility vs. Larger Zoning Envelope Potential
Source: Mixed Use Zoning Committee Presentation <https://www.portlandoregon.gov/bps/article/454336>

"MAIN ST" DESIGN STANDARDS + GUIDELINES ARE NEEDED NOW FOR AREAS OF SPECIAL CHARACTER

Vintage Buildings Study
City identified 13 "Areas of Special Character" at risk.
We have tools we can use NOW.





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Heather Flint Chatto

#62490 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Begun as a response to overwhelming community concerns about the redevelopment of Division Street without a meaningful or timely way for community members to have a voice. To help address concerns we began the process of creating Main Street design guidelines in 2013. This work reaches across boundaries, built coalitions, partnered with universities and nonprofits and leveraged small grants and donations for creating proactive tools to respond to growth and change. This work has produced design resources that can be used for any Main Street and should be leveraged for the DOZA process. With many communities wanting to adopt our guidelines, we scaled up to a citywide project as the Portland Main Streets Design Initiative in 2019 to offer support to other neighborhoods that may not have resources, designers or planners to help shape a vision and tools for design. Our efforts aim to help bridge the gap on what many believe or density issues but in reality are concerns with poorly contextualized design. We advocate for density with sensitivity to context so we can encourage good examples that will help others support new infill and density that fits even when bigger than surrounding existing development because they speak the same design language. We want to emphasize that this is a good project. It is a much needed update and staff has done good work. However, there are some very significant concerns. - Lack of Public Engagement - Very little outreach done by City on a major citywide design policy, particularly for the East Side. - 65 Foot Tall Trigger for Design Commission Review (6-stories) is too high given big impacts on narrow older vulnerable main streets! This creates contrast over compatibility, narrow lots are a poor fit so lead to demolition, and lack of main street design standards lead to creating bad context, big impacts and loss of neighborhood identity. - What context should we be relating to? Context is raised as a guiding issue but there are no pictures of our long-standing building context only recent construction in the DOZA documents. The image at the Burnside Bridgehead attached does not show a cohesive vision. Why are we only be emphasizing our last 5-10 years over the 100+ harmonious design of our city that follows a common pattern which helps new buildings fit even when taller or of a different character? - What we are building is un-affordable due to poor design practices and frequently novelty for novelty sake adding further cost and little quality. Good time-tested design that you see on many older main streets is generally a more affordable design pattern we can use for new buildings that can be denser, with higher quality and more affordability. (Walsh Construction has good design guidance for this which we will be submitting). - We are gentrifying, demolishing and displacing communities. We have a terrible history of this, yet the City does not recognize how unguided growth and narrow silo'd policy, and crisis-based thinking is

unintentionally perpetuating this right NOW. We know better from past mistakes. This is not good planning. Top Actions: 1. Prioritize vulnerable Main Street business districts in budget and staff priorities (“Future Work for Low Rise Commercial Storefront Areas” in the Staff Report). 2. Practice Equity & Inclusion in Policymaking - Conduct a “Visual Preference Survey” to lower barriers to participation in complex policy so ALL can be involved in these critical design decisions that are reshaping our City. Support community-based planning like PDX Main Streets Design Guidelines grassroots work. 3. Extend the deadline for comments on DOZA and host more Planning Commission public hearings. Overarching Recommendations: 1) Visual Preference Survey + More Community Engagement. Reduce barriers to participation with a photo survey (ie a Visual Preference Survey) - we're changing the entire look and feel of our city without ever asking the people who live here in a meaningful way. ? 2) Strongly support a Lower Design Commission Review Trigger (40 feet) for narrow Vintage Main Streets where the buildings, lots and streets are small but impacts are great. We can still build to current code but with better results. ? 3) Support for the "FUTURE WORK" staff has identified for Low Rise Vintage Main Streets (from the staff report pages 52-53) as a priority for budget and planning staff NOW. Our community-led PDX Main Streets Guidelines (Division Design Guidelines) have been adopted by 7 business associations and neighborhoods and can be a strong foundation to work from now. 4) We need a Sustainability Scorecard to better evaluate what we are gaining and what we are losing in a more big-picture comprehensive way. ? 5) Context Elevation - Add a Requirement for development project applicants to submit a Context Elevation and use PDX Main Streets Compatibility Criteria for helping new development fit better as we grow. ? 6) Support for Main Street Design Standards – give points for relating to main street patterns (such as: Base-Middle-Top, storefronts, treatment of all sides (no blank walls), human scale vertical windows) 7) Support for adding one (or more) Design Commissions for the E. Side - This is encouraged in the DOZA Findings Report by Walker Macy and the DOZA Housing Affordability Memo. Seattle has many design review boards, Portland has only one. 8) Support for upper level stepbacks on narrow Main Streets when new development is 2x the height of adjacent buildings. This maintains abundant density but helps new development fit with local context better. PDX Main Streets has done much of the work identified for Low Rise Vintage Areas as a need, but to date the city has not recognized and valued community based planning, only top-down approaches. How is this fostering diverse perspectives, inclusivity, and engagement? As recommended in the DOZA Findings report there needs to be greater avenues to integrate community-led knowledge and planning. Finally, we can't manage if we don't measure. We need to consider a broader set of criteria to guide growth and shape our city. PDX Main streets Is developing a Sustainability Scorecard Initiative that can help us look at the many public goods we are balancing. We invite a process to discuss and develop this in collaboration with the city and can help to gather funding to support it. ?? We believe we can reach our same density targets with better results with creativity and innovation if the city uses more flexible planning tools to guide growth. PDX Main Streets has many innovative programmatic approaches to share for incentivizing fast track processes and more deep green and affordable design. We have requested an opportunity to give you a real presentation on our six years of robust and creative public engagement to research

and develop Main Street design tools that can work for any neighborhood. Two minutes of testimony is insufficient to brief you on this incredible grassroots led project which has yielded a product of similar professional depth and quality to the Chinatown Guidelines, yet without the price tag of \$175k. Doesn't this warrant some discussion - especially given lack of mention in the staff report of 33 public comments given in May that were excluded (25% of total not counted) in the list of staff's summary comments? Please honor this donated professional work to find proactive and positive methods to empower communities with a greater voice, increase design literacy, foster sustainable community planning, affordable design, and creative tools to respond to growth and change. We respectfully request an opportunity to give a real presentation as invited testimony to the Design and Planning Commission on our research and results that have been formally adopted by seven neighborhoods and business associations for seven Main streets in Portland. Respectfully, Heather Flint Chatto, Urban Planner, LEED AP, Director, Portland Main Streets Design Initiative (PDX Main Streets) DJC Woman of Vision Winner 2019 Learn more: www.pdxmainstreets.org
Follow us: ilovepdxmainstreets Contact Us: [ilovepdxmainstreets@gmail.com ??](mailto:ilovepdxmainstreets@gmail.com)

Testimony is presented without formatting.





“A city is not an accident but a result of a coherent vision and aims” – Leon Krier **DO WE HAVE A COHERENT VISION FOR THE CITY?**

Main Street areas are vital to our economic health and vitality. Support work to address these unprotected historic areas to ensure new density has greater sensitivity to local context and desired character. This is about preserving our FUTURE.



The Context Challenge: Transitions in Scale & Compatibility vs. Larger Zoning Envelope Potential
Source: Mixed Use Zoning Committee Presentation <https://www.portlandoregon.gov/bps/article/454336>

"MAIN ST" DESIGN STANDARDS + GUIDELINES ARE NEEDED NOW FOR AREAS OF SPECIAL CHARACTER

Vintage Buildings Study
City identified 13 "Areas of Special Character" at risk.
We have tools we can use NOW.



Linda Nettekoven

#62489 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear Members of the PSC: I wish to submit the following comments on the proposed DOZA package for your consideration: I support the value statements contained in the DOZA proposal introduction. The list leads with a value that says “The design of place matters...” and then goes on to say “The design of new development should expand and amplify the character and identity of a place and its community, rather than diminish it.” I appreciate the dedicated and innovative work of staff on this project but am still concerned that the Standards which will govern an estimated 80% of projects will not be enough to help us accomplish this as we grow. Even though our City has defined pattern areas and has acknowledged that one size does not fit all, we find many parts of our community without any means for defining character themselves or any recognition by BDS or developers of character they may have defined previously in decades old neighborhood plans, more recently adopted main street guidelines or other tools. Our City has produced much eloquent aspirational language, but we often lack the tools to implement it and the resources to evaluate how well the goals have been achieved. Specific Comments: Thresholds: The stated goal here is “to align the level of review with the level of impact a project will have on the community.” To set the threshold above 65’ would mean no opportunity for Design Commission Review in the Inner Eastside despite the level of impact a building this size would have on its neighbors along many of these corridors. Ideally the height should be set at 40 feet so most new buildings would get some review, but setting it at 45’ would capture anything above the allowable height. Or one could consider requiring setbacks above 45 feet if the threshold is to be kept at 65.’ Health Impacts: Streets like Belmont, Division, Stark, etc., are narrow. We have yet to determine what kind of impact the creation of narrow “canyons” (a term often used to describe Division) has on the trapping of heat (heat island effect) and air pollutants. Also, it may be difficult for trees to thrive on narrow streets populated with much taller buildings. Review Procedures: The use of lower levels of review in the Central City for smaller infill projects, limited facade changes, etc. as well as a plan check option for Lents are welcome changes. Context Design Standards C1- Corner Features on a Building — Not sure what to advocate for, but reviewers need to be cognizant of sidewalk widths on older streets. Some corners are expected to handle double loads of pedestrian traffic — people moving in 4 instead of 2 directions. These are also spots where people sometimes meet and greet. New buildings provide an opportunity to remedy pinch points so building up to the sidewalk may not always be the best approach. Perhaps some chauffeured corners? C7 & C8 - Preservation of Existing Facades — Very glad to see these items and the points attached. Is there a way to give an extra

reward (another point) to someone who retains a facade and also restores a significant feature — e.g., uncovers a bank of clerestory windows — or is this assumed as part of preserving a facade. C9 — Building or Site History Plaque — I'd like to see plaques added in all kinds of places to help us remember where we've come from, the good, the bad and the ugly. However, I have mixed feelings re:plaques in some cases, e.g., the Design Commission's response to the project at SE 11th & Harrison in my neighborhood — tearing down a building but having the developer put up a plaque to tell us who lived there in response to neighbor concerns. What those people were really protesting was the building of a new building out of character with the rest of a block of sound, affordable houses that signaled gentrification. The new building was not a modest multi-family or mixed use building, but a new, high end building, originally to be called Ladd Flats because of its proximity to Ladd's Addition. The goal was change not denser infill and sometimes plaques feel like an affront. C10 — Buildings Adjacent to Historic Structures — This is a useful tool! Could it be expanded to apply to other buildings on the HRI or to Historic Structures within the block. PR4 — Affordable Ground Floor Commercial An important addition! Final Thought — I still do not understand how the Division Plan District (currently containing only remnants) as well as other such districts, can be populated with useful regulations or guiding principles. I would like to comment on this, but still do not understand it well enough to do so. Thank you for all you are doing for our city.

Testimony is presented without formatting.

Tamara DeRidder

#62488 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear PSC members - I must state that the DOZA proposal is confusing, even from the perspective as a Land Use Planner. The introduction to this document states: "Design overlay zone basics -The Design overlay zone is applied to current and emerging centers, usually 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." Did the property owners of in the "d" Overlay AND those in the Emerging Centers receive a public notice that this overlay was being applied to their property? The location of these properties are discrete and by Oregon Land Use Law should receive notification. As the Chairwoman for Rose City Park Neighborhood Association I am concerned about the inference made by this comment in the Staff Report as it infers the Design Overlay, being discussed now, will be applied to the Sandy Civic Corridor, the 60th St. Station Area, and the Roseway Neighborhood Center. All without any of the City Staff notifying our neighborhood or Central NE Neighbors Coalition. Much less the property owners if the zone of these properties meet the criteria for Design Overlay. I formally request that RCPNA receive a response on how and where the Design Overlay is to be applied to properties affected within their neighborhood district. Respectfully, Tamara DeRidder, AICP

Testimony is presented without formatting.

David Keltner

#62487 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Thank you for the opportunity to submit testimony. We are writing with regard to standards and guidelines being developed around creating housing with ground level units and how to create a successful pedestrian environment. Specifically we are concerned with development of guidelines and standards around porches which we believe are key tools in solving this critical design problem for our city. As our housing crisis deepens the frequency of ground floor residential development will increase. Porches are a key component in the layering of spaces between private and public which help ground floor residential succeed. It is our understanding that design commission has concluded that residential porches at ground level should never be more than 3 feet above the sidewalk and that this interpretation is being written into design standards and guidelines. Cases presented by design commission to support this height limitation only include precedents where there is space to set the building back from the street 10' to 15'. While these setbacks are successful, they dramatically reduce the potential for density. We need to understand how best to create ground floor residential without sacrificing density goals. We are deeply concerned with limiting porch height to 3 feet above the sidewalk for the following reasons:

- A fixed range of 1.5' to 3' does not recognize the real challenges for residential buildings on sloped sites where floor levels need to be consistent for accessibility and affordability.
- Porches limited to 3 feet in height require deeper setbacks to achieve a good separation for tenants. These setbacks work against other guidelines and standards which seek to establish a sense of urban enclosure and work against the city's density goals. In most dense urban zoning these setbacks aren't even allowed.
- When porches are too close to the street and do not provide an adequate sense of prospect and refuge, tenants will not occupy them. This results in fewer eyes on the street making the urban environment less safe.
- Lower porches can pose security issues by inviting access and limit what people do there to activities that don't require leaving anything of value on them. We believe the following concepts should be considered in drafting guidelines and standards around Porches:
- Porches should be designed to provide a sense of prospect and refuge for tenants to insure they are inhabited. This protects the dignity of the residents and puts eyes on the street
- Layers of landscaping are critical to achieve a successful sense of refuge. A minimum of 3 feet of depth would provide enough landscape area to achieve this separation.
- The closer the edge of the porch is to the sidewalk horizontally, the higher it needs to be vertically to achieve an adequate sense of refuge. If only a 3 foot planting zone is provided then a minimum of 2.5 feet of vertical separation should be required with the optimal dimension being 5 feet or more. There are many successful precedents for this including the current

precedent image for porches in the draft of the city wide design guidelines. • The front wall of porches should be addressed as any other building wall would be addressed by including its area in the minimum window to wall area ratio and should be part of the residential calculation. • Current standards for 50% paving in the 18" sidewalk zone of the ROW work against providing landscaping to help transitions at residences. • Current standards for window to wall area ratio require the front wall below the level of residential porches to be 40% glazing if the project includes below grade parking. This penalizes projects for providing parking when neighborhoods may be asking for it. Thank you again for this opportunity. Please let us know of any other opportunities for us to participate in development of these standards and guidelines. Best, David Keltner Principal Hacker

Testimony is presented without formatting.

Peggy Moretti

#62486 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please see letter of testimony attached.

Testimony is presented without formatting.

Testimony on DOZA amendments

Restore Oregon supports the overarching goals of DOZA, and particularly appreciates the view that everyone deserves a well-designed city, and the desire to complement and enhance the context of the varied neighborhoods that make Portland so unique and authentic. As we grow and evolve, it's important that we retain our sense of Place that many of our older buildings provide, particularly along our many Main Street corridors, in which we find so many small businesses and more-affordable housing.

We have the following comments and recommendations:

1. We strongly support the provision in both standards and guidelines that the design of new buildings must relate to adjacent historic buildings or districts. This is essential.
2. We encourage the immediate refinement of standards and guidelines for each unique Main Street area, as called for in the Future Work section. This will better fulfill the DOZA goal of designing with context in the forefront.
3. Where allowed under state law, we urge you to **lower the threshold for design review** to 4 stories and above. This will facilitate more inclusivity, affording an opportunity for everyone in the community to provide input on development that will impact their neighborhood.

Thank you.

A handwritten signature in blue ink that reads "Peggy Moretti". The signature is fluid and cursive, with "Peggy" on top and "Moretti" below it.

Peggy Moretti
Executive Director

Hillary Adam

#62485 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am submitting this letter on behalf of the Portland Historic Landmarks Commission.

Testimony is presented without formatting.



November 15, 2019

To: Planning and Sustainability Commission, Chair Schultz; and Design Commission, Chair Livingston
Re: Design Overlay Zone Amendments “Proposed Draft”

The Portland Historic Landmarks Commission (PHLC) was briefed by Bureau of Planning & Sustainability staff on the Proposed Draft of the Design Overlay Zone Amendments (DOZA) on September 23rd, 2019. We especially appreciated Lora Lillard and Phil Nameny, BPS, taking the time to provide a thoughtful and detailed response to a lengthy letter written by the PHLC back in May 2019. The PHLC subsequently provided some oral comments to a joint meeting of the Design Commission and the Planning and Sustainability Commission (PSC) on October 22nd.

Overall, the **PHLC sees the DOZA project as an improvement to the Design Review process**. From April 2017 when the consultant hired by the City produced a series of recommendations, this project has evolved into a much larger project. The administrative improvements in DOZA have, in many cases, already been adopted into the way the Design commission (and the Historic Landmarks commission) function. We can see a stronger sense of time management, of public information about cases, and of an increased nexus to approvability criteria.

While we do have a few specific suggestions and concerns with aspects of the DOZA package, the PHLC also finds many proposed code alterations as well as the freestanding Design Guidelines positive and commendable.

1. The Landmarks Commission is impressed with how the **DOZA team made use of the “3 tenets” of design** distilled down into *context, public realm, and quality and resilience*. These three tenets have already influenced an excellent design review purpose statement, and created the backbone of the new Guidelines and the new Standards. The tenets serve well as an organizational principle reflected in the Comp Plan.
2. Reflecting the **broad support Design Advice Reviews have** by owners or applicants, the PHLC is glad these are still part of our public process. DARs do allow for design feedback at the right time in the applicants’ design process. We appreciate the focus on ensuring that DARs do not review fine-scale or detailed design aspects.
3. **Exemptions in the code to design review** have been simplified and reduced in number. The proposed exemptions make sense and are easier to understand.
4. Introducing a **Type I review for Design Review**, allowing for an affordable review for minimally-impactful projects, will help to incentivize property owners to go the “legal” route rather than do unpermitted work.
5. The **introduction of sustainability principles** into the Guidelines (especially Guideline 10) is commendable. In our estimation, this is a great start. The Standards also provide points for **Tree Preservation**, which is not only a factor in livability and place-making, but inherently sustainable design as well. Allowing a point for environmental assessment of building materials is also a good step forward, as are the points for optional **solar, ecoroof, or reflective roof surface**.

6. The Landmarks Commission does appreciate the new **flexibility in the Gateway area and keeping design review in the Terwilliger neighborhood**. Both approaches are context-driven and based on what is really happening in these areas.

Following are some general as well as some specific concerns or suggestions for the DOZA project. We lead with some specific items and finish with wider topics.

1. Discussion of design review as a “barrier” for **affordable housing projects** (see Vol1, p. 11) seems to undercut the **real benefits that design review creates** in looking closely at a project’s context, public realm interface, and its quality and resilience. The PHLC strongly suggests that these projects might have better outcomes, **not from less public process, but by less fee** for a similar land use review.
2. The PHLC does have **concerns over the thresholds for projects without any design review**. The proposed threshold of allowing **any new mixed-use or commercial structure of 40,000 sf** to avoid design review is a very large and potentially impactful structure from which to take away the public’s voice. We suggest a smaller threshold for a complete exemption from review. Also, eliminating design review for **any project with up to 4 units of residential uses** (up to 35 feet in height) seems like a step backwards from the direction the code is starting to move with form-based or size triggers, rather than unit counts. PHLC believes that the number of units within a structure is unimportant- the significant trigger should be the overall envelope of the proposed structure relative to its context. So, we suggest that **any number of units should be allowed** without design review within a large existing structure or a new one that has a front façade demonstrably not more than 15% percent larger than the average of the nearest 6 structures facing the same street. This trigger would need some further exploration, and the measurement of a front façade would need definition to avoid a larger volume immediately behind the façade.
3. Guideline 4 says, under Design Approaches, “Retaining and reinforcing existing older buildings and historic resources.” However, it uses **an illustration which in practical effect would keep nothing of an older building but its facades**. Four new stories over an existing two-story building seems extreme for the idea of an “addition.” This is also a very difficult design problem to solve well. Consider another illustration that would, in effect, keep most of the older building.
4. Guideline 9 provides “articulation” as a design approach. Generally, **alignments of openings or features and/or using a repeating module across the facades** are successful organizing principles to many buildings. The PHLC suggests including these under the heading of “articulation.”
5. Overall, the **Standards would be well served by re-calibrating** some of the points allowed and by better meshing the Standards with the “3 tenets” of design. While *Public Realm* seems to be covered reasonably well by the Standards, **neither Context nor Quality & Resilience is yet fully adequate**. Guideline 10, with its focus on resource conservation, is a good place to start with concepts for the Standards to achieve. **Use consistent language** to clarify when certain standards may be used (i.e. “special conditions” should be called out clearly so this is the first thing you would see, and you can more easily skip over those that don’t apply to your project).
6. Standard C2 offers 3 points for dividing up or putting projecting balconies onto a wall plane. This seems far too high for meeting a standard which **does not necessarily create a better design. Possibly this is worth a point.**
7. Standard C3 offers up to 4 points for preserving existing trees greater than 20 inches. The PHLC strongly encourages street trees to be counted as part of this measure. Street trees offer more towards the public realm and the local context than do trees fully on private property. At a minimum, we propose that **large trees in the first 20' of a property should be given more points** than saving those at the back.
8. Standard C7 provides 3 full points for preserving **half of one façade of a building. This is misaligned**. A graduated benefit should be allowed, depending on the type of preservation work and type of building. We suggest:

- a. If an existing building on a site is at least 50 years old, is at least 1,000 sf in net area, and has a street-facing façade no more than 10 feet back from the street-facing property line, the following points may be earned for an alteration or addition onto the existing building.
 - b. Two points for preserving at least 75% of the existing street-facing façade, if the resulting façade meets the active use standard (33.510.225).
 - c. Three points for preserving at least 75% of the overall building's structure plus at least 75% of the existing street-facing façade, if the resulting façade meets the active use standard.
 - d. Five points for preserving at least 75% of the overall building's structure plus at least 90% of the existing street-facing façade, if the building is on the Portland HRI and the work to the façade restores significant features.
9. Standard C8 allows a point for **vertical window alignments, which seems appropriate** and we appreciate this addition. However, allowing a point also for **vertical “column or pilasters” may encourage poor design outcomes**. Columns and pilasters generally should get thicker as they got taller in order to look proportional. Requiring columns to continue up, thereby changing their proportion, is not inherently good design. Also, columns or pilasters generally support something, they are not just vertical ribs stuck on the outside of a building. Please eliminate this part of the standard.
10. Standard C9 should be eliminated. **Plaques are nice but not contributing to good design.**
11. Standard C10 is an excellent addition to the Standards and we applaud the BPS & PSC. We do believe that **historic apartment buildings should not be exempted**. Though applicants may have less choice about which options to use if next to a historic apartment building, these buildings deserve just as much design deference as any other building type. Also, on the last bullet, please insert “at least” before “10 feet.” While the PHLC strongly appreciates the intent of this standard, it is also difficult to generalize how a building might best respond to its historic neighbor.
12. Standard QR1, clarify “set back.” This is a confusing regulation. Also, why would 10 feet of separation be important? **Far less separation would be effective.** Many old neighborhoods have houses as close as 3 or 4 feet. If the intent is that when the actual entries face each other, at least 10' must be provided, then say that.
13. Standard QR9 seems like it is trying to get at depth- the first bullet point should be focused on trim that **projects a minimum dimension** (1.25 inches?) from the surrounding wall plane, rather than specifying the width.
14. The PHLC is extremely concerned that the idea of “context” woven into the organizing principles of design review is getting too little attention in terms of policy or definition. The Guideline 2 reliance on “how character and local identity are defined” leaves all the work of reaching out to communities, observational analysis, and creating aspirational vision statements for various neighborhoods to an ad hoc group of players who will change with every project. Sources are very much open to interpretation and allow for unsanctioned “studies” which will put project planners into an untenable position. The PHLC believes that **the BDS and BPS must work together over time to craft brief, but effective, context statements** which allow for change but also define what is most important about an existing locality. These must be codified as an **appendix to the Guidelines over time, but what is most important currently is that a framework be created to adopt these context statements. This work, outlined in Section 5 of Volume I, is absolutely critical to Design Review.**
- a. Special design districts now with their own guidelines (Marquam, Macadam, Gateway) could be folded into the new format, employing new character statements with, if necessary, a supplemental guideline or two rather than updating each of these full design guidelines documents.
15. Finally, the PHLC continues to push for **far stronger regulation for sustainability principles overall, especially for adaptive reuse of existing buildings.** As a City, we have a very limited window to make real change in one of the most impactful industries to climate change: the construction industry. Preserving an older building - or most of it -

should be given points in the Standards. Retaining only half of a façade (while this may somewhat help a project “fit in,”) is a far cry from preserving and retrofitting a building! How can we push developers and owners to retrofit more, demolish less? How can we reward construction methods and materials such as using more wood and recycled materials rather than heavy-carbon-footprint concrete? We strongly need more in the code: more incentives and more requirements. Now is the time to create relevant and impactful code changes (including the building code) which should be driven more by sustainability concerns. If we can’t do this, who will?

Sincerely,



Kristen Minor
Chair



Maya Foty
Vice Chair



Matthew Roman
Commissioner



Annie Mahoney
Commissioner



Ernestina Fuenmayor
Commissioner



Andrew Smith
Commissioner

cc

Lora Lillard, BDS
Phil Nameny, BDS

Stacy Monroe, BDS
Hillary Adam, BDS



November 15, 2019

To: Planning and Sustainability Commission, Chair Schultz; and Design Commission, Chair Livingston
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Following are some general as well as some specific concerns or suggestions for the DOZA project. We lead with some specific items and finish with wider topics.

1. Discussion of design review as a “barrier” for **affordable housing projects** (see Vol1, p. 11) seems to undercut the **real benefits that design review creates** in looking closely at a project’s context, public realm interface, and its quality and resilience. The PHLC strongly suggests that these projects might have better outcomes, **not from less public process, but by less fee** for a similar land use review.
2. The PHLC does have **concerns over the thresholds for projects without any design review**. The proposed threshold of allowing **any new mixed-use or commercial structure of 40,000 sf** to avoid design review is a very large and potentially impactful structure from which to take away the public’s voice. We suggest a smaller threshold for a complete exemption from review. Also, eliminating design review for **any project with up to 4 units of residential uses** (up to 35 feet in height) seems like a step backwards from the direction the code is starting to move with form-based or size triggers, rather than unit counts. PHLC believes that the number of units within a structure is unimportant- the significant trigger should be the overall envelope of the proposed structure relative to its context. So, we suggest that **any number of units should be allowed** without design review within a large existing structure or a new one that has a front façade demonstrably not more than 15% percent larger than the average of the nearest 6 structures facing the same street. This trigger would need some further exploration, and the measurement of a front façade would need definition to avoid a larger volume immediately behind the façade.
3. Guideline 4 says, under Design Approaches, “Retaining and reinforcing existing older buildings and historic resources.” However, it uses **an illustration which in practical effect would keep nothing of an older building but its facades**. Four new stories over an existing two-story building seems extreme for the idea of an “addition.” This is also a very difficult design problem to solve well. Consider another illustration that would, in effect, keep most of the older building.
4. Guideline 9 provides “articulation” as a design approach. Generally, **alignments of openings or features and/or using a repeating module across the facades** are successful organizing principles to many buildings. The PHLC suggests including these under the heading of “articulation.”
5. Overall, the **Standards would be well served by re-calibrating** some of the points allowed and by better meshing the Standards with the “3 tenets” of design. While *Public Realm* seems to be covered reasonably well by the Standards, **neither Context nor Quality & Resilience is yet fully adequate**. Guideline 10, with its focus on resource conservation, is a good place to start with concepts for the Standards to achieve. **Use consistent language** to clarify when certain standards may be used (i.e. “special conditions” should be called out clearly so this is the first thing you would see, and you can more easily skip over those that don’t apply to your project).
6. Standard C2 offers 3 points for dividing up or putting projecting balconies onto a wall plane. This seems far too high for meeting a standard which **does not necessarily create a better design. Possibly this is worth a point.**
7. Standard C3 offers up to 4 points for preserving existing trees greater than 20 inches. The PHLC strongly encourages street trees to be counted as part of this measure. Street trees offer more towards the public realm and the local context than do trees fully on private property. At a minimum, we propose that **large trees in the first 20' of a property should be given more points** than saving those at the back.
8. Standard C7 provides 3 full points for preserving **half of one façade of a building. This is misaligned**. A graduated benefit should be allowed, depending on the type of preservation work and type of building. We suggest:

- a. If an existing building on a site is at least 50 years old, is at least 1,000 sf in net area, and has a street-facing façade no more than 10 feet back from the street-facing property line, the following points may be earned for an alteration or addition onto the existing building.
 - b. Two points for preserving at least 75% of the existing street-facing façade, if the resulting façade meets the active use standard (33.510.225).
 - c. Three points for preserving at least 75% of the overall building's structure plus at least 75% of the existing street-facing façade, if the resulting façade meets the active use standard.
 - d. Five points for preserving at least 75% of the overall building's structure plus at least 90% of the existing street-facing façade, if the building is on the Portland HRI and the work to the façade restores significant features.
9. Standard C8 allows a point for **vertical window alignments, which seems appropriate** and we appreciate this addition. However, allowing a point also for **vertical “column or pilasters” may encourage poor design outcomes**. Columns and pilasters generally should get thicker as they got taller in order to look proportional. Requiring columns to continue up, thereby changing their proportion, is not inherently good design. Also, columns or pilasters generally support something, they are not just vertical ribs stuck on the outside of a building. Please eliminate this part of the standard.
10. Standard C9 should be eliminated. **Plaques are nice but not contributing to good design.**
11. Standard C10 is an excellent addition to the Standards and we applaud the BPS & PSC. We do believe that **historic apartment buildings should not be exempted**. Though applicants may have less choice about which options to use if next to a historic apartment building, these buildings deserve just as much design deference as any other building type. Also, on the last bullet, please insert “at least” before “10 feet.” While the PHLC strongly appreciates the intent of this standard, it is also difficult to generalize how a building might best respond to its historic neighbor.
12. Standard QR1, clarify “set back.” This is a confusing regulation. Also, why would 10 feet of separation be important? **Far less separation would be effective.** Many old neighborhoods have houses as close as 3 or 4 feet. If the intent is that when the actual entries face each other, at least 10' must be provided, then say that.
13. Standard QR9 seems like it is trying to get at depth- the first bullet point should be focused on trim that **projects a minimum dimension** (1.25 inches?) from the surrounding wall plane, rather than specifying the width.
14. The PHLC is extremely concerned that the idea of “context” woven into the organizing principles of design review is getting too little attention in terms of policy or definition. The Guideline 2 reliance on “how character and local identity are defined” leaves all the work of reaching out to communities, observational analysis, and creating aspirational vision statements for various neighborhoods to an ad hoc group of players who will change with every project. Sources are very much open to interpretation and allow for unsanctioned “studies” which will put project planners into an untenable position. The PHLC believes that **the BDS and BPS must work together over time to craft brief, but effective, context statements** which allow for change but also define what is most important about an existing locality. These must be codified as an **appendix to the Guidelines over time, but what is most important currently is that a framework be created to adopt these context statements. This work, outlined in Section 5 of Volume I, is absolutely critical to Design Review.**
- a. Special design districts now with their own guidelines (Marquam, Macadam, Gateway) could be folded into the new format, employing new character statements with, if necessary, a supplemental guideline or two rather than updating each of these full design guidelines documents.
15. Finally, the PHLC continues to push for **far stronger regulation for sustainability principles overall, especially for adaptive reuse of existing buildings.** As a City, we have a very limited window to make real change in one of the most impactful industries to climate change: the construction industry. Preserving an older building - or most of it -

should be given points in the Standards. Retaining only half of a façade (while this may somewhat help a project “fit in,”) is a far cry from preserving and retrofitting a building! How can we push developers and owners to retrofit more, demolish less? How can we reward construction methods and materials such as using more wood and recycled materials rather than heavy-carbon-footprint concrete? We strongly need more in the code: more incentives and more requirements. Now is the time to create relevant and impactful code changes (including the building code) which should be driven more by sustainability concerns. If we can’t do this, who will?

Sincerely,



Kristen Minor
Chair

cc

Lora Lillard, BPS
Phil Nameny, BPS

Stacy Monroe, BDS
Hillary Adam, BDS

Heather Flint Chatto

#62483 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please see attached resubmitted testimony from the Richmond Neighborhood Association Board. Please note, this letter was submitted via email before the Planning Commission Hearing on October 21st but similar to others that emailed letter, it was returned with a note to submit via the map app to the board. Please note, many others who also had emailed letters did not have their comments reach the Planning Commission by the public hearing despite early submittal if they did not also submit a second time via the map app. This is a concern. Please help reduce barriers to engagement and support both email communication as well as map app comments as other members of the public have indicated confusion with the map app. Thank you for the opportunity to comment on this important project. As land use chair, I encourage you to extend the timeline for comments so there can be greater participation on these key citywide design issues of concern.

Testimony is presented without formatting.

Richmond Neighborhood Association

c/o Southeast Uplift 3534 SE Main
Portland, OR 97214
Phone: 503/232-0010

<http://richmondpdx.org/>



October 21, 2019

Planning and Sustainability Commission (sent via email: psc@portlandoregon.gov)
1900 SW 4th St.
Portland, OR

RE: Richmond Neighborhood Association Comments on DOZA

Planning and Sustainability Commissioners/Design Commissioners:

On October 14, 2019 the Richmond Neighborhood Association Board voted unanimously to submit the following comments on the DOZA Design Overlay Zoning Amendments. We have been tracking this project with support from the PDX Main Streets Design Initiative and the Richmond Land Use and Transportation Committee since inception with great interest and regular advocacy.

Key Issues we would like to address include:

1. **Poor Public Input & Engagement Process** Insufficient outreach and education has been made for the E. Side of Portland and in general for this timeframe and complexity of this project. Additionally, we have concerns over the omission of 33 Richmond/Hawthorne public comments on the DOZA draft that were not counted nor reflected in the total summary of the comments (only 97 comments received, thus this is 25%) and we are further concerned this content was not conveyed to decisionmakers.
2. **Undesignated Historic Districts are at Risk** – The City needs a subset for Main Street Standards in the new Citywide Design Standards - DOZA should not go forward without this nor context maps.
3. **Support SMILE May 2019 Recommendations on DOZA** – Support the recommended design standards categories and point values generally, notably, the Main Street related patterns, stepbacks, storefronts and Streetcar-era Design Bundle”.
4. **Division Plan District** – Add a reference to the adopted Main St. Guidelines and a list of priority Main Street Standards.
5. **Add a Hawthorne Plan District** with a reference to the adopted Main Street Guidelines and a list of priority Main Street Standards.
6. **Citywide Design Guidelines** – good narrative but need more specificity (Seattle’s University District Guidelines are a recommended model)
7. **Stepbacks are a desired approach for Main Streets** as expressed in 150 public surveys and testimony
8. **E. Side Design Commission** - We support forming an additional Design Commission as recommended by the DOZA Consultants Walker Macy in 2016 and in the 2019 Housing Affordability Memo. (DOZA Process Recommendation 8)

9. **Design Assistance Review (DAR) Process** – When referring to character and context and “Community Guided Sources,” we encourage staff to create add list of recognized community sources (e.g. locally adopted design guidelines, community plans, etc.) and refer design applicants to this approved list with a protocol for alerting BDS and BPS staff to the guidelines for applicants as noted in HBBA’s letter of support for the main street guidelines.
10. **Context is not sufficiently addressed in the DOZA proposals.** Add a context elevation requirement for permit submittals, creating context maps that describe area patterns, and a design standard that evaluates points for contextual designs.
11. **Design Review Thresholds are too high at 65' for undesigned historic main streets –** level of impact is not adequately calibrated to the degree of dramatic scale, mass, and character change. We support Alberta Main Streets and HBBA’s recommendation of 40’ for these Vintage Areas
12. **Support city use of the Division Main Street Design Guidelines as the foundation for future work identified in the DOZA Staff Report on pages 52-53** for responding to the Low-Rise Commercial Storefront Analysis (Vintage Areas Study) areas that are at risk **as an approach that has had extensive research already completed that identifies common main street design patterns across the city, and has had broad public outreach and significant vetting by the public.**

MORE PUBLIC PROCESS IS NEEDED

The following quote is an excellent narrative in the City Staff report and a lovely aspirational goal. However, it is also a shining example of the poor public process that both this project and recent development and planning have exhibited by not including affected communities in shaping both process and policy as well as significant redevelopment. **We encourage you to do a simple visual preference survey to engage the public and the broader community in a more direct manner that lowers barriers to participation and more fairly engages the east side in a representative way.**

EQUITY: “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 underrepresented were 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.”
(DOZA September 2019 Staff Report)

TRACK DEVELOPMENT IMPACTS

Over the past several years, our neighborhood has experienced significant growth and change, including the major redevelopment of Division Street. While the added density has brought increased visitors, street vitality and needed housing, there is a host of unintended consequences including increased gentrification, displacement, loss of affordable housing and significant district character change. These impacts need to be tracked and evaluated so that we can better assess gains, and losses to our long term sustainability goals. **We encourage you to work with the PDX Main Streets to further develop a Sustainability Scorecard that can better track**

impacts and help evaluate policies and projects to measure progress toward our shared community goals.

USE THE MAIN STREET DESIGN GUIDELINES FOR FUTURE MAIN STREET PLANNING WORK

Character and context are key aspects of current development in direct conflict with stated goals of the Richmond Neighborhood Plan, the city adopted Division Green Street Main Streets Plan from 2006 and the Division Design Guidelines adopted in 2018 by the Richmond Neighborhood Association. Thus, we support using our design guidelines for context sensitive guidance in Vintage Areas because:

- In the vacuum of context/area-specific design guidelines, these guidelines fill the void for not just Division but speak to many similar historic main streets with a common “pattern language”.
- This unprecedented community-led effort has helped community members navigate growth and change with proactive approaches including design tools, education (planning and design terms , images and illustrations), and clarifies community design priorities which is of benefit for the DOZA work
- The guidelines create a shared language for improved collaboration between neighborhoods, business districts, community members, developers and architects/designers

We support the narrative and the concerns below found in the Staff report on pages 52-53 related to Future Work Identified for Areas in the Low Rise Commercial Storefront Analysis:

... "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."

We strongly encourage this district main street work be done now and that you value the leadership work we have done to create the Main Street Guidelines that have now been adopted for by neighborhood and business associations for seven main streets in Portland.

Sincerely,



Debra Hochhalter,
Chair
Richmond Neighborhood Association

cc: RNA Board

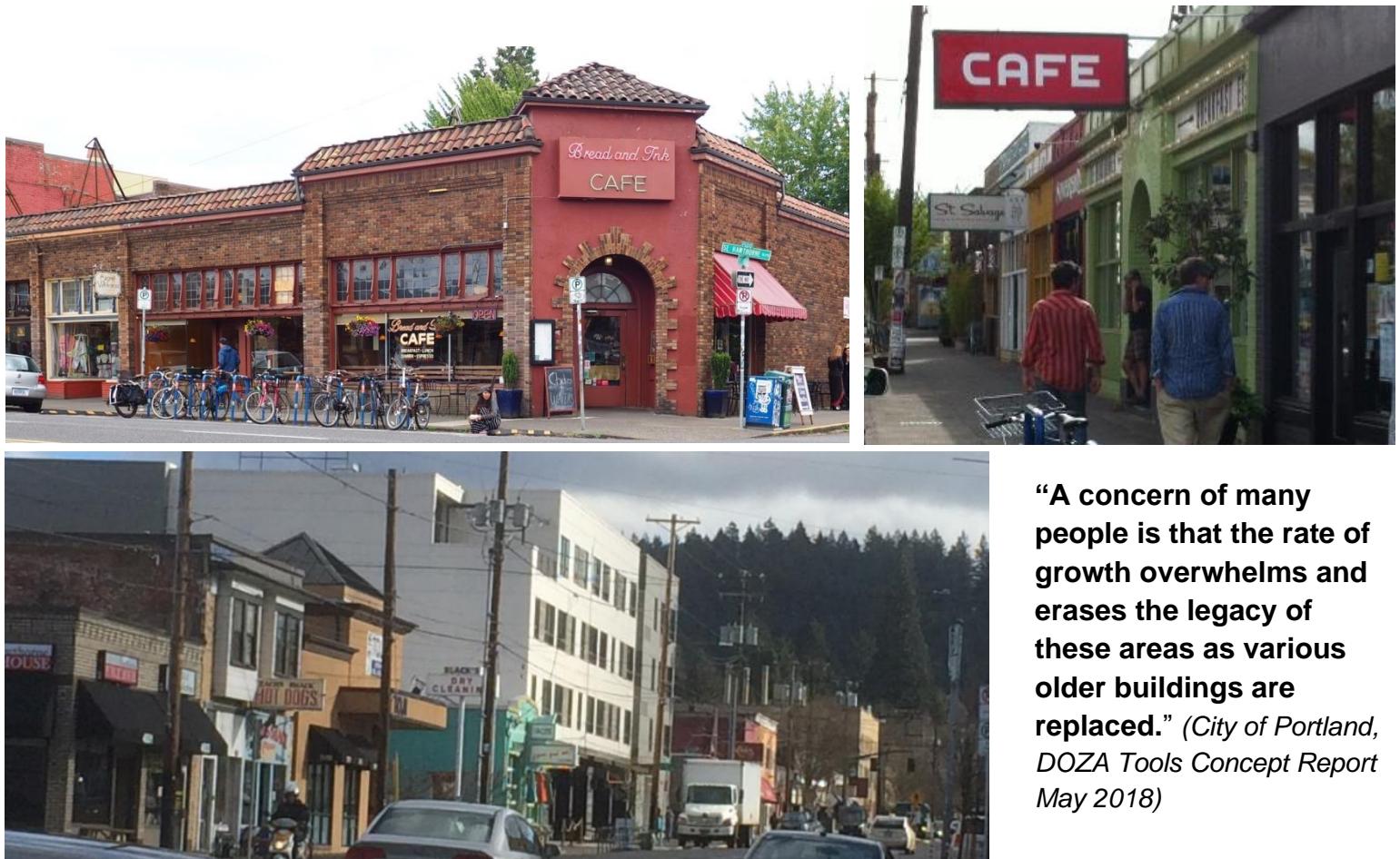
Attachment:

Photos illustrating dramatic change in character and context within Richmond.



The Context Challenge: Transitions in Scale & Compatibility vs. Larger Zoning Envelope Potential

Source: Mixed Use Zoning Committee Presentation <https://www.portlandoregon.gov/bps/article/494316>



"A concern of many people is that the rate of growth overwhelms and erases the legacy of these areas as various older buildings are replaced." (City of Portland, DOZA Tools Concept Report May 2018)

Above: The distinctive main street storefronts of Hawthorne and Division with varied styles yet common main street patterns not well represented in newer development. Middle: "The Big White Whale" on Hawthorne blocks the public view of Mt Tabor, creates visual blight with large blank walls and overwhelms the smaller main street buildings, including the very vibrant and active Por Que No restaurant adjacent. Below: three new buildings (among eight) built all at the same time on Division with significant scale and character contrasts to stated community plan goals in the adopted Division Green Street/Main Street Plan.



Thatch Moyle

#62481 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

November 15, 2019 Planning and Sustainability Commission 1900 SW 4th Street Portland, OR 97201 RE: Woodstock Land Use Committee Comments on DOZA Planning and Sustainability Commissioners/Design Commissioners: On behalf of the Woodstock Neighborhood Association Land Use Committee, we are submitting the following comments on the DOZA Design Overlay Zoning Amendments dated September 2019, as well as those amendments related to the previous draft posted February 2019. While we appreciate the effort and work product delivered by City of Portland DOZA Staffers, we would like to offer the following input for final product and process: Key Issues we would like to address include: Poor Public Engagement Process As the Land Use Chair of the WNA, I first attended a DOZA Draft presentation at SE Uplift on March 18, 2019. Kathryn Hartinger led the presentation and discussion of the draft findings, which included a 'd' design overlay designation for the Woodstock Corridor/Center. Following the presentation, I provided updates to our WNA and LUC at the March 20th WNA LUC meeting and the General WNA meeting on April 1, 2019. Both the WNA and LUC were in strong support of design standards and design guidelines along the Woodstock Corridor, primarily as a tool to guide pending projects and future development in our community. I noted that the DOZA was projected for adoption in August 2020, so current and near-future projects would not be subject to design standards or guidelines. Following the SE Uplift presentation in March, I nor the WNA heard anything relating to DOZA project updates or proposed changes to the proposed 'd' design overlay until early October 2019, when Heather Flint Chatto mentioned the upcoming October 22, 2019 PSC DOZA discussion and testimony. It was then that I reviewed the September 2019 DOZA draft and discovered that the 'd' overlay was removed from the Woodstock Center/Corridor. While we could have been more judicious tracking the DOZA updates, the fact that there was no notification sent to neighborhood associations regarding the updated DOZA (especially those NAs impacted by the proposed changes) is troubling and does not align with the goals of outreach and public involvement. DOZA is needed as a tool to inform and guide development along the Woodstock Corridor Within the last 18 months, 57 multi-family units have been built, with an additional 196 units nearing building permit submittal (The Joinery project), and approximately 200 more units nearing land use review. While the CM2 zoning does provide design standards as they relate to the building, site, and adjacent properties, DOZA as a tool to guide and inform development is badly needed. The 57 already built units have no real architectural value or context. The Joinery redevelopment project spurred more than 200 attendees at a WNA-sponsored developer's meeting, where we collected more than 100 comments

relating to building massing, the relation of the building to adjacent properties (particularly the transition to single-family residences to the east, south, and west), public amenities, and the general scale and context of the building within the Woodstock corridor. As stated on pages 45 and 46 of the DOZA Staff Report, “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.” This statement by Staff could not be further from the truth for the Woodstock neighborhood. As the Woodstock Corridor features more 1 and 2-story structures and vacant and/or underdeveloped parcels, development pressures are extremely high. While we understand these market pressures, the need for DOZA as a tool to guide development is critical and urgent to give a voice to the community. And as inferred by the quote above, our affected Woodstock community was never contacted for input on the DOZA process. It is true that forums were available for commenting and input, but we were never directly contacted during this whole process. As a result, our voice was not heard and is not reflected in the DOZA recommendations. We support SMILE May 2019 Recommendations on DOZA SMILE conducted a thorough review and audit of the design standards. We support the recommended design standards, categories and point values; notably, the Main Street related patterns, stepbacks, storefronts and “Streetcar-era Design Bundle”. Stepbacks are a desired approach for Main Streets A critical element of The Joinery redevelopment project that elicited great concern with the Woodstock community related to building stepbacks both at the front and at the back and side of the building as it transitioned into the neighborhood. Stepbacks are a critical design element that we would like to see emphasized. Design Review Thresholds are too high at 65’ The level of impact for the Woodstock corridor is not adequately calibrated to the degree of dramatic scale, mass, and character change. We support Alberta Main Streets recommendation of 40’ for these historic main streets. We fully support the formalization of “Character Areas” and the work plan identified in the DOZA Staff Report on pages 52-53 The Woodstock corridor would qualify as a “character area”. Therefore, we fully support the expedited implementation of the expanded design overlay zone and “context specific” standards for the corridor. Much of the legwork to identify the character area and its elements has already been done with the Woodstock Boulevard Community Vision charrette and report, and we endorse the work conducted by PDX Main Street Initiative and their design guidelines for Division Street, Hawthorne, and Sellwood-Moreland. Use the Main Street Design Guidelines for future main street planning work Character and context are key aspects of current development that are supported by the neighborhood’s goals and objectives of the Woodstock Charette and the adoption of the Main Street Guidelines at the October 2, 2019 Woodstock Neighborhood Association General Meeting. Thus, we support using the Main Street Design Guidelines for context sensitive guidance along the Woodstock corridor. • In the vacuum of context/area-specific design guidelines, these guidelines fill the void for Woodstock and speak to many similar historic main streets with a common “pattern language”. • The unprecedented community-led effort behind the Main Street Design Guidelines has

helped community members navigate growth and change with proactive approaches including design tools, education (planning and design terms , images and illustrations), and clarifies community design priorities which is of benefit for the DOZA work • The guidelines create a shared language for improved collaboration between neighborhoods, business districts, community members, developers and architects/designers We support the narrative and the concerns below found in the Staff report on pages 52-53 related to Future Work Identified for Areas in the Low Rise Commercial Storefront Analysis: ...”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. Based on these findings, we strongly encourage that the design guidelines and standards be re-applied to the Woodstock corridor as previously shown in the February 2019 DOZA draft. The Woodstock community strongly supports this endeavor, as we are facing heightened development pres sure with few tools to engage the development community. We want to work in partnership with the development community but need a voice and avenue to guide our vision for the corridor. Sincerely, Thatch Moyle Co-Chair, Land Use Committee Woodstock Neighborhood Association

Testimony is presented without formatting.

November 15, 2019

Planning and Sustainability Commission
1900 SW 4th Street
Portland, OR 97201

RE: Woodstock Land Use Committee Comments on DOZA

Planning and Sustainability Commissioners/Design Commissioners:

On behalf of the Woodstock Neighborhood Association Land Use Committee, we are submitting the following comments on the DOZA Design Overlay Zoning Amendments dated September 2019, as well as those amendments related to the previous draft posted February 2019. While we appreciate the effort and work product delivered by City of Portland DOZA Staffers, we would like to offer the following input for final product and process:

Key Issues we would like to address include:

Poor Public Engagement Process

As the Land Use Chair of the WNA, I first attended a DOZA Draft presentation at SE Uplift on March 18, 2019. Kathryn Hartinger led the presentation and discussion of the draft findings, which included a 'd' design overlay designation for the Woodstock Corridor/Center. Following the presentation, I provided updates to our WNA and LUC at the March 20th WNA LUC meeting and the General WNA meeting on April 1, 2019. Both the WNA and LUC were in strong support of design standards and design guidelines along the Woodstock Corridor, primarily as a tool to guide pending projects and future development in our community. I noted that the DOZA was projected for adoption in August 2020, so current and near-future projects would not be subject to design standards or guidelines.

Following the SE Uplift presentation in March, I nor the WNA heard anything relating to DOZA project updates or proposed changes to the proposed 'd' design overlay until early October 2019, when Heather Flint Chatto mentioned the upcoming October 22, 2019 PSC DOZA discussion and testimony. It was then that I reviewed the September 2019 DOZA draft and discovered that the 'd' overlay was removed from the Woodstock Center/Corridor. While we could have been more judicious tracking the DOZA updates, the fact that there was no notification sent to neighborhood associations regarding the updated DOZA (especially those NAs impacted by the proposed changes) is troubling and does not align with the goals of outreach and public involvement.

DOZA is needed as a tool to inform and guide development along the Woodstock Corridor

Within the last 18 months, 57 multi-family units have been built, with an additional 196 units nearing building permit submittal (The Joinery project), and approximately 200 more units nearing land use review. While the CM2 zoning does provide design standards as they relate to the building, site, and adjacent properties, DOZA as a tool to guide and inform development is badly needed. The 57 already built units have no real architectural value or context. The Joinery redevelopment project spurred more than 200 attendees at a WNA-sponsored developer's meeting, where we collected more than 100 comments relating to building massing, the relation of the building to adjacent properties (particularly the transition to single-family residences to the east, south, and west), public amenities, and the general scale and context of the building within the Woodstock corridor.

As stated on pages 45 and 46 of the DOZA Staff Report,

"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."

This statement by Staff could not be further from the truth for the Woodstock neighborhood. As the Woodstock Corridor features more 1 and 2-story structures and vacant and/or underdeveloped parcels, development

pressures are extremely high. While we understand these market pressures, the need for DOZA as a tool to guide development is critical and urgent to give a voice to the community.

And as inferred by the quote above, our affected Woodstock community was never contacted for input on the DOZA process. It is true that forums were available for commenting and input, but we were never directly contacted during this whole process. As a result, our voice was not heard and is not reflected in the DOZA recommendations.

We support SMILE May 2019 Recommendations on DOZA

SMILE conducted a thorough review and audit of the design standards. We support the recommended design standards, categories and point values; notably, the Main Street related patterns, stepbacks, storefronts and "Streetcar-era Design Bundle".

Stepbacks are a desired approach for Main Streets

A critical element of The Joinery redevelopment project that elicited great concern with the Woodstock community related to building stepbacks both at the front and at the back and side of the building as it transitioned into the neighborhood. Stepbacks are a critical design element that we would like to see emphasized.

Design Review Thresholds are too high at 65'

The level of impact for the Woodstock corridor is not adequately calibrated to the degree of dramatic scale, mass, and character change. We support Alberta Main Streets recommendation of 40' for these historic main streets.

We fully support the formalization of "Character Areas" and the work plan identified in the DOZA Staff Report on pages 52-53

The Woodstock corridor would qualify as a "character area". Therefore, we fully support the expedited implementation of the expanded design overlay zone and "context specific" standards for the corridor. Much of the legwork to identify the character area and its elements has already been done with the Woodstock Boulevard Community Vision charrette and report, and we endorse the work conducted by PDX Main Street Initiative and their design guidelines for Division Street, Hawthorne, and Sellwood-Moreland.

Use the Main Street Design Guidelines for future main street planning work

Character and context are key aspects of current development that are supported by the neighborhood's goals and objectives of the Woodstock Charette and the adoption of the Main Street Guidelines at the October 2, 2019 Woodstock Neighborhood Association General Meeting. Thus, we support using the Main Street Design Guidelines for context sensitive guidance along the Woodstock corridor.

- In the vacuum of context/area-specific design guidelines, these guidelines fill the void for Woodstock and speak to many similar historic main streets with a common "pattern language".
- The unprecedented community-led effort behind the Main Street Design Guidelines has helped community members navigate growth and change with proactive approaches including design tools, education (planning and design terms, images and illustrations), and clarifies community design priorities which is of benefit for the DOZA work
- The guidelines create a shared language for improved collaboration between neighborhoods, business districts, community members, developers and architects/designers

We support the narrative and the concerns below found in the Staff report on pages 52-53 related to Future Work Identified for Areas in the Low Rise Commercial Storefront Analysis:

... "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."

Based on these findings, we strongly encourage that the design guidelines and standards be re-applied to the Woodstock corridor as previously shown in the February 2019 DOZA draft. The Woodstock community strongly supports this endeavor, as we are facing heightened development pressure with few tools to engage the development community. We want to work in partnership with the development community but need a voice and avenue to guide our vision for the corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thatch Moyle".

Thatch Moyle
Co-Chair, Land Use Committee
Woodstock Neighborhood Association

staci monroe

#62480 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See the attached testimony from the Design Commission to the PSC

Testimony is presented without formatting.

Date: November 15, 2019
To: Portland Planning & Sustainability Commission
From: Portland Design Commission
Re: DOZA Proposed Draft

Thank you for the opportunity to share our thoughts on the proposed code and map amendments to Title 33 that may result from the DOZA proposals. We greatly appreciate the recent opportunities to join the PSC in the hearings room for a briefing on October 8th and public testimony on October 22nd.

The organization of our comments follows the “Summary of Proposals” outlined on page 4 of the Staff Report – Volume 1. Where appropriate, section citations and page numbers are provided, all are Volume 2 unless otherwise noted. Critically important items are emphasized with **bold** font.

PURPOSE

1. Purpose (33.825.010, Page 129) - This robust and much improved purpose statement was crafted immediately following the conclusion of the DOZA assessment and is an accurate representation of the goals of the design review process. Context, public realm, and quality & resilience—the three tenets of design—are the foundation of the design review process and are a tool used by staff and commission to focus conversation with applicants and the community. These three tenets also uphold several of our new Comprehensive Plan goals. Their importance would be further emphasized if “the three tenets of design” were called out as such. **For the reasons stated above, the revised purpose is strong, clear and accessible.**

MAP

2. Zoning Map Amendments (Page 157) - The removal of the “d” overlay from single-dwelling zones is sensible.
3. Low-rise Commercial Storefront Study (Vol 1 Page 45) - Five east Portland neighborhoods rich in small-scale commercial development are not in the “d” overlay, even though they are characteristically similar to many close-in east side neighborhoods that do have the “d” designation. The need for a commercial storefront study is identified but not tied to a timeline or current BPS work plan. **Design Commission recommends prioritizing this work. These neighborhoods are likely to experience the type of growth already seen along SE Division and the Vancouver/Williams corridor and a community planning effort may diffuse tensions between past, present and future.**

THRESHOLDS

4. Items Exempt From Design Review and Design Standards - 33.420.045 (Pages 17-21)
 - Blanket exemption for 200 SF (N.6) - 200 SF is generous and where it happens could be detrimental, like along the sidewalk. This would be acceptable if not at the public realm. We need

to protect the public realm as it is one of the tenets. **Consider the 200 SF exemption for non-street facing, non-plaza facing elevations.**

5. Design Standards - 33.420.050 (Page 31)

- 40,000 square feet threshold for commercial (Table 420-1) - **Allowing buildings up to 40,000 SF to use standards could have significant impacts on context and contrary to the goals of the “d” expansion.**
- Gateway thresholds (Section B.2) - Allowing Gateway to use standards is sensible.
- 55 feet in height (Section B.3) - 55' height limit for the standards track is right so long as the standards are improved to result in a comparable outcome as guidelines. **Maintaining this threshold ensures buildings taller than 55', which have a greater impact on growing communities, are reviewed with adequate community participation and discussion.**

6. Procedure Type for Design Review Proposals (Table 825-1, Page 133)

- Type III for alteration in Central City Plan District - **The threshold for alterations in Central City is too low.** City Council is not the correct appeal body for this type of building renovation work.
- Review options for Affordable Housing projects (Footnote 2) - **The option for a Type 2 Design Review without a Design Advice Request for affordable housing projects is inequitable and unacceptable. People who live in housing built or renovated with public dollars should live in buildings that are compatible *in all ways* with neighboring buildings. Anything less risks stigmatizing households of lesser economic means, encourages NIMBYism, and lessens opportunity for everyone to participate in a public process. Furthermore, City Council is the right appeal body for large scale projects.**

PROCESS

7. BDS Administrative Improvements (Appendix A) - **The many administrative improvements made since the DOZA assessment (detailed in the appendix) have been received well and are supported by Design Commission, staff, and applicants.**
8. Design Advice Requests (33.730.050.B, Page 125) - Limiting the focus of Design Advice Requests DARs and allowing applicants to choose how many they need is encouraged and supported. **Support for removing the limit of 1 DAR.**
9. Factors Reviewed During Design Review (33.825.035, Page 139) - **It is sensible to guarantee allowed FAR to a project because that is economically driven. It is also very sensible to not include setbacks and heights because they are the cornerstone to how one approaches designing a responsive building on a site. By not including height and setbacks, we aren't saying developers cannot build to those allowances, we are saying it is important to think about where those heights and setbacks occur on a site when relating to so many important factors like natural features, a public open space, private open space, the public realm, etc. Height and setbacks are, and should stay, malleable so that the allowed FAR can fit on the site in a thoughtful way – they are critical to the site design discussions that the ‘d’ overlay demands of us. We are supportive of the proposed FAR transfer area language.**

TOOLS - STANDARDS

10. General

- **Strong standards are the backbone of Portland’s “d” overlay. The objective review track should deliver a result that is comparable to that of the discretionary review track.**
- The work done to align the standards with the three tenets is good.
- The standards that address sustainability are supported.

- **The standards need to be recalibrated to ensure the right points for each and the right things are required rather than optional.**
- Format should be consistent. Each standard should lead with a qualifying (explanatory) statement, define the performance threshold, and identify optional buy-ups. This could greatly streamline the number of standards.

11. Context

- **Character statements are necessary and should be fast-tracked.**
- C1 (Corner Features on a Building) - Important design standard, but the bar is too low:
 - 25' long wall is short and 15'x'15 plaza is small. Consider minimum areas. The plaza option needs to have adjacent active building uses with glazing to be successful.
 - Most projects will likely do the corner height option since it is low cost and easy to attain. However, it contributes far less to the public realm than the other options.
 - Increase the glazing at the corner.
 - Remove sign option because this does not do much for context.
- C2 (Building Façade on Local Service Streets) - Good goal but should be required with options of different ways to break up of the façade. Also, needs a qualifying façade area to align with intent. Could have unintended consequences if applied to small facades.
- C4 (Grouping of Trees) - Are the dimensions noted appropriate? Reduce to 1 point.
- (C5) Native Landscaping - Require or delete. Too easy because most projects already do this.
- C6 (Trees in Setbacks along Civic Corridors) - Good ideas that would be better with a number of trees based on site frontage (1 per x' feet of frontage).
- **C7 through C10 - We agree with the Historic Landmarks Commission's comments on these standards related to preserving and adding onto buildings over 50 years old and building next to a landmark, as identified in items 8-11 in their memo to the PSC dated 11/15/19.**
- C12 (Public View of Natural Features) - Apply only to features that are readily visible as seeps are not readily visible.

12. Public Realm

- Where measurements are used, they should have the words “at least” inserted before the dimension.
- PR1 and PR2 (Ground Floor Height) – **The ground floor heights are not achieving parity with the guidelines. P2 should be required in certain places like the “m” overlay. Allow for residential ground floor height of at least 15’ for 1 additional point.**
- PR3 (Ground Floor Commercial Space) - **Should apply to sites outside the “m” overlay where no active use standards exist.**
- PR4 (Affordable Ground Floor Commercial Space) - Supportive of this good idea.
- PR5 (Oversized Street-Facing Openings) - Too many points for something easily changeable and that is already done anyway. 1 point is more appropriate.
- PR6 (Louvers and Vents) - Consider aligning with the 8' height exemption. For the ones within 2' above the sidewalk the quality of the material matters when adjacent to the sidewalk versus when adjacent to landscaping.

- PR9 (Residential Entrance) - **The most successful condition at a ground level residential entry is when 3 of the elements are incorporated, not just 2. Should add “no bedroom windows at ground floor” as an option. More points should be given in general.**
- PR10 (Separation of Dwelling Unit Entry from Vehicle Areas) - Pay particular attention to the outcomes to ensure there is a comfortable relationship between busy parking areas and residential units.
- PR13 (Pedestrian Access Plaza) – **A deep covered plaza will be a dark and uninviting. For the amount of points, it should be open to the sky.**
- PR14 (Weather Protection Minimum Requirements) - **Should not allow awnings over landscaping or other non-walkable surfaces. Consider distinguishing awning requirements for commercial versus residential at the ground floor.**
- PR15 (Weather Protection at Main Entrance) - **To align with the guidelines and public realm tenet, there should be an awning over every building entry.**
- PR16 (Weather Protection Along a Transit Street) - **To align with the guidelines and public realm tenet, the minimum coverage should be increased to 30%.**
- PR19 (Pervious Paving Materials) - Consider increasing the points to 3.
- PR21 (Parking Areas) - It's a basic economic decision and gaining a point or 2 will not drive a different outcome.
- PR23 (Alternative Shading of Vehicle Areas) - Consider adding an option for solar voltaic structures.
- PR24 (Original Art Mural) - 32 square feet is way too small. Recommend deleting it.
- PR25 (City Approved Art Installation) - Need to verify with RACC that they have the bandwidth to administer.

13. Quality & Resilience

- QR2 (Vertical Clearance to Pedestrian Circulation System) – **9' is too low for balconies, bays and skybridges over walkways and conflicts with canopies and awnings.**
- QR5 (On-Site Outdoor Common Area) - Is 600 and 800 square feet adequate?
- QR6 (Indoor Common Room) - Needs to be along the public realm to receive 2 points.
- QR16 (Exterior Finish Materials) - **For coherency and quality, the 80% of the cladding should be 3 approved materials and the 20% should be limited to 1 non-approved material. Should strike “per façade” to ensure design coherency of a building. Recommend a term better than “visually match” to ensure the make-up of the materials match.**
- QR 17 (Exterior Finish Materials) – **The number of materials should not be limited per façade, but per building to ensure coherency. The word “per façade” should be deleted.**
- QR18 (Building Materials Application to Side Walls of Building) - 10' is an awkward dimension for a material to return on a side wall. Typically, returns are smaller (like on zero lot line or older buildings) or align with a change in plane or fenestration. Should instead make this required with a return of 2'. Add an option for the entire wall (1 to 2 points).
- QR19 (Environmental Assessment of Building Materials) - Only requires an assessment to be submitted, not for material to be used, and does not require a favorable assessment of the material. Please implement performance standards.
- QR22 (Ecoroof) - An expensive feature that is worth more than 2 points.
- QR23 (Solar Energy System) - An expensive feature that is worth more than 2 points.

- QR24 (Reflective Roof Surface) - An expensive feature that is worth more than 1 point.
- Table 420-3 (Building Materials):
 - **It's a rational approach to address appropriate materials, but its problematic in a static document like a zoning code due to rapid advances in building material technology. Approved materials should be in an Administrative Rule so it can be updated annually following discussion with stakeholders.**
 - For wood, we encourage referencing the industry standard for thickness to ensure it does not easily warp or degrade.
 - For metal panels we will share thoughts with you at your upcoming work session on ways to improve this language.
 - For concrete, an architectural finish is recommended to ensure a quality and long-lasting surface.

This letter addresses some, but not nearly all, of the code amendments wholeheartedly supported by Design Commission. Overall, we believe DOZA has strengthened the design review process and reconfirmed it as an important element of planned growth. Sandra Wood, Lora Lillard, and Phil Nameny have brought intelligent, rational, and balanced thought to the DOZA project and their work will be of long-standing benefit to Portland.

Please reach out with questions—we know many members of the PSC have joined recently and may not be familiar with Design Commission's duties and responsibilities. We would be glad to schedule a focused workshop to discuss the design review process and the importance of strong guidelines and standards, or have any and all members of the PSC join us for a hearing date.

Finally, thank you for the hard work you do in service to our city.

Sincerely, the Portland Design Commission,

Julie Livingston, Chair

Sam Rodriguez, Vice Chair

Brian McCarter

Jessica Molinar

Chandra Robinson

Zari Santner

Don Vallaster

cc: Bureau of Planning and Sustainability
Bureau of Development Services

Louise Dix

#62479 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See attached letter from Fair Housing Council of Oregon signed by Louise Dix of the Fair Housing Council and Jennifer Bragar for Housing Land Advocates

Testimony is presented without formatting.



November 13, 2019

Delivered by Mail or www.portlandoregon.gov/bps/mapapp

City of Portland Planning Commission
1900 SW 4th Ave
Suite 7100
Portland, OR 97201

Re: Design Overlay Zone Amendments (DOZA)

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

As you know, all amendments to the City's Comprehensive Plan and Zoning map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis (HNA) and Buildable Land Inventory (BLI) in order to show that an adequate number of needed housing units (both housing type and affordability level) will be supported by the residential land supply after enactment of the proposed change.

The staff report for the proposed Design Overlay Zone Amendments (DOZA) does not include findings for Statewide Goal 10, describing the effects of these changes on the housing supply within the City. The report does have an Appendix B, which contains a memorandum addressing the impacts of the DOZA recommendation on housing affordability, yet the findings contained within are vague and inconclusive. Simply stating that removing design review for single family zoned properties could reduce buyer costs, as one example, is not an adequate factual basis to



support the recommended changes. To illustrate, since single family zoned properties can also contain missing middle housing such as duplexes and accessory dwelling units, how many of these new units are the recommendations expected to provide? Goal 10 findings must demonstrate that the changes do not leave the City with less than adequate residential land supplies in the types, locations, and affordability ranges affected, see *Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane Cty. v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations). Further, the report should reference how these changes will affect needed housing as dictated by the City's HNA. Only with a complete analysis, utilizing both the HNA and BLI, can housing advocates and planners understand whether the City is achieving its goals through DOZA.

HLA and FHCO urge the Commission to defer approval of DOZA until Goal 10 findings can be made, and the proposal evaluated under the HNA and BLI. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Louise Dix, at 1221 SW Yamhill Street, #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204. Please feel free to email Louise Dix at ldix@fhco.org or reach her by phone at (541) 951-0667.

Thank you for your consideration.

A handwritten signature in black ink that reads "Louise Dix".

Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

A handwritten signature in black ink that reads "Jennifer Bragar".

Jennifer Bragar
President
Housing Land Advocates

cc: Kevin Young (kevin.young@state.or.us)

Constance Beaumont

#62478 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Regarding the proposed Design Overlay Zoning Amendments (DOZA): • I favor the application of the PDX Main Street standards developed by the Portland Main Streets Design Initiative. A one-size-fits-all approach, as envisioned by DOZA, would wipe out the unique character of Portland's main streets. (See <https://divisiondesigninitiative.files.wordpress.com/2018/06/main-st-design-guidelines-99-6-18-18-all-pages.pdf>) • I believe the trigger for Design Review – i.e., 65 feet – is too high. A 40-foot trigger would be more appropriate for narrow vintage Main Streets where the buildings are smaller, the streets narrower. • More education and outreach – especially for the East Side of Portland – is in order. Because Portland's newspapers and TV stations barely cover land use and development issues, many city residents are totally unaware of the major changes DOZA could bring to local neighborhoods and business districts. On a related note, I recommend that the deadline for public comments be extended. • I favor the Future Work that staff has identified for Low Rise Vintage Main Streets (see pp. 52-53 of the staff report) and believe it should be a priority for budget and planning staff. Thank you for your consideration of these suggestions.

Testimony is presented without formatting.

staci monroe

#62477 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See the attached memo from BDS on the Proposed Draft

Testimony is presented without formatting.

MEMO

Date: November 15, 2019
To: Planning & Sustainability Commission
CC: Sandra Wood, Lora Lillard, Phil Nameny (BPS)
Kara Fioravanti, Staci Monroe (BDS)
From: Kimberly Tallant
Re: BDS Comments on Proposed Draft of DOZA Amendments

Thank you for the opportunity to review and comment on the Proposed Draft of the DOZA Amendments. This project aims to implement recommendations from the Design Overlay Assessment to improve the process by which projects are reviewed while continuing to support design excellence and livability as the City continues to grow.

The comments immediately below highlight our primary areas of concern. Additionally, comprehensive detailed comments are included and are organized by: Thresholds, Process, Tools.

We look forward to working with BPS staff and the Commissions to address our concerns and to providing additional feedback as the project continues. Please direct questions about these comments to Kara Fioravanti and Staci Monroe, BDS Staff.

Primary Areas of Concern (in order of importance):

1. Sources for character and local identity in the guidelines - Allowing community-guided sources to be referenced presents several challenges (Volume 3, page 23).
 - a. They may not align with information provided by the other listed sources.
 - b. Such resources have not been vetted or adopted by the City, which includes publicly involved processes to create such documents.
 - c. It is possible that a community could produce multiple community guided sources which would result in confusion for all participants.

The reference to community-guided sources should be removed from the code.

2. Character Statements – The lack of character statements does not provide the needed level of information to address Guideline 02 and the context standards. Character statements should be added to DOZA before a recommendation to City Council. (Volume 1, page 46).
3. Chapter 33.218 - Eliminating Chapter 33.218 altogether and putting the design standards for historic properties into 33.445 is highly recommended. This will provide clarity for staff and customers and better facilitate implementation. It is inconsistent and confusing code structure to create new design standards for non-historic areas within Chapter 33.420 and change the

Community Design Standards in 33.218 to only apply to historic properties, but not move the standards for historic properties to 33.445 (Volume 2)

4. Exemptions from Design Review and Design Standard (33.420.045) – Reorganization of this section is needed for better use and clarity by adding subheadings for development types. It is too difficult to identify applicable exemptions and easy to miss exemptions that may apply, as currently proposed. For example, it would be extremely helpful to provide subheadings for the exemptions for items D through S such as: New Development (exemption E), Additions (F), Changes to Existing Development (B, C, D, N), Rooftop Elements (O), Exempt Development (K, P, G, H, I, J, Q, R), and District Exemptions (L, M, S). (Volume 2, page 17)

Comprehensive Detailed Comments (organized by Thresholds, Process, Tools):

THRESHOLDS (Exemptions)		
pg 15	33.420.041.C	Add bridges to the list of non-standard improvements. Bridges are significant infrastructure that contribute to the public realm and context, and there is nothing “standard” about them.
pg 17	33.420.045.E.2	Please revise as, “No more <u>than</u> four dwelling units are proposed.”
pg 17	33.420.045.K	<p>Electric Vehicle Charging Stations - Consider adding an exemption specific to electric vehicle charging stations (kiosks) that meet sign code allowances. These detached accessory structures are generally not located 20 feet from street lot lines, and they are not generally located within vehicle areas. Typically, they are proposed to be located within required parking lot perimeter or interior landscaped areas.</p> <p>Non-Exempt Detached Accessory Structures - The exemption for detached accessory structures will not exempt all structures of this type from design review. However, the proposed Design Standards do not address non-exempt detached accessory structures. For example, non-exempt detached accessory structures could include detached garages and other structures associated with multi-unit development. Please consider applicable Guidelines and Standards to address detached accessory structures greater than 300 sf and/or less than 20 feet from street lot lines.</p> <p>Detached accessory structures appear to be exempt at the street lot line so long as they are within a vehicle area. Unclear why putting them (i.e. trash enclosures) at the street lot line is acceptable when there is vehicle area but not when there is no vehicle area. A 20' setback should apply to both conditions.</p>
pg 19	33.420.045.N.1.b	<p>Please clarify what “affects” means for the awning exemption. Does this mean the measurement of the area where the awning is attached to the building wall? The area underneath the awning? Consider more specific code language in this exemption.</p> <p>Please consider: “If there are no previous <u>conditions of approval</u> <u>design review approvals</u> for awnings on the same façade...” BDS does not apply conditions of approval to awnings through design review so the proposed language would be negated.</p>

pg 19	33.420.045.N.2	"Components" is too vague for storefront systems. Rather than use a generic term, change to "same materials and profile".
pg 19	33.420.045.N.3	<p>Add that louver/vent color must match the storefront system or adjacent surface for coherency to align with Guideline 7 ("vents should be integrated into the façade design, using complementary color and materials").</p> <p>As N applies to all facades of a building, to facilitate implementation please revise b to "at least 8 feet above the <u>sidewalk adjacent grade</u>" consistent with Standard PR6 and to address situations when vents or louvers are added to non-street facing elevations.</p>
pg 19	33.420.045.N.6	<p>The 200 SF exemption to façade alterations (N6) negates the prescriptive exemptions for awnings, louvers and storefronts immediately above. Recommend adding statement to "exclude 1-5 above". Additionally, consider allowing the 200 SF exemption only for non-street and non-plaza facing facades to ensure the public realm and places for people are protected and support the purpose of design review.</p> <p>This exemption does not adequately address radon mitigation systems, which should be exempt from design review on non-street facing facades. Please consider adding radon mitigation systems to PR18, Location of Utilities. These systems are routinely added to school buildings, multi-dwelling development greater than 4 units and mixed-use development that is subject to design review. These systems are acceptable on non-street facing elevations. Design review should be required for these systems when installed along a street-facing facade.</p>
pg 21	33.420.045.O	<p>For 33.420.045.O.1.c, consider aligning the exemptions for roof-mounted radio frequency transmission facilities with the FCC 6409a requirements or adding a blanket exemption for alterations that qualify for 6409a permit approval. BDS cannot subject facilities that qualify for 6409a to the requirements of the Design Overlay, regardless of the threshold proposed in this code.</p> <p>Please revise 33.420.045.0.1.c(2) to replace "design review conditions of approval for screening" with "design review approvals, including concealment" for consistency and compliance with FCC 6409a terminology. Complete concealment techniques (setbacks, height limitations, screening, painting to match, etc.) are not typically identified within the conditions of approval; a range of concealment techniques are most typically combined in findings to achieve design review approval. Without this change, the exemption would be negated.</p> <p>Add "and associated railing" to ecoroofs/skylights/roof hatches, or a separate exemption for railings no taller than x' (ie 42" of FLS code). Safety railing is inherent for access/maintenance of rooftop elements.</p> <p>It is unclear if RF facility equipment (antennas and mechanical cabinets) can use both the exemptions in b and c. If intended, it is not clear that b. can be used as c. is very specific to RF.</p>

		<p>It is unclear if an applicant extends an existing equipment penthouse for the facility equipment that can antennas be mounted onto it. They should be able to be mounted onto the extended penthouse without review.</p> <p>This section suggests the mounting device cannot extend the antenna horizontally out from the penthouse farther than 5'. Antennas should be flush or close to flush and not extend up to 5' from a wall surface. This is okay for cabinets but not antennas. Needs to be clarified.</p> <p>Remove the requirement for the penthouse to contain "equipment" in both locations. What is inside is irrelevant.</p>
	33.420.045	Please consider adding a blanket exemption for development approved as Temporary Activities per 33.296 for clarity. And/or add language in Chapter 33.296 to clarify that all development activity in compliance with Chapter 33.296, Temporary Activities, is exempt from design review.
THRESHOLDS (When design standards can be used)		
pg 31	33.420.050.B.2.a	For clarity, to facilitate implementation, "... when the development or alteration <u>exceeds results in height exceeding 35 feet in height</u> ."
pg 31	33.420.050.B.3	<p>For clarity, to facilitate implementation, "New buildings or additions that <u>exceed result in height exceeding 55 feet in height</u>."</p> <p>The 55' height threshold needs to clarify that it applies to buildings <i>and structures</i>. This will allow tall monopoles to be addressed through Design Review and shorter monopoles to continue to use the standards, as they do now. Begs the question of should there be standards and guidelines that address these structures?</p>
pg 31 & 81	33.420.050.B.6 33.521.300.F.2.f	Gas stations along 122nd cannot use standards but a new 5 story building along Division can? Doesn't seem proportional.
THRESHOLDS (South Auditorium Plan District SAPD)		
pg 107	33.580.150	Required roof screening in SAPD should not be deleted. Requiring screening was intentional for this garden district, where views of buildings are more sweeping than typical. Proposed mechanical exemptions/standards allow setting back, but do not require screening.
THRESHOLDS (Review Type)		
pg 130	33.825.025.B	Clarification should be added to the table that thresholds also apply to Design Review approved projects that are not yet under construction. Especially since the existing language in 33.825..025B is being deleted.
pg 133	Table 825-1	<p>Thresholds 1 & 2 "exterior alterations to existing development" are very low and should not require a Type3, which would be at Council on appeal.</p> <p>For clarity, edit texts in Proposal column as follows - New development or new building(s) on a site.</p> <p>New building versus alteration needs to be clarified. The definition of both could easily be footnoted.</p> <p>Consider signs having different review types (Type 1 or 2) depending on size to better align the impact with the review process.</p>

PROCESS		
pg 113	33.710.050.A-B	Does “approved” by the Mayor and confirmed by the City Council” mean different things? If not consider using the same word.
pg 121	33.730.031.A	The Type IV procedure is missing 33.730.050.A, similar to references in procedure types above.
pg 135	Table 825-1 footnote 2	The current City process of requiring DARs for affordable housing projects that take advantage of a lower land use procedure is a successful way to set affordable projects on a path of certainty and predictability early in the applicant’s design process. The current City process also allows the applicant to hear public feedback early in the applicant’s design process. Please consider maintaining the current requirement for a DAR if a lower land use process is chosen.
pg 139	33.825.035	Add “oriel window exceptions” to the last sentence which clarifies Design Review is not obligated to approve Modifications or Adjustment requested to achieve the FAR.

TOOLS (Design Standards)		
pg 37 & 39	Table 420-2, C1	<p>Item C1 refers to elements (such as entrances) that are required to be within specified distances from the “intersecting street lot lines”. If these elements are intended to be required within the stated distance from the intersection of the two lot lines at the corner, please clarify the language to state that. Consider simplifying language from “intersecting street lot lines” to “corner” throughout.</p> <p>In the second bullet, please clarify, “This wall must project <u>at least</u> 3 feet above an adjacent wall elevation.”</p> <p>In the third bullet, a 15’ x 15’ plaza that can be covered should not be worthy of 2 pts. This dimension appears to be too small. Consider a minimum square foot area “that can fit a 15’ x 15’ square entirely within it.” This would be helpful in implementation. Clarify if these areas could be covered or are required to be open to the sky. If open to the sky, provide a minimum clearance.</p> <p>In the last bullet, please clarify how the plaza standard applies if two or more streets have the same transit classification.</p>
pg 39	Table 420-2, C2	Please clarify why this standard is optional for building facades on a Local Service Street. This is a significant departure from the current CDS where they apply to multi-unit and mixed-use development. Currently, the “front elevation” must be divided into planes of 500 sf or less. For example, many sites in the RH zone in the North Interstate Plan District and other areas include frontage on a Local Service Street. Façade articulation is particularly important to address context and massing on Local Service Streets. Please see 33.218.110.E for reference, which currently applies to the front elevation of multi-unit residential development in RH, RX, C, CI

		<p>and E zones. 1,500 sf is a significant wall plane area to be allowed on a local service street without articulation.</p> <p>Further, a 2-foot wall offset or a 2-foot (unusable) balcony are not sufficient or desirable to successfully achieve facade articulation. Please see 33.130.222, for reference in the base zone standards. To receive points for façade articulation, this standard should “ladle on” or add value to standards of the base zones.</p>
pg 39 & 41	Table 420-2, C4 & C5	Correct the typos in the standards table that refer to the, “Portland Plan List,” to be, “Portland Plant List.”
pg 39-41	Table 420-2, C3- C6	For better ease of use and implementation of the standards by staff and customers, please move Landscaping standards after C7 through C10 (which continue standards related to building features).
pg 43	Table 420-2, C10	The language of these standards is difficult to understand. To facilitate implementation, please provide a Figure to illustrate these standards. Please consider both building types that are 50 years old (such as Mid-Century buildings and those built in the 1970s) and older, historical building types.
pg 43	Table 420-2, C10	<p>Please clarify the 5th bullet point for implementation. Are floor and cornice bands on a new building required to exactly “match” those of an adjacent historic building? Or is this intended to mean that the location and dimensions will match or align? The materials will match? For example, would a new building be required to match an egg and dart cornice detail on the adjacent historic building? Etc.</p> <p>On the 6th bullet point, please consider, “...that portion of the new building must be set <u>back</u> at least 10 feet from the property line adjacent to the site that contains the historic landmark.”</p>
pg 43	Table 420-2, C11 & C12	This standard will be challenging for BDS to implement. Relative to natural water features, please consider “...a minimum of 50 feet from the edge of a <u>mapped</u> wetland, or top of bank of a water body, seep or spring...”
pg 45	Table 420-2, PR1 & PR2	<p>The ground floor heights in PR1 should be required on local service streets, while PR2 should be required along Civic & Neighborhood Corridors. This would support the right scale of development in the public realm based on street classifications.</p> <p>In PR1 and PR2, please revise the last sentence for clarity as “The bottom of the <u>ceiling</u> structure includes supporting beams.”</p>
pg 47	Table 420-2, PR5	Consider adding “vehicle area” and “loading” to the list of spaces that the oversize door cannot open into, since “parking areas” does not capture driveways, etc. Please also add “storage” areas to the list of non-qualifying spaces. Finally, to facilitate implementation please make clear a policy decision on whether or not the doors can open into bike parking

		rooms and clarify that in the standard. BDS anticipates that applicants will want to get credit for roll-up doors to bike parking rooms.
pg 47	Table 420-2, PR6	Add that louver/vent color must match the storefront system or adjacent surface for coherency to align with Guideline 7 ("vents should be integrated into the façade design, using complementary color and materials").
pg 47	Table 420-2, PR7	For clarity, consider changing the language about exterior lighting projection to simply say that "light from fixtures may only project downward."
pg 47	Table 420-2, PR7	Please strike the bullet related to Chapter 33.262, Off-Site Impacts, from this required standard. Requiring lights on local service streets to demonstrate compliance with this chapter is a major implementation issue for BDS and will add significant cost to applicants. BDS staff does not have the expertise to analyze glare on individual sites; compliance with Chapter 33.262 would require that applicants hire a registered engineer to provide expert evaluation at great cost to complete light and glare analysis for all permits using standards review.
pg 47	Table 420-2, PR9	Please consider measuring from a point near adjacent grade on the site, which can be manipulated by the applicant, rather than to measure from grade of the adjacent right-of-way. Finished grade elevation of the right-of-way is not always referenced (or clear, if the grade varies) on grading plans provided with permit submittal for new development and that grade can change over time. If the grade of the right-of-way varies, is the on-site grade measured as compared to the lowest or highest grade of the right-of-way, average grade of the right-of-way, etc.?
pg 49	Table 420-2, PR9 & PR10	<p>Please clarify the individual private open space minimum dimension (fourth bullet). Is this depth, width, or 6' x 6' square to fit entirely within the 48-square foot area? Clarifying this language is a significant implementation issue. Consider matching the language/terminology with the Required Outdoor Area standards in 33.120.240 and 33.130.228; "private open space" is difficult to define. Specifically, consider "individual unit areas to meet 33.120.240 or 33.130.228."</p> <p>Again, Standards referring to "above the grade of the right-of-way" or "above the grade of the vehicle area" will be challenging to implement. Grading plans for new development do not always include the finished grade elevation of the right-of-way or of the vehicle area and these elevations can change over time.</p>
pg 51	Table 420-2, PR13	Clarification is needed to facilitate implementation. Please consider mimicking specific language of Required Outdoor Area per 33.120.240 or 33.130.228 for clarity and consistency. To earn 4 points, this standard should specifically require an uncovered plaza with a minimum 500 square feet that can fit a 20' x 20' square entirely within it and located outside of required building setbacks and/or buffers. This incentivizes projects required in the C zones to comply with the Required Outdoor

		Area standard to provide a plaza as it would grant 4 pts toward design standards options, which is desirable.
pg 51	Table 420-2, PR15	<p>As written, this standard (with PR14) would require the covered area at a main entrance to be only 4' deep and 5' wide, which is not wide enough to allow a standard 3' door width with side lights and does not create a dignified, activated building entrance. A minimum width of 5' of weather protection at a main entrance is less than the current CDS standards, which require 6' wide x 4' deep for main entrances to individual tenants/dwelling units and 7' deep x 9' wide for entrances to multi-tenant entrances. These minimum dimensional standards are currently included in 33.218.110.G.2 and 33.218.140.F.2, which address residential, mixed-use and commercial development. Please revise this standard to require at least 6' for residential development and consider an increased width and depth dimension for commercial and multi-tenant (mixed-use or residential) main entrances. It would be an immense shame to reduce the minimum dimensions of building entrances below the current insufficient standard in the 'd' overlay.</p> <p>For implementation, please clarify that weather protection to meet this standard may be created to include a porch or other building projection such as an awning; a covered entrance that recesses into the building; or a combination of building recess and projection when the projection/awning is at least 4 feet deep.</p>
pg 51	Table 420-2, PR18	<p>For clarity and implementation, please consider revising bullet point 2 to apply to utilities screened from the street "<u>and adjacent properties</u>" to require screening "by walls, fences or vegetation to meet the L3 or F2 standard" consistent with other base zone screening standards for mechanical equipment installed on the ground.</p> <p>Consider removing HVAC, which is typically addressed for screening by the base zone standards. Alternatively, please clarify if this standard is intended to address HVAC units that are attached to the building (rather than on the ground) such as window air conditioning units.</p> <p>Please consider adding radon mitigation systems to this standard, as identified above.</p>
pg 55	Table 420-2, PR23	<p>Please reconsider tree canopy shading of vehicle areas as an optional point to meet this standard. The canopy or spread of a small non-columnar tree species is at least 20 feet and would be adequate to meet this standard (e.g., it would cover 50% of the required parking space, or at least 8 feet of the length of a 16-foot parking space, at tree maturity). Trees are already required for most parking areas, as part of minimum setback and perimeter parking lot landscaping standards of 33.266.130.G. This does not appear to result in a "value- added" standard over the current standards for vehicle parking areas.</p>

pg 55	Table 420-2, PR24	The Original Art Mural standard is not practical and has serious implementation issues. An applicant cannot apply for a mural permit for a building wall that does not yet exist.
pg 57	Table 420-2, PR26	Please revise the second sentence as, "The feature must be set back a maximum of 20 feet...".
pg 61	Table 420-2, QR8	Please clarify in this item that this standard applies only to on-site building walls and not building walls of adjacent sites. The question will come up in plan reviews and requires clarification to facilitate implementation.
pg 63	Table 420-2, QR14	For clarity and implementation, please revise as, "For dwelling units or commercial tenant spaces located above the ground floor that have two or more walls located at building exteriors, provide at least one operable window in each of two or more exterior walls."
pg 65	Table 420-2, QR16 & QR17	To better address design coherency, please consider limiting the number of materials per building, not per façade. The exterior finish materials do not include windows, doors and trims per this standard and would typically not include materials of railings or awnings. For clarity in implementation, please revise the heading of this optional standard to "Exterior Finish Materials Application to Side Walls of Building".
pg 65	Table 420-2, QR19	Please clarify what the Life Cycle Assessment (LCA) and the "Environmental Product Declaration" is supposed to demonstrate. BDS is unfamiliar with that documentation and requiring it doesn't appear to be meaningful unless particular environmentally-conscious standards for longevity of the materials are stated in the standard. Specifically, as written the requirement does not set a minimum standard, except that an LCA or Environmental Product Declaration is provided to BDS – what would the BDS plan reviewer be verifying? If they submit an assessment, then BDS would grant the optional point toward design standards regardless of what the assessment says?
pg 67	Table 420-2, QR20	For clarity and implementation, please consider "The following applies to sites located adjacent to a Civic Corridor shown on Map 130-2, when also within the Inner Pattern area."
pg 67	Table 420-2, QR21	The standard for rooftop mechanical should not be less than the exemption, which is setback 4' for every 1' of height)
pg 67	Table 420-2, QR24	Using Energy Star requirements present an implementation issue for BDS. Can this be clarified to identify a minimum standard or requirement for specific documentation by the applicant to demonstrate compliance? Alternatively, please revise this standard to provide direct guidance to finding/determining the Energy Star requirements/standards for solar reflectance.

pg 69	Table 420-3	<p>Listing specific building materials in a Zoning Code that doesn't evolve at the same pace with industry changes will result in an outdated Code and will not provide the flexibility for projects that want to use new materials to utilize design standards. Instead, consider putting these standards in an Administrative Rule, as was recently done with ever-evolving standards in 33.510 (bird safe glazing, low-carbon buildings, etc).</p>
pg 69	Table 420-3, Wood	<p>Please define "clear-finished wood." Is it wood with no protective sealant, wood that is not painted or treated with a stain product?</p> <p>Please clarify if stained wood and/or treatment with semi-transparent wood stain products are approved materials. Stained wood should also be required to be protected from the elements.</p>
pg 69	Table 420-3, Metal Wall Cladding	<p>Consider adding a dimensioned diagram of what acceptable metal cladding looks like in elevation view and a section through the material. Just listing minimum dimension specifications may be confusing to customers and BDS staff.</p> <p>Please revise bullet two – metal cladding 12-inch or less in width should require a minimum 24-gauge (thinner metal).</p> <p>Bullet 3 – metal panels wider than 12 inches should require a minimum 20-gauge, which is thicker than 24-gauge. A rib of 7/8" is typical for metal panels. Wider panels greater than 12 inches should have a rib or reveal of 7/8 <u>or less</u> for a flatter panel that is less likely to buckle, dimple, "oil can", etc. This will allow v-groove siding, profiled panels, crimped panels and flat panels consistent with the current implementation of the standard for limited materials. As written, this will allow some corrugated panels, which have been an undesirable and limited material in the past; these typically have a rib depth of 1-inch or greater.</p>
TOOLS (Design Guidelines)		
	General	<p>Generally, guidelines lack a reference to "barrier free access" from both the public realm and on site. Barrier free access provide dignity and an equitable experience for all.</p> <p>Little to no reference to ground floor active uses, which are a critical component of a successful public realm, a main focus of Design Review.</p> <p>The guidelines are focused on "new development" with only two references to "alterations". It is unclear how guidelines would be implemented for alterations or additions, as not all alterations/additions will be able to use standards.</p> <p>The guidelines use the term new development and development interchangeably. New development is very specific and limited as defined by Title 33. We ask that the terminology is intentional and considers Title 33 definitions.</p> <p>Furthermore, a Modification is often requested because existing development that is being altered can't meet prescriptive standards due to</p>

		<p>existing conditions. When a modification is requested, 1 of 2 approval criteria states that the request must better meet the design guidelines. In order for the design guidelines to be relevant to these situations, the guidelines need to be inclusive of alterations to existing development.</p> <p>The guidelines appear heavy on sustainability and light on the public realm (as mentioned in detail above and below).</p> <p>Photos need to be polished before adoption to ensure they include people and capture the best image and angle of a project to convey the desired design approaches.</p> <p>Consistent use of oxford comma. When not used as intended can lead to struggles with legal interpretation. Examples in Guidelines 05 & 06.</p>
pg 4	Two-track system graphic	<p>Guideline document is static while thresholds in Code can change, so remove the examples of thresholds for review types.</p> <pre> graph TD A[TYPE I Staff Review] --> B["• Façade and roof alterations <500 sf"] C[TYPE II Staff Review] --> D["• Alterations not covered by Type I • Buildings not covered by Type III"] E[TYPE III Design Commission Review] --> F["• Buildings > 80k sf • Buildings > 65 ft tall"] </pre>
pg 5	Discretionary & objective track	<p>Blanket statements that “most d-overlay sites will use guidelines and “some will use standards” seem unsubstantiated and may not be accurate. Standards seem easily achievable with generous built-in flexibility, and therefore most projects will opt for that process.</p>
pg 26-29	Guideline 03	<p>Use a broader term in this guideline to align with the design approaches that follow. For e.g.</p> <p><i>BACKGROUND Urban infill within Portland’s neighborhoods should be designed to respond to its immediate surroundings, especially adjacent historic landmarks resources.</i></p> <p>Design Approaches:</p> <ul style="list-style-type: none"> ▪ Concerned these are not enough to ensure an appropriate response to adjacent historic resources (materials, setback, massing). ▪ Image should highlight the alignment of the 2nd floor of the new building with the adjacent resource. ▪ Building Massing, Adjacent Historic Resources and Landmarks supports the idea that setbacks and height should remain on the table when it comes to responding to adjacent context, which we support. ▪ Missing an “L” in image below

		<p>Building steps back to height of historic andmark church, allowing views of steeple from the street.</p> 
pg 31	Guideline 04	<p>The design approaches are very similar to guidelines 02 & 03</p> <p>The image does not convey what the standards require, like aligning the columns and windows.</p> <p>The image should be updated to better show and call out the upper story setback from the historic parapet.</p>
pg 34-37	Guideline 05	<p>This guideline in particular does not mention ground floor active uses, which contribute to the “pleasant” experience along the sidewalk.</p> <p>The background language suggests canopies are for building entries only. Images throughout the document show ample canopies along the sidewalk & the standards have a minimum percentage along transit streets. Should be revised to clarify weather protection is desired along the sidewalk and not just limited to entries.</p> <p>“Active uses” and spill out commercial space should be encouraged along the river & greenway to make it safe and successful.</p> <p>Signage is a big component of the sidewalk level of buildings and there should be a design approach for it. They should be additive and not overwhelm the public realm.</p> <p>“Attractive” is very subjective and not the right word here.</p> <p style="padding-left: 40px;">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.</p>
pg 43	Guideline 07	<p>Missing “design parking for future conversion” in the background.</p> <p>The background should indicate projects should strive to enclose parking with active uses.</p> <p>Design approach image could be improved as very limited active spaces shown on the ground floor.</p> <p>Should clarify that exhaust should not be at the pedestrian level.</p> <p>Utilities should be expanded to include electric meters.</p> <p>Awkward sentence (below). Please rewrite for clarity.</p>

		<p>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.</p>
pg 46-49	Guideline 08	<p>Need to add “building” to site design (or delete site so that both are inferred) as the faces of a building that front the interior common spaces of a site contribute to the success and quality of the common open spaces.</p>
pg 50-53	Guideline 09	<p>Design approach image should show the ribbed façade material returning at the edges of the center recessed bay to reflect the intention of the guidelines and standards and the photo images on paged 52-53.</p>
pg 54-57	Guideline 10	<p>Most of the design approaches are costly and the typical applicant will opt for the cheapest approach, which will be stormwater planters, usually required by BES anyway. If they have a zero lot line building then Design Review is forcing the addition of costly elements to projects.</p> <p>Unclear what the nexus is for this guideline. We foresee struggles when determining when this guideline applies. We have similar issues with the art and water feature guidelines in River District. For instance, if applicants have chosen not to include a water feature or art, or the site cannot accommodate one. If a building doesn't include any of the design approaches listed except operable windows would it meet this guideline?</p> <p>Perhaps the guideline should focus more on requiring projects to address the microclimate of the site.</p> <p>Consider adding that trees should be included to build on the City's essential tree canopy.</p> <p>Highlight future conversion of parking, as an example in this paragraph:</p> <p style="padding-left: 40px;">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.</p>

Bonnie Bray

#62476 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

As a resident of SE Portland for over four decades , my testimony is about the DOZA guidelines as they apply to the whole of Division Street and not just a specific address on that street. We have seen tremendous changes to our neighborhood, especially in the last decade, but these changes have been imposed on the neighborhood without sufficient public involvement or even advance notice from City bureaus. The Division St. area was disrupted repeatedly over a period of years by large building projects, streets torn up for various reasons, and then eventually, repaving. If the City had engaged residents in the planning process in a more transparent manner, two things would automatically happen: The City would have heard what residents of the neighborhood felt were important design elements to preserve in their neighborhood, and the whole neighborhood would have been empowered in the process. Many residents in this neighborhood feel that the proposed DOZA amendments should be in effect whenever a building over 45' is proposed, that a 65' building is far too tall as the beginning point for the DOZA design guidelines. Our streets on the Eastside are old and narrow--particularly Division Street--and it is detrimental to the existing character to not consider what makes our neighborhood attractive to those who live and work here. Until now, the City has not allowed for sufficient neighborhood engagement, and I would like to ask PBPS to extend the deadline on DOZA comments and engage the public in more Planning Commission Public Hearings. Respectfully submitted, Bonnie Bray

Testimony is presented without formatting.

James Carpenter

#62475 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Northwest Sign Council recommendations for the Joint Hearing with the Planning and Sustainability Commission and Design Commission, October 22, 2019 - Proposed DOZA Draft Currently the Sign Code, Title 32, requires signs that are greater than 32 square feet in Overlay Zones be subject to design review. The DOZA draft proposes no changes be made to this requirement. We believe to maintain this 32 square foot threshold for design review is not in alignment with many of the stated goals of the report which refers to making the design review process more efficient and less time consuming for applicants. Therefore, we respectfully request that the Planning and Sustainability and Design Commissions consider the following recommendations for the minimum threshold for design review of signs (subject to any guidelines or standards for the applicable Overlay Zone). 32.34.020 Additional Standards in Overlay Zones. B. Design Overlay Zone 1. CE, CM3, EG1&2, EX, IG1&2, IH 100 Square feet (200 sq. ft. maximum area per sign) CI2, CM2, CX 75 square feet (100 sq. ft. maximum area per sign) CM1, RX 50 square feet (50 sq. ft. maximum area per sign) Rationale for our recommendations:

- Increased costs for business community and other end users (typical design review costs for a sign over 32 sq. ft. can be over \$1,500 plus sign permit fees)
- Increased time lines (typically 2-3 months or more)
- Unintended Consequence - Due to the increased costs and time lines many signs are installed illegally without permits, not safe or desirable
- Encourages signs less than 32 square feet to avoid the costs and long timeline, which may result in signs that are not effective or safe due to not being correctly sized based on viewing distances.
- To maintain a 32 square ft. threshold for design review of signs conflicts with Summary of Proposal statement pg. 5 DOZA Proposed Draft Vol. 1: "Establish review thresholds based on the size and scale of a project, with the goal of aligning the level of review with the level of impact a project will have 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."

We appreciate your consideration of our recommendations. James B Carpenter AICP Director State & Local Government Affairs

Testimony is presented without formatting.



DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 2 | CODE & MAP AMENDMENTS

Proposed Draft - September 2019



The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at 503-823-7700, or use City TTY 503-823-6868, or Oregon Relay Service 711.

Traducción o interpretación	Chuyển Ngữ hoặc Phiên Dịch	翻译或传译	Письменный или устный перевод
Traducere sau Interpretare	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda
	الترجمة التحريرية أو الشفوية	ການແປ່ງາສາ ຫຼື ການອະທິບາຍ	
503-823-7700 www.portlandoregon.gov/bps/71701			

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
<p>Tuesday, October 22, 2019, at 5 p.m. 1900 SW 4th Avenue, Room 2500, Portland, Oregon</p> <p>To confirm the date, time and location, check the PSC calendar at www.portlandoregon.gov/bps/35452</p>	<p>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.</p> <p>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</p>

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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Appendix A: BDS Administrative Improvements

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Section 5: 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 ~~strikethrough~~ 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 d-overlay is not a design review overlay.

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 placed in Chapter 33.420 replace this set of standards when used in 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 Community Design Standards

218

33.218.010 Purpose

~~Design review and H~~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 conservation 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 placed with Chapter 33.420 replace this set of standards when used in Design overlay zones.

As a result, any references to the design overlay zones and design review are being eliminated from the procedures for applying the Community Design Standards.

Additional references to other code chapters no longer using the community design standards is 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 meet all of the following requirements:

A-C. [No change.]

- D. Design Review.** All development within the Planned Development site must be approved through ~~Design 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 Design 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 Design Review

- D. **Design Review Approval Criteria.** 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 Citywide Design Guidelines that are to be used outside of specific design districts.

33.284 Self-Service Storage

284

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 Citywide Community Design Guidelines have been met. If the site is within a design district, the guidelines for that district apply instead of the Portland Citywide Community Design Guidelines. Design districts are shown on maps 420-1 through 420-3 and 420-5 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). 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 by 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 a simpler 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 added to the overlay zone chapter instead of referring readers to the Community Design Standards, Chapter 33.218. 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 minimum number of points for the project.

33.420.010 Purpose Statement

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, and 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 citywide design guidelines and objective design standards have been developed.

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 Design Review or Meeting Design Standards is Required
- 33.420.045 Items Exempt From Design Review and Design Standards
- 33.420.051 Design Guidelines
- 33.420.055 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 Macadam Design District

Map 420-3 Terwilliger Design District

~~Map 420-4 Sellwood Moreland Design District~~

Map 420-45 Marquam Hill Design District

Map 420-56 Gateway Design District

33.420.010 Purpose

The Design overlay zone ensures that Portland is a city designed for people. 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 guidelines and standards 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 overlay 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 changes from the Comprehensive Plan Update for qualifying areas for the Design overlay zone. As part of the update, many commercial centers and corridors were assigned the Design overlay due to the expected growth anticipated in those areas. However, the section still acknowledges the past application of the Design overlay zone to areas that contain a distinct development pattern including such places as the Marquam Hill design district.

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 Design Review or Meeting Design Standards is Required

The title 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.

- B. The reference to changes in paint color is dropped because painting does not require a permit and changes are difficult to enforce.
- E. This amendment clarifies the tree size threshold for design review in South Auditorium plan district.
- F. This provision is reworded as an exemption in 33.420.045.

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 420-6 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~~esign overlay zones. Application of the Design overlay zone ~~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.

33.420.041 When Design Review or Meeting Design Standards is Required

Unless exempted by Section 33.420.045, Items Exempt From Design Review and Design Standards, ~~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. 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;~~
- G. 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. This specific reference to formal open areas in Macadam is being removed. These proposals have to meet the specific requirements of 33.555 but can potentially meet the Design Standards in 33.420.055 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 the new construction of smaller residential projects (up to four units and 35-feet in height) and alterations to existing residential development with four or fewer units. 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 more recent application of the design overlay to areas of growth and change. Many of the exemptions are the same, or similar to the existing exemptions but grouped together to address similar situations (like rooftop equipment for example). The commentary below focuses on new exemptions.

- D. This is an existing standard that is further clarified with a reference to the Oregon Specialty Code. This updates the language to be similar to references elsewhere such as under the nonconforming upgrades in 33.258.
- E. 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. They 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.
- F. Similar to above, this allows alterations and additions to existing residential development to be exempt, provided that the total number of units remains 4 or fewer.
- K. This is a new exemption that applies to detached accessory structures under 300 square feet in area, if it's located back from street property lines or in an existing developed parking or vehicle area. These structures can often include smaller storage buildings, covered garbage enclosures or covered bicycle areas.
- L. This exemption replaces a regulation that previously stated the sign threshold that triggered an assessment against the Design overlay regulations.
- M. 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.

- 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 Design Review and Design Standards

The following items are exempt from design review and design standards:

- 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. Development that does not require a permit;
- D. 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;
- E. New development when:
 - 1. The only use on the site will be residential;
 - 2. No more than four dwelling units are proposed;
 - 3. All buildings on the site are no more than 35 feet in height; and
 - 4. The site is not zoned RX, EX, or CX;
- F. Alterations to a site with existing development when:
 - 1. The only use on the site is residential;
 - 2. There will be no more than four dwelling units on the site; and
 - 3. All new buildings and additions to existing buildings are no more than 35 feet in height;
- G. Houseboats in a houseboat moorage;
- H. Manufactured dwelling parks;
- I. Development associated with a Rail Lines and Utility Corridor use;
- J. Development associated with a Parks and Open Areas use when the development does not require a conditional use review;
- J. Exterior work activities associated with an Agriculture use;
- K. Detached accessory structures no more than 300 square feet in floor area when located at least 20 feet from all street lot lines, or within an existing vehicle area;
- L. Except in the South Auditorium plan district, signs that are 32 square feet or less in size;
- M. In the South Auditorium plan district signs that meet the following:
 - 1. Except within 50 feet of the Halprin Open Space Sequence historic district, signs that are 32 square feet or less in size; and
 - 2. Within 50 feet of the Halprin Open Space Sequence historic district, signs that are 3 feet or less in size;

33.420.045 Items Exempt from the Chapter (contd)

- N. This exemption combines and simplifies the current façade exemptions, including awnings, louvers and the repair/replacement of storefront glazing systems. It adds additional façade exemptions to allow the removal of fire escapes, and seismic bracing. It also adds a new exemption, available outside of the Central City, that exempts small façade changes of any kind (up to 200 square feet).

- O. This amendment combines and simplifies the various exemptions to rooftop installations, including ecoroofs, solar panels, skylights, roof hatches, mechanical equipment, vents & ducts, and radio frequency antennas and equipment. Some things are simply exempt while others must meet some performance standards to be exempt. The general exemption has been expanded to allow greater flexibility for the variety of things that are placed on a roof.

N. The following alterations to the façade of a building:

- 1. Awnings as follows:**
 - a. 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
 - b. 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 affects 200 square feet or less of the façade, except in the Central City, where it can only affect up to 100 square feet of the façade;
- 2. Alterations to an existing ground floor storefront glazing and mullion system that uses the same storefront components as the existing system without reducing the percentage of ground floor windows on the facade;**
- 3. Louvers or vents for mechanical systems that meet the following:**
 - a. The louver or vent opening affects 1 square foot or less of the façade; or
 - b. The louver or vent is placed within existing window mullions and is at least 8 feet above the sidewalk grade;
- 4. The removal of fire escapes;**
- 5. Voluntary or required seismic bracing. Within the Central City plan district, seismic bracing on a street-facing facade is not exempt**
- 6. Alterations to the façade of a building, other than signs, that affect no more than 200 square feet of the total façade. This exemption does not apply in the Central City plan district;**

O. Alterations and additions to a roof as follows:

- 1. Alterations and additions to a roof that has a 1/12 pitch or less:**
 - a. Ecoroofs, plants on a roof, solar panels, skylights, and roof hatches;
 - b. Rooftop additions and alterations that do not increase floor area when:
 - (1) The proposed addition or alteration is screened by an existing parapet that is as tall as the tallest part of the addition or alteration;
 - (2) The proposed addition or alteration 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 addition or alteration occurs within 5 feet of the façade of an existing equipment penthouse, does not extend above the penthouse, and is painted to match the façade of the penthouse; or
 - (4) The proposed addition or alteration does not exceed 3 feet in width, depth, length, diameter or height.

33.420.045 Items Exempt from This Chapter (contd)

- P. 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.

The large majority of the existing exemptions (C through CC) have been rewritten and condensed. As a result, the existing exemptions are being removed.

c. Radio frequency transmission facilities as follows:

(1) New or replacement facilities when:

- The facility is mounted to the side of an existing equipment penthouse or located entirely within 5 feet of the façade of an existing penthouse, the facility does not extend above the penthouse, and the facility is painted to match the façade of the penthouse; or
- The facility is screened by an extension of an existing equipment penthouse, the extension is at least 15 feet from street-facing edges of the roof, the facility does not extend above the penthouse, and the facility is painted to match the facade of the penthouse;

(2) Alterations and additions to facilities that comply with previous design review conditions of approval for screening;

2. Alterations and additions to a roof that has a greater than 1/12 pitch as follows:

- a. The addition or alteration is parallel with the roof surface, extends no more than 12 inches above the roof surface, and is set back at least 3 feet from the roof edges and ridge lines; 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.

P. Alterations to a site with existing development for parking lot landscaping, short-term bicycle parking, and pedestrian circulation systems that meet the development standards of this Title;

Q. Public Art as defined in Chapter 5.74, or Permitted Original Art Murals as defined in Title 4

R. Anemometers, and small wind energy turbines that do not extend into a view corridor designated in the Scenic Resources Protection Plan; and

S. In the Marquam Hill Design District:

- 1 Additions of less than 25,000 square feet of floor area;
2. Alterations that affect less than 50 percent of the area of a façade 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; and
4. Landscaping not associated with formal open areas required under 33.555.260.

33.420.045 Items Exempt from This Chapter (contd)

These exemptions are replaced by the new list underlined above.

- ~~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 design standards and to include the list of new "Design Standards" added to Subsection C, which replace the Community Design Standards. (Note: The Community Design Standards will still be used for reviews of certain historic properties.)

- A.** This subsection is the former 33.420.050 and 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, 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 is the current process for residential projects and is consistent with state law requiring an 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. Most areas of the city outside of the Central City have the choice to meet the objective standards or go through the discretionary review.

This amendment provides a choice to most 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.

- 3.** In other areas of the city, the standards cannot be used if the buildings are more than 55-feet in height. This limit is currently located within the Community Design Standards, and was originally included as a new design standard (BM1 in the Discussion Draft). However, the regulation is a qualifying situation and is moved to be with the other qualifying situations. Generally, this height limit is within the maximum limit for many of our current zones. The intent is for taller buildings to have the public engagement and discussion that is part of a discretionary design review.

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. Proposals that may not use the design standards are stated in Subsection B. The design standards are stated in Subsection C. The standards for signs are stated in Title 32, Signs and related Regulations. Proposals that do not meet the design standards — or where the applicant prefers more flexibility — must go through the design review process. 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~~ — 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 420-56:
 - a. New development and alterations to existing development when the new development or alteration exceeds 35 feet in height; and
 - b. Development subject to the requirements of 33.526.240, Open Area;
3. New buildings or additions that exceed 55 feet in height;

33.420.050.B. (contd)

4-7. 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 variety of Design overlay zone processes and removes some of the inconsistencies that have been proposed over time. One item has been added to address non-specific improvements in the rights-of-way. Since the new design standards do not consider work in the right-of-way, these types of development still need to go through review.

In addition, there are 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.

- 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;~~
- D4.** ~~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;~~
- H.** ~~E. Non-standard improvements in the right-of-way or other encroachments identified in other City Titles as requiring design review;~~
- I5.** In the CM3 zone within the St. Johns plan district, structures more than 45 feet in height;
- I6.** For motor vehicle fuel sales in the 122nd Avenue subdistrict of the East Corridor plan district; and
- I7.** 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 for 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 within 33.420.

These standards were created with the Citywide Design Guidelines in partnership with the consultant DECA. The standards have been developed to parallel the direction given under each of the three tenets and are intended to provide objective guidance that parallels the 10 guidelines. However, they are organized under each tenet by the feature or site/building listed below:

Context (12 standards)

- Building Massing and Corners
- Landscaping
- Older Buildings/History
- Adjacent Natural Areas

Public Realm (26 standards)

- Ground Floors
- Entries/Entry Plazas
- Weather Protection
- Utilities
- Vehicle Areas
- Art and Special Features

Quality and Resilience (24 standards)

- Site Planning and Pedestrian Circulation
- On-site Common Areas
- Windows and Balconies
- Building Materials
- Roofs

Within each tenet are a number of required standards that must be considered for new development and alterations. Additional standards are reviewed using a point system. New development and major remodels of existing development (defined in 33.910 as either 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.

C. Design standards. The design standards apply as follows:

1. New development must meet all the standards identified in Table 420-2 as required. Only the standards applicable to the development apply. In addition, new development must meet enough of the standards identified in Table 420-2 as optional to total 20 points, or one point for every 1,000 square feet of site area, whichever is less. Unless otherwise stated, if a standard is required, no optional points are earned. For sites that are 20,000 square feet or greater in total site area, at least one optional point must be earned in each of the following categories:
 - a. Context;
 - b. Public Realm; and
 - c. Quality.
2. Alterations to existing development must meet all the 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

Commentary on Individual Standards

Context Design Standards

The Context standards are identified with the moniker *C*, and number from 1 to 12. 2 standards are required but both apply to new buildings. 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. In addition, additional points can be gained from required standards *C1* or *C10* if additional features are provided on site. A total of 29 points is possible.

C1 - Corner Features on a Building. This standard is intended to foster urban-scale development in areas that are anticipate for growth, which are the town and neighborhood centers. It applies specifically to corner sites with provisions to further activate the areas at the corner. This standard has both a required portion and an optional portion to gain points. The standard includes a menu of items for a development to propose. The first element is required, and any additional elements can gain points up to a maximum of four additional points. The standards support several of the Context Design Guidelines including, Guideline #1 - "Respond to the citywide urban design framework, . . .", Guideline #3 - "Create positive relationships with adjacent surroundings" and Guidelines #4 - "Integrate and enhance on-site features and opportunities, . . .", as well as provide support to the Public Realm guidelines. The features that are part of this standard are:

- Building setback at the corner. This encourages buildings to be built up to the corner intersection to provide a direct relationship with the street. It awards one point (as optional).
- Building massing at the corner. This encourages buildings to emphasize the corner intersection by including their highest vertical feature within 20-feet of the corner. It awards one point (as optional).
- Building plaza at the corner. This standard awards two points (as an optional standard) if a development provides a publicly accessible plaza at the corner. Note that this standard would be used instead of some of the other items listed here.
- Main entrance at the corner. As an alternate to providing an publicly accessible plaza, this standard awards one point by providing a main entrance to a tenant space or to a residential lobby in close proximity to the corner.

The following two additional standards are shown on the next page.

- Additional window requirements. This encourages a building to concentrate additional glazing within 30-feet of the corner to provide additional visual interaction between the building and the corner. It awards one point (if optional).
- Building signage at the corner. The standard encourages the placement of projecting signage close to the corner. Signage directs people's attention the location. By limiting the size to 32 square feet or less, it allows the sign itself to be exempt from specific standards or a design review, and makes it a size more amenable to pedestrian traffic. It awards one point (if optional).

Table 420-2
Design Standards

No.	Design Standard	Required	Optional Points
<u>Context (C1 – C12)</u>			
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, Landscaping, Older Buildings/History, and Adjacent Natural Areas			
<u>Building Massing and Corners</u>			
C1	<p>Corner Features on a Building. The following applies to a new building on a site that has frontage on more than one intersecting street, and where the lot frontages intersect, is located within a town center or neighborhood center, and is in a zone that does not have a minimum building setback from a street lot line. One of the following features must be provided. Additional features may be provided for optional points up to a maximum of 4 points:</p> <ul style="list-style-type: none"> The building must be within 5 feet of both intersecting street lot lines. Each street facing wall meeting this standard must be at least 25 feet long. The highest point of the building's street-facing elevations must be within 20 feet of the corner of both intersecting street lot lines. This wall must project 3 feet above an adjacent wall elevation. The building must include a plaza at the corner of the two intersecting street lot lines. The plaza has minimum dimensions of 15 feet by 15 feet, and must be hard-surfaced for use by pedestrians or an extension of the sidewalk. 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. At least one main entrance to a commercial tenant space or a residential lobby must face the plaza. If a plaza is not provided, at least one main entrance to a commercial tenant space or residential lobby must be located within 15 feet of the two intersecting street lot lines, and face the street with the highest transit designation. 	X	<u>If done as additional option:</u> <u>1 pt</u> <u>1 pt</u> <u>2 pts</u> <u>1 pt</u>

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)

C1 - Corner Features on a Building (contd). See previous commentary page.

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 smaller development that is often found on the side streets. Projects that provide these features achieve 3 points. This standard also supports Design Guideline #3. (This was BM12 in Discussion Draft.)

C3 - Tree Preservation. This standard encourages the preservation of larger existing trees, which have 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 4 points. The standard supports Design Guideline #4 to "Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness." (This was SP15 in Discussion Draft.)

C4 - 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 for future stands of trees with new development. A total of 2 points can be gained for planting 5 trees in a group. The standard further supports Design Guideline #4 . (This was SP 18 in Discussion Draft.)

Table 420-2
Design Standards

No.	Design Standard	Required	Optional Points
<u>C1</u> (contd)	<ul style="list-style-type: none"> • At least 30 percent of each street-facing facade located within 30 feet of the intersecting street lot lines must be windows or main entrance doors. Windows and doors used to meet ground floor window requirements may be used to meet this standard. • At least one sign must be provided within 10 feet of the intersecting street lot lines. The sign may be up to 32 square feet in area and meet the requirements of Title 32. 		<u>1 pt</u> <u>1 pt</u>
<u>C2</u>	Building Facades on Local Service Streets. Buildings with street-facing facades on local service streets must divide the building elevations into distinct wall planes measuring 1,500 square feet or less. To qualify, the façade plane must be offset in depth by at least 2-feet from adjacent facades. Facades may also be separated by a balcony or architectural projection that projects 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.		<u>3 pts</u>
<u>Landscaping</u>			
<u>C3</u>	Tree Preservation. Preserve existing trees. For each tree preserved that is greater than 20 inches in diameter, 1 pt. may be earned up to a maximum of 4 pts. An arborists report must be provided that identifies the diameter of each tree to be preserved and verifies that it is not dead, dying or dangerous, and that it is not on the Nuisance Plants list.		<u>4 pts max</u>
<u>C4</u>	Grouping of Trees. Within the eastern pattern area shown on Map 130-2, plant at least 5 evergreen trees in a group. Trees must be a minimum of 5 feet in height, planted no more than 15 feet apart, and listed on the Portland Plan List.		<u>2 pts</u>

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)

C5 - Native Landscaping. This standard encourages the use of native plants and trees for the landscaping provided, and awards one point for meeting the standard. It is intended to apply outside of environmental zones, and helps to provide a link between development and the native flora that originally made up the area. In addition, requiring the vast majority of trees to be native creates opportunities for interaction with native wildlife, and reflects on the existing landscaping within many parks and natural areas of the city. This standard further supports Design Guideline #4, but also relates to other context guidelines. (This combines the previous standards SP16 and 17 in the Discussion Draft which treated plants and trees separately.)

C6 - Trees in Setbacks along a Civic Corridor. This 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, new buildings along these corridors will provide street trees within the right-of-way. This standard awards one point if an additional row 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 treewells as part of an extension of the plaza or sidewalk, but does not count if the trees are part of the perimeter parking lot landscaping. A minimum of four trees must be planted to qualify for the standard. This supports Design Guidelines #1, "Respond to citywide urban design framework", and Guideline #4, "Integrate on-site features. . ." (This is a new standard that was not in the Discussion Draft.)

Older Buildings / History

C7 - 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 to link the past with the present. The standard is worth 3 points to acknowledge the potential engineering effort to satisfy the standard. The standard supports Guideline #2, "Build on the character and local identity of the place, while also supporting Guidelines #3 and #10, (This was BM6 in the Discussion Draft.)

C8 - Vertical Extension of Existing Building Features. This standard is intended to work with C7 above to provide an additional incentive to preserve an existing façade into a development and to carry on features such as vertical columns or window patterns into any new upper stories. The standard includes minimum requirements to achieve the one point. Similar to C7, the standard supports the context Guidelines #2 & #3 along with Guideline #10 as a way to link the past development into the new addition. (This is expanded from BM7 in the Discussion Draft.)

C9 - 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. Combining this standard with C7 and C8 can enable a major remodeling project to meet the design standards. This supports Design Guideline #2, "Build on the character and local identity of the place". (This was SF10 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
C5	Native landscaping. On sites that are 20,000 square feet or larger, at least 30 percent of the total landscaped area must be planted with native species listed on the Portland Plan List, and 80 percent of all trees planted on site must be native trees listed on the Portland Plant list.		<u>1 pt</u>
C6	Trees in Setbacks along a Civic Corridor. On sites located on a civic corridor shown on Map 130-1, plant trees within the required building setback from the civic corridor. A minimum of 4 trees must be planted and the trees must meet the L1 spacing standards. Areas dedicated to parking lot landscaping do not count toward meeting this standard		<u>1 pt</u>
Older Buildings /History			
C7	Preservation of Existing Facades. When altering or adding on to a building that is at least 50 years old and has at least 4,000 square feet of net building area, retain more than 50 percent of the area of the existing street-facing building façade.		<u>3 pts</u>
C8	Vertical Extension of Existing Building Features. When vertically adding on to a building that is at least 50 years old, include one of the following features as part of the addition: <ul style="list-style-type: none"> If the existing building contains vertical building columns or pilasters, the columns or pilasters are expanded vertically into the expansion. To qualify, the existing column or pilaster must be at least 6 inches wide and project at least 3 inches from the adjoining building wall. Windows on the vertical extension must be placed directly above the existing windows. The size of the new windows may be up to 20 percent less than the size of the existing windows, but the center of the new window must align with the vertical plane of the center of the existing windows. 		<u>1 pt</u>
C9	Building or Site History Plaque. If the site contains a building that is at least 50 years old, install a plaque on a street-facing façade of that building that provides information on the previous uses of the building or site. The plaque must be at least 2 square feet in area.		<u>1 pt</u>

Table 420-2

Commentary on Individual Standards (contd)

Context Design Standards (contd)**C10 - Buildings Adjacent to Historic Landmarks**

. This standard applies whenever a new building is built adjacent to the site of an existing historic landmark. This provision requires the new building to consider providing some features that create contextual continuity with the landmark building. These could include matching features on the façade, or deferring to the landmark by setting the taller portion of the new building back from the building. The applicant has the ability to choose the what feature to meet, but must meet one standard. The applicant may choose to meet additional standards to gain up to three points. This standard relates to several of the Context guidelines including Guidelines #2 and #3. Providing these can also improve the sidewalk level of the building, which supports Guideline #5. (This is a new standard that was not in the Discussion Draft.)

C11 - Setback from Waterbodies. This standard awards 4 points if a project can incorporate and preserve a natural water feature (separate from environmental zones) as part of a development proposal. It supports Design Guideline #4, "Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness". (This was O1 in the Discussion Draft.)

C12 - Public View of Natural Feature. This standard encourages the opening up of a site's natural features, such as trees, rock formations or water features, to the public realm. It awards 2 points for providing a view corridor between the street and the feature on site. This allows for the visual enjoyment of on-site's natural features. Similar to C11 above, the standard supports Design Guideline #4 (This was O2 in the Discussion Draft).

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
C10	<p>Buildings Adjacent to Historic Landmarks. The following applies to a new building located on a site that is adjacent to a site that contains a historic landmark. One of the following must be provided. Additional features may be provided for optional points up to a maximum of 3 points . This standard is not required if the new building is adjacent to a landmark building containing only residential uses.</p> <ul style="list-style-type: none"> • Street-facing ground floor windows in the new building must be as tall asas the ground floor windows in the historic landmark. • The base of the street-facing ground floor windows must be at the same distance above grade as the ground floor windows in the historic landmark. • If the landmark building has transom windows on the ground floor, the new building must include transom windows above the street-facing ground floor windows at the same distance above grade as the transom window on the historic landmark. • The exterior materials on the new building must match the exterior materials on the historic landmark on at least 80 percent of the new building's street-facing façade. • Floor and cornice bands on the new building must match bands on the historic landmark. • If any portion of the new building is taller than the historic landmark, that portion of the new building must be setback 10 feet from the property line adjacent to the site that contains the historic landmark. 	X	
Adjacent Natural Areas			
C11	Setback from Waterbodies. Outside of environmental zones, locate all buildings, structures and outdoor common areas a minimum of 50 feet from the edge of a wetland, or top of bank of a water body, seep or spring located on site.		4 pts
C12	Public View of Natural Feature. Outside of environmental zones, provide a view corridor between the public street and an existing natural feature on site, such as a grove of native trees, rock outcropping, wetland, water body, seep or spring. The view corridor must be a minimum of 20 feet wide. The corridor must be landscaped with shrubs and ground cover or include a pedestrian connection to a viewing platform accessible from the street.		2 pts

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 26. 10 standards are required subject to their applicability. 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 30 points are available from the optional standards.

PR1 - Ground Floor Height. This standard ensures that ground floor spaces provide a prominent role in the building's massing by requiring a minimum height for ground floor commercial and ground floor residential, while acknowledging the different requirements of each. The standard is required for new buildings. The standard supports Design Guideline #5, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled". (This was BM2 in the Discussion Draft.)

PR2 - Ground Floor Height (optional). This standard augments PR1 above by providing 3 points for projects that choose to raise the ground floor to 15-feet for commercial and 12-feet for residential uses. This standard is optional, worth 3 points, and further supports Design Guideline #5. (This was BM5 in the Discussion Draft.)

PR3 - Ground Floor Commercial Space. This standard provides an incentive for a building to include commercial space 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. This standard supports Guideline #5 and can support Guideline #3. (This is a new standard not in the Discussion Draft.)

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. It is worth an additional 2 points. This standard supports Guideline #5 and can support Guideline #3. (This is a new standard not in the Discussion Draft.)

Table 420-2
Design Standards

No.	Design Standard	Required	Optional Points
Public Realm (PR1 – PR26)			
<p>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</p>			
Ground Floors			
PR1	Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. For ground floor area associated with a residential use, the height is 10 feet. The bottom of the structure includes supporting beams.	X	
PR2	Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 15 feet. For ground floor area associated with a residential use, the height is 12 feet. The bottom of the structure includes supporting beams.		3 pts
PR3	Ground Floor Commercial Space. On sites that are at least 10,000 square feet in total site area, at least 1,500 square feet of floor area on the ground floor must be for commercial use and the space must include at least one main entrance that faces the street and is within 5-feet of the street lot line.		2 pts
PR4	Affordable Ground Floor Commercial Space. Where commercial uses are allowed or limited, at least 1,500 square feet of floor area on the ground floor must be provided for a commercial use that meets the affordable commercial space program administrative requirements of the Portland Development Commission. The applicant must execute a covenant with the City of Portland that satisfies the requirements of 33.130.212.D.2.		2 pts

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR5 - Oversized Street-Facing Opening. This standard encourages a business to open up their business to the adjacent street to encourage interaction between the business and the public realm during periods of nice weather. The standard is worth 2 points and can promote several Design Guidelines, including #5. (This was SF7 in the Discussion Draft.)

PR6 - Louvers and Vents. This standard requires new louvers and vents placed along street-facing facades to be located at a height that minimizes the impact on pedestrians who may be next to the wall. The standard applies to new development and to any new vent proposed with an alteration. The standard supports Design Guideline #5, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled", and Design Guideline #7, "Minimize and integrate parking and necessary building services". (This was F5 in the Discussion Draft.)

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 on local service streets does not adversely impact adjoining lots. The standard supports Design Guideline #5 as well as Context Guideline #3. (This was F5 in the Discussion Draft.)

PR8 - Main Entrance Locations. 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 #3. (This was SP1 in the Discussion Draft.)

Table 420-2
Design Standards

No.	Design Standard	Required	Optional Points
PR5	Oversized Street-Facing Opening. Provide an oversized operable door, such as a roll-up door or movable storefront, for at least one ground floor tenant space that faces the street lot line and is used for Retail Sales And Service uses. Buildings with more than one ground floor tenant space that faces the street and is used for Retail Sales And Service uses must provide the door opening for at least 50 percent of the tenant spaces that face the street. The oversized operable door opening must be at least 8 feet wide and cannot open up into utility, garbage , or parking areas.		2 pts
PR6	Louvers and Vents. New louvers or other vents on street-facing facades within 5 feet of the street must meet one of the following standards. The measurement is made from the adjacent grade: <ul style="list-style-type: none"> The bottom of the louver is at least 7 feet above the adjoining grade; or The top of the louver is a maximum of 2 feet above the adjoining grade. 	X	
PR7	Exterior Lighting. On new buildings, exterior light fixtures must be provided on street-facing facades within 20 feet of the street as follows: <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 must not project light upward or to the side of the fixture. must not be directed up from the fixture. Lights on local service streets must meet the glare standards of Chapter 33.262, Off-Site Impacts. 	X	
Entries/Entry Plazas			
PR8	Main Entrance Location. Main entrances for nonresidential tenant spaces must be located 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.	X	

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR9 - 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. The standard is worth 2 points and supports Design Guideline #5, as well as indirectly supporting Guideline #8 to "Support the comfort, safety, and dignity of residents . . . through thoughtful site design". (This was SF8 in the Discussion Draft.)

PR10 - 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 unit's door and the vehicle area on the site. The standards also provide livability standards that include some physical features, landscaping, or outdoor space between the vehicle area and the dwelling unit entry. The standard is worth 2 points and supports both Design Guideline #7 - "Minimize and integrate parking and necessary building services and Guideline #8 - "Support the comfort, safety and dignity of residents . . . ". (This was SP24 in the Discussion Draft.)

Table 420-2
Design Standards

No.	Design Standard	Required	Optional Points
PR9	<p>Residential Entrance: This standard applies on streets that are not identified as civic and neighborhood corridors on the Transportation System Plan. At least 50 percent of the dwelling units on the street-facing ground floor of a building must have the main entrance of the dwelling unit have pedestrian access from the street. To qualify for this standard, entrances to at least four individual dwelling units must be provided. 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 and a minimum dimension of 6 feet, where 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. 		2 pts
PR10	<p>Separation of Dwelling Unit Entry from Vehicle Areas: This standard applies when there are at least four new ground floor dwelling unit entrances adjacent to a parking area. Doors leading to new 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 features 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 and a minimum dimension of 6 feet, where 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 pts

Table 420-2

Commentary on Individual Standards (contd)

Public Realm Design Standards (contd)

PR11 - Ground Floor Entry. This required standard applies to new development on the site. The intent is to ensure that a new ground floor entry is not partially obstructed by support columns, walls or other objects that can shield the view of, and access to the main entrance from the street frontage. This standard is only required for new development because it can be harder to retrofit an existing building that may need the structural support, whereas a new building can integrate this standard into its design. The standard provides a six foot horizontal clearance between the entry and the obstruction. It supports Design Guideline #5, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled". (This was SF1 in the Discussion Draft.)

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 Design Guideline #6 - "Provide opportunities to pause, sit, and interact". (This was SF6 in the Discussion Draft.)

PR13 - Pedestrian Access Plaza. Similar to some of the standards for providing outdoor area (generally for residents), this standard awards 4 points for providing a plaza that is directly accessible to the public realm. To qualify, the plaza must be a minimum size of 500 square feet and should have a combination of seating areas and some landscaping. This standard supports Public Realm Guidelines #5 & #6, as well as Guideline #7. (This is a new standard, not originally in the Discussion Draft.)

PR14 - Weather Protection Minimum Requirements. This standard ensures that all weather protection, including installations to satisfy any of the standards within this section meets minimum size and height standards to provide adequate protection. The standard supports Design Guidelines #5 and #8. (This was standard F2 in the Discussion Draft).

PR15 - Weather Protection at the Main Entrance. This standard applies to new buildings and to existing buildings that are proposing a new entrance. The standard ensures that these new entrances include weather protection of an adequate size to protect customers and others entering the building from the elements. The standard supports Design Guideline #5. (This was standard F1 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
PR11	Ground Floor Entry: For new development, ground floor entrances to commercial tenant spaces must have at least 6 feet of horizontal clearance from any free-standing columns, walls or other objects that project out from the building.	X	
PR12	Seating Adjacent to Main Entrance: 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 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 pt
PR13	Pedestrian Access Plaza: Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 500 square feet with minimum dimensions of 20-feet. 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 pts
<u>Weather Protection</u>			
PR14	Weather Protection Minimum Requirements: All canopies, awnings and other weather protection elements that are provided must project at least four feet from the adjoining building wall façade. The bottom of the weather protection structure must be at least 9 feet above the grade underneath it. Alterations to existing weather protection that does not meet the standard must either meet this standard or come closer to conformance with this standard.	X	
PR15	Weather Protection at the Main Entrance: The following applies to new buildings and new main entrances. Weather protection must be provided at one main entrance per street lot line. The weather protection must be an awning, building extension or other covered structure. The weather protection must have a minimum width of 5 feet or the width of the entrance, whichever is greater. The weather protection must meet the standard of PR14.	X	

Table 420-2

Commentary on Individual Standards (contd)
Public Realm Design Standards (contd)

PR16 - Weather Protection along a Transit Street. This standard requires buildings that have a longer street frontage along a transit street to provide weather protection along 20% of their frontage. This affords pedestrians the opportunity to escape the weather, even in situations where there is no main entrance. Along with supporting Design Guideline #5 as above, this supports Design Guideline #6 by providing "opportunities to pause, sit and interact". (This was standard F3 in the Discussion Draft.)

PR17 - Weather Protection along a Transit Street (optional bonus). This standard is an optional standard that augments the requirements in F1 - F3. The standard awards 3 points if 50% of the frontage along a transit street includes weather protection that meets the minimum height and projection requirements stated in F2. The intent is to encourage additional weather protection along transit streets that are anticipated to have more pedestrians. The standard also supports Design Guidelines #5 and #6. (This was standard F10 in the Discussion Draft.)

PR18 - Location of Utilities. This standard requires HVAC equipment, electric and gas meters 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 #5 and #7. The standard can also support Guideline #9, 'Design for quality, using enduring materials and strategies with a clear and consistent execution'. (This standard combined SP5 and SP19 from the Discussion Draft.)

PR19 - Pervious Paving Materials. This standard provides 2 points for providing 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 Design Guidelines #7 and #8. (This was SP23 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
PR16	<u>Weather Protection Along a Transit Street.</u> For new buildings with more than 50-feet of street-facing façade adjacent to a transit street lot line, weather protection must be provided along 20 percent of the street facing facade. This requirement does not apply to street-facing facades more than 20 feet from the street lot line. The weather protection must meet the standard of PR14	X	
PR17	<u>Weather Protection Along a Transit Street.</u> For buildings with at least 30 feet of a street-facing facade within 20 feet of a transit street lot line, weather protection must be provided along at least 50 percent of the street-facing facade. The weather protection must meet the standard of PR14.		2 pts
<u>Utilities</u>			
PR18	<u>Location of Utilities.</u> New electric meters, gas meters and HVAC equipment must be screened from the street by meeting one of the following standards: <ul style="list-style-type: none"> • The utilities or equipment are enclosed by a building; • The utilities are screened from the street by a wall that is as tall as the tallest part of the utility; • The utilities are mounted to a wall that does not face a street and are set back at least 5-feet from a street lot line; or • The utilities are set back at least 20-feet from all street lot lines. 	X	
<u>Vehicle Areas</u>			
PR19	<u>Pervious Paving Materials:</u> At least 50 percent of all new vehicle area must be surfaced with pervious pavement approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.		2 pts

Table 420-2

Commentary on Individual Standards (contd)
Public Realm Design Standards (contd)

PR20 - Large Site Parking Area Setback. This standard is intended to limit the effect of parking areas for larger sites from the public realm. The standard only applies to sites larger than 20,000 square feet and to new parking areas. If the new parking is a surface parking lot, it must be set back 25 feet from the street lot line. If it is defined as structured parking, then it must be set back 10 feet from the street lot line. This supports Guidelines #5 and #7. (This was modified from SP10 in the Discussion Draft.)

PR21 - Parking Areas. This awards two points for projects that don't provide parking. This also could free up the site to provide other design features. This standard would be used in places where parking is not required. Otherwise, an adjustment would be required to invoke the standard. It is consistent with Design Guideline #7. (This was SP20 in the Discussion Draft.)

PR22 - Structured Parking and Vehicle Areas. This standard incentivizes incorporating the parking and vehicle areas into the building which limits the amount of surface parking that is located on site. The standard is worth 2 points and supports Design Guideline #7. PR22 is limited to structured parking, while PR23 provides some other alternatives, so these standards cannot be used together. (This was SP21 in the Discussion Draft.)

PR23 - Alternative Shading of Vehicle Areas. This standard provides an alternative to PR22. 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 features such as tree canopy may not be able to gain as much shade covering. It is worth 1 point and supports Design Guideline #7 (This was SP22 in the Discussion Draft.)

PR24 - Original Art Mural. This standard, along with SF3 below encourages a development to incorporate art into the proposal. This standard awards a point for proposing an original art mural at the time of the permit review. A mural may directly support Public Realm Guidelines #5 and #6, but can also support Context Design Guideline #2. (This was SF2 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
PR20	Large Site Parking Area Setback: On sites that are at least 20,000 square feet in total site area, new surface parking must be set back at least 25-feet from street lot lines. Structured parking must be set back at least 10-feet from street lot lines.	X	
PR21	Parking Areas: There are no parking areas on the site.		<u>1 pt</u>
PR22	Structured Parking and Vehicle Areas: At least 80 percent of proposed vehicle areas must be covered by a building. The development may meet PR22 or PR23, but not both.		<u>2 pts</u>
PR23	Alternative Shading of Vehicle Areas: At least 50 percent of proposed vehicle areas on the site must be covered by buildings, 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 development may meet PR23 or PR22, but not both.		<u>1 pt</u>
<i>Art and Special Features</i>			
PR24	Original Art Mural: Provide an original art mural that meets the requirements of Title 4. To meet this option, an application for an original art mural must be submitted to the Bureau of Development Services prior to the issuance of the building permit. The proposed mural must meet the following: <ul style="list-style-type: none"> • The mural is on a wall or structure that is visible from a public right-of-way; and • The mural is at least 32 square feet in area. 		<u>1 pt</u>

Table 420-2

Commentary on Individual Standards (contd)
Public Realm Design Standards (contd)

PR25 - City-Approved Art Installation. This standard, along with PR24 above encourages a development to incorporate art into the proposal. This standard awards a point for working with the Regional Arts and Culture Council (RACC) to propose and gain approval for an art installation as part of the permit review. Art installations may support Context Design Guideline #2 as well as the Public Realm Guidelines #5 and #6, especially since the standard encourage the art work to be placed close to the street. (This was SF3 in the Discussion Draft.)

PR26 - 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. A water feature supports the similar guidelines as the artwork above. (This was SF4 in the Discussion Draft.)

Quality and Resilience Design Standards

The Quality and Resilience standards are identified with the moniker QR, and number from 1 to 24. 8 standards are required subject to their applicability. 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 30 points are available from the optional standards.

QR1 - On-site Building Separation. This standard provides a separation between residential buildings with walls that face each other. 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 the placement of a new building with residential units on a site with existing development. This standard supports Design Guideline #8, "Support the comfort, safety and dignity of residents, workers and visitors through thoughtful site design." (This was SP2 in the Discussion Draft.)

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 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 Design Guideline #8. (This was SP3 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
PR25	<p>City Approved Art Installation: Provide an art feature on the site that has been approved by the Regional Arts and Culture Commission (RACC) and is not a mural. The feature must be set back a maximum of 15 feet from the street lot line with the highest street classification. 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 install and maintain the art installation. 		2pts
PR26	<p>Water Feature: 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. <p>The feature can be part of a stormwater facility.</p>		1 pt
<i>Quality and Resilience (QR1 – QR24)</i>			
<p>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 rooftops.</p>			
<i>Site Planning and Pedestrian Circulation</i>			
QR1	On-site Building Separation: New buildings containing dwelling units on the ground floor must be set back 10 feet from other buildings on the site that contain dwelling units on the ground floor.	X	
QR2	Vertical Clearance to Pedestrian Circulation System: For new buildings, building projections such as balconies or bay windows, or skybridges that project over the on-site pedestrian circulation system must have the bottom of the projection be at least 9 feet above the grade of the circulation system below.	X	

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR3 – Pedestrian Connection to a Major Public Trail. This standard applies in the circumstance where a major trail designation is located next to the site. In these situations, new development must connect its pedestrian circulation system to the trail. Note that is not relevant in situations where the trails runs along a street right-of-way, since the system would connect to the street anyway. This standard supports Quality Guidelines #8 and #10 as well as Context Design Guideline #3. (This was SP8 in the Discussion Draft.)

QR4 – Windows Facing a Pedestrian Walkway. This standard encourages new buildings facing the site's pedestrian circulation system to provide a level of "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 Design Guideline #8, "Design for quality, using enduring materials and strategies with a clear and consistent execution". (This was F8 in the Discussion Draft.)

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 3 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 closer in tend to be smaller. In either case, the outdoor area must include a 20-ft by 20-ft area. 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 Guideline #8 and could support Guideline #2 as well. (This standard updates standards SP11, 13 & 14 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
QR3	Pedestrian Connection to a Major Public Trail: New development on a site located adjacent to a major public trail designation, that is not part of a street, must provide a connection from the trail to its pedestrian circulation system.	X	
QR4	Windows Facing a Pedestrian Walkway: For 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 pt
On-site Common Areas			
QR5	<p>On-site Outdoor Common Area: On sites in the Inner pattern area identified on Map 130-2, provide at least 600 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. On sites in the Western or Eastern pattern area identified on Map 130-2, provide at least 800 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. The outdoor area must meet one of the following:</p> <ul style="list-style-type: none"> The outdoor area is hard-surface, 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. <p>Up to 20 percent of the outdoor area may be landscaped to the L1 standard.</p>		3 pts

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR6 – Indoor Common Room. This standard encourages a development to provide an indoor common space which can foster resident interaction and shared events. This is an optional standard, worth 2 points and is an interior version of QR5 above. The standard supports Guideline #8 and could provide future adaptability and resilience supporting Guideline #10. (This was SP12 in the Discussion Draft.)

QR7 – 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 entrances and/or windows on the walls facing the outdoor area. It supports Guideline #8. (This updated SP9 in the Discussion Draft.)

QR8 – Buildings Surrounding Outdoor Common Area. This standard encourages more light and air above the outdoor common area. It does this by limiting the building's height around the outdoor area. The standard is worth 2 points and contributes to Design Guideline #8. (This was BM13 in the Discussion Draft.)

QR9 – Street-Facing Window Detail. This requirement is an expansion on an existing standard within the Community Design Standards. However, the standard includes the option to either provide trim around the windows, or recess them from the building wall. Either of these provide a dimensional relief to the façade. The standard supports Design Guideline #9, "Design for quality, using enduring materials and strategies with a clear and consistent execution". (This was F7 in the Discussion Draft.)

QR10 – 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 windows or balcony doors on upper floors are at least 30 percent of the street-facing wall area.. The standard supports both Quality Design Guideline #8 and Public Realm Design Guideline #5 (This was F15 in the Discussion Draft).

Table 420-2
Design Standards

No.	Design Standard	Required	Optional
QR6	Indoor Common Room. Provide an indoor common room with a minimum dimension of 20-feet by 20-feet and meets the requirements of 33.130.228.B.2.b(2).		<u>2 pts</u>
QR7	Building Walls Adjacent to Outdoor Common Area. New buildings with facades facing, and within 10 feet of an outdoor common area must meet the following: <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. 	X	
QR8	Buildings Surrounding Outdoor Common Area. Buildings walls 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 could be up to 40-feet above the grade of the open area.		<u>2 pts</u>
<i>Windows and Balconies</i>			
QR9	Street-Facing Window Detail. The following window standard must be met on all new street-facing facades. Ground floor storefront or curtain wall glazing systems are exempt from this standard: <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. Alterations must either meet this standard or match the window trim and recess of the existing building for all new windows.	X	
QR10	Upper Floor Windows: For new buildings and expansions of existing buildings above the ground floor, at least 30 percent of the area of the new street-facing facade above the ground floor must be: <ul style="list-style-type: none"> Windows; or Doors opening up to balconies. 		<u>2 pts</u>

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR11 - 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 standard is worth 3 points and supports Quality Design Guidelines #8 and #9, and Context Guideline #3. (This was F13 in the Discussion Draft.)

QR12 - Sunshades for Windows. This standard encourages the provision a sunscreen or awning on the south and west facing windows of a building. This adds both a design element and helps with control of the interior environment. The standard is worth 2 points and supports Design Guideline #3 and potentially Design Guideline #8 "Support the comfort, safety and dignity of residents . . . through thoughtful site design". (F14)

QR13 - Bird-safe Glazing for Windows. This standard encourages bird-safe glazing on any facades that have 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 Design Guideline #10, "Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment". (This was F17 in the Discussion Draft.)

QR14 - Windows on Upper Level Units with Multiple Exterior Walls. This standard awards 2 points by ensuring that corner dwelling units or tenant spaces (or other units adjoining at least two exterior walls) provide operable windows on each wall to allow for cross ventilation of the space. The standard only applies on the upper floors of buildings. The standard supports Design Guideline #10 (This was F18 in the Discussion Draft).

QR15 - Ground Floor Windows. This standard encourages a greater amount of ground floor glazing over both the base zone and other façade standards. 2 points are awarded if a project can provide 60 percent glazing along the ground floor. This standard can't be used in the 'm' overlay since that overlay already requires 60 percent glazing. The standard supports Guideline #9, "Design for quality, using enduring materials. . . ." but also further supports Design Guideline #5, "Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled. (This was F19 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
QR11	Street-Facing Balconies. Provide balconies for at least 50 percent of the dwelling units with facades that face a street lot line and are located above the ground floor. There must be a minimum of six balconies to qualify. The balconies must have a minimum dimension of 4-feet by 6-feet. 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.		<u>3 pts</u>
QR12	Sunshades for Windows. Windows above the ground floor on facades that face south or west must provide sunshades over at least 50 percent of the window openings. The sunshades must be awnings or eaves directly above the window that project out at least 3 feet.		<u>2pts</u>
QR13	Bird-Safe Glazing for Windows. On façades that contain more than 30 percent glazing, at least 90 percent of the windows must incorporate bird-safe glazing. Treatment patterns and application techniques must be from the <i>Portland Bird Safe Windows</i> list.		<u>2 pts</u>
QR14	Windows on Upper Level Units with Multiple Exterior Walls. For dwelling units or commercial tenant spaces located above the ground floor that have two or more walls located at building exteriors, provide at least one operable window in each of two or more exterior walls. Each window meeting this standard must provide an operable opening of at least 6 square feet.		<u>2 pts</u>
QR15	Ground Floor Windows: The percentage of ground floor window required by the base zone is increased to 60 percent. This standard does not apply on sites within the Centers Main Street Overlay Zone.		<u>2 pts</u>

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR16 - Exterior Finish Materials. This standard ensures that new buildings over 5,000 square feet and alterations to these buildings choose materials that meet some 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, up to 20% of the façade. The list of materials is provided on Table 420-3. This standard supports Design Guideline #9, "Design for quality, using enduring materials and strategies with a clear and consistent execution". (This was F4 in the Discussion Draft.)

QR17 - Exterior Finish Materials (Option). This standard is an optional standard that augments QR16. It provides 2 points to projects that elect to use the materials listed in Table 420-3 for 100% of the exterior, excluding windows, doors and trim. Similar to QR16, this standard further supports Design Guideline #9. (This was F11 in the Discussion Draft.)

QR18 - 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 is an optional standard worth 1 point and supports Design Guideline #9 (This was F12 I the Discussion Draft).

QR19 - Environmental Assessment of Building Materials. This standard encourages an applicant to run a program that either considers the environmental impacts of the projects building materials either through a life cycle assessment, or by calculating the environmental product declaration for the concrete that they plan to pour. The intent is to increase the knowledge of the impacts and consider other resilient products. This standard is worth one point and supports Design Guidelines #9 and #10 by providing opportunities for education about the environmental impacts of materials.

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
<i>Building Materials</i>			
QR16	<p>Exterior Finish Materials: The following apply to new buildings that have a net building area of at least 5,000 square feet:</p> <ul style="list-style-type: none"> • The exterior finish materials on 80 percent of the building must be materials listed in approved materials list in Table 420-3 excluding windows, doors and trim. • No more than 3 exterior finish materials listed in Table 420-3 may be used per façade. <p>Alterations to buildings with a net building area of at least 5,000 square feet may choose to use this list or use materials which are the same as, or visually match the appearance of, those on the existing building.</p>	X	
QR17	<p>Exterior Finish Materials: The exterior finish materials on 100 percent of the building must be materials listed in the approved materials list in Table 420-3 excluding windows, doors and trim. No more than 3 exterior finish material listed in Table 420-3 may be used per façade.</p>		<u>2pt</u>
QR18	<p>Building Materials Application to Side Walls of Building: The following apply to buildings 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 10 feet of the adjoining, but not street-facing, facades must be the same exterior finish materials.</p>		<u>1 pt</u>
QR19	<p>Environmental Assessment of Building Materials. New buildings must provide one of the following assessments:</p> <ul style="list-style-type: none"> • A Life-Cycle Assessment (LCA) of the Building Materials. • If concrete is use, an Environmental Product Declaration. 		<u>1 pt</u>

Table 420-2

Commentary on Individual Standards (contd)

Quality and Resilience Design Standards (contd)

QR20 – Roof Pitch. This standard fosters a more urban environment along our Civic Corridors within the Inner Pattern Area. The standard requires more prominent buildings (those over 35-ft in height) to provide flat roofs as opposed to pitched roofs which are more associated with smaller scale residential development. It is limited in scope to the close-in Civic Corridors. It supports the Quality Guideline #9 encouraging a clear and consistent execution on our Civic Corridors, and is associated with Design Guideline #3 to "create positive relationships with adjacent surroundings". (This was BM3 in the Discussion Draft.)

QR21 – 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 is less restrictive than the exemption listed earlier in the chapter. The standard supports Design Guideline #8 to "Design for Quality . . .", as well as Guideline #7 to "minimize . . . necessary building services". (This was BM4 in the Discussion Draft.)

QR22 – 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 Design Guideline #10, "Design for resilience, considering adaptability to the changing needs of the city, climate change impacts, and the health and stewardship of the environment". (This was BM14 in the Discussion Draft.)

QR23 – Solar Energy System. Similar to QR21, this encourages a development 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 Guideline #10. (This is a new standard that was not in the Discussion Draft.)

QR24 – 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. This standard also supports Design Guideline #10. (This was BM15 in the Discussion Draft.)

Table 420-2
Design Standards

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>
<i>Roofs</i>			
QR20	Roof Pitch: The following applies to sites located adjacent to a Civic Corridor in the Inner Pattern area shown on Map 130-2. The roof pitch of new buildings that are more than 35 feet high must not be more than a 1/12 pitch.	X	
QR21	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.	X	
QR22	Ecoroof: 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> .		<u>2 pts</u>
QR23	Solar Energy System: 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.		<u>2 pts</u>
QR24	Reflective Roof Surface: At least 90 percent of the roof area not covered by rooftop equipment, vents, skylights, stairwells or elevator enclosures must meet the Energy Star requirements for solar reflectance. This standard does not apply if either standard QR22 or QR23 are used.		<u>1 pt</u>

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; QR16 - 18. Standard QR16 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% of their façade, excluding windows, doors and trim. To avoid using too many different materials, the number of materials from the list is limited to three per facade, excluding the materials used for windows, doors and trim. Alterations have the option to use the materials currently on the existing building. Additional points may be granted for projects that choose materials from the table for 100% of their façade through standard QR17. Finally, standard QR18 provides points for wrapping street facing materials around to the side, non-street facing building wall.

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 of materials is provided. A list applicable to design standards needs to be 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 materials 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 for Foundation and Ground Floor

It should be noted that up to 20 percent of an area's façade may choose to use materials that are not listed on the table. This allows a wide range of materials to be considered as accents or secondary materials to the primary type of exterior cladding. Also note, that an applicant can choose to go through Design Review to propose materials that are not listed here.

Table 420-3
Approved Exterior Finish Materials

Material	Approved Usage
<u>Brick and Brick veneer</u>	All brick and brick veneer is approved
<u>Stucco</u>	<u>Stucco that is one of the following is approved:</u> <ul style="list-style-type: none"> • <u>Portland cement based three coat stucco system; or</u> • <u>Cement board stucco system</u>
<u>Wood</u>	<u>Wood that meets the following is approved:</u> <ul style="list-style-type: none"> • <u>If the wood is boards, the boards have a vertical or horizontal dimension of 6 inches or less. Wood with a larger dimension must contain a reveal or board pattern that has dimension of 6 inches or less;</u> • <u>If wood is shingles or shakes, the shingles or shakes must contain a reveal of 10 inches or less;</u> • <u>If clear-finished wood is used on a facade, the façade that contains the 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>Metal Wall Cladding</u>	<u>Metal wall cladding that meets the following is approved:</u> <ul style="list-style-type: none"> • <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;</u> • <u>If the material has a vertical or horizontal dimension of 12 inches or less, the material must have a minimum thickness of 20-gauge; and</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 24-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>

Table 420-3
Approved Exterior Materials List for Design Standards

Continuation of Table 420-3.

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

<u>Material</u>	<u>Approved Usage</u>
Fiber Cement Wall Cladding	<p>Fiber cement wall cladding that meets the following is approved:</p> <ul style="list-style-type: none"> • 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. 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; • 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. 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; and • 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.
Concrete	<p>Concrete that meets the following are approved:</p> <ul style="list-style-type: none"> • Poured in place concrete used as a material for the foundation and ground floor up to the floor level of the second floor; • Concrete Masonry Units (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.

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 420-5 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 Citywide-Design Guidelines.

Maps 420-1 through 420-6

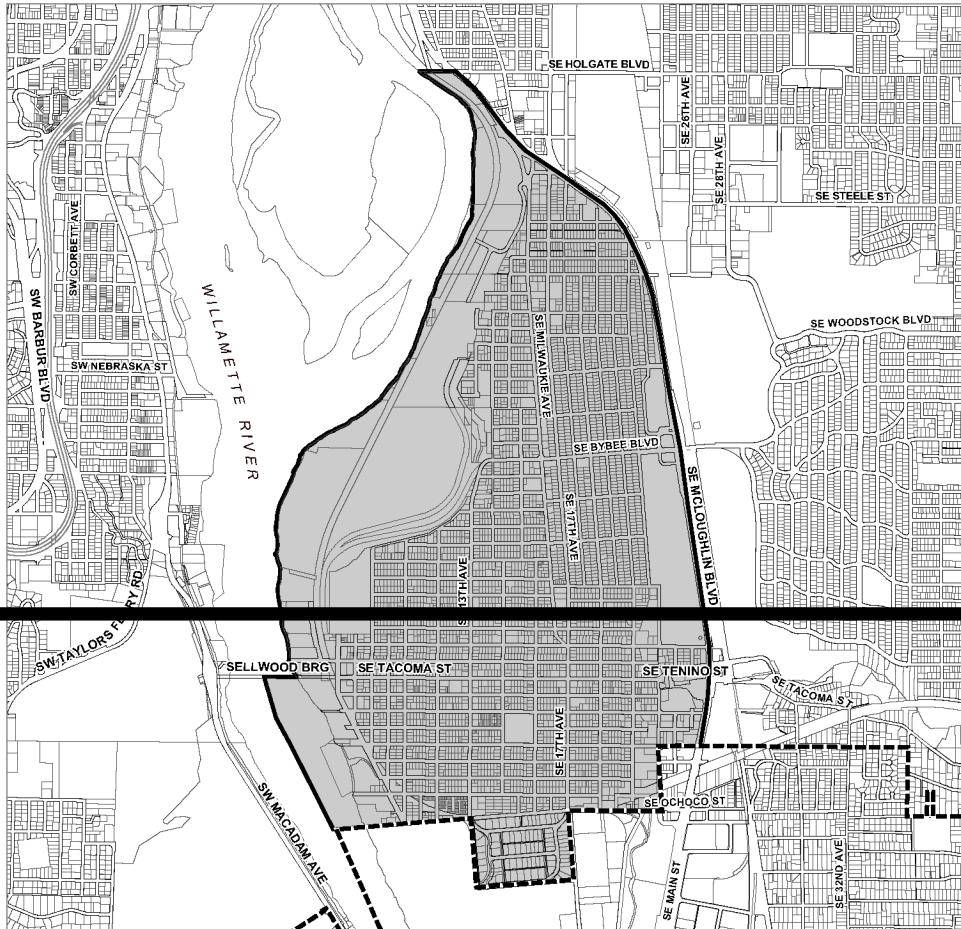
Map 420-4 is deleted since there is no longer a reference to a Sellwood/Moreland Design District within any of the exemptions or thresholds, and there are no district-specific guidelines, nor have there ever been any Sellwood/Moreland Design guidelines in the past. The other design districts all have their own design guidelines which are referenced elsewhere in this chapter. Maps 420-5 & 6 will be renumbered to 4 & 5.

Maps 420-1 through 3 remain

**Sellwood-Moreland
Design District**

Map 420-4

Map Revised July 24, 2015



----- City Boundary

■ Design District Boundary



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 Height

D. **Bonus height options.** Bonus height can be achieved through the following options:

2. South Waterfront height opportunity area.

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 submitting 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 Central City Master Plans

F. **Design advice request.** No change is proposed here, but the current code is one of two situation where a Design Advice Request is required prior to the Central City Master Plan review.

33.510.210 Height

- 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 old Main Street overlay zone for Division Street. This standard requires multi-dwelling development in the multi-dwelling zones 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 would be to request an adjustment and make findings against the purpose statement for the plan district.

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, 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

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the removal of 33.521.310 explained on the next page.

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 Additional Standards in the 122nd Avenue Subdistrict

F. Motor vehicle fuel sales in the CM3 zone

This section provides a process to allow motor vehicle fuel sales, which is a type of drive-through development, to be located on larger sites within CM3 zones in the 122nd Avenue subdistrict. One of the requirements is that any development involving motor vehicle fuel sales be approved through discretionary 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 zones 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 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.

33.521.300 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

Table of Contents

The table of contents list at the beginning of the chapter is updated to reflect the changes to the code sections explained on the next page.

33.526 Gateway Plan District

526

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 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

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 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.

33.526.030 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. At least 0.5 square foot of open area is required for each square foot of floor area proposed for the site, up to a maximum requirement of 15 percent of the site area. Adjustments to this standard are prohibited.
 - b. Open areas are parks; plazas; or other similar areas approved through design review. These areas may include improvements such as children's play equipment, picnic areas, landscaping, benches, paved walkways or trails, gardens, organized sport fields or courts, or other outdoor amenities. Open areas do not include areas used for parking or loading, or landscaping within parking areas.
- c-f [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 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.

33.534 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 current Purpose Statement is being updated through the revised purpose statement within the Design Overlay zone. Other provisions related to building relationships to Sandy Blvd are part of the development standards and are not referenced in the new design standards or guideline with the exception that these should consider the context of the area. To avoid confusion, this purpose statement is being removed. 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 within the plan district.
- 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 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

33.536 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 current Purpose Statement is being updated through the revised purpose statement within the Design Overlay zone. Other provisions related to building relationships to Sandy Blvd are part of the development standards and are not referenced in the new design standards or guideline with the exception that these should consider the context of the area. To avoid confusion, this purpose statement is being removed. 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 within the plan district.
- 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 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.

33.538 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 R1 Zone

This is a standard that was transferred from the old Main Street overlay zone for Lombard Street. The standards include a provision that requires multi-dwelling development in the multi-dwelling zones 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 R1 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 changes.]

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 changes.]

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 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.

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 situations, this section of code is being removed, since it does not provide any additional information related to specific plan districts, and many of the guidelines and standards are being updated with 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 Overlay 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 the next page.

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 standard 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 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.

Development Standards

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 ~~D~~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 the next page.

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 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 changes.]

D. Components of a Northwest Master Plan. The applicant must submit a Northwest Master Plan with all of the following components:

1-4. [No changes.]

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 Citywide Community Design Guidelines ~~or and Community the Design overlay zone design Standards in 33.420.055~~ 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 changes.]

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 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 Standards in 33.420.050 and the 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 triggering the type of land use review and 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 Administration and Enforcement

700

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 opportunities of the commission to include landscape architects under the subject experts while 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 paragraph is amended to add professionals in additional fields such as planning and landscape architecture that can serve as one of the subject experts. 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. The other change to the membership ensures that the member at large commissioner is not another subject expert. Both changes are based upon the suggestion made in recommendation A.2 in the assessment. The code is reformatted in a list form to aid in readability.
- 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 their 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 advanceson maintaining and enhancing Portland's the purpose of the Design overlay zone to be a city designed for peoplehistorical and architectural heritage.
- B. **Membership.** The Design Commission consists of seven members, none of whom may hold public elective office. The Commission must include the following members. 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:
1. Onea representative of the Regional Arts and Culture Council,-one person representing the public at large, and
 2. Ffive members experienced in either urban planning, design, architecture, landscape architecture, engineering, financing, construction or management of buildings, andor land development. No more than two members may be appointed from any one of these areas of expertise.
 3. 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.2. 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. The meetings provide a public forum under which these assigned reviews take place. 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 sense, it does not align with how BDS catalogs their land use reviews. Land use reviews are listed based upon the calendar year. So, it makes sense for the annual review to be based on the projects reviewed during the previous calendar year. This amendment changes the date for providing the annual review to allow the summary to be made to the 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~~;
 32. 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 these guidelines. The City Council is the deciding body for all legislative zoning code changes.

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 ~~assigned to adopted by the Historic Landmarks Commission, who will make a recommendation before being submitted to the City Council for adoption.~~
- C. Design guidelines in ~~the Design overlay zone and~~ design districts are ~~assigned to adopted by the Design Commission, who will make a recommendation before being submitted to the City Council for adoption.~~
- 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 conferences are 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 shift the number of projects that may be subject to the higher review to a staff 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 actual hearing body outside of the land use process.

As a result, the amendments keep the DAR as an optional choice for Type III 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.

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

Basic Procedures

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.

Basic Procedures

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, 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 design advice requests

- 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-applications 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.** **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.** **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.** **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.** **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.** **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 one year. If more than one year 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. At this time, 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. See Section 4 of Volume 1 for more information.

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 that provides the 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 several dates which can span over months of time. 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 a return 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, the 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. Application. 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.
3. Schedule of request. The Director of BDS will schedule the date for the design advice request meeting with the representative commission. The meeting 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 organization in which the site is located. The notice should include the file number, the name of the applicant and 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 applicant must place a public notice of the design advice request adjacent to each street frontage on the site. The public 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. An exception to this may be granted for proposals that include more than one building proposed on a site.
6. Summary of design advice request meeting. BDS staff will mail the applicant a written summary of the design advice request within 21 days of the meeting with the representative commission. 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 so has been moved to be within that language.

- 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 one year. If more than one year 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.

33.825 Design Review

Background

The amendments in this chapter update the current table assigning the type of design review with the project proposal, and align portions of the chapter with the changes made within 33.420. The main change impacts Table 825-1, which 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 updates the current table which contained different thresholds for every plan district and overlay zone area.

These regulations align the purpose of the design review chapter and design guidelines with the updated purpose statement for the Design overlay zone. These updates are intended to clarify the overall purpose of design review, focusing on the three tenets of design developed during the assessment. 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 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.

33.825 Design Review

825

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 is a discretionary process to implement the design overlay zone, strengthening these areas as places designed for people. Design review supports development in these areas 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. This clarification was needed because the system of determining review type by project valuation often forced a project under construction to undergo another Type III Design Review with a hearing and separate pre-application conference, even for relatively minor changes. However, the Table 825-1 update assigns the type of review for alterations based upon the size of the alteration, not the project value. This will apply both to projects under construction as well as existing development. With this new set of thresholds, it is less likely that a revision to a project under construction would be subject to a Type III review unless they were making a major modification to the approved plans. As a result, this section is no longer needed, as alterations to a project under construction will simply refer to Table 825-1.

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 a~~a~~for 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; and~~
 - 3. ~~The change will not modify any condition of approval. Changes to an approved exhibit are allowed; and~~
 - 4. ~~The cumulative value of the changes will not result in an increase or decrease in the original project value by more than 15 percent.~~
- BC.** Phased design plans. [No change.]
- CD.** Models of proposals in the Central City plan district. [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 within 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 listed recommendation (A1) of the Assessment was to adjust the thresholds into a system that provides a higher level of review for larger projects while lessening the review for smaller projects. The assessment recognized that the legacy of Design review within the Central City would warrant a higher level of scrutiny than in other developing areas within the city. However, the recommendation made clear that a single set of thresholds addressing the review type throughout 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 to determine what type of review is required. The table splits projects by whether they are within the Central City Plan District or elsewhere within a Design overlay zone. The table is further broken down between New Development / New 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 undergoes a preapplication conference and 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 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 will 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, with the exception of the Central City where a significant façade alteration to at least 50% of the façade or 5,000 square feet, whichever is larger would trigger the Type III review.

Note that a new Type I staff level review is proposed for very small-scale alterations. This review has a much shorter timeline and is not subject to appeal.

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 on a site with existing development</u>	<u>1.) New floor area is > 25,000 sq.ft. or 2.) New building height is > 45-ft.</u> [1]	Type III[2]
		<u>All other new development or new buildings</u>	Type II
	<u>Exterior alteration to existing development</u>	<u>1.) Alteration affects > 50 percent of the street facing facade, but no less than 5,000 sq. ft; 2.) Alteration affects at least 200-lineal ft of the ground floor street facing façade; or 3) Addition is to an existing building > 45-ft height [1], and adds > 25,000 sq.ft. of floor area</u>	Type III[2]
		<u>Exterior alteration affecting 500 sq.ft. or less of façade or roof area</u>	Type I
		<u>All other exterior alterations</u>	Type II
	<u>New development or new building on a site with existing development</u>	<u>1.) New floor area is > 80,000 s.f. or 2.) New building height is > 65-ft.</u> [1]	Type III[2]
		<u>All other new development or new buildings</u>	Type II
<u>All Other Areas Subject to Design Review</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>	Type III[2]
		<u>Exterior alteration affecting 500 sq.ft. or less of façade or roof area</u>	Type I
		<u>All other exterior alteration</u>	Type II
	<u>Exterior development not listed above</u>		Type II

[1] Note: Exceptions to the height limit allowed under this Title may exceed this limit.

Table 825-1
Procedure Type for Design Review Proposals

Footnote 2 allows specific affordable housing projects that partner with the Portland Housing Bureau to choose to go through a Type II review, if they would normally trigger the Type III process. This is very similar to the regulations that was developed during the current housing emergency. However, that provision created a special Type IIx staff review that still required a design advice request in front of the Design Commission prior to submitting for the staff land use review.

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, this amendment further simplifies the process for 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. This removes the extra step of discussing the project in front of the Design Commission when they are not the review body for the actual case. However, they would hear the project if appealed.

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.

The following two pages show the existing Table 825-1 that is replaced with the previous page.

[2] An affordable housing project that qualifies as a City Subsidy Project under Title 30 may choose a Type III or Type II review procedure. At least 20% of the total number of dwelling units must be affordable to those households earning no more than 60 percent of the area median family income (MFI). As part of the application, the applicant must provide a letter from the Portland Housing Bureau confirming that the project qualifies as a City Subsidy Project that meets the above requirements.

Table 825-1 Procedure Type for Design Review Proposals			
Design Districts	Proposal	Threshold	Procedure
Downtown Design District	New floor area	$> 1,000 \text{ s.f.}$	Type III
		$\leq 1,000 \text{ s.f.}$	Type II
	Exterior alteration	Value $> \$459,450$	Type III
		Value $\leq \$459,450$	Type II
River District Design District	New floor area or Exterior alteration in CX or OS zone	$> 1,000 \text{ s.f. and value} > \$459,450$	Type III
		$\leq 1,000 \text{ s.f. or value} \leq \$459,450$	Type II
Gateway Design District	Development proposals	Value $> \$2,297,050$ included in a Gateway Master Plan Review	Type III
		Value $\leq \$2,297,050$ 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			
Hoyt District		Value $\leq \$2,297,050$	Type II
Macadam			
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	Development proposals	In design overlay zones	Type II
Albina Plan District			
Hollywood Plan District	Development proposals		
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 the 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) proposed for a project, if the proposed (FAR) is within allowances. The FAR is 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. Height maximums are also set during the development of plans, but these height maximums often have greater flexibility to allow a variety of building mass to be constructed within the floor area allowances. So, discussions about the height on individual projects can occur without impacting the overall floor area of the project.

This provision codifies the general implementation practice which avoids limiting floor area as part of the discretionary design review process in most instances. Within the Central City, the review can consider the impact of an unlimited floor area transfer as this can result in an individual project that has a much greater mass than envisioned during the urban form area plan. This is the only type of floor area that can be reduced as part of the review.

The amendment is intended to align with recent changes in the State land use laws that limit a city from reducing the density of housing if the density is an amount allowed through the local regulation. Since Portland is using floor area to regulate both residential and commercial building intensity, the standard is written to regulate floor area. However, this limitation does not allow an applicant to base any requests to adjust or modify development standards 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.

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 amends modification approval criteria B. to state that mitigation may be required to address the cumulative impacts, if more than one modification is requested. This is similar to the approval criteria that apply to multiple adjustment requests, but the cumulative impact of the modifications is focused on the specific standards that are being modified.

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 proposed for the site except when floor area has been transferred to the site using the floor area within a sector transfer option in the Central City plan district. In this case, the review may require the proposed floor area to be reduced, but not more than the amount that was transferred from within the sector. In addition, the review body is not obligated to approve modifications or adjustments that are requested in order to achieve the proposed floor area.

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 thresholds such as the quantity of parking and loading spaces that are calculated based upon the size or intensity of the 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, with or without mitigation, will be consistent with the purpose of the standard for which a modification is requested. Proposals with more than one modification will provide mitigation to the extent practical to address the cumulative impacts resulting from modifying more than one standard.

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 420-53~~5~~ 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 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 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 in 33.420, and 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 Zoning Map Amendments

855

Sections:

- 33.855.010 Purpose
- 33.855.020 Initiating a Zoning Map Amendment
- 33.855.030 When a Comprehensive Plan Map Amendment Is Also Required
- 33.855.040 Procedure
- 33.855.050 Approval Criteria for Base Zone Changes
- 33.855.060 Approval Criteria for Other Changes
- 33.855.070 Corrections to the Official Zoning Maps
- 33.855.075 Automatic Map Amendments for Historic Resources
- 33.855.080 Recently Annexed Areas

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.

[No other changes.]

Section 6: 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 made 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

G. 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-F. [No change.]

G. 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 G.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.]

H-J. [No change.]

Section 7: Zoning Map Amendments

The following provides an overview of the zoning map amendments proposed. These 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 (3 or 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 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.

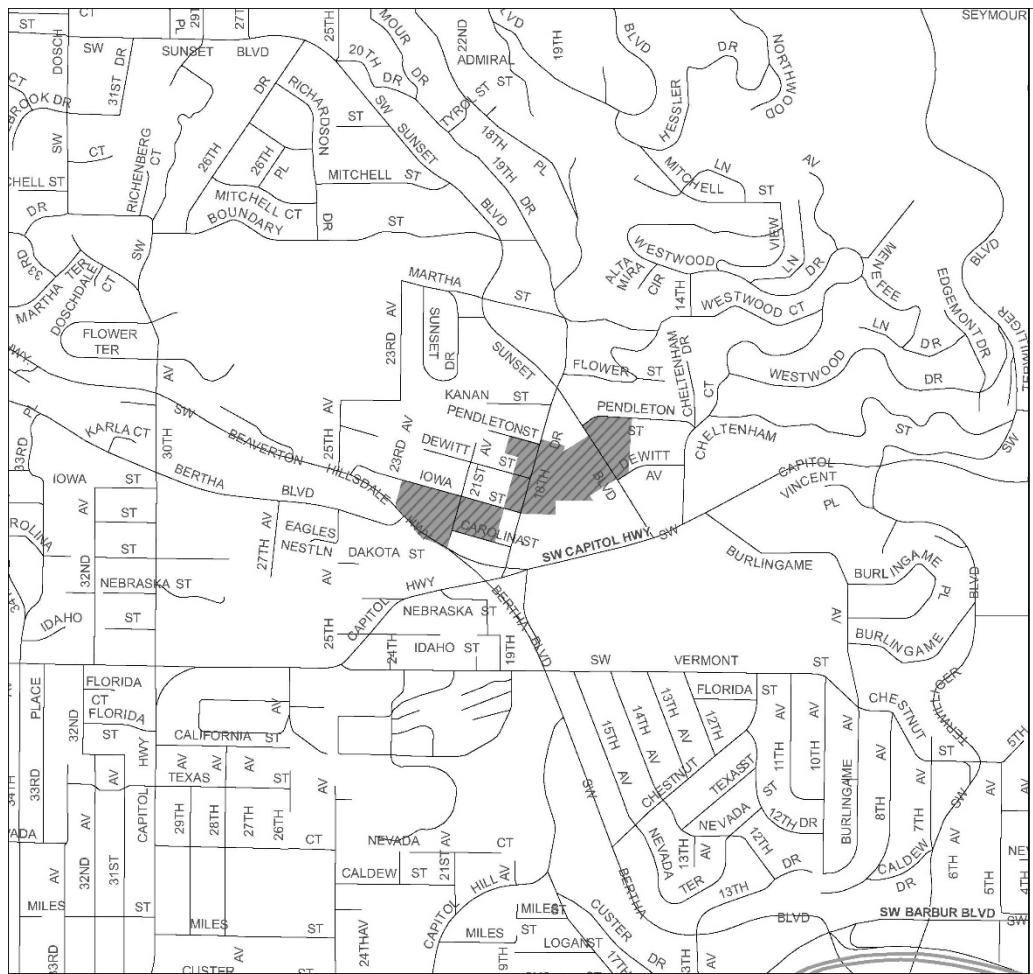
Gateway Map Changes

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.



September 5, 2019

City of Portland, Oregon ||
Bureau of Planning and Sustainability ||
Geographic Information Systems

Single Dwelling Zone Areas with Design Overlay Removed

Legend

Zone

Residential 2,500 (R2.5)

Residential 5,000 (R5)

— City Boundary



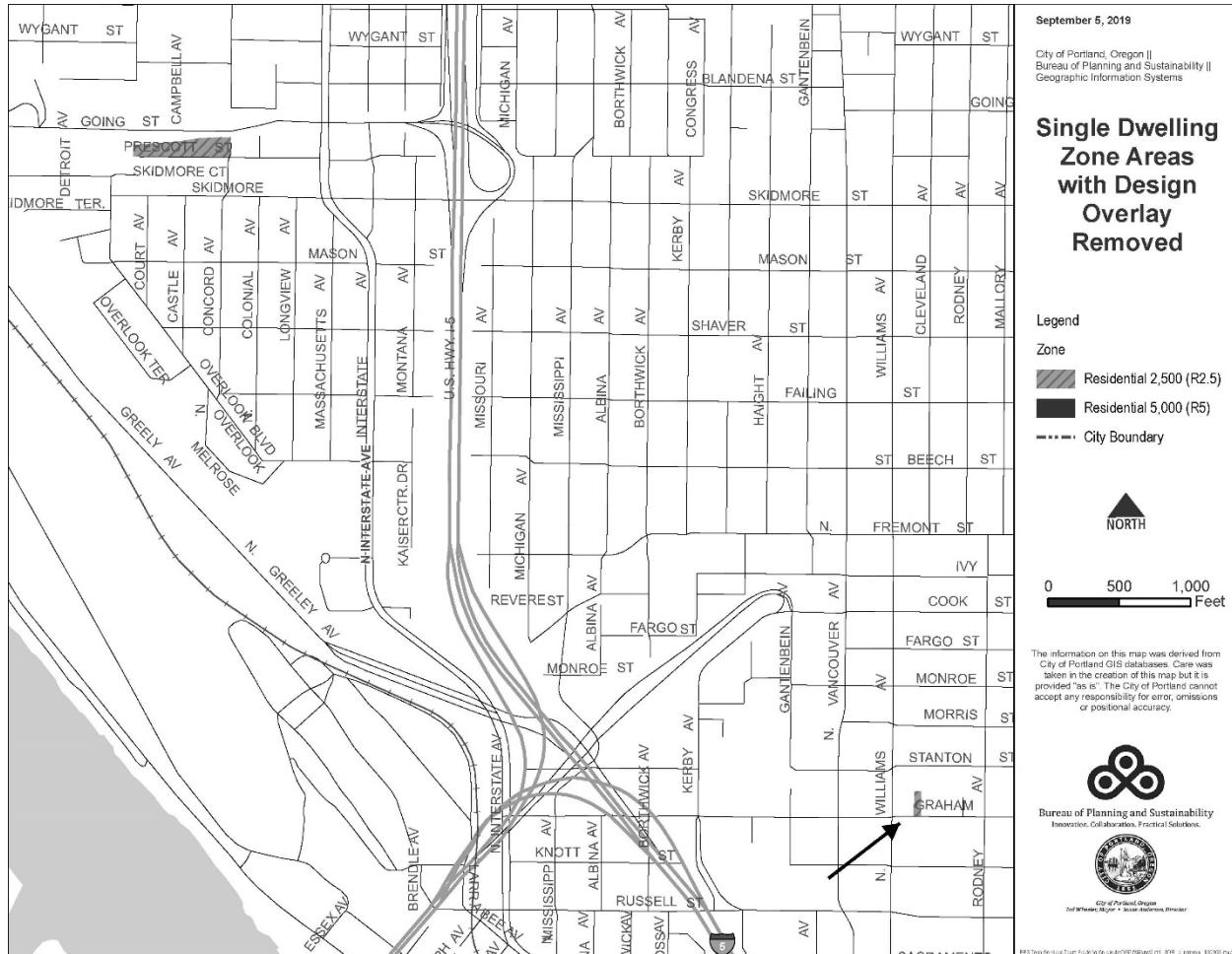
0 500 1,000
Feet

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.



North Portland Map Changes

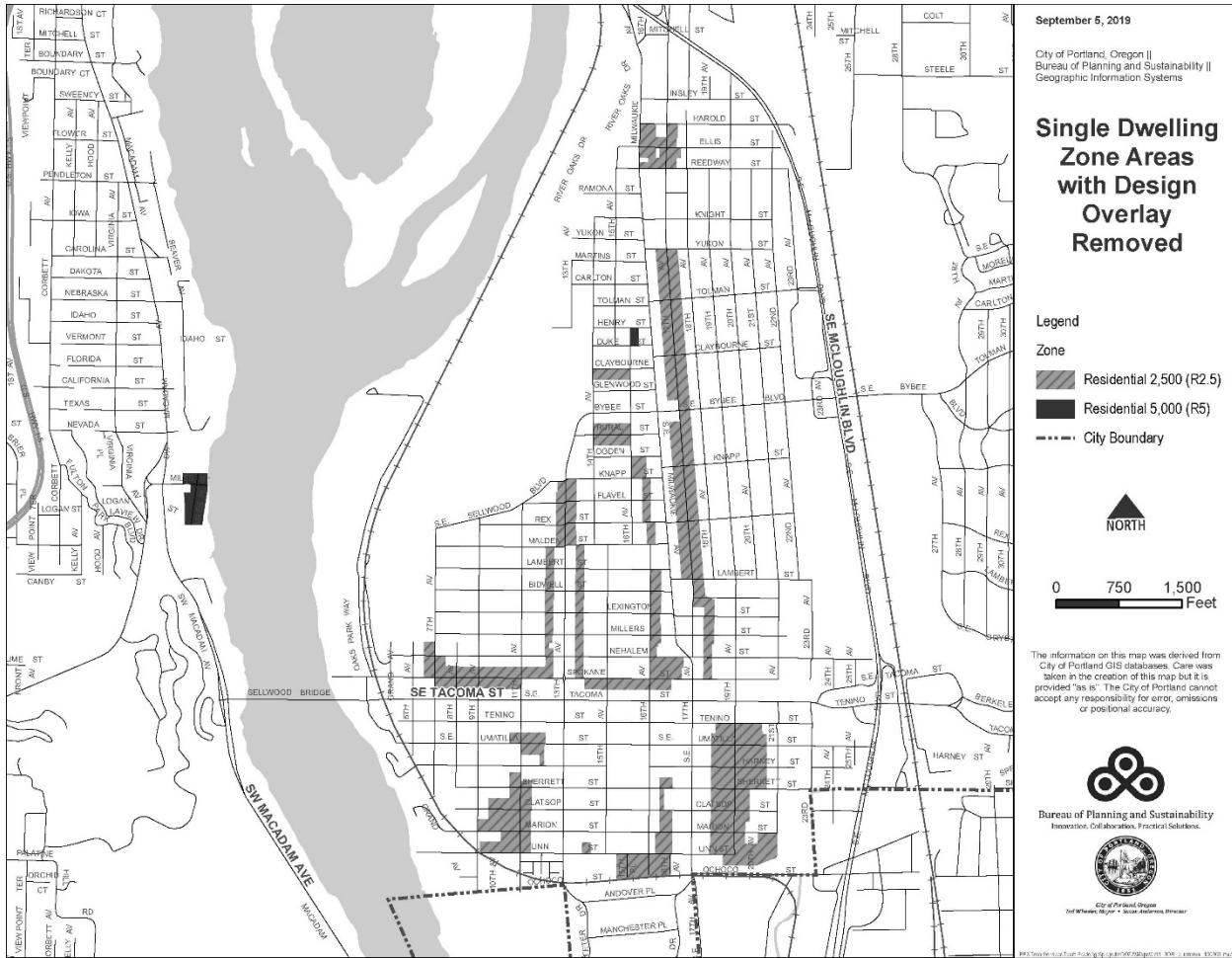
The following map shows the changes proposed in North Portland area. This removes the 'd' overlay from R2.5 zones along a block of North Prescott west of Interstate that are part of the North Interstate plan district. This plan district includes special compatibility standards for all R2.5 zones that 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 PI Map Changes

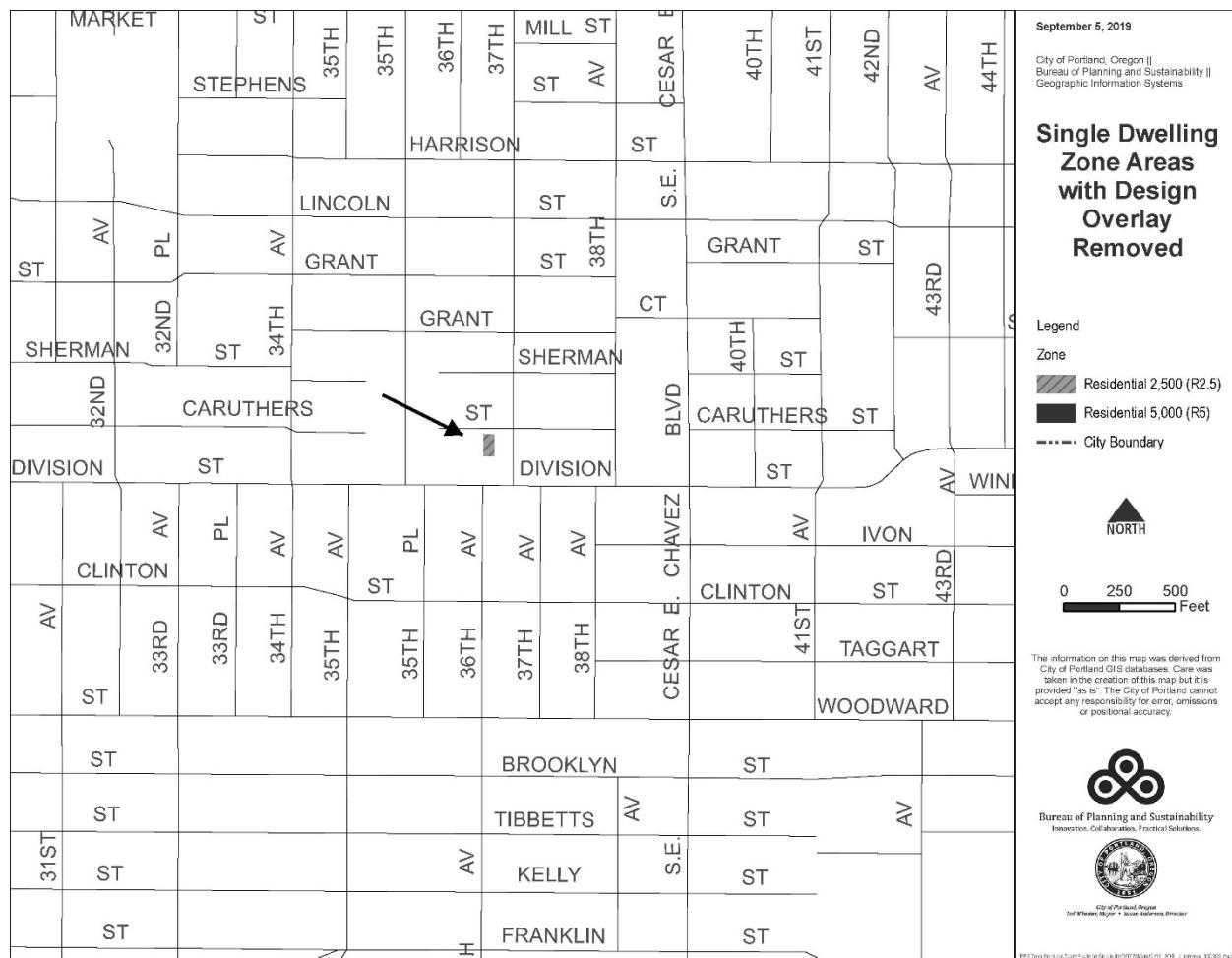
The following map shows the changes proposed in the Sellwood/Westmoreland area. This removes the 'd' overlay from R2.5 zones that were part of the Sellwood/Westmoreland neighborhood plan. The zoning resulting from this plan was implemented before the city had created any design standards for single dwelling 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 greenway overlay zones 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.



King Neighborhood Association

#62470 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The King Neighborhood Association recognizes the hard work of BPS staff on the DOZA project, but has the following concerns. We therefore support the efforts of PDX Main Street and endorse their recommendations and design guidelines. We urge the city to incorporate their outstanding design guidelines which supports density and development in a more inclusive and contextual way.

Concerns: Lack of Public Engagement - Very little outreach done by City on a major citywide design policy, particularly for the East Side. 65 Foot Tall Trigger for Design Commission Review (6-stories) is too high given big impacts on narrow older vulnerable main streets! This creates contrast over compatibility, narrow lots are a poor fit so lead to demolition, and lack of main street design standards lead to creating bad context, big impacts and loss of neighborhood identity. What context should we be relating to? Context is raised as a guiding issue but there are no pictures of our long-standing building context only recent construction in the DOZA documents. What we are building is un-affordable due to poor design practices and frequently novelty for novelty sake adding further cost and little quality. Good time-tested design that you see on many older main streets is generally a more affordable design pattern we can use for new buildings that can be denser, with higher quality and more affordability. We are gentrifying, demolishing and displacing communities. We have a terrible history of this, yet the City is still allowing unguided growth and crisis-based myopic thinking to unintentionally perpetuating. This is not good planning. Recommendation:#1 The City should conduct a "Visual Preference Survey" to engage the public in design priorities for new buildings. Recommendation #2: 40' trigger for design review would be better scaled to impact in older historic areas. Recommendation #3: Adopt Main Street Design Standards + Guidelines Now (full document attached).

Testimony is presented without formatting.

Anton Vetterlein

#62469 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Terwilliger Parkway's special design needs are less about the historic or architectural character of a development and more about its scenic and environmental character and impacts. So I think it is wise to not apply the DOZA proposals to the Terwilliger Parkway Design District. But it raises a question: If a two track design review process is required (Discretionary and Objective) then what becomes the Objective track design standards for the Terwilliger Parkway Design District? I think the current objective or prescriptive track has been mis-applied to Terwilliger because, for instance, the location of a front door has little impact on the scenic or recreational or environmental character of the district. I'm happy if the Objective track goes away altogether, or if some other objective standards are created that address Terwilliger's special needs.

Testimony is presented without formatting.

Kat Schultz

#62468 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Attached is the Planning and Sustainability Commission's testimony to the Design Commission. We look forward to our continued work together on the DOZA project.

Testimony is presented without formatting.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Portland Planning and Sustainability Commission

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Akasha Lawrence Spence

November 15, 2019

Portland Design Commission
1900 SW 4th Ave
Portland, OR 97201

Dear Chair Livingston and members of the Design Commission,

The Planning and Sustainability Commission (PSC) is pleased to offer our testimony to you on the Design Overlay Zone Amendments (DOZA) project. Thank you to those of you who were able to join us for our combined commissions' staff briefing on October 8, 2019, and the public hearing on October 22, 2019. Those sessions provided both our commissions time to hear about the project from staff and the public. As we start our deliberations separately now, the PSC offers the following suggestions about the Portland Citywide Design Guidelines to you for consideration as you are the recommending body for that portion of the project.

At the November 12, 2019, PSC meeting, we reviewed the Portland Citywide Design Guidelines in relationship to the three tenets and discussed our support and proposed changes/suggestions to the ten guidelines and background information (both text and images). The background information helps frame the intent, so we reviewed that language closely to ensure the intent is clear for each guideline. As you know, the three tenets are benchmarks that frame how the design standards and the Portland Citywide Design Guidelines are written. While the standards, which the PSC will dive into during our upcoming work sessions, provide clear and objective measures, 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.

Page references included within our testimony refer to [Volume 3: Portland Citywide Design Guidelines](#) in the DOZA Proposed Draft. Staff helped frame our discussion based on the three tenets, and the PSC offers the below suggestions for each guideline:

Context (Guidelines 1, 2, 3, 4)

Guideline 1: Respond to the citywide urban design framework by building on pattern area characteristics and advancing aspirations of center, corridor, and transit station designations.

In general, the PSC concurs with the staff proposal and background. Regarding the Inner Neighborhoods (page 15: paragraph 2, sentence 3), we suggest replacing "complement" with "acknowledge" to better



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reflect the historic natures of the context. “Complement” can mean mimic or replicate, but that shouldn’t be the intent. A more flexible way to respond to historic context is with the word “acknowledge”.

“New development can **acknowledge** the form and texture of existing older buildings and street patterns while adding density.”

For Eastern Neighborhoods, “create mid-block connections” (page 15: paragraph 5, sentence 3) is something we talked about in the Better Housing by Design project. In this language, it makes it seem that the developer is required to provide the connection, so the PSC prefers “encourage” or “explore” since it’s not a full requirement.

“At the same time, development should **explore [encourage]** mid-block connections that make it easier to access community destinations.”

Guideline 2: Build on the character and local identity of the place.

The PSC particularly focused on the call-out box, “How are character and local identity defined?” (page 23, bottom right). In addition to the six bullet points currently proposed, the PSC suggests adding a bullet about preserving resources that serve a community, for example, culturally-specific commercial establishments.

We would also add a bullet point to add awareness of an area’s specific demographics to better support culturally-responsive design. This is similar but separate to the “site and area observations” point. We did not discuss the specific language but propose staff work with the Design Commission to add a culturally-specific point to complete this list.

Guideline 3: Create positive relationships with adjacent surroundings

The PSC proposes a few changes to the background language in Guideline 3:

- Page 26, paragraph 2, sentence 2: strikeout the last phrase “...recognizing underlying zoning in addition to the current adjacent building scale and form.”

“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.~~”

- PSC members prefer the use of the word “acknowledge” instead of “relate to” (page 27, paragraph 1, sentence 2) for the same reason we suggest “acknowledge” in Guideline 1.

“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.”**

- A component of the background information that's as important as the language is the images. In guideline 3 in particular, PSC members are concerned that there are too many (5 out of 8) images that show step-downs as the example. The PSC recommends changing these out to show other options for design that may be more context-appropriate. Step downs were discussed extensively during the Mixed Use and Better Housing by Design projects, so those requirements are already in the base zones.

Guideline 4: Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness.

The PSC appreciates this guideline and its encouraging design outside of “one size fits all” since Portland’s distinct areas and neighborhoods are what make Portland itself. The importance of location, surroundings, and integrating new development is primary. Natural and green resources are just as important, so the PSC suggests striking the word “large” from the description (page 30, paragraph 3, sentence 2) to provide flexibility and highlight the important of green features, regardless of size.

“Incorporating natural resources, such as large trees, streams, wetlands, rocky outcrops, or other geological attributes, preserves resources while rooting development specifically to a site.”

Public Realm (Guidelines 5, 6, 7)

Guideline 5: Design the sidewalk level of buildings to be comfortable, pleasant, and human-scaled.

PSC members are supportive of components for Guideline 5. We particularly like the second sentence in the background (page 34, paragraph 1) that describes what “comfortable” means in the context and names the why and how. The images in this guideline offer suggestions and a variety of ways this guideline can be achieved.

The PSC discussed several components the Design Commission may want to consider or explore adding to the background language and/or design approaches. Items to be considered include: variety; greenery; culturally-specific characteristics; features that contribute to neighborhood stability; and language that evokes accessibility. The PSC did not, however, come to a consensus and doesn’t have specific changes to the language in the Proposed Draft.

Guideline 6: Provide opportunities to pause, sit, and interact.

The discussion around this guideline was one of the most robust of our work session. Understanding we are talking about private property here, we still want to ensure the openness and welcoming factors contribute to the development.

Specific to the phrasing of the guideline itself, we suggest making it even more clear that development should provide supportive space for people to feel welcome and safe and should allow space for people to rest, especially under our current housing shortage:

“Guideline 6: Provide opportunities to rest and be welcome”

The definition of “rest” was quite involved. We think the background should address this more fully and clarify the intent of the word. The PSC will talk about this further this at our November 19, 2019, work session and will provide suggested language to the Design Commission after our discussion.

Guideline 7: Minimize and integrate parking and building services

Discussion for this guideline focused specifically around the words in the guideline title. PSC members propose using the word “integrate” and striking “minimize and” at the beginning. We discussed the guideline in its relation to both auto and bike parking, in which we believe the intent is to minimize auto parking, but not to minimize the appearance of bike parking.

Guideline 7: Integrate parking and building services

Additionally, the upper left image on page 44 shows integrating long-term bicycle parking into the design of the site. However this visual doesn’t adhere to the security standards for the updated Bike Parking code, which will be in effect before DOZA is adopted. PSC members have asked staff to update this image accordingly.

Quality (Guidelines 8, 9, 10)

Guideline 8: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site design

PSC members concur with Guideline 8 as stated as well as the background verbiage and supporting images. This is a thoughtful guideline that thinks about dignity and everyone who uses the space.

Guideline 9: Design for quality using enduring materials and strategies with a clear and consistent approach.

We had two recommendations about the descriptions of the Design Approaches offered in relationship to the diagram on page 51.

For the description of “Quality of Materials” under Design Approaches, PSC members questioned the use of “execution of details” and what it specifically means or intends. It also may be completely unnecessary, so we support deleting the end of the statement:

QUALITY OF MATERIALS Providing quality, resilience and durability in construction ~~and execution of details.~~

The last item under Design Approaches, “Building Openings”, is unclear as stated, “Offering permeability and depth from contrasting shadow lines.” We recommend that the DC work with staff to clarify this statement for users.

Also on page 51, we discussed the phrase “masonry used at the ground level” (paragraph 1, sentence 2). While we understand the intent to use heavier materials at the ground floor, this feels somewhat limiting in the expression of design and does not necessarily meet the intent of the guideline. Not all the images used to illustrate this guideline don’t adhere to it, so we propose deleting this sentence so paragraph 1 is a single sentence:

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.~~

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

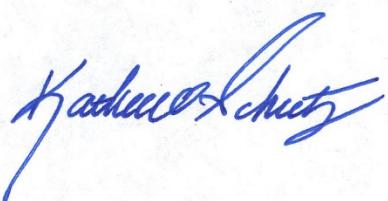
PSC members appreciate staff’s work in relaying the guidelines to the 2035 Comprehensive Plan, particularly in planning for the future of Portland in the ever-changing climate. We support this guideline and the City’s direction here.

On page 54, paragraph 4, sentence 2, we suggest “strive to” in place of “where possible” to continue pushing the efforts of building a resilient environment:

“Development should **strive to** incorporate native shrubs and trees in landscaping, create new water features, and add ecoroofs.”

Overall, the PSC is extremely pleased with new Portland Citywide Design Guidelines in the DOZA Proposed Draft. They are hugely improved from the tools we have today, and we look forward to the Design Commission’s discussion about this work.

Sincerely,



Kat Schultz
Chair

Mike Houck

#62467 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

November 15, 2019 To: Chair Julie Livingston and members of Portland Design Commission From: Mike Houck Re: Comments on DOZA Volume 3, Portland Citywide Design Guidelines At this week's PSC work session we had unanimous agreement that in addition to formal PSC communication that our Chair will communicate to your commission that PSC members would share their feedback as well. I'm hopeful you will give my concerns and recommendations your full attention as well. Page 3, Introduction: While I share the view that design guidelines are to create vibrant, pleasant spaces for people, another significant goal is to design with the environment. I suggest the following: Building a City Designed for People, In Harmony with Nature Page 4, Design Overlay Zone In Portland: I have the same suggested change: "The purpose of the Design overlay zone...is to strengthen Portland as a city designed for people, in harmony with nature. Page 15, Guideline 01 Respond To The Citywide Urban Design Framework....: Eastern Neighborhoods, I am pleased to see reference to strengthen views of the buttes which are both a visual and ecological resource. The importance of coniferous groves is also highlighted in Guideline 01. with which I agree. I am concerned about a potential conflict with preserving views of the buttes and retention of the urban forest canopy. I would suggest the following language to reflect the fact both are critical resources in this pattern area: "New development should preserve and enhance groves of coniferous trees, protecting the area's forest, streams, and wetlands, and strengthen views of the area's skyline of buttes, while simultaneously protecting the urban forest canopy." My rationale for this recommendation is that "views" are all too often used as a rationale for tree removal on private and in some cases public lands. Given the fact that Douglas fir groves have been repeatedly highlighted as one of the most significant natural resources in east county, I believe a strong statement regarding their protection is essential to meeting the objectives of Guideline 01. Page 15, Rivers Pattern Area: Add the following to: New development should recognize, enhance, and protect the historic, natural resource, 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. Add to the following: Development within the Rivers pattern area should protect, restore, and enhance the rivers' ecological roles as locally and regionally significant habitat for fish and wildlife." Page 22, 02: Build On The Character And Local Identity Of The Place: I strongly support the lead in paragraph. Page 23, I strongly support the "Nature" statement on Page 23, with a couple additions: "Reflecting, protecting, restoring, and enhancing local natural resources such as rivers, streams, buttes, and native vegetation. How are the character and local identity defined? Site and

area observations: I strongly support language here, particularly integration. However, I'd add the following change: "...How it is intended to grow and what key characteristics can be integrated into new development, while retaining the resource's ecological function." Designated historic and natural resources: Identification is passive. I suggest a more active statement: "Identify designated historic and natural resources in close proximity and ensure the design protects and complements those resources" Page 24: The Guideline May Be Accomplished By: The Multnomah Village Tryon Headwaters project is an excellent example of integrating and protecting, and expanding natural resources through stream daylighting and creation of additional stormwater wetlands in what was formerly a disused poorly designed intersection. Page 30: Guideline 04: Integrate And Enhance On-Site Features And Opportunities To Meaningfully Contribute To A Location's Uniqueness: I support the words enhance and meaningfully. I strongly support the third paragraph. I suggest the following changes: 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 features, while protecting, restoring, and enhancing the natural resources' ecological functions, preserves resources while rooting development specifically to a site. I suggest striking large with regard to trees for the simple reason that without a definition it will be difficult to impossible to interpret the desired outcome. That will result in the continued loss of urban forest canopy. I doubt there will be support to define what a large tree is in the context of design guidelines. At a minimum the Design Commission should consult with the Urban Forestry Commission and Urban Forester to solicit their input on this issue. PP 34-37: Design Guideline 05: Design The Sidewalk Level Of Buildings To Be Comfortable, Pleasant And Human Scale: There is no mention of trees, which I consider crucial to "pleasantness" of a streetscape. While street trees and vegetation are referenced under Guideline 06, I would urge that trees be addressed under Guideline 05 as well as follows: Weather Protection: Street trees are critical to addressing issues related to urban heat island in the summer and protection from rain in the winter. Page 38: Guideline 06, Provide Opportunities To Pause, Sit and Interact: The fourth paragraph reads "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 waterfront." In my experience the word vibrant is frequently "code" and a rationale to remove natural features in the name of "activating" the area. "Activation" is often used as a rationale to remove vegetation along the Willamette River Greenway, particularly the South Reach. If vibrant is retained I would add: "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 waterfront, while protecting riparian vegetation and the rivers' ecological functions." Page 39, Design Approaches: Trees and Landscaping: I support this statement but would add, as on pages 34-37, "Promoting health and wellness by helping mitigate the effects of urban heat island and afford protection from winter rains." Page 54, Guideline 10 Design For Resilience, Health And Stewardship Of The Environment, Ensuring Adaptability To Climate Change And The Evolving Needs Of The City: Opening paragraph is excellent. I strongly support the following: "...will support a city designed for people and protection of our climate and planet." However, I would add

reword as follows: "Designing resilient sites and buildings will support a city designed for people, in harmony with nature and protection of our climate and planet." I suggest the following change as well: "Site designs should protect, restore, enhance 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." Page 55: Design Approaches: It's good to see with Ecoroofs, the words and/or with regard to ecoroofs and solar panels. Research has demonstrated that solar panels can actually be more efficient when paired with an ecoroof. I strongly support including benefits to both people and pollinators with ecoroofs and native landscaping; Bird-Safe design; and On-Site Stormwater management. Respectfully Mike Houck, PSC member

Testimony is presented without formatting.

Elizabeth Deal

#62466 | November 15, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

As a Portland native who recognizes the city is changing, but does not want to see Portland continue to displace vulnerable populations and build using its current unsustainable, gentrifying practices; I urge you to PLEASE ADOPT THE PDX MAIN STREETS DESIGN GUIDELINES (attached). These reasonable, well-thought out design guidelines are a gift to the city and should be fully adopted. They recognize the need for growth and development and promote it in a sustainable way that promotes community-based planning! I'd specifically like to call attention to the following points in DOZA: 1) A Lower Design Commission Review Trigger (40 feet) is needed! We can still build to current code and add needed housing but with better results that engender more support for density if done well. 2) Future work on identified "Low Rise Vintage Main Streets" should be a priority for budget and planning staff NOW. 3) Context Elevation is needed. Add a requirement for development project applicants to submit a Context Elevation and use PDX Main Streets Compatibility Criteria in the Design Guidelines for helping new development fit better as we grow. 4) Support community led planning and recognize the PDX Main Streets Design Guidelines/Division Design Guidelines (adopted by 7 neighborhood and business associations) over only top-down approaches from local governments 5) Require upper level stepbacks on narrow Main Streets when new development is 2x the height of adjacent buildings. This maintains abundant density but helps new development fit with local context better. Development and density are not bad things, but they need to be done in a smart, sustainable way. PLEASE ADOPT THE PDX MAIN ST. GUIDELNES!!!

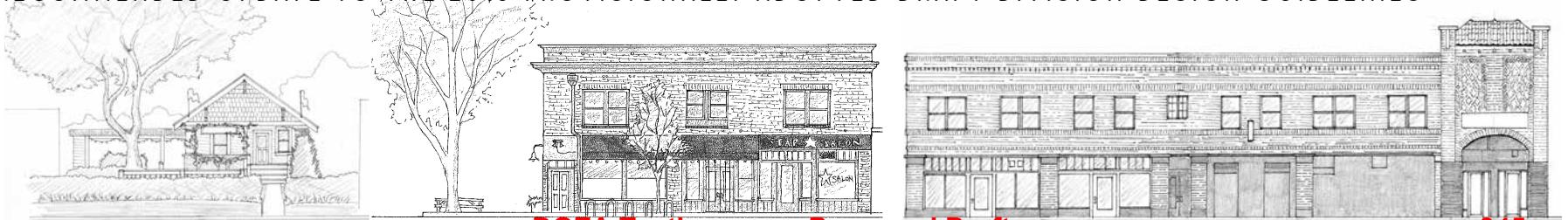
Testimony is presented without formatting.

DIVISION MAIN STREET DESIGN GUIDELINES

99% DRAFT | JUNE 2018



RECOMMENDED UPDATE TO THE 2016 PROVISIONALLY ADOPTED DRAFT DIVISION DESIGN GUIDELINES



ACKNOWLEDGEMENTS

DIVISION DESIGN COMMITTEE

David Aulwes, Landscape Architect, HAND Representative
Heather Flint Chatto, Urban Planner, Richmond Neighborhood Association (RNA) Board Member
Sandra Hay Magdalena, Chair of the South Tabor Neighborhood Association (STNA)
Debby Hochhalter, RNA Community Member Representative
Sydney Mead, Chair of the Division Clinton Business Association (DCBA)
Bob Kellett, SE Uplift Staff Member
Cyd Manro, Richmond Neighborhood Association (RNA) Board Member
Linda Nettekoven, Hosford Abernethy Neighborhood District (HAND Board Member)
Jim Smith, Architect, Mt Tabor Neighborhood Association Board Member (MTNA)
Denise Hare, Economics Professor, RNA Board Member

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Arts Task Force: Bryan Bailey, Landscape Architect; Debby Hochhalter, Peggy Kendellen, Regional Arts & Culture Council (RACC); Linda Nettekoven, Heather Flint Chatto

Design Guidelines Task Force: Doug Klotz, RNA Board Member; Richard Lischner, Architect; Denise Hare; Ellen Burr, Sellwood Mooreland Land Use Committee; Jim Smith, MTNA.



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SUPPORTING COMMUNITY ORGANIZATIONS + BUSINESSES

Additional thanks to Palio Coffee House, SE Uplift, Living Room Realty, D-Street Village and Waverly Church for hosting meetings and events and the following businesses who donated to support the project:



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INTRODUCTION

“A city is not an accident but the result of coherent vision and aims” –Leon Krier

PURPOSE + APPLICABILITY

PURPOSE + INTENT

The Design Guidelines serve as a guide and a toolkit for developers and designers, neighborhoods and businesses, city staff and decisionmakers when considering changes to the built environment along SE Division Street. The intention is to raise the design quality of development on the street to an urban, community-oriented and pedestrian-friendly pattern.

The guidelines emphasize protection of the authentic character and identity of the Division Street neighborhood while also acknowledging the issues that business and property owners confront in planning new commercial development. While NOT requiring new buildings to emulate the design of existing buildings, the guidelines encourage developers to acknowledge the foundational character in their designs. (see Foundational Architecture, Appendix C). The guidelines promote variety and creativity within the historic framework of the neighborhood with the expectation of high-quality buildings that make a positive contribution to the streetscape, the public realm, and the community.

SCOPE & APPLICABILITY

The Division Design Guidelines address the SE Division Street area from SE 11th -60th Avenues, consistent with the City of Portland 2006 adopted Division Green Street/Main Street Plan. These voluntary guidelines build upon the Division Main St. Plan vision and goals. They apply to commercial, multifamily residential, and mixed-use buildings along the corridor, as well as public improvements for streetscape design, landscaping and amenities, and public gathering spaces. The guidelines offer design advice on how to plan for new buildings that are compatible with the foundational character and identity of the Division Street neighborhood. (see Compatibility Guidelines, p. ____).



THE DIVISION GREEN ST./MAIN ST. PLAN

These guidelines are heavily informed by the Division Green Street/Main Street Plan which has shaped many of the overarching goals and long-standing priorities. (See excerpts in Appendix ____). A Division Vision Coalition helped shape what later became the Division Green Street/Main Street Plan (The Division Plan), which was adopted by the City of Portland in 2006.

Goals from the Division Plan remain highly relevant today: **a green, main street that is vibrant and economically, environmentally and socially sustainable.** The group hoped to work toward an evolving corridor filled with a mix of new and existing buildings, sustainable, well designed and well crafted, public and private spaces to meet and greet, and an environment designed to support local businesses, both new and old.

These guidelines are a further implementation of this plan.

WHAT IS “INFILL” DEVELOPMENT

“Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Most communities have significant vacant land within city limits, which, for various reasons, has been passed over in the normal course of urbanization. Ideally, infill development involves more than the piecemeal development of individual lots. Instead, a successful infill development program should focus on the job of crafting complete, well-functioning neighborhoods. Successful infill development is characterized by overall residential densities high enough to support improved transportation choices as well as a wider variety of convenience services and amenities. It can return cultural, social, recreational and entertainment opportunities, gathering places, and vitality to older centers and neighborhoods. **Attention to design of infill development is essential to ensure that the new development fits the existing context, and gains neighborhood acceptance.”**

WHY IS THIS IMPORTANT?

As older neighborhoods evolve, **“A concern of many people is that the rate of growth overwhelms and erases the legacy of these areas as various older buildings are replaced.”** (City of Portland DOZA Tools Concept Report, May 2018).

Infill is an important part of the city’s growth strategy and its attempt to address climate change. However, “The current system doesn’t recognize the varied impacts of different scales of development. Much of Portland’s unique character and reputation derives from the abundance of small-scale, home-grown businesses that reflect the individual personalities of the people who own and operate them. Indeed, many Portland neighborhoods are filled with a fine-grained, exuberant mixture of shops, restaurants, food carts, galleries, pubs, and personal services. In the last decade, however, this diverse and distinctive character has been gradually replaced by new buildings with considerably less “hand-crafted” character at the street level.” (City of Portland,DOZA Findings Report, 2016)

<?> Source: The Municipal Research and Services Center (MRSC). The MRSC is a nonprofit organization that helps local governments across Washington State better serve their citizens by providing legal and policy guidance (<http://mrs.org/Home/Explore-Topics/Planning/Development-Types-and-Land-Uses/Infill-Development-Completing-the-Community-Fabric.aspx>)

The quality and character of new buildings vary greatly as does the intensity of impact to neighborhoods, districts, and property values depending on HOW infill is designed. DESIGN MATTERS. The challenge and opportunity is to design it well and be sensitive to the context, character and identity of an area. Most of our neighborhoods will not have development reviewed by the design commission, and most of our neighborhoods do not have their own specific design guidelines that help reflect local area priorities for special buildings and places.

BACKGROUND + COMMUNITY CONCERNs

With the end of the recession came a rapid surge in growth partly due to the return of the multi-family housing market, significantly changing the look, feel and character of the street and neighborhood in both positive and negative ways. The surrounding community and adjacent neighbors expressed a number of concerns with the changes this development brought about.

These included concerns about scale, quality of materials, lack of consistency with main street character, as well as impacts to privacy, solar access, increased congestion, parking impacts, loss of affordability, gentrification, and loss of local businesses. Most significant, was the lack of ability to have meaningful and timely input, and a voice in the process of major redevelopment of the neighborhood. Many of these same concerns above were expressed in the Green Street Plan and the community hoped to:

- “Create guidelines to encourage creative infill that encompasses principles of sustainability, including diversity, green building, and design on the street, while leaving room for nonconformity
- Find tools to ensure neighborhood input in new development proposals
- Learn how the neighborhood can ensure that new development fits in with the context of existing neighborhoods and buildings
- Find tools to preserve structures importatnt in the neighborhood
- Find tools to ensure quality of design in new development and to ensure new development is made of quality materials and is built to last”

The design guidelines help address these goals and provide the tools for community members to have a greater voice.

ABOUT THE GUIDELINES

A COMMUNITY-BASED PLANNING PROCESS | Creating the Main Street Design Guidelines for Division Street was a unique interneighborhood collaborative process started by the Richmond Neighborhood Association in partnership with the Hosford Abernethy Neighborhood District, South Tabor and Mount Tabor Neighborhood Associations, the Division Clinton Business Association, Sustainable Southeast, and Southeast Uplift. Over the course of two years, a Design Committee held over 20 public meetings with leaders from these organizations to provide input and represent various goals and priorities of each neighborhood. Technical planning and design assistance was provided by Urbsworks and Design+ Culture Lab. The overall process was facilitated with leadership by the Division Design Initiative which led a diverse and creative community engagement process involving extensive stakeholder engagement and community education to help community members shape a vision for the future of design on Division.

A VISION SHAPED BY THE VOICES OF MANY | Over the course of this multiyear project, it is estimated that this Design Initiative engaged more than 1,000 community members across neighborhoods and districts, across professional disciplines (architecture, planning, real estate, affordable housing, environmental nonprofits, etc) and across constituents of owners, renters, businesses, visitors, developers, city staff, university students, and community coalitions. (Page ___ of the Appendix describes these activities and events in detail). The process provided an opportunity to empower community members with increased design literacy and a diverse set of tools that many neighborhoods could use to help be involved in planning for growth and change now and into the future.

DESIGN GROUNDED IN LONG-TERM PLANNING POLICY | The design guidelines process drew upon extensive background research and precedents looking at past local community plans and design guidelines in Portland and across the country, and integrated efforts with concurrent citywide Comprehensive planning and zoning updates. Working with the Design Committee, task forces and professional technical consultants, the Division Design Committee developed draft guidelines in 2016 that was extensively disseminated through listserves, at community meetings and other events to the public, city staff and decisionmakers. By the end of 2016, the guidelines were adopted by four neighborhood association and both the Division and Hawthorne Boulevard Business Associations. This document is a recommended update to the 2016 adopted draft. It is a hybrid of the 2016 draft, community comments and the consultants recommended draft. Neighborhoods, business associations, city staff, developers and designers are encouraged to consider the extensive research, outreach, design and policy tools that have all informed the creation of the Division Design Guidelines.



INVOLVING COMMUNITY MEMBERS



COLLABORATING ACROSS NEIGHBORHOODS + DISTRICTS



ENGAGING DEVELOPERS, DESIGNERS, OWNERS, BUSINESSES, & CITY STAFF

HOW TO USE THE GUIDELINES

KEY USES OF THE GUIDELINES

- Enhance building and street design
- Clearly articulate the neighborhood design goals and community design preferences for Division
- Improve compatibility of new development with existing neighborhood/business context
- Provide design tools and resources to the Division community and adjacent neighborhoods to more effectively advocate for community design priorities and preferences
- Improve overall planning and community processes with architects, developers and project applicants

When using the guidelines, it can be helpful to consider the needs, design priorities and concerns of different audiences. At a minimum, the guidelines are intended to be a required reading item for future development applicants determining “compatibility” and relationship to context.

KEY STRATEGIES FOR USING THE GUIDELINES

1. COLLABORATE | Meet with neighborhoods and business associations EARLY in the process to identify potential issues or opportunities, key site goals, and priorities. (see *Notification & Community Engagement sidebar*) Highlight elements where you have drawn inspiration from the area's historic/cultural context and architectural patterns as well as strategies used to minimize potential impacts
 2. DRAW FROM CONTEXT | Study existing main street patterns, and draw from adjacent or nearby exemplary foundational architecture, materials and design details as inspiration.
 3. FOSTER COMPATIBILITY | Draw your building elevation in context with adjacent architecture to evaluate compatibility. Is your building starkly different from the foundational character of the street and the district? Does it help create harmony or disunity with the main street character and identity? Does it call excessive attention to itself?
 4. MINIMIZE IMPACTS | Consider relationships to adjacent buildings, sites and neighbors by minimizing excessive shading and privacy impacts, light overspill, noise, traffic and loading, loss of public views, blank walls, etc.
 5. BREAK UP BUILDING MASS | Use design strategies and features to break up the volume of larger buildings and relate to surrounding Street-Car Era Main Street context and character such as roofline articulation, traditional window and storefront patterns, stepbacks, balconies, plazas, art, and landscaping.

IF YOU'RE BUILDING SOMETHING NEW

New building design on Division Street should consider preserving and relating to foundational main street character and identity by careful design of building massing and facades, encouraging affordable and diverse housing, and careful attention to minimizing impacts to adjacent properties regarding privacy, light overspill and shading.

An important strategy is a context elevation, and early community involvement (ideally at both the conceptual stage and the pre-permit stage). See Notification & Engagement Policy in sidebar for reference.

Key sections of note include: Form/Massing, Architectural Character, Compatibility and Context, Storefronts/Facades, Materials, Architectural Character, and Relating to Neighborhood Patterns, Site Design.

IF YOU'RE ADAPTING OR REMODELING AN EXISTING BUILDING

Structures remaining from the street car main street era form the basis of the architectural character of the neighborhood and their features express an “architectural vocabulary” which can be used in designing new buildings which will be compatible within the district. The guidelines are intended to ensure maximum compatibility of new buildings with historic buildings, not to build “new old buildings” or exact duplicates of older styles. Rehabilitation work should acknowledge the original character of the building.

Key sections include Historic Preservation, façade design, architectural styles, list of buildings and special places, compatibility and context.

Foundational Architectural Styles

Respecting and reinterpreting the patterns of earlier significant development - sometimes including architectural detailing - builds stronger relationships between new development and the rich history of the area.

The Streetcar Era was the most significant period for architectural innovation in the neighborhood. Many of the land use patterns we see today have their origins in this period. The styles below represent those that have been traditionally represented in the neighborhood both along the streetcar lines and in Harvard Court as well as surrounding neighborhoods and streets. The Arts & Crafts/Craftsman style featured two-story buildings of brick or wood with decorative trim. While the exterior of the building is primarily one style, some of these styles may sometimes exist as single family or larger multifamily buildings. Southeast Portland main streets provide characteristics that can be found in the Streetcar Era commercial, Arts & Crafts/Craftsman Mixed Use, and mixed use buildings to achieve greater compatibility and overall unity along the corridor.



Streetcar Era Main Street Commercial



Arts & Crafts/Craftsman Mixed Use Vernacular



Main Street Industrial/Utilitarian



Art Deco



Spanish Eclectic/Mediterranean



Mission

HELPFUL RESOURCES: There is a glossary of useful terms for community members, a useful “cheat sheet” of Key Concerns & Strategies for Mitigation for designers and developers as well as Foundation-Architectural Styles, Special Buildings on Division, Key Sites list, and other resources.

DESIGN REVIEW + THE DESIGN OVERLAY

The Design overlay zone is applied to certain geographic areas of the city and shown on the Official Zoning Maps with a letter 'd.' The Design overlay zone provides two options for review of development proposals:

- 1) the Objective Track (design plan check by staff); and
- 2) the Discretionary Track (design review by the Design Commission).

Currently, discretionary design review is required for development in the Central City and Gateway plan districts. Outside of these regional centers, Oregon law requires local governments to provide an objective design plan check track for housing development. In most cases, applicants for all projects outside of regional centers may choose to go through the discretionary process if they do not want to meet, or cannot meet, the "clear and objective standards".

1. IF THE OBJECTIVE (DESIGN PLAN CHECK) TRACK IS USED:

The proposal is reviewed by planners in the Bureau of Development Services as part of an application for a building permit. The proposal must meet objective design standards, and the review process is the same as for a building permit. There is no opportunity for public comment.

2. IF THE DISCRETIONARY (DESIGN REVIEW) TRACK IS USED:

Design review is conducted by the planners on the Design Team of the Bureau of Development Services and sometimes the Portland Design Commission. The review process varies with the type of proposal, the size of the project and the location. Neighbors will be notified and a hearing may be required.

Source: *Design Overlay Zone Amendments, DOZA Tools Concept Report Handout, May 2018*, p. 3

NEIGHBORHOOD ENGAGEMENT & NOTIFICATION

The Richmond Neighborhood Association has adopted a Community Notification and Engagement Policy which outlines key actions required when a new development process is proposed. The process includes:

- "Conceptual Design" Phase: A Voluntary visit to the Neighborhood Association at the early stages of the project design is strongly encouraged
- Design Development Phase: A visit to the Neighborhood Association is required prior to permit submittal so the project can be discussed and any community priorities, special synergies, or concerns can be identified
- What to Bring to the Neighborhood Association Meetings: The following should be provided at meetings by the designer or developer:
 - (1) copies of the proposed site plan,
 - (2) context elevation showing new and existing adjacent development,
 - (3) solar shading analysis and privacy and
 - (4) view impact analysis/drawing.
- Follow-up Process: A "Response to Comments" form is available to assist the developer in providing written responses to neighborhood comments

Follow up: Applicant Comment & Response Form

An applicant should document and submit a list of comments received from the Neighborhood Association Meeting to the Neighborhood Association with a responding statement for each comment as to how each are being considered.

Neighborhood Association Date of Meeting	Applicant:
SAMPLE NEIGHBORHOOD COMMENTS 1. Preserve mature tree at NE corner 2. Prefer balconies at street 3. Vary window patterns – continuity with variation 4. More street entries desired 5. Step building height up and down 6. Vary roofline 7. Commercial at the first floor, smaller affordable commercial spaces requested 8. More family-friendly unit sizes and amenities	SAMPLE APPLICANT RESPONSE 1. Will relocate on-site to preserve 2. Now included on SE facade 3. Incorporated exist. neighborhood patterns for storefront window design 4. Add more frequent entries 5. Will consider this to maintain better solar access 6. Will discuss with architect 7. Cannot make this work with program without amenities bonus 8. Redesigning setback of building to include shared courtyard with more green space and add several 2/3 bedroom units

HOW TO USE THE GUIDELINES FOR DIFFERENT AUDIENCES

AUDIENCES	COMMUNITY PRIORITIES & CONCERNs	HOW TO USE THE GUIDELINES
New residents	Affordability, livability, cost, quality construction, access to air and light, noise issues, access to amenities/transit/services, safety, community identity, information on current and proposed zoning	Community members can use the guidelines to help find the common language that designers, developers and city staff understand when advocating for specific design approaches to improve compatibility of new development. This can help community members better communicate what they do and don't want using design terminology that proposed development and design teams on new projects can better understand.
Existing Residents	Mitigating impacts to privacy, retention of community character and identity, parking, solar access, views (blank walls), noise, trash, congestion, design.	
Developers	Clear design direction, minimizing project delays and costs	Designers and Developers should use the guidelines to help better understand the community's goals, desires and design preferences for the look, feel and style of new developments and for how a project should help integrate with the larger vision for the Division corridor. A project that complies with the design guidelines is likely to encounter less opposition and delays and is likely to engender better community support and overall compatibility.
Designers	Clear design direction, minimizing project delays and costs, leverage to advocate for good design practice and quality	City Staff and Policymakers should review the Division Design guidelines when evaluating new development proposals for consistency with community plans and policies especially when determining "compatibility" and relationship to context. While the guidelines may be voluntary in nature, they are still a strong expression of community priorities expressed today and throughout the 2006 Division Green St./Main St. Plan.
City Planners Policymakers	Consistency with policy frameworks/goals/other design tools, address concerns of all constituents, clarity of community goals and preferences	Neighborhood and Business Associations should use the guidelines to help educate property owners, community members and developers/designers about neighborhood goals, help reduce or mitigate impacts of new development, and provide leverage with City staff and project applicants/designers to advocate for specific community design goals.
Neighborhood Associations	Clarity of community goals and preferences, community identity, assistance with mitigating neighborhood conflicts, providing leverage, anticipating concerns of all parties, safety.	
Business Associations	Clarity of business community goals and preferences, business district identity, safety and graffiti prevention, parking management, trash and street cleanliness, assistance with mitigating neighbor/business conflicts, providing leverage, anticipating concerns of all parties	

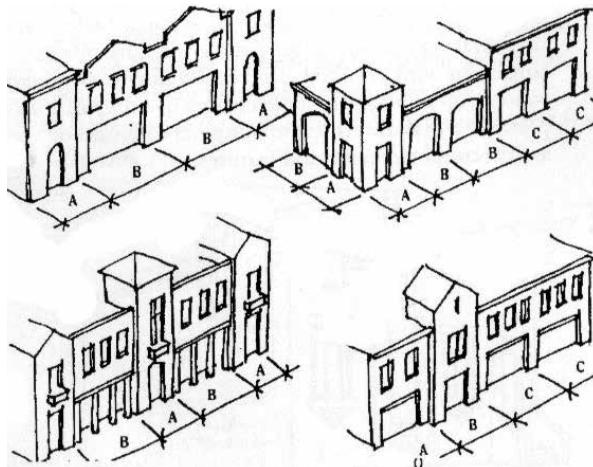
KEY CONCERNS AND MITIGATING STRATEGIES

CONCERN/IMPACT	MITIGATING DESIGN APPROACH (THESE ARE GUIDELINES)
Compatibility & Character <i>[See Compatibility Section, p. 19 and Architectural Character, p 27]</i> 	<ul style="list-style-type: none"> Inspiration for the design of new buildings should ideally be drawn from traditional styles in the neighborhood, as well as patterns and features found in the district (e.g. form and mass, articulation, vertical composition, materials, regular recessed storefront entries, windows arrangements and other patterns. (see Architectural Style Section) Use the 4 out of 7 compatibility list to consider building and design features that can help create compatibility with the traditional main street fabric and pattern. (see page __) Provide an elevation of the proposed new development in context of adjacent block and street development. This can help highlight areas opportunities to reinforce compatibility (e.g. window patterns, step downs, rooflines, alignment of building details). <p>Relate to Neighborhood Patterns</p>
Large Blank Walls <i>[See Transitions - Blank Walls Section, p. 23]</i>	<ul style="list-style-type: none"> Provide windows or lightwells to break up the large blank wall expanse, (where firewall restrictions are an issue, consider increased side setbacks to make this possible) (SALT & STRAW BUILDING EXAMPLE) Incorporate architectural details found in nearby structures such as window patterns, horizontal or vertical elements, narrow horizontal siding, decorative cornices, Use landscaping and art/murals or other features to add interest. [BUILDING AT 10th & DIVISION]
Light Overspill & Privacy Impacts <i>[See Transitions - Privacy Section, p. 26]</i> 	<ul style="list-style-type: none"> Locate windows and decks so these do not overlook neighboring residential properties or increase side setbacks to maintain greater privacy Provide screening on balconies Use larger landscaping and retain/include large trees as buffers to screen view Avoid overconcentration of windows and balconies facing adjacent residential uses and zones Provide a privacy and view impact analysis to highlight any issues for both adjacent neighboring tenants as well as new occupants <p><i>Minimize Privacy Impacts through proper placement of windows, balconies and landscape buffers</i></p> 

CONCERN/IMPACT

Scale & Massing (Overly “Boxy Buildings”)

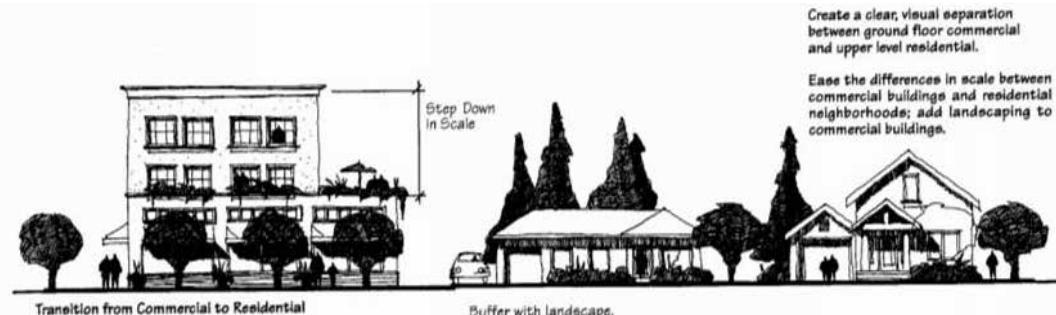
[See Building Form + Mass, p. 21-24]



Break Up Building Massing - create ordered facades and regular rythm of recessed building entries

MITIGATING DESIGN APPROACH (THESE ARE GUIDELINES)

- Avoid creating a canyon-like feeling by stepping back upper stories. Top floor setbacks minimize the height presence of 4 and 5 story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded 3 stories, so setbacks help larger structures fit in.
- Break up larger building massing and facades through the following:
 - Balconies
 - Stepbacks
 - Divide building into visible building increments that match historic neighborhood lot widths of 50'
 - Articulate rooflines (ideally using traditional neighborhood roofline patterns)
 - Stepping up and down roofs and building heights, etc.
 - Step up/down to taller building heights
 - Entry treatments (recessed entries, overhangs and awnings)
- Avoid creating buildings with overly flat, “box-like” building forms
 - See strategies under “Break up Massing” above (balconies, stepbacks, rooflines, etc)
 - Use “punched” or recessed windows
 - Avoid monotonous window design by varying window patterns - use repetition with variation (look to traditional pattern arrangements in the area)
 - Simple cornices with sufficient projection to “cap” the building and help with weather protection of building façade materials
 - Oriel (Bay) windows

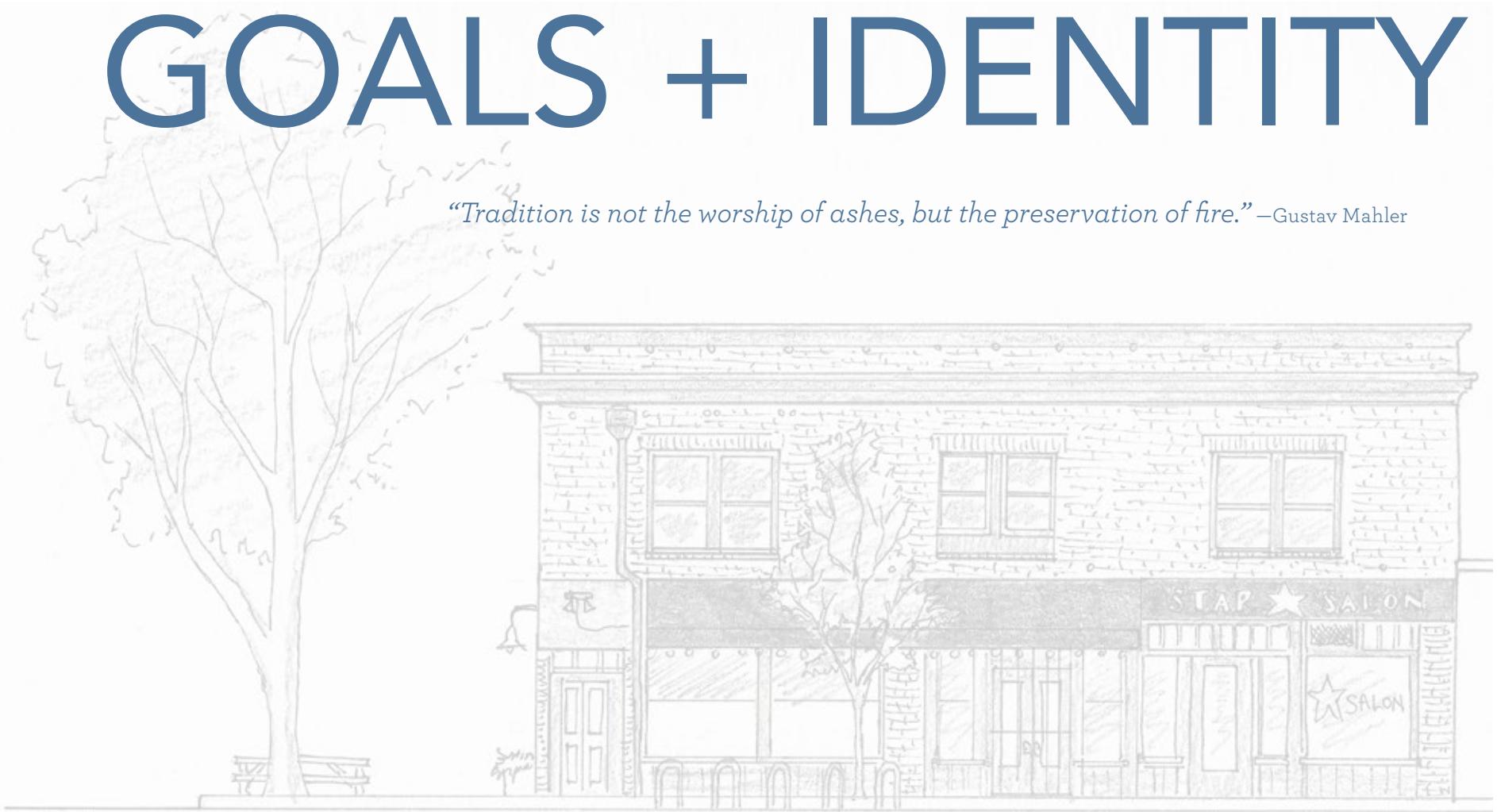


Create a clear, visual separation between ground floor commercial and upper level residential.

Ease the differences in scale between commercial buildings and residential neighborhoods; add landscaping to commercial buildings.

MAIN ST. VISION, GOALS + IDENTITY

“Tradition is not the worship of ashes, but the preservation of fire.” —Gustav Mahler



SUSTAINABILITY + CULTURAL IDENTITY: VALUING THE LEGACY OF OUR STREETCAR ERA MAIN STREETS

EASTSIDE DEVELOPMENT INFLUENCES

Some have described Portland as a city made up of many “villages”, most with a “main street” that contributes to the surrounding neighborhood’s sense of place and identity. These main streets are crucial to Portland’s past, present, and future identity.

The Rose City’s early settlement patterns were largely driven by the development of its streetcar system which created small town centers and pedestrian driven environments (spoke-and-hub plan). The limited transportation in the pre-automobile era resulted in natural main streets, each with independent identities and all the characteristics of the currently sought after walkable “20-minute neighborhood”.

FOSTERING RESILIENCY & SUSTAINABILITY

Now a core goal of Portland’s 2035 Comprehensive Plan, the walkable, bikeable, “20-Minute Neighborhood” is in the urban DNA of these early town centers and is a valuable asset when working towards more livable, sustainable communities.

A key aspect of this is not only expanding our diversity and affordable housing and commercial spaces, as well as access to transit, it also is critical to retain our small local businesses and neighborhood services that allow community members to meet daily needs on foot or by bike.

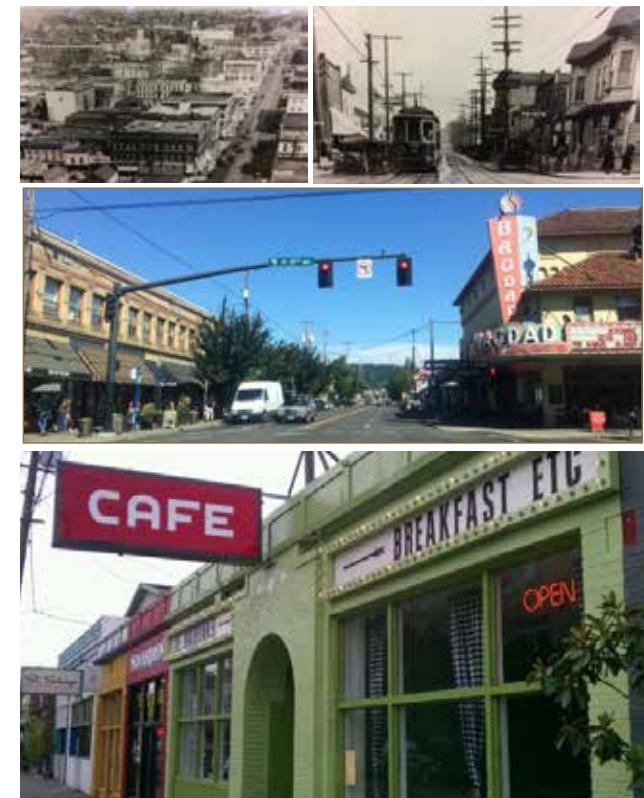
“When considering our community-wide goals for sustainability and vibrancy, it is also important to realize how the existing building stock of Portland’s main streets can help realize those goals.” Further, what it is “equally important to recognize is the incredible amount of embodied resources housed in these buildings and districts. With some investment and effort, it is possible to both preserve these treasures and make them perform to modern standards of efficiency and seismic resilience.” (PDC Main St. Handbook). See Sustainability Section for key strategies, p ____

MAIN ST. CHARACTER , CULTURE + IDENTITY

The Streetcar era was the most significant period for the early development of inner Southeast Portland. Many of the land use patterns we see today have their origins in this period.

One legacy of this early 19th-century settlement on the East side is a wealth of historic buildings and entire districts that endure to this day. Main streets predominantly featured one, two, and three story buildings of brick, masonry and wood with generous storefront windows, recessed entries, chamfered corners, and articulated rooflines. The majority of the commercial buildings were not designed by architects, nor did they resemble any academically recognized architectural style. Although primarily vernacular rather than high style, the builders of Central Southeast Portland “showed an excellent skill in the use of their tools, and an intuitive understanding of the use of decorative elements that defined the styles” and through these structures the immigrant residents in Southeast Portland expressed their cultural identity. (add Chinatown footnote). The Streetcar-era character provides a foundational architecture which formed the identity of many neighborhoods.

These older Portland main streets provide a rich historic fabric, and a set of characteristics and design “patterns” that can and should be drawn from to retain our “fire” and cultural identity, and achieve greater compatibility and overall unity along the corridors as we grow.¹



THE INFILL CHALLENGE

“The current system doesn’t recognize the varied impacts of different scales of development. Much of Portland’s unique character and reputation derives from the abundance of small-scale, home-grown businesses that reflect the individual personalities of the people who own and operate them. Indeed, many Portland neighborhoods are filled with a fine-grained, exuberant mixture of shops, restaurants, food carts, galleries, pubs, and personal services. In the last decade, however, this diverse and distinctive character has been gradually replaced by new buildings with considerably less “hand-crafted” character at the street level.” (DOZA Findings Report)

¹ Portland Oregon’s East Side Historic & Architectural Resources 1850-1938. National Register of Historic Places, January 27, 1989

DESIGN GUIDELINES

OVERARCHING GOALS

COMPATIBILITY, CHARACTER + CONTINUITY

1. Preserve important neighborhood qualities such as a connection to local history and culture, historic streetcar-era building character, and sense of place.
2. Increase visual continuity of the main street corridor including building character, streetscape, neighborhood identity, and overall building quality.
3. Relate new developments to existing main street character and neighborhood patterns.
4. Minimize the appearance of building size, bulk and scale. Strategies should include the use of stepdowns, stepbacks, building articulation, balconies, and landscape buffers.

RESIDENTIAL/COMMERCIAL DIVERSITY + AFFORDABILITY

5. Encourage a diversity of housing types, sizes, and price ranges to serve all segments of the population.
6. Encourage retention of existing affordable housing and commercial spaces and inclusion of these in new developments.
7. Encourage retention of local businesses

STREETSCAPE DESIGN

8. Increase access to green space and public gathering spaces (e.g. plazas and courtyards) and create places and amenities for lingering and contemplation (e.g. building integrated seating), provide weather protection (e.g. awnings).
9. In commercial and mixed use developments, promote active streetscape and storefronts.

LIVABILITY, SUSTAINABILITY + ENDURING QUALITY

10. Maintain sun, air, light for building occupants, adjacent residents and businesses.
11. Promote sustainability, resiliency, and green building design practices, as well as quality design and materials to ensure new development is built to last.

“Livability is the sum of the factors that add up to a community’s quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

—Partners for a Livable Future¹

PROGRAMMATIC CONSIDERATIONS

- Architecture that reflects Neighborhood Context, Character and Compatibility
- Creating a diversity of housing types and family sizes to serve a variety of incomes and abilities
- Affordability and Cost
- Historic Preservation
- Sustainability & Green Building Design

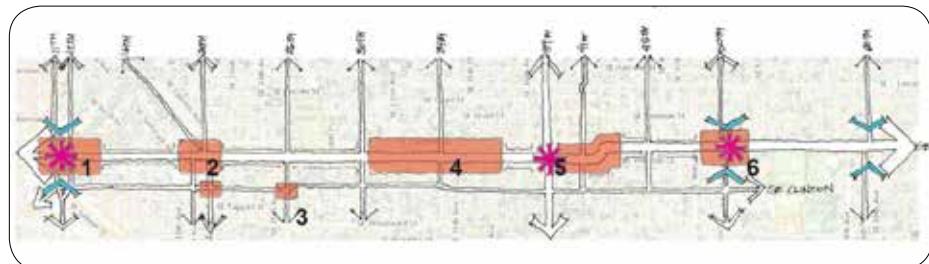


DIVISION'S MAIN STREET IDENTITY

Division is often described as eclectic and “funky” with a diverse array of retail, housing, and other employment uses. This diversity is what has traditionally attracted many residents and businesses to the area. There are distinct areas along Division that relate to significant buildings, commercial or specific uses which further inform the connection to the area. One important aspect is the “Pearls on a String Concept” which was encouraged as a guide for the corridor from the 2006 Green Street Main Street Plan (GSP), emphasized a desire to see new commercial development focused in a series of villages or nodes. (See image at right + Appendix for GSP Goals)

NEIGHBORHOOD IDENTITY GUIDELINES

- Reinforce a strong corridor identity through the following unifying approaches:
- Provide continuity of façade design, street furnishings, lighting and paving treatments.
- Encourage building façade designs and streetscape improvements that contribute to the overall quality of the district, streetscape, and long term sustainability.
- Emphasize water, sustainability, art and education along the corridor (see Green St. Plan themes at right)
- Integrate art into buildings, street furnishings, gateways, public space, blank walls
- Preserve important neighborhood qualities such as a connection to local history and culture, historic streetcar-era building character; and sense of place. To achieve this, new development should retain and relate to foundational architecture, and integrate preservation of our heritage into creative ways. (Overarching goals 9-10)
- Develop gateways and connections that celebrate special places.
- Create a gateway and welcome feature at SE 29th and at other boundaries at each neighborhood.



Illustrations: Analysis illustrating key nodes, districts and opportunities for gateways. Portland State University Urban Design Students “Toolkit for Neighborhood Development Final Studio Report,” a community collaboration project between PSU and the Division Design Initiative.

Key themes expressed by citizens

B

C

D

E

F

A – The community expressed a desire to see new commercial development focused at certain intersections, or nodes. The red circles represent existing or potential commercial nodes.

B, C, D – The community embraced the idea of using art and water features to help give Division a unique identity.

E, F – A neighborhood goal is to capture opportunities to better integrate the many schools along Division into the community.

Illustrations: at Right Excerpt from the Division Green Street Main Street Plan noting goals and key themes for the corridor



CONTEXT + COMPATIBILITY

“New development should complement the character of the neighborhood in terms of scale, storefront pattern and design details” - Portland Main St. Design Handbook



KEY COMPONENTS OF MAINTAINING COMPATIBILITY¹

(New from City of Portland DOZA Findings Report)

- SCALE:** The building's overall size, proportion, and the related issues of privacy and solar access (see Massing & Transitions)
- PATTERNS:** The building's adoption of local physical design patterns including overall proportions and massing, but also including a wide range of patterns (see Neighborhood Patterns section, page __), such as site orientation, roof forms, window design, ornamentation, materials and general architectural style. (See Compatibility + Neighborhood Patterns)
- IDENTITY:** The building's adoption of specific forms and features to celebrate the distinctiveness of its neighborhood or district, to reinforce a sense of place, and connect with the cultural and social qualities of the community (see Division Identity , Character + Style Sections)



The Context Elevation can be a useful community reference to highlight conflicts and opportunities for greater fit with street context

COMPATIBILITY & CONTEXTUAL DESIGN

The goals of the 2006 Division Green Street Main Street Plan highlighted several issues raised by the community related to infill development. Many of those earlier issues are still of great concern today, including as the plan notes: “the contrast of scale and height in relation to existing development, privacy impacts, compatibility with existing neighborhood character, etc.”

The desire for compatible new development is not about preventing development. There are benefits that have come from increasing the supply of new retail and residential development along Portland’s main streets. It is acknowledged that Division has been the beneficiary of new development, which has increased Division’s housing supply, retail options and social and economic vitality - while exacerbating the pace of gentrification in the neighborhood.

The desire for compatible new development is about maintaining and enriching—not losing—the details and character that made these streetcar-era main streets special places. Some new developments have missed the character cues and rejected rather than embraced the unique patterns of these streets. As a result, the special qualities of these historic main streets are in jeopardy of being erased. If that were to happen, the City of Portland may lose important pieces of its identity and look and feel like many other places. Responding to neighborhood context is a key priority for the community. To maintain compatibility -- in the sense of new development co-existing in harmony together with current development -- a building should relate to site and neighborhood conditions, patterns and character. By “relate”, we mean that a building does not need to mimic a historic building style; however, new building should not reject the neighborhood form, or “pattern language”. “The intent is to build a district that is more than the sum of the parts, with each element making an important contribution.” (PDC Main Street Handbook, New Development Principles, p. 59).

There are endless definitions of what “context” or “contextual” means in terms of building design. There is some agreement on what contextual design **is not**: simply a prescriptive order to repeat or mimic what exists already.

Two main themes may be considered in terms of “context”:

- 1) How it works with the past, present, and future (this includes not ignoring that context is always evolving)
- 2) How it contributes as well as takes advantage of the surrounding area it joins in form and function (including the overall streetcar era main street context of Portland city-wide).



This development on Division shows excellent context & compatibility with neighborhood patterns - materials, window patterns, storefronts and details, cornices. Further, upper level stepbacks help minimize scale impacts

¹ Walker Macy, Angelo Planning Group. “Interim Report: Design Overlay Zone Assessment: Findings, Preliminary Recommendations. November 10, 2016.

COMPATIBILITY GUIDELINES

1. New construction should be designed to be consistent with the existing pattern, scale, style and massing, of structures in the neighborhood and surrounding blocks, as well as other streetcar-era main streets in Portland.
2. New main street-facing buildings that are bigger and taller than previous buildings on the same site, and/or nearby adjacent buildings, should not detract from the unity of the main street or district. (See positive examples of larger new buildings reflecting Portland's foundational character, p.____)
3. New main street-facing development that is of a greater scale than previous buildings on the same site should **carefully consider the quality of life of residents on abutting rear yard lots** including minimizing residents' privacy impacts and maintaining residents' solar access. (See Transitions Guidelines, p. 17)
4. Consistency in size and style should use the following strategies:

- a) Maintain the traditional small-scale regular rhythm of building widths
- b) **New development should demonstrate compatibility with the adjacent architecture by incorporating a minimum of four of the following seven features similar to the neighboring architecture:**

- scale
- roof forms
- window proportion or patterns
- materials
- style
- ornamentation elements
- color

- c) **Relate to neighborhood patterns.** Relate building form to existing context and established Division main street area patterns. (See Main Street Patterns, p.____) The following are typical area-specific neighborhood patterns found on Division, Hawthorne & Belmont and other street car-era main streets in Portland:

- Angled front facade on corner buildings, i.e., 45-degree angle cut building corners – maintains visibility for vehicles & pedestrians and when cut out solely at first floor can create areas for pedestrians to pass safely or pause for conversations.
- Raised sills or bulkheads
- Large storefront windows with transom windows above
- Visible building increments of 25'-50'
- Regular rhythm of recessed entries every 20'
- Include permanent awnings & overhangs for windows and entries
- Window variation and patterns that relate to adjacent buildings
- Articulated rooflines



Above: Positive examples of Newer Compatible Buildings - Three and four story larger new buildings that add housing capacity and reflect area context on Division and Belmont. At top, the "Move the House Project" on Division and 38th shows connection to adjacent development through similar horizontal siding patterns, color and articulation of the building mass with upper stepbacks on Division and balconies. (photo credit: H. Flint Chatto) The Belmont mixed use building at right, relates to the scale of nearby buildings, breaks up building massing with visible building increments that relate to neighborhood patterns for building widths. It also shows modern design yet includes a simple cornice, brick materials, windows on sidewalls and recessed entry patterns. (photo credit: Erik Matthews, building architect)

BUILDING FORM + MASS

Division's existing character is special as part of Portland's East-side fabric of streetcar-era main streets. (See Valuing our Main Street Legacy, p___.) It is also special because of its narrow street width which supports a very walkable human scale, and the many small pedestrian-oriented buildings with locally serving businesses.

To maintain compatibility (in the sense of new development co-existing together with current development in harmony), relate to site and neighborhood conditions, patterns and character. (see Encouraged Main St. Patterns, p___).

A positive, recognizable urban form pattern for Division street is buildings with active ground floor uses placed at the front property lines to create a rhythm of regular storefront entries and continuity in facades that help frame each side of the street and lead pedestrians through the commercial nodes. New development should strengthen this continuity of facade patterns near the commercial nodes but should not dominate the often small scale mix of residential and older streetcar era buildings that contribute to the character and identity of the neighborhood.

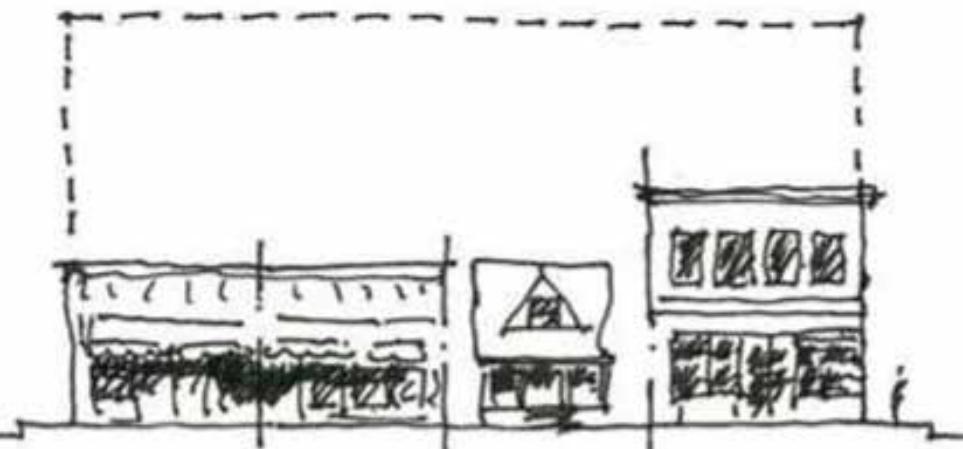
Overly bulky and "boxy" buildings that loom above the narrow street threaten to eliminate the positive effect of enclosure. Without carefully designed architecture, large building walls may instead create a stark, canyon-like effect. **Attention and sensitivity to transitions in scale and adjacent uses/zones, breaking up building bulk and mass and preserving access to light and sun, can help create better compatibility and relationship between existing and new developments in the neighborhood.** "The intent is to build a district that is more than the sum of the parts, with each element making an important contribution." (PDC Main Street Handbook, New Development Principles, p. 59).



Illustrations: Examples Showing Poor Compatibility. Although recent development on Division and Hawthorne have added needed housing capacity, frequent community concerns note a lack of relationship to neighborhood architectural patterns and a form that dominates the small scale grain of the existing street calling attention away from the foundational character and identity of the neighborhood.

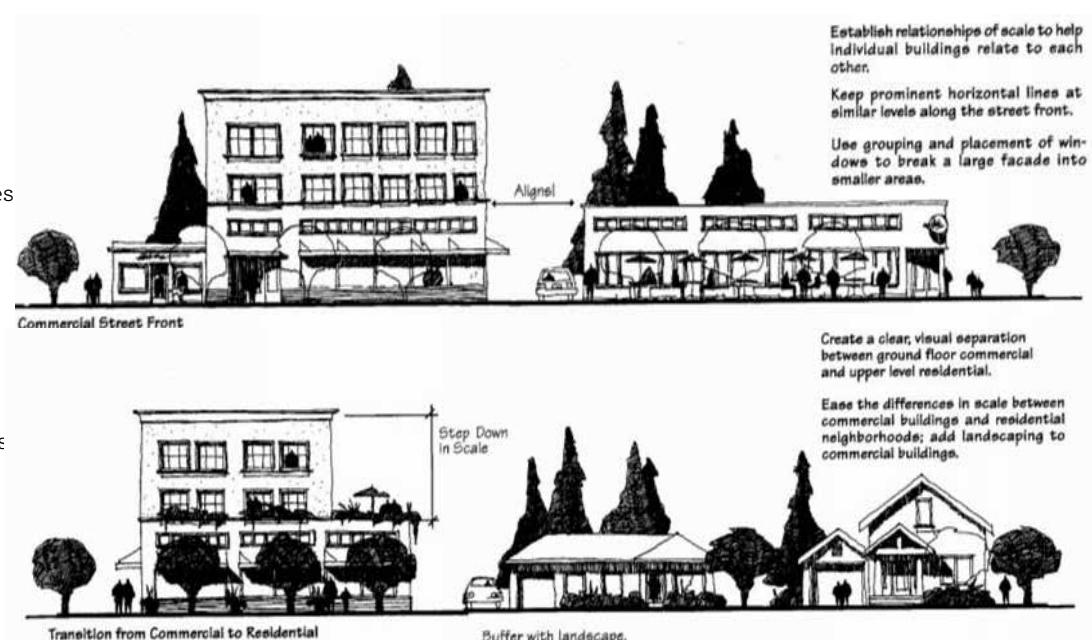
BUILDING FORM & MASS GUIDELINES

1. Mitigate the appearance of building size, bulk and scale.
2. Design building massing to create a human/pedestrian scale.
3. Large buildings may have impacts to sunlight exposure - provide solar shading analysis and creative site design to reduce impacts and maintain access to sun, air, and light for building occupants, adjacent residents and businesses. (Overarching Guidelines Goal #9)
4. Maintain the building wall-to-street width enclosure and avoid or mitigate overly tall walls directly on the front property lines through the following methods:
 - a) Provide stepbacks on upper floors on the main street to preserve more solar access to the street and minimize a "canyon" effect.
 - b) Occasionally set buildings back from the front property lines to disrupt the continuous wall of buildings and form (or preserve) court yards, forecourts or landscaped yards.
 - c) Strengthen the positive urban form pattern for Division street of buildings with active ground floor uses placed at the front property lines to create a continuity of facades that frame each side of the street.
 - d) Preserve views of nearby landmarks and important viewsheds.
5. New buildings above three stories should provide streetscape amenities to help offset negative impacts of loss of skyline and sunlight.
6. Mitigate the visual appearance of building size, bulk and scale (especially in larger new developments), through the following design treatments:
 - a) Provide subtle variation in grouping of window patterns - ideal is repetition with variation, and generally vertical orientation that relates to neighborhood patterns. Upper windows with rounded tops are encouraged.
 - b) Articulated roofline patterns - Division and SE neighborhood corridors have many deco rooflines and subtly detailed parapets
 - c) Include balconies that project beyond the building edge
 - d) Entry overhangs/awnings and projecting window shades
 - e) Exterior projecting facade details such as oriel windows
 - f) Use distinct bottom, middle, top approaches to relate to foundational main street architecture pattern (See Architectural Character "Base, Body, Top" section)



Main Street Design Challenge - Existing small scale buildings have larger zoning potential for new development often resulting in buildings with massing and design that creates discontinuity or dominates or existing context, street and district

Source: Mixed Use Zoning Committee Presentation <https://www.portlandoregon.gov/bpa/article/494316>



The Context Challenge - Existing small scale buildings with larger zoning envelopes for new development make the design of character, facades, and massing critical to creating new development that is consistent with community priorities compatibility. Incorporating adjacent or nearby design details and patterns as well as stepdown and stepbacks can help ease these transitions. Images above from "Building Blocks for Outer SE Portland" illustrate methods to have better context sensitive infill for newer bigger buildings along small main streets.



MINIMIZE CREATING BLANK WALLS

1. Especially where a building side wall is likely to remain visible for an extended period of time (e.g. interior block property lines where the adjacent commercial property is already developed or adjacent to residential uses) that building elevation should reflect a design treatment of the whole building and the following should be considered:
 - a) Increase side setbacks on the full facade (or on upper stories) to allow windows to break up the large blank expanse.
 - b) An inset in the side facade for a lightwell (as described in other sections) could also serve to break up the facade.
 - c) Incorporate architectural details found in nearby structures such as window patterns, horizontal or vertical elements, narrow horizontal siding, patterned brick, decorative cornices, landscaping and art/murals or other features.
2. Step down to lower building heights (see lower illustration on page 13). Avoid creating scale contrasts of more than a two-story scale transition with adjacent architecture (e.g. if adjacent to a two story building, then not more than four stories where buildings abut). If not feasible, then alternatives should include strategies to mitigate contrasts in scale and blank walls (e.g. landscaping, art, windows, balconies).
3. At side lot lines, new developments should consider the following to support greater compatibility, livability, light and air:
 - a) Upper level side setbacks – Above the first story, use side setbacks 10' from property line, maintain street wall, and encourage windows in stepback facades.
 - b) Light wells – Provide for interior daylighting if developing on side lot lines. Provide light wells not less than 12 feet wide parallel to the exterior wall and not less than 5 ft deep. At side lot lines anticipate future development by providing light wells for daylight and fresh air.

Illustrations: Treatment of blank walls, especially with larger buildings, significantly helps improve transitions and long term quality.

SCALE, MASSING & STEPBACKS

1. Taller first floor heights of 14-18 are encouraged
2. One-four story scale preferred.¹ If four stories or above, some neighborhood associations have expressed a preference to include stepbacks of the top stories on street-facing sides at a depth equal or greater to fourth story height (e.g. 12' story height would have a 12' stepback) to maintain a feeling of three stories. Top floor stepbacks minimize the height presence of four and five story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded three stories, so stepbacks help larger structures fit in.
3. Avoid overly flat, square, "boxy" building forms – by breaking up building mass through the use of balconies, stepbacks, articulated rooflines, facade articulation, step downs and varied building heights, etc.
4. Minimize creating scale contrasts and blank walls.
5. Step down to lower building heights (see lower illustration on page 13). Avoid creating scale contrasts of more than a two-story scale transition with adjacent architecture (e.g. if adjacent to a two story building, then not more than four stories where buildings abut). If not feasible, then alternatives should include strategies to mitigate contrasts in scale and blank walls (e.g. landscaping, art, windows, balconies).
6. At side lot lines, new developments should consider the following to support greater compatibility, livability, light and air:
 - a) Upper level side setbacks – Above the first story, use side setbacks 10' from property line, maintain street wall, and encourage windows in stepback facades.
 - b) Light wells – Provide for interior daylighting if developing on side lot lines. Provide light wells not less than 12 feet wide parallel to the exterior wall and not less than 5 ft deep. At side lot lines anticipate future development by providing light wells for daylight and fresh air.

¹The 2016 Richmond Neighborhood Association Board voted for the following language change: from "1-3 stories preferred" to: "1-4 story scale preferred. Top floor setbacks minimize the height presence of 4 and 5 story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded 3 stories, so setbacks help larger structures fit in. For accuracy, "setback" term was replaced with "Stepback".

Right Stepbacks help blend with existing context. Bend OR-2016. Source: Hflint-Chatto

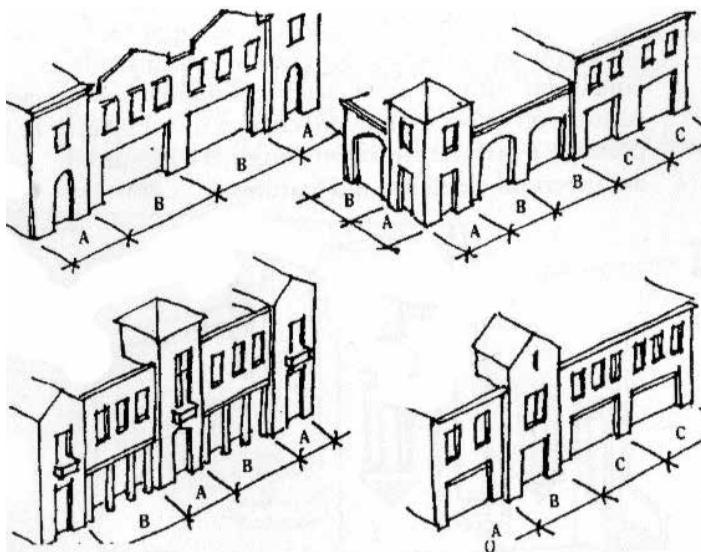
Below left: Two examples of moderate scale increases with positive facade articulation and storefront features that relates to neighborhood patterns



Right: Alternative upper design treatments for compatible development that relates to neighborhood patterns without creating overly bulky building form. (L. Qamar, Architect)

SITE PLANNING

When developing a specific site on the Division Main Street, it is a priority to balance emerging 20th century patterns of development as well as historic streetcar main street plat patterns. Historic Portland streetcar lots follow a certain pattern on all Portland main streets and Division is no exception. Portland main street-facing lot widths were typically 25-, 40-, or 50-feet wide, and the buildings lining the main street followed the rhythm of lot division in their width, structural bay division and massing. Even when new construction consolidates and spans the historic lot division, new buildings should recognize and maintain this characteristic rhythm.



Break Up Building Massing - create ordered facades and regular rythm of recessed building entries

SITE PLANNING + DESIGN GUIDELINES

1. Maintain "Solar Equity" for adjacent uses to the extent feasible
2. Minimize surface parking and use existing paved spaces for active outdoor uses such as cafe seating or pop-up retail.
3. Plan for adequate loading and service access
4. Maintain the fine-grained storefront character of Division that is the result of historic streetcar street platting pattern. If erasing historic lot patterns, incorporate visual and spatial cues that provide community continuity and acknowledge and make note of an earlier time.
5. On larger consolidated sites, alternate portions of the building that are located on the front property line with street facing courtyards, to form entry courts, forecourts, landscaped yards, public squares, seating areas and public plazas. This both minimizes the bulk of buildings and creates public gathering spaces.
6. The placement and design of buildings should take into consideration the privacy of adjacent properties. Structures should be designed to avoid placing windows, decks or balconies that look directly onto neighboring properties. Spillovers of noise and light into these sites should also be minimized. (See Privacy section under Transitions, p.).
7. Use side setbacks to allow for more window openings, create design interest, break up the massing, reduce blank walls, and foster greater daylighting and natural ventilation for building occupants.
8. Encourage construction of inner courtyards allowing windows and balconies that face inward rather than outward. Include walkways, passeos and passthroughs to enhance pedestrian oriented design.
9. Require landscaping and a vegetation buffer specifying minimum tree height that increases with the building height and shields adjacent residential properties from windows and balconies.
10. Design new development to minimize potential adverse impacts upon surrounding residences and to reduce conflicts with residential uses. Consider the following factors: traffic generation, deliveries, parking, noise, lighting, crime prevention, visual effects and buffering (Source: Sunnyside Neighborhood Plan, Appendix D - SNP).
11. Driveway curb cuts on Division are discouraged
12. Landscape should screen and/or buffer views of parking, loading, trash areas and service yards
13. Minimize the visibility of utility connections from the public street. Utility screening and enclosures should be unobtrusive and conveniently located for trash disposal by tenants and collection by service vehicles.

TRANSITIONS - ATTENTION TO SHADING, PRIVACY, SCREENING + BLANK WALLS

1. Minimize privacy impacts to residentially zoned properties and residential uses.
2. Address transitions with mitigating design measures for new development, particularly in these locations:
 - On local streets intersecting Division
 - On Division Street between buildings
 - On building facades abutting residential uses

DISCOURAGED AT TRANSITIONS

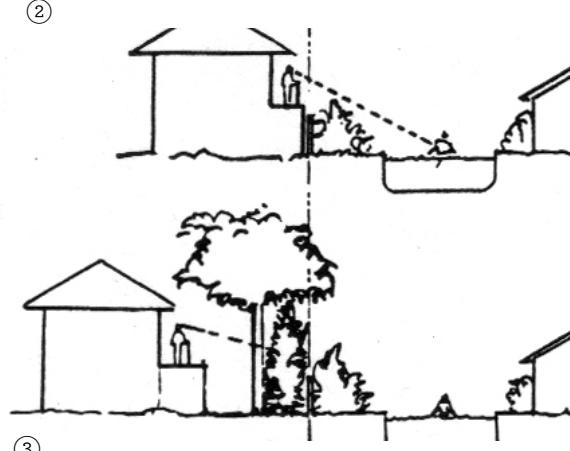
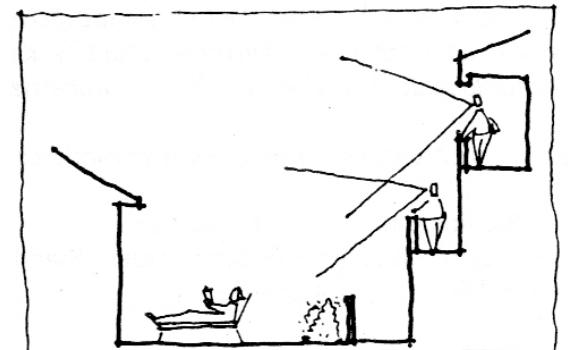
3. Minimize and where possible, avoid, creating impacts from new development including:
 - a) Excessive light overspill from unshielded exterior and interior lighting.
 - b) Overconcentration of windows facing residential uses.
 - c) Creating privacy impacts (e.g. ensure balconies and windows are located with care)
 - d) Blank walls above the second story. Creating multi-story large blank walls (e.g. interior block commercial properties where the facade at side lot line becomes a firewall) is strongly discouraged
 - e) Excessive shading (define excessive) of adjacent properties. (See Goal 9 "Maintain sun, air, light for building occupants, adjacent residents and businesses." and Goal 10 "Promote sustainability, resiliency, and green building design") This is especially key for southern exposures, relationships next to food producing gardens, roofs with solar panels or structures that rely on passive or active heating/energy generation. The intent is to provide adequate sunlight, protection for existing property values and investments such as the use of solar energy systems without prohibiting the normal development of

property. New development should provide the neighborhood association with a shading analysis reflecting the location and shadow patterns of all buildings, walls, fences, and vegetation on the property and on the adjacent parcels to the west, south and east.

ENCOURAGED AT TRANSITIONS:

Minimize Privacy Impacts to residential uses: Privacy considerations for adjacent residential is a priority for community members and the following approaches should be integrated where possible:

- Design structures to avoid placing windows, decks or balconies that look directly onto neighboring properties. Locating windows and decks so these do not overlook neighboring residential properties or increase side setbacks to increase privacy
- Provide screening from balconies to maintain privacy of adjacent neighbors
- Create or maintain larger trees and landscape buffers to mitigate residential privacy impacts



Figs below from left to right:

① Improper placement of large buildings can reduce the privacy of adjacent homes. Source: Design Review Guidelines, City of Seattle, pg. 12.

② Reducing windows and decks overlooking neighboring residential property or increasing side setbacks can increase privacy.

③ Privacy Protection Method. Source: Montecito Architectural Guidelines & Development Standards, pg. 16.

ARCHITECTURAL CHARACTER

There is a reason that architecture is—or at least traditionally was—the most conservative of the arts. Buildings last a long time—hundreds of years—and old buildings are the best evidence of what passes the test of time. Traditional building is not about nostalgia or sentimentality as its critics would have it, but rather about imitating what works.”

— Witold Rybczynski, Architect, Author, Professor, Architecture Critic

ARCHITECTURAL STYLE

As noted on page 14, the Streetcar era was the most significant period for the early development of inner Southeast Portland. This time-period predominantly featured one and two story buildings of brick, masonry and wood with generous storefront windows and features described in the Neighborhood Patterns, Storefront/Facades sections, and Foundational Styles Appendix. Encouraged styles that are traditionally represented in the Neighborhood include: Streetcar Era Main Street Commercial, Main Street Industrial, Art Deco, Art Moderne, Arts & Crafts/Craftsman Vernacular, Mission Revival, and Spanish Eclectic/Mediterranean. These styles represent those that have been traditionally represented in the neighborhood both along the Division, Clinton and Hawthorne Corridors as well as surrounding neighborhood main streets. For descriptions and further inspirational examples, see the Foundational Architectural Styles Appendix, p ___. Photos on the facing page show ways newer buildings have incorporated these patterns and styles in positive ways. These styles provide characteristics that can be drawn from for new commercial, single family residential, multifamily and mixed use buildings to achieve greater continuity along our smaller main street corridors.



Streetcar Era Main Street Commercial



Arts & Crafts/Craftsman Mixed Use Vernacular



Main Street Industrial/Utilitarian



Art Deco



Spanish Eclectic/Mediterranean

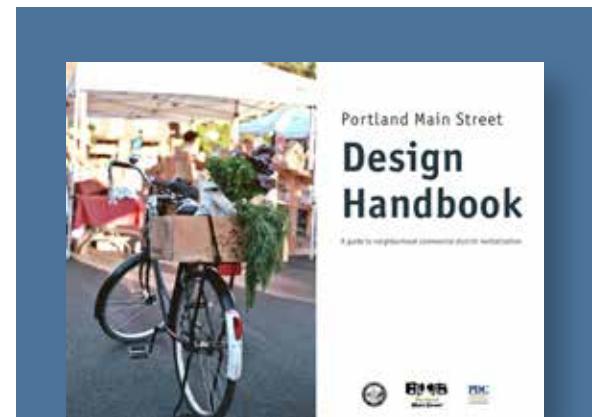


Mission

EXEMPLARY SE EXAMPLES:

- Ford Building (11th & Division)
- Fumerie Parfumerie (36th & Division)
- Double Barrel (20th & Division)
- American Local (30th & Division)
- Roman Candle & Ava Gene's (34th & Division)
- Oregon Theater (35th St & Division)
- Move the House Project (38th & Division - south side)
- Sunshine Tavern Building (31st & Division)
- Shanghai (28th Ave & Division)

A list of Special Buildings on Division for preservation are included in the Appendix.



"Districts evolve over time and as a result, it is natural to see a variety of architectural styles and construction methods. A new building should be current, yet designed to respect the context of the existing structures around it. It is generally agreed that a new building should not pretend to be historic.... At the same time, a building that feels alien in its context and calls too much attention to itself takes away from the unity of the district. A better approach is to complement the character of its neighbors in terms of scale, storefront pattern and design details - these buildings will strengthen the district over time. The goal is to build a district that is more than the sum of the parts, with each element making an important contribution."

*—PDC Main Street Design Handbook,
New Development Principles, p. 59*

ARCHITECTURAL CHARACTER

New section from Urbworks Planning Consultants

GUIDELINES FOR ARCHITECTURE

- New buildings should acknowledge and respect the historic context of existing buildings, in addition to the massing, scale, and the features that help preserves its unique sense of place.
- New buildings should ideally relate to the features that make the district or nearby buildings building notable or historically identifiable.

HUMAN SCALE

- Recess windows and doorways and use piers, columns, trim, overhangs, and other architectural elements to create a sense of substantial depth, cast shadows, and provide architectural interest.
- Consider features that provide articulation and design interest in the design of all sides of buildings:
- Recess windows by at least four inches from the building façade;**
- Add elements such as window and door frames and details that demonstrate craftsmanship
- Articulate the building to incorporate projections and recesses that add architectural interest and allow a visual play of light and shadow.



BASE, BODY, AND TOP

- Every building on SE Division Street should have a clearly expressed and well-articulated building base, building body, and building top.
- Use design elements that reinforce the details of the human scale both vertically—from building base to, building body or roof, and horizontally – along the length of the building to break-down the visual mass of long elevations and to add interest.
- Use canopies, awnings, or other elements that provide pedestrian protection to reinforce the division between building base and body.
- Avoid using too many materials or colors which may clutter the building facade appearance. Relate to older foundational buildings through the use of more consistent materials.
- Articulate the building elevation with projecting elements like bay windows or balconies and/or recessed elements like terraces that create strong shadow lines, bring the activity of the interior to the street at upper floor levels, and add visual interest.

Positive examples of larger new buildings reflecting Portland's foundational character (Photo Credit: L. Qamar)



ROOF FORMS & CORNICES

- Use strong roof forms to visually distinguish the building roof at the skyline. Design roof elements with a functional integrity consistent with the overall design of the building.
- Rooflines, cornices, and parapets should not run unbroken for more than 75 feet without vertical or horizontal articulation.**
- Use architectural features such as towers and other roof elements to call visual attention to corners and entries.
- The visible portion of sloped roofs should use a roofing material complementary to the architectural style of the building.
- rooftops can provide usable outdoor space in both residential and commercial developments.
- Roof-mounted services, utilities, and communication equipment should be screened from view by structural features that are an integral part of the building's architectural design.
- Incorporate variable roof forms into the building designs, to the extent necessary to avoid an overly flat appearance of buildings. This may be accomplished by slight changes in roof height, offsets, change in direction of roof slope, dormers, parapets, towers, etc.



FAÇADES

This section is written by Urbworks Planning Consultants - added from the Resource Guide for
Creating Division Design Guidelines

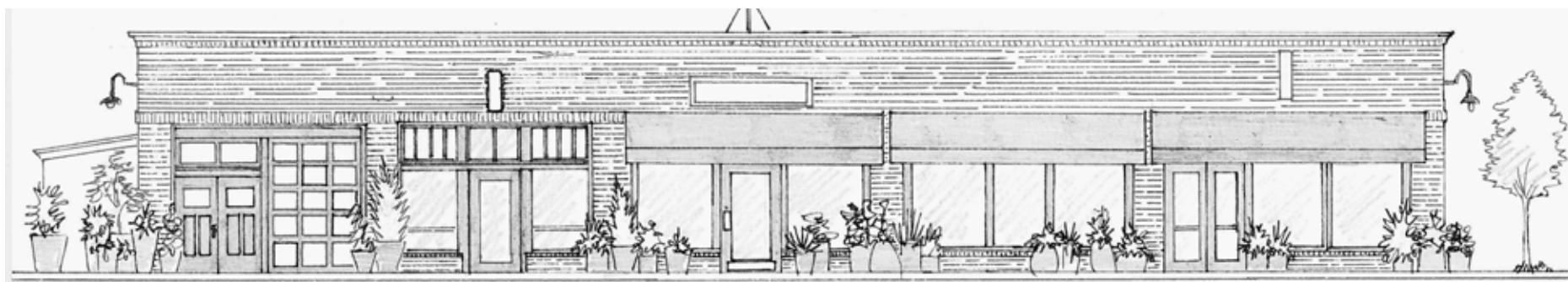
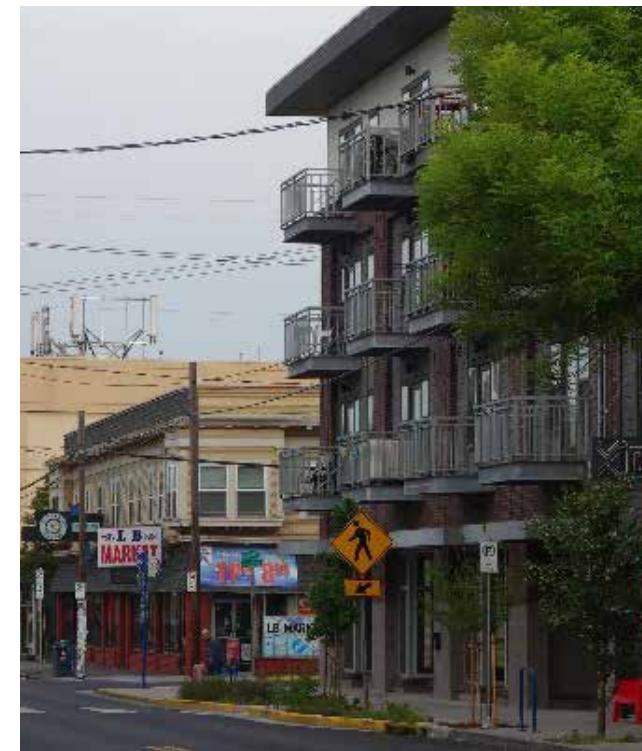
STREET-FACING FAÇADES

While all façades of a building should visually and architecturally relate to each other, the street-facing façades are the public face of a building. Design of street-facing façades are encouraged to be more formal, regular, and ordered in their architectural expression.

1. Buildings with more than 50-feet of frontage should be designed to appear as two or more smaller individual buildings or two or more smaller but related parts of one larger structure.
2. Balconies that project into the public realm should be designed to minimize visual clutter. (see good examples on p. 20)
3. Architectural design should be consistent over the entire building.
4. Facades facing residential zones should use setbacks, step-backs, terraces, and recesses to breakdown the visual scale and massing. (See Building Form + Mass, + Transitions sections)
5. Corner buildings are considered to have two street-front façades.

OTHER FAÇADES

6. Walls with large expanses of blank walls are strongly discouraged. Where building codes prohibit the interior side wall of a building from being articulated by recesses or penetrated by windows, design the elevation consistent with the building's established street-front design.
7. Relieve the expanse of blank wall areas with design elements such as murals, mosaics, decorative patterns of the building materials, green walls, or other elements. (See Blank Walls under Transition Section, p. __)



STOREFRONT WITH TRADITIONAL MATERIALS

A cornice can be constructed with wood framing, plywood and moldings with a sloping sheet metal cap to shed water. The cornice spans the top of the storefront, often covering a structural beam or unfinished brick.

Transoms are optional design elements that help to break up the massive effect of very large sheets of glass. Transom windows can be clear, tinted, or stained glass.

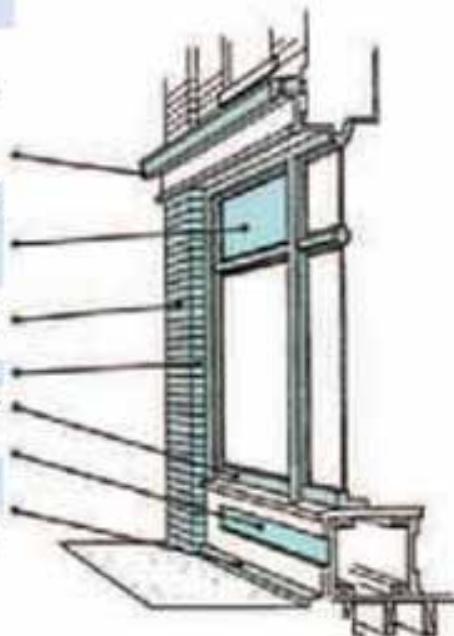
Masonry piers are uncovered and match the upper facade.

The storefront is recessed 6 inches into the opening.

The storefront and windows are framed in wood. The sill slopes forward from drainage.

Bullheads are constructed with wood framing and a plywood back with trim applied to it.

The storefront rests on a masonry or concrete base to prevent water damage.



STOREFRONT WITH CONTEMPORARY MATERIALS

A cornice is made with sheet metal over a wooden frame.

Optional transoms can be stained glass, clear glass, or opaque.

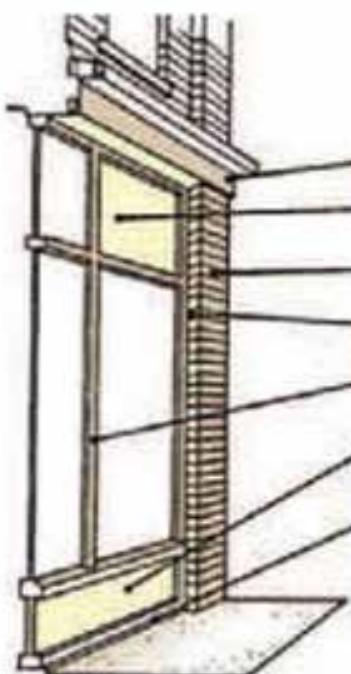
Masonry piers are uncovered and match the upper facade.

The storefront is recessed 6 inches into the opening.

The storefront and window are framed with dark anodized aluminum or painted aluminum.

Bullheads are constructed of aluminum framing and a plywood panel clad with aluminum.

The storefront rests on a masonry or concrete base.



COMMERCIAL STOREFRONTS

ENCOURAGED ELEMENTS

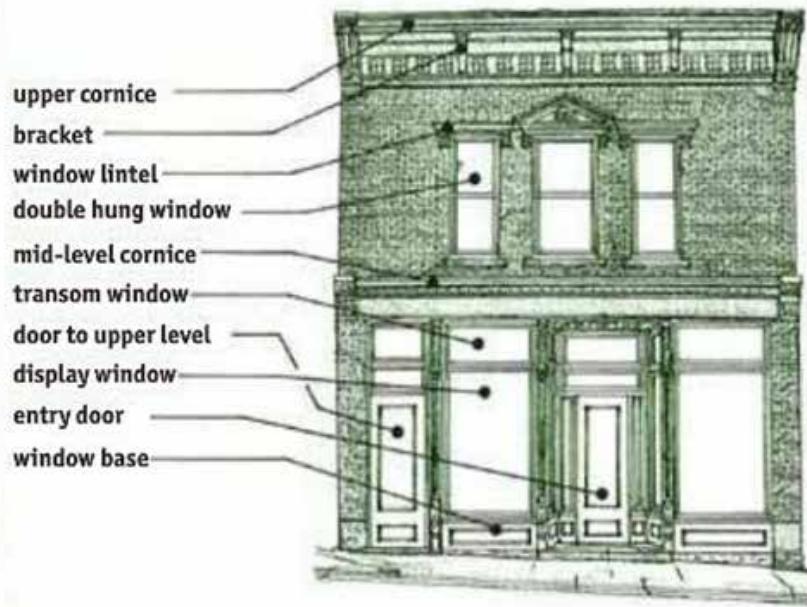
1. Relate to “neighborhood patterns” (see graphic at right and “Pattern” list on p. 20)
2. Raised sills should be included to relate to typical main street patterns and should be a minimum of 18” and 30” maximum from the sidewalk.
3. Generous storefront windows, with transom and/or clerestory windows above
4. Covered entries, and rain protections for the pedestrian along the sidewalk
5. Building-integrated awnings, canopies and overhangs
6. Operable windows and rollup doors with windows to open to street
7. Arcades
8. Building integrated seating (e.g. Roman Candle building on NE corner of 34th and Division)
9. Entry doors with transparent windows
10. Create corners that include building entrances and stopping places
11. Incorporate art – patterned brick, tiles, bike parts, etc., throughout the corridor

COMMERCIAL DIVERSITY + AFFORDABILITY

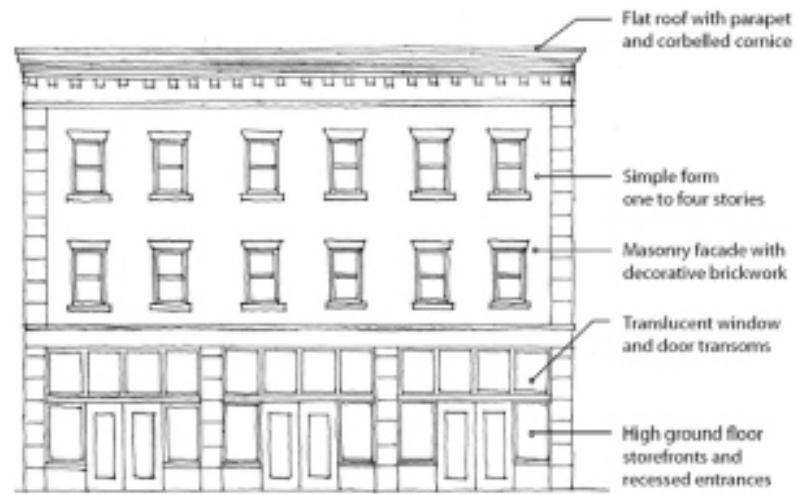
1. Encourage retention of existing affordable commercial spaces and inclusion of these in new developments.
2. Encourage retention of local businesses
3. Where possible, consider commercial Land Trust models and other financial tools to create/maintain spaces for start ups and other legacy businesses.

COMMERCIAL/RETAIL SPACE CONFIGURATION

4. Buildings with commercial uses are strongly encouraged to provide retail-ready spaces on the first floor in both new and existing buildings
5. Encourage adaptive reuse of existing residential buildings for commercial uses
6. Design for flexible configurations of tenant spaces (e.g., moveable walls) to allow future expansion/realignment
7. Design spaces to be big enough for a diversity of uses and business types (especially for neighborhood services as well as retail).
8. Provide the option to convert commercial spaces to live/work



© Joe Lewellen
The storefront, arguably the most important segment of a commercial building, is often the portion that pedestrians and drivers notice the most.



Above - Main Street Patterns. (Source: Prosper Portland, Main Street Design Handbook)



Awnings, Storefront Windows, and Pattern of Recessed Entries at 30th and Division (Image: H. Flint Chatto)

AWNING GUIDELINES

1. Should complement the rhythm of the storefront windows
2. Should be as transparent as possible, or incorporate lighting
3. At pedestrian level, should be of solid constriction as opposed to brise soleil
4. Should be a minimum of 10' above the sidewalk
5. Should project a minimum of 5' from the face of the building
6. Should be self-cleaning
7. If possible contain solar panels



Awnings, balconies and storefront windows help break up larger facades and relate to a more human scale. NW Portland (Image: M. Molinaro)



ENTRIES + EDGES



Illustrations: Recessed Entries on Belmont, Division and Hawthorne. Champfered (45 degree) cut corners are a common pattern on St. Car era corridors. Rounded entries and details add a human scale, pedestrian interest and softening of building facades



WINDOW PATTERNS - DIVIDED PANES + VERTICAL ORIENTATION, ROUNDED EDGES + REPETITION WITH VARIATION

EXTERIOR MATERIALS

The use of materials and a quality of finish work should reinforces the sense of this city as one that is built for beauty and meant to last.

ENCOURAGED MATERIALS

1. The use of natural and durable materials such as brick, wood, metal and steel are strongly encouraged. Stone and tile that add texture to a facade may also be considered.
2. Use of a graffiti barrier coating of street level building materials is encouraged (e.g. sacrificial or permanent coatings)
3. “Real” stucco is encouraged however this use should include a plan for maintenance
4. Reuse third-party materials where possible
5. Corrugated paneling may be considered if allowed by code
6. Consider “bird friendly” designs when selecting exterior materials, window designs, and special locations such as “high risk zones” (see *Bird Safe Materials section*)



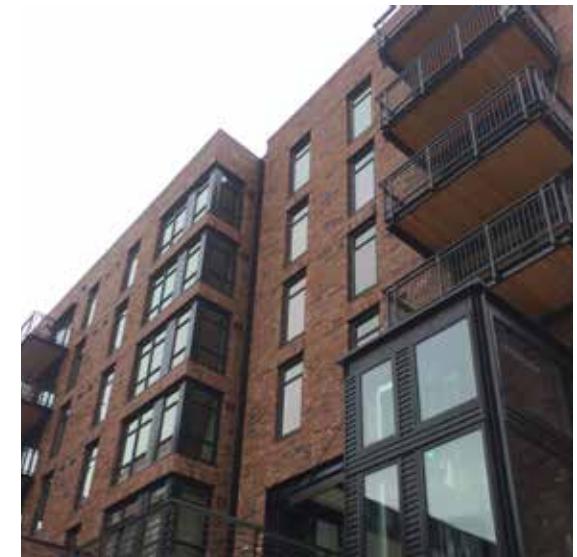
Encouraged Materials: The use of brick, high quality “punched” (recessed) windows, metal awnings and cornices shown above both relate to traditional neighborhood materials and contribute to a feeling of lasting durability

DISCOURSED MATERIALS

7. The glass area of storefront windows should not be obscured more than 25 % (e.g. frosted or fritted glass, excessive signage or advertising that overly obscures storefront is discouraged)
8. Composite panel siding should not be used for more than 25% of the facade
9. Plastic siding is strongly discouraged Metal screens on the street facing facade are strongly discouraged:
 - Vertical plane metal screens should not cover more than 25% of street facing façade
 - Metal screens should also not obscure windows
 - An exception may be when used in small areas to support vegetation on the facade for greening the street and for green walls to break up the appearance of a large facade or blank wall. If landscaping is the intent for the screen, a maintenance plan should be established.



Discouraged Materials: Plastic sideing and metal screens were strongly discouraged by community members in public surveys about design preferences.



BIRD SAFE MATERIALS

- a. The following High Risk Zones may warrant extra design attention to protect bird safety:
 - Glass on first 40' of a building
 - Glass on first floor adjacent to an ecoroof or rooftop garden
 - Windows at corners, on skybridges and in atria
 - Freestanding glass around courtyards, eco-roofs, patios, and balconies
- b. Encouraged Window Treatment Options for High Risk Zones:
 - Exterior frits, sandblasting, translucence, etching or screenprinting
 - Exterior branding on glass for retail
 - Exterior window films
 - Exterior shades or shutters

HOUSING DIVERSITY + AFFORDABILITY

Overarching Goal 5: Encourage a diversity of housing types, sizes, and price ranges to serve all segments of the population.

Overarching Goal 6: Encourage retention of existing affordable housing and inclusion in new developments.

1. Provide for a variety of housing types and sizes for a diversity of incomes, household types and life stages (see following housing images and illustrations as well as in the “Streetcar-era Apartments” section of the Foundational Architecture Appendix).
2. Explore options for retention of existing more affordable housing. Consider strategies for inclusion of affordable units in new developments (e.g. MULTI programs and other incentives).
3. Encourage family oriented-housing models, including one-three bedroom unit configurations and amenities (e.g. courtyards and green spaces as play areas).
4. Encourage “Missing Middle” housing types (courtyards, plexes, townhouses, ADU’s). These housing types can add significant density, respond to neighborhood building massing and form preferences, and aid with smoother transitions along corridor and in adjacent residential neighborhoods.
5. Maintain and support the residential character of the neighborhoods surrounding Division through architecture that relates to the traditional neighborhood context, drawing inspiration from rooflines, materials, massing, architectural details and styles that represent the distinct historic, cultural and geographic characteristics of the area (See Architectural Styles Appendix).
6. Provide amenities that support a diversity of residents needs, especially families – rooftop spaces, courtyards, gardens, and indoor/outdoor gathering spaces.
7. Bicycle Rooms are strongly encouraged to help provide a safe and secure storage location, especially for new buildings seeking to limit parking. Bicycle storage should not be allowed on any street facing balconies.

8. Screening requirements should be emphasized to reduce visual impacts. These should include consideration of:

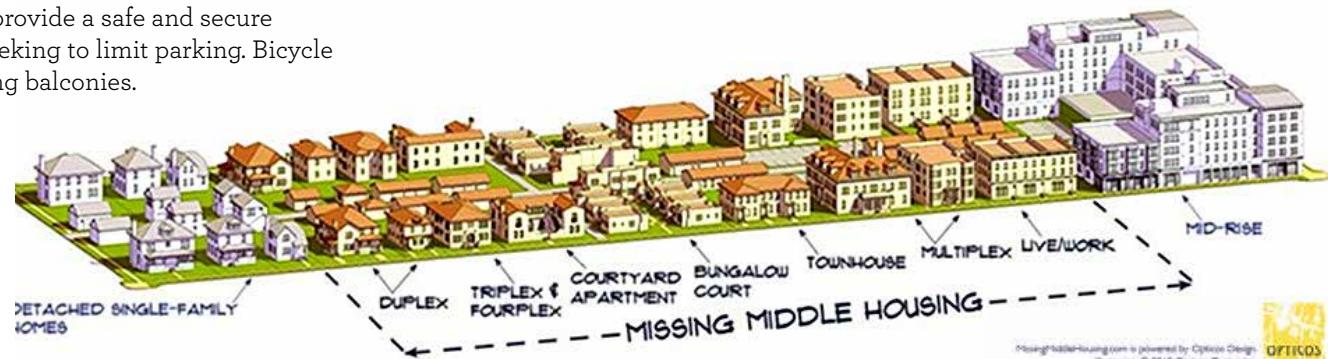
- Decorative or hidden grouped mailboxes
 - Consolidation of utilities,
 - Parking lot buffers with landscaping,
 - Enclosures for trash and recycling.
 - Balconies with screening where to prevent privacy impacts.
 - Screening of windows to spillover of light and glare into adjacent sites.
9. Mixed Use buildings over ____ number of units or within 200 feet of a commercial node should include commercial uses at the ground floor.

RESIDENTIAL UNIT ORIENTATION & CONFIGURATION

10. Encourage unit sizes and configurations that support flexibility in furnishing arrangements)
11. Encourage unit orientation that is sensitive to relationship with other neighbors within and outside the building
12. Encourage option to convert units to live/work if on the first floor

Illustrations: Facing page -A variety of multifamily housing types. Courtyard housing in particular can provide high density residential, more air and light , and opportunities for community gathering and play. (Photo credits: Michael Molinaro, et al.).

Below: A range of “Missing Middle” housing types are encouraged as transitions both in the residential neighborhoods and along the commercial corridors (image credit: Opticos Design).



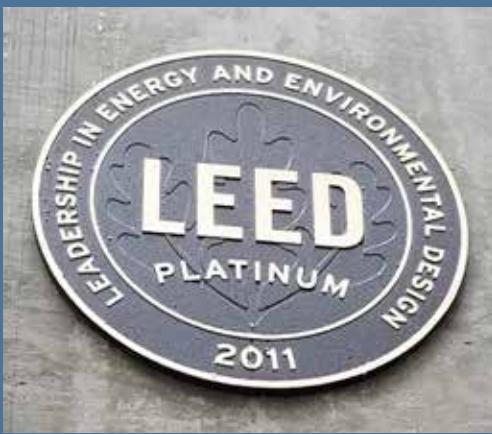


SUSTAINABILITY RESILIENCE + LIVABILITY

“Livability is the sum of the factors that add up to a community’s quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

—Partners for a Livable Future¹

"When considering our community wide goals for sustainability, it is also important to realize how existing building stock can help us realize those goals. Many of these buildings were designed before sophisticated artificial lighting and mechanical systems were available. Because of this, they relied on natural day lighting and ventilation strategies to provide the greatest level of comfort and efficiency available to them. These strategies helped give the unique look to the buildings we know and love today. Equally important to recognize is the incredible amount of embodied resources is housed in these buildings and districts. With a little investment and effort, we can both preserve these treasures and make them perform to modern standards of efficiency."



SUSTAINABLE DESIGN

The Division Green Street/Main Plan reflects the community's strong preference for sustainable design and green building strategies for both new and existing buildings.. Along our older street carera main streets with many vintage buildings, the Portland Main Street Design Handbook highlights the importance of existing building reuse is critical strategy for realizing our sustainability and climate protection goals.

SUSTAINABILITY GUIDELINES

- Promote sustainability, resiliency, and green building design practices..
- Employ adaptive reuse and retrofits where possible including relocating structures rather than demolition. (See examples on page 39)
- As much as possible, maintain sun, air, light for building occupants, adjacent residents and businesses.
- Use High Performance building design approaches for energy and water reductions (e.g. zero energy buildings, LEED, Passivehaus)
- Provide innovative stormwater management features that support green infrastructure functions (green roofs, living walls, etc)
- Reduce the amount of impervious surface and encourage the use of pervious paving options
- Encourage eco-roofs and other innovative stormwater management methods that enhance both the look and functionality of the corridor
- Upgrade walking and cycling amenities to support these modes
- Improve bus stop locations with benches, schedules and shelters



Illustrations (from top): Z-Homes Net Zero Energy Courtyard Development; Affordable Housing with green roofs, solar and courtyard design which allows for increased air and light, and common social spaces for children to play and community to gather; art and water with living plants at Pike Alley in Seattle



ENCOURAGE REUSE + ADAPTATION OF EXISTING BUILDINGS

Illustrations - Top: Retention of existing commercial buildings above with new additions on top. Middle: Signal Gas Station in North East Portland reused as a Pizza Restaurant, older houses on Division reused as cafes and restaurants, Below: Ford Building and adjacent Jimmy's Tire Annex, a former auto repair shop retrofitted with an interior court and multiple commercial uses.



HISTORIC PRESERVATION

As one of Portland's streetcar era main streets, the Division Corridor's architecture reflects the early 20th century history of Portland's development on the Eastside of the Willamette. Structures from this era form the basis of the area's "architectural vocabulary" which can be used in designing new buildings that will be compatible with their surrounding neighbors. These guidelines are designed to protect the architectural and cultural legacy of the street while accommodating growth and new development. They are intended to maintain and enhance those qualities which give Division Street its unique character. While encouraging compatibility of new buildings with existing structures, they do not advocate "new old buildings" or exact duplicates of older styles.

The guidelines exist in part to support residents, business and property owners and other community partners interested in designating, protecting or adaptively reusing historic places along the Division Street corridor. The City's current, outdated Historic Resources Inventory (HRI) includes more than 30 properties along Division between SE 12th and SE 60th. Others are clearly eligible for listing when the HRI is updated. The north side of Division Street between SE 12th and 20th Avenues lies within the Ladd's Addition Historic District and, therefore, development must meet the requirements of the Ladd's Addition Conservation District Guidelines. (<https://www.portlandoregon.gov/bps/34250>)

Elsewhere in the Division guidelines are detailed descriptions and photographs of historic features found in the foundational architectural styles present on or near SE Division Street. They are provided to exemplify and illustrate how rehabilitation, including additions, or adaptive reuse can be done in ways that maintain the character of existing buildings and block faces. These building characteristics are also highlighted to assist designers and developers in referencing these patterns when planning new construction along the corridor. These are not the only possible design solutions, but rather are intended to provide guidance while stimulating new ideas for achieving compatibility in the midst of change.



Oregon Theater: Illustration by Patrick Hilton

HISTORIC PRESERVATION GUIDELINES

1. Encourage the preservation and adaptive reuse of older quality buildings from the street's historic era to maintain the main street character of Division Street and achievement of corridor sustainability goals.
2. If updating an older historic building, use the Historic Design Review "hierarchy of compatibility" approach to first match the building, then the adjacent development, then the character of the surrounding context/street.

BUILDING ADDITIONS

3. Building additions should be in keeping with the original architectural character color, mass, scale and materials. Additions should be designed to have the least impact upon character-defining features and should be located inconspicuously when viewed from the street.

FACADES ORIENTED TO A STREET

4. In rehabilitating existing buildings, the architectural integrity of the street-oriented facades should be maintained. Additions and structural alterations should be limited to the rear and side yard facades and be minimally visible from the street.

STREETSCAPE DESIGN

SIGNAGE

Signage is encouraged to be oriented to pedestrians, not cars. Other signage preferences for Division:

- Artful and colorful signage
- Figurative signs (e.g. Scissors at right for local barber shop)
- Classic Portland shaped signs (Bagdad Theater(36th and Hawthorne), Stumptown Coffee (47th & Division),
- Wayfinding signage is encouraged for pedestrian orientation (e.g. sandwich boards, entries, interior court/alley businesses,)
- Neon signage is encouraged for business names
- Internally lit box signs are strongly discouraged
- Billboards are strongly discouraged



Illustrations (from top left): Traditional Portland neon sign at Stumptown Coffee on Division (photo credit: Scott Peale, Flicker); Figurative sign Ford Building (photo credit: H. Flint Chatto). Jimmy's Alley shows ayfinding signage: St. Honore Boulangerie on Division illustrates multiple sign types including building wall ceramic colorful signage, window signs and a small blad sign oriented to pedestrians (photo credit: H. Flint Chatto) . Liting: common "hook" type facade lights, signage on building and awning, three type of lighting at 30th & DIvision (including building address, recessed entry light and signage illumination



ADD CAPTIONS

DOZA Testimony on Proposed Draft

PUBLIC SPACE

- All developments are encouraged to provide shared indoor or outdoor space that will benefit the surrounding community. Strategies should include:
 - Building design that invites public interaction
 - Space for sidewalk cafes
 - Activation of alleyways for dining, seating, public access-ways, and art
 - Building integrated seating
 - Plazas and courtyards
 - Gateways and other connections that celebrate special spaces
- If including a public/private active use space, provide receptacles for trash and recycling as well as a noise mitigation approach (including landscape buffers, water features to provide white noise). Discourage outdoor uses after 10 pm (as required by code)

LANDSCAPE DESIGN

- Preserve trees and other landscaping of significant size (**X Caliper or height?**)
- Maintain existing, larger (define) plant materials
- Landscape screening abutting lessor zoned site
- Encourage native species, remove invasives
- Reintroduce water into the landscape in functional and symbolic ways
- Include electrical connections within treewell areas or other landscaping for exterior tree lights and other decorations
- Provide street trees that contribute to color, texture, habitat and, protective canopy. Provide the largest-spreading street trees with each building project, trees that will provide the most shade over the sidewalk and the street, and will also shade intersections as much as possible.

STREETSCAPE + PEDESTRIAN AMENITIES

Encourage streetscape themes that connect and reflect the surrounding community through art, water features, education, environment, history and culture.

Unify the corridor through consistent design approaches that include the following in new public and private development:

- Decorative benches
- Trash, recycling and cigarette waste receptacles, artfully decorated where possible with a maintenance/management plan
- Bicycle Facilities: Provide bike racks that are easily recognizable, functional and with adequate clearance, as well as interesting and artful
- Kiosks
- Wayfinding: Use elements that help visitors navigate, reinforce neighborhood identity and sense of place (e.g. signage, sidewalk paving treatments, roundabouts/traffic circles, art)
- Ambient Lighting: Decorative, pedestrian-oriented lighting to increase safety and create a pleasing atmosphere
- Planters, hanging baskets and other landscaping that softens the pedestrian environment
- Unified news racks
- Street trees (see landscaping)
- Consider enhancing connectivity and nighttime visibility to Clinton Street nodes at 21st & 26th with lighting, wayfinding, banners, public art
- Transit Facilities: Extend design considerations to bus shelters and other public improvements. Where possible include space for local neighborhood business advertising and art at bus shelters.

- Historic Markers: Find ways to locate markers that tell the story of the corridor--things that have happened in the past and things that are happening now
- When locating new pedestrian amenities, refer to the Portland Pedestrian Design Guide for proper placement and careful design of streetscape elements.



***Illustrations:** Benches, trash can, art and other pedestrian amenities contribute are encouraged to be integrated into new development projects to enhance the streetscape function and vitality.*



APPENDIX

APPENDICES A-F



LIST OF APPENDICES

A | EASY REFERENCE GUIDE:

- HOW TO USE THE GUIDELINES BY AUDIENCE
- KEY CONCERN & MITIGATING STRATEGIES
- LIST OF SPECIAL BUILDINGS ON DIVISION
- LIST OF KEY SITES LIKELY TO REDEVELOP

B | ILLUSTRATED MAIN STREET PATTERNS

C | FOUNDATIONAL ARCHITECTURAL STYLES

D | DIVISION MAIN ST./GREEN ST. PLAN RESOURCES

- VISION + GOALS
- URBAN DESIGN CHARACTER + CONCEPTS

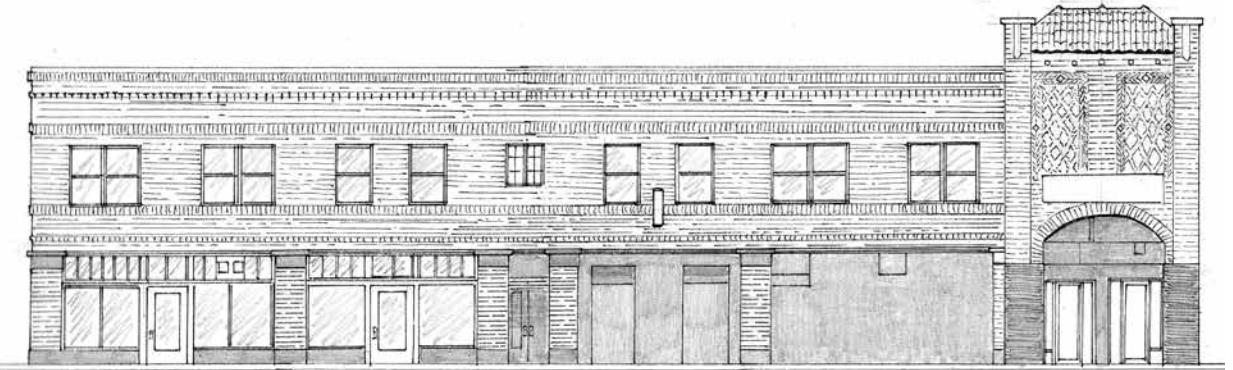
E | GLOSSARY OF TERMS

APPENDIX

SPECIAL BUILDINGS ON SE DIVISION STREET

BUILDING NAME	DESCRIPTION	ADDRESS	YEAR BUILT
1 Fumerie Parfumerie	Single story, brick, traditional main street storefront with sidewalk seating and landscape planters	3588 SE Division	1919
2 The Victory	2 story, brick, traditional main street storefront design	2509 SE 37th Ave	1924
3 Drawing Studio	Deco architecture, large streamline designed canopy (now removed)	3621 SE Division	1936
4 Oregon Theater	Brick two story corner building with tower. architecture of merit.	3542 SE Division	1926
5 Ford Building	Prominent renovated brick warehouse building with offices above and ground floor commercial services.	2505 SE 11th Ave	1914
6 St Phillip Neri	Modernist brick church - significant architecturally, esigned by Pietro Belluschi, architect. Original, old church, also on site, is brick classical.	2408 SE 16th Ave Old church at SE 16th and Hickory	1927 1914
7 Stumptown/Woodsman	Brick single story main street architecture	4525 SE Division	1927
8 Double Barrel Tavern		2002 SE Division	1925
9 35th Pl. Commercial strip	Streetcar era mainstreet architecture	3574 SE Division	1926
10 Division Hardware	Simple, single story building with Deco rooflines	3734 SE Division	1915
11 LB Market Mixed Use Corner Building	Wood board and batten siding, oriel window projection at corner, special character. Appearance indicates some needed restoration.	3612 SE Division	1909
12 Hedge House	Bungalow adapted to commercial restaurant.	3412 SE Division	1920
13 Roman Candle/Ava Gene's	Deco rooflines, vaulted ceilings, simple warehouse design - converted to bakery and restaurants	3377 SE Division	1920
14 Landmark Café	Bungalow adapted to commercial bar	4857 SE Division	1906
15 Longfellow's Books and Music	"Flat Iron" style corner building housing a used bookstore. Murals on sides of buildings drawn from Alice in Wonderland characters are of special note.	1401 SE Division	1927
16 Sylvester's Drawing Studio	Located on a corner, the building includes external mural and houses independent art school founded in 1990; selected for Willamette Week's best of Portland issue for 2014.	3614 SE Division	1936

ADD 3630 SE Division & Shanghai Trading Building at 28th



Oregon Theater: Illustration by Patrick Hilton



Stumptown Cofee & The Woodsman, 45th and SE Division, Illustration by Patrick Hilton

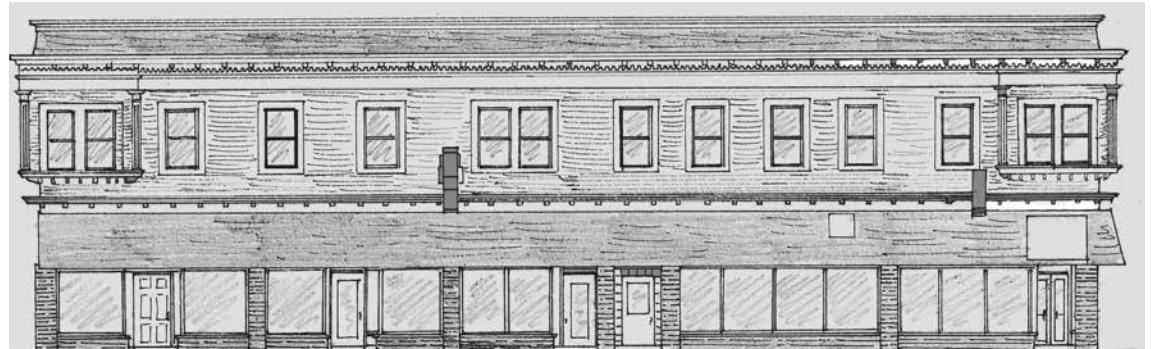


87th and SE Division,
Illustration by Patrick
Hilton

(Add Sketch of 35th place block)



3630 SE Division, Illustration by Patrick Hilton



3612 SE Division, Illustration by Patrick Hilton

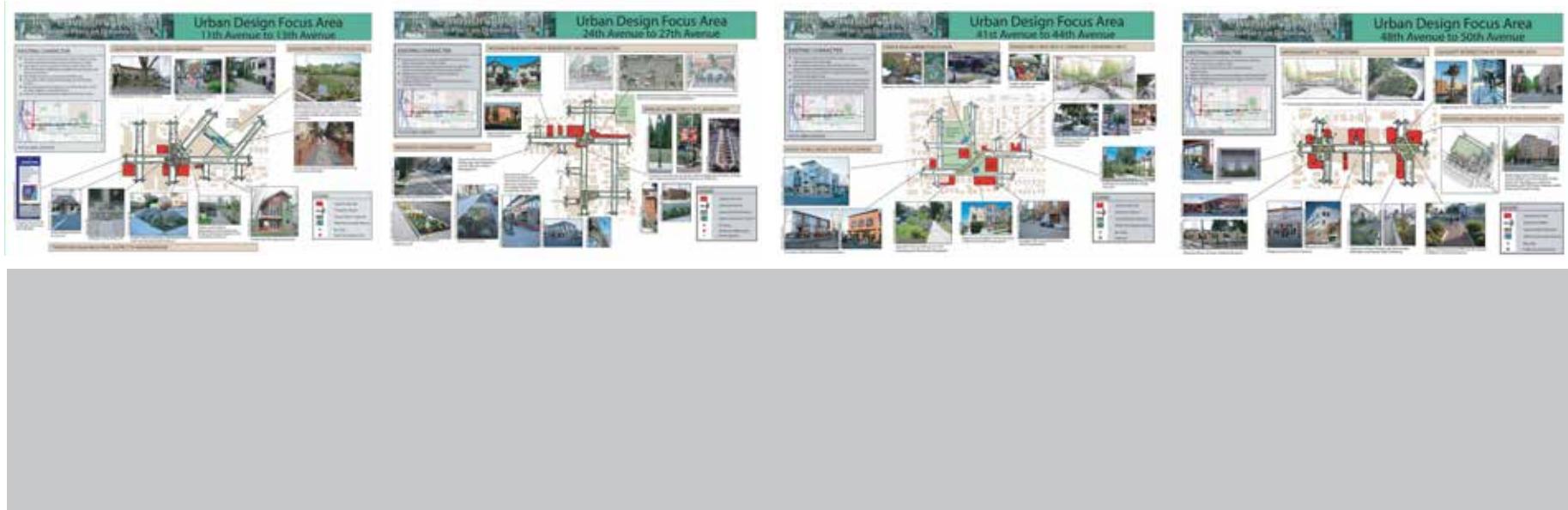
APPENDIX

KEY SITES & PROPERTIES LIKELY TO REDEVELOP AT IMPORTANT LOCATIONS ON DIVISION

KEY SITE NAME & LOCATION	SITE DESCRIPTION
1 Division Gateway - All four corner sites of Division & Cesar Chavez	NW Corner: Existing one story restaurant and tavern with tower architecture and angle cut corner surrounded by two large adjacent surface parking lots on Division and Cesar Chavez; NE Corner: Neighborhood drugstore with bus stop and two adjacent blocks of parking lots fronting Cesar Chavez; SW Corner: Gas station and bus stop; SE Corner: OHSU Richmond Clinic and adjacent large parking lot.
2 Blue Sky Motors - SW Corner of 33rd Place	Small corner lot, existing old service station building
3 St. Phillip Neri -- Parking Lot on N Side of Street between 15th & 16th & Division; Former convent on S Side of Street	Very large lot adjacent to historic, brick building complex of church and education buildings. One-story, brick, former convent at 1904 SE Division
4 Seven Corners – 20th/21st & Division	Intersection of 6 roads; several one-story buildings line the intersections and likely to redevelop. Includes two vintage buildings: the red, DHS building between Ladd and 20th and the Double Barrel Tavern. Parking lots dominate one corner of the intersection.
5 Hosford-Abernethy Gateway- 11th/12th & Division	Opportunity for Gateway treatment --perhaps on surplus right-of-way at Elliot & Division. Ford District redevelopment has led to preservation of several existing buildings with new buildings planned for coming years. Surface parking lot on prominent corner parcel slated for mixed use redevelopment.
6 Village Merchants Parking Lot – NW Corner of 41st & Division	Parking lot currently used by local vintage retailer and consignment shop.
7 33rd Place	Shared space with local food truck and outdoor seating
8 All Around Automotive & Hedge House - 35th& Division, SW Corner and midblock site	Parking Lot on N. Side adjacent to yoga studio
9 50th & Division NE & SW Corners	Older 1-story auto shop with parking lot in front and small bungalow converted to commercial restaurant with one of the few green spaces and larger trees on the street. (Owner plans to develop both sites)
10 SE Richmond Gateway S-Curve at 43rd & Division	Opportunity for Gateway Elements: major vehicular connection to Hawthorne, Powell; NE/SW corners with underutilized lots: emphasize corner entrances.
	Excess right-of-way provides unique open space; possible community gathering space or additional median/planting space; nearby lots likely to redevelop; major green space/parking lot part of Cascade Behavioral Health

KEY SITE NAME & LOCATION	SITE DESCRIPTION
11 Warner Pacific College Campus 2219 SE 68th	College has a master plan in place
12 South Tabor Gateway at SE 81st/82nd	Working with Apano on collaboration for SW side of Division St in that area
13 SE 76th & Division	Site just to the west of dental office at 7600 SE Division
14 SE 72nd & Division - SW Corner	Also site of nearby PPS Pioneer School at 2600 SE 71st Ave
15 SE 67th & Division - SE Corner	Large gas station; bus stop on south side; 67th ends at Warner Pacific
16 62nd & Division - SE Corner Sunny's Mini Mart	Mini Mart and parking lot at 6204 SE Division
17 60th & Division - SE Corner	Southside of street opposite stone wall and Pump House, which are part of reservoir historic designation.
18 Cafe au Play/Dairy Queen - SE 57th & Division	Two adjacent sites on south side of Division Two adjacent sites on south side of Division

See Appendix XX for Location-Specific Design Plans, Goals & Inspiration pages from the Division Green Street/Main Street Plan



APPENDIX B | ENCOURAGED MAIN ST PATTERNS

BUILDING FORM

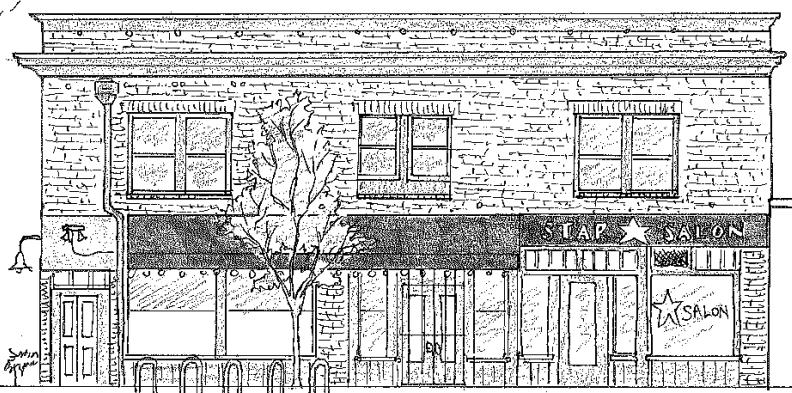
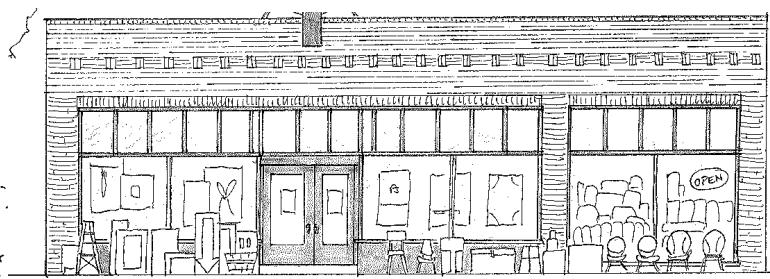
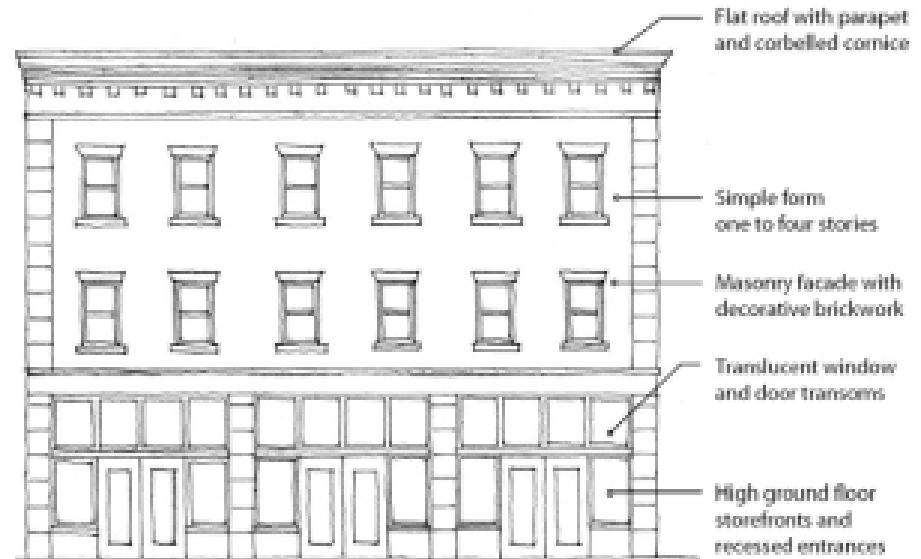
- Bottom, Middle, Top
- Balconies, Bumpouts & Bays
- Corner Treatments, Chamfers + Towers
- Stepdowns + Stepbacks
- Distinct Building Segments
- Rhythm of Recessed Entries

MAIN STREET FAÇADES

- Articulated Rooflines and Cornices
- Clerestory Windows
- Raised Sills
- Large Storefront Windows
- Repeating Pattern of Windows
- Blank Wall Treatments

PEDESTRIAN AMENITIES

- Interactive Art + Water Features
- Facade + Amenity Lighting
- Awnings
- Public Seating
- Pedestrian Passthroughs, Plazas & Courtyards
- Landscaping (Bigger trees for bigger buildings, green walls, planters)



APPENDIX C | FOUNDATIONAL ARCHITECTURAL STYLES

Respecting and reinterpreting the patterns of earlier significant development - sometimes including architectural detailing - builds stronger relationships between new development and the rich existing fabric.³

The Streetcar era was the most significant period for the early development of inner Southeast Portland. Many of the land use patterns we see today have their origins in this period.⁴ The styles below represent those that have been traditionally represented in the neighborhood both along the Division, Clinton and Hawthorne Corridors as well as surrounding neighborhood main streets. This time-period predominantly featured one and two story buildings of brick, masonry and wood with generous storefront windows. While the focus of the guidelines is primarily commercial, some of these styles may sometimes exist as single family or larger multifamily buildings. Southeast Portland main streets provide characteristics that can be drawn from for new commercial, single family residential, multifamily and mixed use buildings to achieve greater compatibility and overall unity along the corridors.



Streetcar Era Main Street Commercial



Arts & Crafts/Craftsman Mixed Use Vernacular



Main Street Industrial/Utilitarian



Art Deco



Spanish Ecclectic/Mediterranean



Mission

³ City of Portland, Community Design Guidelines, page 46.

⁴ Ibid

ADD LAST TWO ADDITIONAL CHARACTER/STYLES TO THIS PAGE
(STREET CAR ERA APARTMENTS + ART MODERNE)

Streetcar Era Main Street Commercial

Characteristics & Identifying Features (Heritage District Gd, p. 37)

- Visible building increments of 25'-50'
- Brick facades
- Generous storefront windows
- Clerestory windows above the storefront
- Regular rhythm of recessed entries approximately every 20'
- 45-degree angle cut building corners or facades.
- Raised sills (i.e. bulkheads) below the storefronts
- Articulated rooflines and cornices

Occurrence

As described in the Portland Main Street Design Handbook: "Most traditional commercial buildings had a well-defined opening that the storefront filled. The storefront is defined by the vertical piers on each end, a storefront cornice (sometimes decorative, sometimes just a beam), and the sidewalk. The storefront is usually slightly recessed within this opening. The storefront bay is an area typically one story in height."

Comments:

Many of the buildings in SE Portland reflect variations of the Street Car-Era Main Street Commercial style while still reflecting the similar pattern of storefronts (e.g. art deco cornices or Spanish Ecclectic rooflines as in the examples on the following pages). New construction and improvements which integrate the characteristics and typical patterns of storefront design helps achieve compatibility with the existing buildings and neighborhood character. This can be done in modern materials but help maintain a consistent streetscape and district cohesiveness.

Inner Southeast Portland Examples:

- Artifact - 3630 SE Division
- Stumptown Coffee & Woodsman Tavern - 4525 SE Division
- Southern block at 35th Place - 3574 SE Division
- Fumerie Parfumerie - 3584 SE Division
- 30's on Belmont and Hawthorne
- Lower Hawthorne and Belmont/Morrison (Buckman/HAND)



Images: a) Colorful Division storefront with arched entry, storefront windows and bulkhead; b) three-story, mixed use med-high density with commercial mixed use and courtyard design to add air/light and minimize building bulk, c) Recessed storefront entry with tile bulkhead, generous display windows and clerestory windows above.

Art Deco (1920—1930)

Characteristics & Identifying Features (Heritage District Gd, p. 37)

- Angular, vertical zig-zag forms, chevrons, and other stylized and geometric motifs occur as decorative elements on facade;
- Low-relief, highly stylized ornamental motifs
- Smooth wall surface, usually of stucco;
- Articulated roofs vertical metal sash window strips
- towers and other vertical projections of wall; small round windows are common.

Occurrence

The earlier form of the Modernistic Style, ... Art Deco was common in public buildings in the 1920's, but extremely rare in domestic architecture.

Comments:

Art Deco is encouraged as source of inspiration for both new modern buildings, and as a transitional approach between existing more modern buildings and older architecture. The articulated columns and rooflines, as well as small details lend themselves well to current architectural building approaches such as formed concrete and more clean lines of contemporary architecture.

Inner Southeast Portland Examples include:

- Division Hardware at 37th & Division
- D-Street Village at 30th & Division
- Many buildings in the Central East Side Industrial District such as at 7th and Clay, many warehouses, etc.
- Pioneer Millworks - 2609 SE 6th Ave
- Martin Luther King Viaduct bridge with many Art Deco influences



Mission (1890 - 1920)

Characteristics & Identifying Features⁵

- Plain stucco walls
- Arched openings
- Brackets
- Scalloped, parapeted gable ends
- Mission-shaped roof parapet (these may be on either main roof or porch roof)
- Commonly with red tile roof covering. Some examples have unusual visor roofs. These are narrow, tiled roof segments cantilevered out from a smooth wall surface. They most commonly occur beneath the parapets of flat roofs
- Quatrefoil windows are common
- Decorative detailing is generally absent, although patterned tiles or other wall surface ornament is occasionally used

Subtypes

Two principal subtypes can be distinguished: Symmetrical — balanced, symmetrical facades. These are most commonly of simple square or rectangular plan with hipped roofs. Asymmetrical — asymmetrical facades of widely varying form. Most typically the facade asymmetry is superimposed on a simple square or rectangular plan.

Occurrence

California was the birthplace of the Mission style with the earliest examples built in the 1890's. After World War I, architectural fashion shifted from free, simplified adaptations of earlier prototypes to more precise, correct copies. From this grew the Spanish Eclectic style which drew inspiration from a broader spectrum of both Old and New World Spanish buildings.

Inner Southeast Portland Examples:

- Many commercial and residential on lower SE Hawthorne
-



Spanish Eclectic (1915-1940) (p. 417 -- Field Guide...)

Characteristics & Identifying Features

- Wall surface usually flat stucco
- Few, small openings
- Decorative ironwork
- Deep-set windows in vertical bands
- Cast concrete or terra cotta ornament
- Glazed and unglazed tile roof
- Low-pitched roof, usually with little or no eave overhang
- Red tile roof covering typically with one or more prominent arches placed above door or principal window, or beneath porch roof
- Facade normally asymmetrical

Subtypes, Variants & Details

Five principal subtypes can be distinguished: side-gabled roof; cross-gabled roof, combined hipped and gable roofs, hipped roofs, and flat roofs. The style uses decorative details borrowed from the entire history of Spanish architecture. These may be of Moorish, Byzantine, Gothic or Renaissance inspiration, an unusually rich and varied series of decorative precedents. The typical roof tiles are of two basic types: Mission tiles, which are shaped like half-cylinders, and Spanish tiles, which have an S-curve shape. Both types occur in many variations depending on the size of the tiles and patterns in which they are applied.

Occurrence

Domestic buildings of Spanish precedent built before about 1920 are generally free adaptations of the in the Mission style. After the Panama-California Exposition, held in San Diego in 1915, imitation of more elaborate Spanish prototypes received wide attention.... The style reached its apex during the 1920s and early 1930s.

Inner Southeast Portland Examples:

- Bagdad Theater, Hawthorne & 37th
- Multifamily Courtyard Apartments on 52nd & Division
- 16th & SE Hawthorne
- Grand Central Bowling Building on Morrison



Main Street Industrial / Utilitarian

Characteristics & Identifying Features

- Masonry construction of brick or concrete
- generous windows often with divided panes
- Storefront windows and bulkheads (raised sills)
- Relatively flat facades with details of brick or limestone
- Operable steel windows with multiple panes
- ADD OTHER CHARACTERISTICS

Comments

This industrial type warehouse is typical of many buildings that replaced the original wood structures in Portland's central eastside area in the early part of the twentieth century. The utilization of brick, concrete and steel allowed for larger multi-bayed buildings that were far more durable and fireproof than their vulnerable predecessors.⁶

Inner Southeast Portland Examples

- Ford Building, 12th & SE Division
- Building at 16th and SE Division
- Building at 26th & SE Division (recently built above retaining facade and first story)
- Many, many others in SE Industrial area



⁶ Oregon Historical Society plaque, Hawthorne Wells Fargo Branch Historic Buildings Exhibit, Utilitarian Style description plaque.

Arts & Crafts/Craftsman Mixed Use Vernacular (1905 - 1930)

Characteristics & Identifying Features

- Vernacular versions may include flat or gabled roofs (occasionally hipped)
- 45 degree corners at the street with a covered or open entry
- columns; columns or pedestals frequently extend to ground level (without a break at level of porch floor).
- Dormers
- The most common wall cladding is wood clapboard; wood shingles rank second. Stone, brick, concrete block, and stucco are also used. Secondary influences such as Tudor false half timbering, Swiss balustrades or Oriental roof forms are also sometimes seen.

Occurrence

This was the dominant style for smaller houses built throughout the country during the period from about 1905 until the early 1920's, similar to the character of much of the SE neighborhoods....Like vernacular examples of the contemporaneous Prairie style, it was quickly spread, from its southern California origins, throughout the country by pattern books and popular magazines. The style rapidly faded from favor after the mid-1920's; few were built after 1930.

Inner SE Examples

- NW corner of Lincoln & SE Cesar Chavez
- NW corner of Clinton & SE 21st
- SE corner of SE 50th & Hawthorne
- NW Corner of Division & SE 37th
- 50th & Harrison
- Rain or Shine Café Building at 60th & Division
- So many others....

Comments

This style is an interesting hybrid that incorporates commercial uses with Craftsman or other residential architectural styles found in abundance throughout Portland neighborhoods. This historic type of commercial mixed use with residential above a storefront is often seen in many older buildings throughout SE as locations that once housed corner markets.



Modernistic (1920-1940) / Art Moderne (1930-1945)

Characteristics & Identifying Features: (Heritage District Guidelines, p.38)

- Low, usually one or one and half stories
- Flat, unadorned surfaces
- Deep recessed centered entrance emphasizing showcase display windows (large scale buildings)
- Angled, asymmetrical entry (small scale)
- Smooth wall surface, usually of stucco: flat roof, usually with small ledge (coping) at roof line
- Horizontal grooves or lines in walls and horizontal balustrade elements give a horizontal emphasis
- Facade usually asymmetrical
- One or more corners of the building may be curved
- Windows frequently are continuous around corners
- Glass blocks are often used in windows, or as entire sections of wall
- Small round windows are common

Occurrence

The Modernistic styles were built from approximately 1920 to 1940 ... succeeding the Art Deco, common in public and commercial buildings in the 1920's and early 1930's....After about 1930, Art Moderne became the prevalent Modernistic form...Shortly after 1930 another influence affected the Modernistic Style — the beginning of streamlined industrial design for ships, airplanes, and automobiles. The smooth surfaces, curved corners, and horizontal emphasis of the Art Moderne style all give the feeling of that airstreams could move smoothly over them; thus they were streamlined. In most building types, both the horizontal, streamlined Art Moderne and the vertical, zigzagged Art Deco influences occur in combination.

Inner SE Portland Examples:

- St Philip Neri, 16th & SE Division
- Coca Cola Building on 20th
- Seven Up Building
- 2701 SE Clinton (new construction)



Images: Coca Cola and 7-up building images courtesy of Michael Molinaro, St Philip Neri and 2701 Clinton Apartments from Google Street View images.

Street Car Era Apartments

This category includes many styles but is valuable to consider as it is used commonly to classify the style of many diverse buildings in the existing Historic Resource Inventory

Characteristics & Identifying Features:

- Distinct bottom, middle, top
- Emphasized entries
- Window patterns show variation of a repeated pattern (e.g. wide, narrow, wide)
- Defined cornices
- Building materials and detailing is generally consistent across all facades
- Decorative ornamentation

Occurrence⁷:

The predominant types of streetcar era multi-dwelling buildings are: Quadplexes, Rowhouse Apartments, Courtyard apartments, and Block apartments.”

- Quadruplexes: These are typically two stories high, each having about four units. They often have basements and attics and are mostly built of wood. They have no garages.
- Rowhouse Apartments: These are typically one to two stories high with about four to six units each. Most have on-site garages and may have basements. They are mostly built in wood, stucco or brick.
- Courtyard Apartments: These are usually single storied buildings having anywhere between eight to 20 units. They are built in brick or wood; masonry is an exception. They often have basements and garages on site.
- Block Apartments: These cover a whole 200 x 200 foot block and are typically two to four stories in height. Wood, brick, stucco, and masonry are the common forms of construction. They often do not have basements. The number of units ranges from four to 60 and, except in some cases, garages don't exist.

Inner SE Examples:

- Numerous examples on Hawthorne, Belmont, and Clinton, a few examples on Division, many in Ladd's Addition, and a great frequency throughout Sunnyside and Buckman neighborhoods.

Comments: These multifamily housing forms are common throughout Portland main streets. With the emphasis on encouraging more “missing middle” housing types, these patterns are encouraged to be drawn from with new infill where possible to help maintain compatibility with street car era corridor patterns. Courtyard style apartments in particular provide positive design qualities that allow more air and light for residents, provide places for gathering or play, and can help reduce the bulkiness of larger buildings.



⁷ Sunnyside Community Plan, Appendix D -Design Guidelines Historic Section

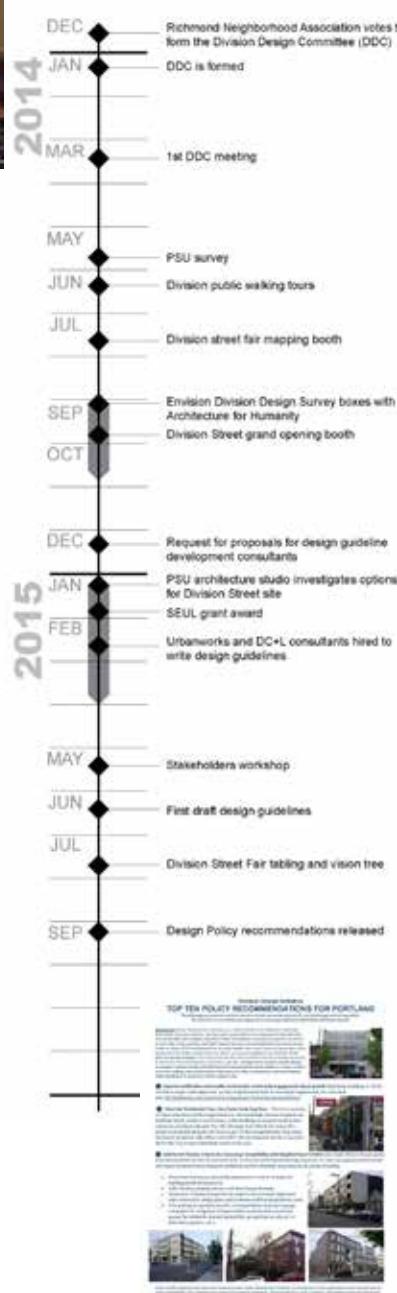
ABOUT THE GUIDELINES

THIS WILL HAVE THE DETAIL THAT IS CUT FROM THE INTRO PAGES



**WANTED
YOUR INPUT**
**DIVISION DESIGN
OPEN HOUSE**

Division Clinton Street Fair: 35th Pl.
REWARD YOUR NEIGHBORHOOD
Portland City for the Division Design Initiative
www.divisiondesigninitiative.org
divisiondesign@gmail.com



In drafting design guidelines for Division Street, inspiration has been drawn from other main street efforts such as Prosper Portland's Main Street Design Handbook which call for inclusion of "storefront design, streetscape improvements, sustainability considerations, and maintenance of buildings and the public way using a "preservation-based strategy for rebuilding the places and enterprises that make sustainable, vibrant, and unique communities".

Development of the Division Main Street Design Guidelines was spearheaded by an all volunteer community group called the Division Design Initiative. This advocacy group helped form an inter-neighborhood coalition called the Division Design Committee with stakeholder representation by appointed and elected members from seven neighborhood and business associations including RNA, MTNA, STNA, HAND, DCBA, SEUL, and Sustainable Southeast. Between March 2014 and May 2016, this Design Committee held monthly public meetings to solicit feedback, define a vision and goals, and engage the community in a series of information gathering events. **A goal of the project was to create design guidelines that can be used not only for the Division corridor but also as model example for other neighborhoods in the city and other communities that are facing similar issues.**

During this two-year project, the Design Committee recommended creation of design guidelines that would match the scope of the Division Green Street/Main Street Plan. With support from all neighbor-

hoods and business associations part of the coalition, the funds were raised funds to hire technical expertise to create both design guidelines and conduct policy research.

The process included a request for proposals for design guidelines, hiring a consulting team of Urbanworks and Design+Culture Lab and working with them to create a series of policy and design recommendations.

Over the course of the project, it is estimated that more than 1,000 community members were engaged including survey participants (~450 survey box respondents at art installations on Division, 300 online Division Perception Surveys), more than 300 contacts on our list serve, and hundreds of community members who have attended meetings, walking tours, and other public events.

Draft Division Design Guidelines were provisionally adopted in Fall 2016 by four neighborhood associations and two business associations as of Fall 2016. Comments and community edits from this process informed the final guidelines. Neighborhoods, business associations, city staff, developers and designers are encouraged to consider the extensive research, outreach, design and policy tools that have all informed the creation of the Division Design Guidelines for improved Design on Division and across many of our Portland street car era main streets with similar patterns and character.

APPENDIX D | DIVISION MAIN ST PLAN RESOURCES

Goals

The following vision statement, goals, and objectives were developed by the Community Working Group in December 2004 and were embraced by the larger community at the January workshop. The project goals and objectives guided the development of the transportation and land use alternatives and are intended to guide future decisions in the study area.

Creating a Green Street/Main Street for the Division Community



Over the next twenty years, Division Street between 11th and 60th will become a more pedestrian-friendly, economically vibrant, and environmentally sustainable corridor. The street will evolve into a series of bustling commercial nodes—connected by tree-lined walkways, multifamily residences, and thematic water features. The whole corridor will showcase energy-efficient building design, innovative rainwater facilities, and a vibrant local business spirit—while providing easy movement by all modes of transportation to, from, across, and along Division.

SHARED ECONOMY

Focus commercial activity in a series of villages.

- Locate commercial areas in compact nodes of differing sizes and functions to serve the entire corridor.
- Build at pedestrian scale and orient buildings to the pedestrian realm. Support new mixed-use development.
- Provide places for small businesses to thrive. Integrate a variety of housing for all life stages.
- Include a mix of residential zoning along the corridor to reflect existing patterns and the opportunity for new housing.
- Support affordable housing alternatives to retain residents.
- Encourage work/live spaces in commercial and residential areas.

Support a healthy local economy.

- Support local businesses and a localized economy by buying local.
- Encourage wealth to circulate in the community.
- Provide a diverse range of goods and services.
- Let local entrepreneurs know what market opportunities are needed in the corridor.
- Develop a coordinated investment strategy for the community.

CLEAN AND GREEN ENVIRONMENT

Restore and maintain environmental health.

- Promote healthy streams by reducing the amount of impervious surface, adding landscaping and tree canopy, and encouraging the use of pervious paving options.
- Cultivate biodiversity and restore native plant communities.
- Improve air quality.

Integrate green infrastructure/building into the urban landscape.

- As the street corridor is upgraded over time, include innovative sustainable building techniques and infrastructure, such as efficient lighting options, into the corridor.
- Encourage eco-roofs and other rainwater management methods.
- Reintroduce water into the landscape in functional and symbolic ways.

Promote cleaner alternatives to driving.

- Upgrade walking and cycling amenities to support these modes.
- Improve bus stop locations with benches, schedules, and shelters.
- Long term, look at cleaner transit options in the corridor.
- Balance the needs of local circulation with the corridor's role as a collector.

HEALTHY COMMUNITY

Collaborate to achieve a connected community.

- Foster partnerships among the neighborhood, businesses, schools, and agencies to achieve community goals.
- Empower people to improve their community.
- Welcome diversity to enliven the community.
- Include the elderly, ethnic communities, religious institutions, and schools in community activities and celebrations.

Encourage walking and bicycling for individual and community health.

- Create safer crossing opportunities for pedestrians and bicycles.
- Enhance pedestrian access to open space, schools, commercial nodes.
- Upgrade sidewalks and create pedestrian stopping places.
- Improve bicycle parking opportunities along the corridor.

Create a community that is safe for all.

- Improve lighting along the corridor to improve visibility of and for pedestrians and bicyclists.
- Support traffic speeds that are consistent with high levels of pedestrian activities.

MAKING A PLACE

Embrace and foster the educational landscape.

- Create resources and educational materials for residents and businesses that can help people choose healthier ways of maintaining, restoring, and developing their properties.
- Connect the schools to the corridor both physically and socially.

Forge a unique identity that unites the Division corridor.

- Discover and create community gathering places for all ages.
- Develop a plaza where community activities can occur.
- Create corners that include building entrances and stopping places.
- Incorporate beauty and quality design into the fabric of the community.
- Inject new spaces with art and an aesthetic flair.

Take advantage of cultural and historic assets—buildings, places, and people.

- Develop gateways and connections that celebrate special spaces.
- Locate markers that tell the story of the corridor—things that have happened in the past and things that are happening now.
- Develop community activities that align with the seasons and the rhythms of nature.

APPENDIX D | DIVISION GREEN STREET/MAIN STREET PLAN RESOURCES

Development of the plan was guided by an urban design concept for the corridor. The intent of this concept is to explain the opportunities and challenges facing Division Street in terms of both transportation and land use.

The image shows a presentation slide for the Corridor Concept Plan. At the top left is a photograph of a street scene with a car and buildings. The title "Corridor Concept Plan" is overlaid on the photo. To the right, the words "Re-envision Division" are written in large, bold letters, with "Making a Place on Division Street" in smaller text below it. A green bar at the bottom contains the text "Re-envision Division" and "Making a Place on Division Street".

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Land Use

Urban Design Focus Areas

Re-envision Division
Making a Place on Division Street

EXISTING CHARACTER

- Transition area from Central Eastside Industrial District to the Hosford-Abernethy Neighborhood and Division Corridor
- High vehicle volumes, speeds, and truck traffic along 11th and 12th presents challenges for pedestrian environment and transit connections
- Mix of light industrial, commercial and office uses
- Proximate to OMSL Eastbank Esplanade and Springwater Corridor
- Recent redevelopment energy at 11th and southwest corner of Ladd's Addition (12th and Division)
- Adjacent to Abernethy School, visible from Division Street

FOCUS AREA CONTEXT

CREATE A PEDESTRIAN-FRIENDLY ENVIRONMENT

ENHANCE CONNECTIVITY TO THE SCHOOL

TRANSITION FROM INDUSTRIAL DISTRICT TO NEIGHBORHOOD

LEGEND

- Opportunity Site
- Pedestrian Realm
- Special Node Treatment
- Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity

Urban Design Focus Area
11th Avenue to 13th Avenue

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Urban Design Focus Areas

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Land Use

Urban Design Focus Areas



Urban Design Focus Area 41st Avenue to 44th Avenue

EXISTING CHARACTER

- The Curve on Division at 42nd Ave. creates an open space that is unique to the study area.
- The Curve provides excess right-of-way which is an opportunity for developing a community gathering space.
- Area has a significant amount of asphalt with surface parking lots and wide right-of-way.
- Visual and physical access to Richmond School is hindered by poor sight lines, unclear pedestrian paths and traffic patterns.
- Richmond Place serves as the mixed-use anchor to this node, providing ground-level retail & office with housing above.



HIGHLY VISIBLE MIXED USE REDEVELOPMENT



Examples of New Mixed-Use Developments.

CREATE RAIN GARDEN FOR SCHOOL



Japanese-Influenced Rain Garden to Reflect Richmond Elementary's Curriculum

TRANSFORM CURVE INTO A COMMUNITY GATHERING SPACE



Create a flexible space for community events



Transform Curve into a Community Gathering Space



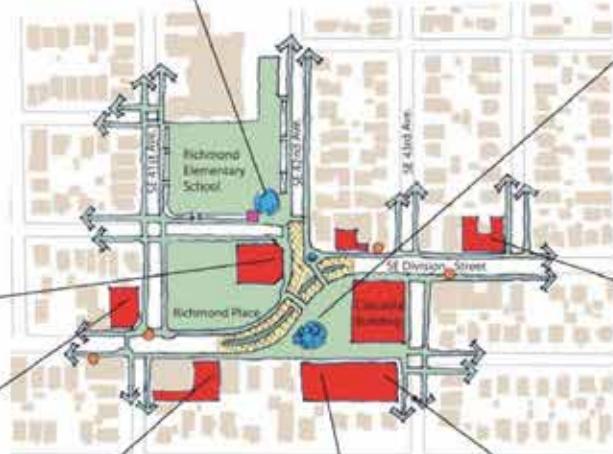
Integrate a Water Feature



Add Median to Green Up Roadway and Reduce Crossing Distances



Infill Vacant Lot with Multi-Family Housing



Upgrade Existing Parking Lots with Screening and Stormwater Treatment



Opportunity for Multi-Family Housing or Mixed-Use Infill Development



Integrate Off-Street Parking into New Development

LEGEND
■ Opportunity Site
→ Pedestrian Realm
■ Special Node Treatment
■ Water/Stormwater Feature
● Bus Stop
■ Gateway

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Urban Design Focus Areas

Land Use

GLOSSARY

Adaptive Re-Use: Remodeling and repurposing an existing building to meet new market conditions. Examples include turning old warehouses into lofts or offices, older motels into residences or offices, and old gas stations into coffee shops.

Arcade: A series of arches supported by columns or piers; a roofed passageway, especially one with shops on either side.

Art Deco: A subtype of the Modernist style, (see Modernist style definition). A style of decorative art developed originally in the 1920's with a revival in the 1960's, marked chiefly by geometric motifs, streamlined and curvilinear forms, sharply defined outlines and often bold colors.

Articulate: To give character or interest; to define. Articulation is the design of a building wall to provide visual interest, reduce perceived mass and establish a sense of human scale. This may include variations in wall surfaces, changes in materials, and differences in fenestration patterns. (Source: Chapel Hill)

Barrier Free Design: A building designed to be accessible to everyone regardless of age or disabilities.

Base: The lowermost portion of a wall, column, pier, or other structure, usually distinctively treated and considered as an architectural unit.

Bollard: A post or similar obstruction that prevents the passage of vehicles; the spacing of bollards usually allows the passage of bicycles and pedestrians; bollards may also incorporate lighting.

Building Height to Street Width Ratio: The ratio of the building height compared to the width of the street.

Bulkhead: A solid portion at the base of the storefront that frames and protects the store window above. A raised sill.

Bicycle-oriented development: See Development Types.

Capital: The top, decorated part of a column or pilaster crowning the shaft and supporting the entablature.

Casing: The finished, often decorative framework around a door or window opening, especially the portion parallel to the surrounding surface and at right angles to the jamb, the upright piece that forms the side of a door or window's frame.

Character: A distinguishing feature or attribute of a building or area.

Clerestory Window: A window set in a roof structure or high in a wall, used for daylighting.

Colonnade: A row of columns supporting arches or entablature, i.e., the upper level of a classical building between the columns and the eaves, usually composed of an architrave, a frieze, and cornice.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Compatibility: Presentation of a harmonious character between new developments and adjacent structures and/or the surrounding neighborhood.

Cornice: A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.

Context-Sensitive Design: An approach that involves design of a building, place or streetscape so that it fits its physical setting and preserves scenic, aesthetic, historic and environmental resources. This approach considers the character and context of the adjacent buildings, block and district in which the project will exist, not just the site of the planned improvement.

Craftsman: Includes Bungalow and Cottage variations. Craftsman style homes have low gable or hip roofs with a wide overhand. Structural roof supports, such as knee braces and rafters, are exposed. Wide, deep front porches are supported by thick, square, simple columns, which often sit on brick or stone pedestals. Windows are frequently grouped in pairs or ribbons. One- or one-and-a-half story Craftsman homes are called bungalows.

Design Guidelines: A set of goals, objectives and policies established to guide development to meet certain criteria in such areas as quality, appearance or the architectural features of a project or defined planning area such as a design district, subdistrict, or overlay zone. The guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project's design.

Design guidelines: ...the approval criteria used to review and approve a project that goes through discretionary design review. Some guidelines apply to a specific geographic area (e.g., Central City Fundamental Guidelines, Gateway Design Guidelines). The Community Design Guidelines apply to most remaining areas in the Design overlay zone subject to design review. *NOTE ***This DOZA Tools Concept Report is proposing a new set of discretionary design guidelines for the d-overlay zone outside of Central City plan district. This would include Division Street. (DOZA Tools Concept Report, May 2018, p 7)*

Design Review: ...the discretionary Land Use Review process before the Design Commission illustrated in Portland Zoning Code Chapter 33.825. This is the process that lists the discretionary design guidelines as the approval criteria used in design review. (DOZA Tools Concept Report, May 2018, p 7)

Design Standards:...additional development standards that apply to projects using the "clear and objective" standards track in the Design overlay zone. Zoning Code Chapter 33.218, Community Design Standards are the current standards.

***Note: The DOZA Tools Concept Report is proposing a new set of objective design standards for the d-overlay zone outside of the Central City plan district. This would include Division Street. (DOZA Tools Concept Report, May 2018, p 7)*

Design Overlay: A Design Overlay is a zoning tool that designates special design, planning or zoning requirements within the specific area. For example, new development of sites or areas within a design overlay may be required to meet specific design standards or special architectural design review.

Desired Character: The preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district. It also includes the preferred and envisioned character based on any adopted area plans or design guidelines for an area.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Detailing: The use of small architectural features or elements to give character or definition to a space or building.

Development Incentive: A bonus or supplemental encouragement to a developer, generally given by a governmental agency, to encourage certain types of development (e.g. affordable housing).

Early Design Conference (EDC): This is a new term for the current Design Advice Request or DAR. This conference is currently an optional session, but the DOZA Process project proposes to make these meetings mandatory for Type III Design and Historic Resource Review processes, while clarifying submittal requirements and procedures.

Development Types: *(Move these to Site Design section of guidelines where they might better inform various types of design and planning?)*

- a. **Auto-Accommodating Development:** Development which is designed with an emphasis on customers who use autos to travel to the site, rather than those which have an emphasis on pedestrian customers. This type of development usually has more than the minimum required number of parking spaces. The main entrance is oriented to the parking area. In many cases, the building will have parking between the street and the building. Other typical characteristics are blank walls along much of the facade, more than one driveway, and a low percentage of the site covered by buildings.
- b. **Bicycle-Oriented Development:** Development which is designed with an emphasis primarily on encouraging and supporting safe means of bicycle transportation within the Right of Way and on bicycle access to the site and building, rather than only on the street sidewalk as with pedestrians or on auto access and or on auto access and parking areas. In addition to secure on street bicycle parking spots, the development may include additional bicycle-oriented amenities such as both short and long-term bicycle parking, internal bicycle parking, showers and changing rooms for bicyclists. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk and to nearby bicycle parking. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although auto parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
- c. **Pedestrian-Oriented Development:** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although auto parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.

Eclectic style: Of or pertaining to works of architecture and the decorative arts that derive from a wide range of historic styles, the style in each instance being chosen for its appropriateness to local tradition, geography or culture.

Façade: The front of a building or any of its sides facing a public way or space, especially one distinguished by its architectural treatment. All the wall planes of a structure as seen from one side or view. For example, the front facade of a building would include all of the wall area that would be shown on the front elevation of the building plans. For information on how to measure facades, see Chapter 33.930, Measurements.

False Front: A form of 19th and early 20th century commercial architecture. Single story gabled buildings with the false front extending the façade vertically and horizontally so as to create a more interesting profile and convey the illusion of a larger size.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

FAR / Floor to Area Ratio: Floor Area Ratio (FAR) is the buildings total usable floor space compared to the size of the lot the building sits on. The amount of floor area in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of 2 to 1 means two square feet of floor area for every one square foot of site area.

Flush-Mounted Sign: A sign that is mounted directly on the wall or slightly inset.

Frequent Transit Service: TriMet defines as "frequent service" those bus and MAX light rail lines that run every 15 minutes or better most of the day, every day. Access to frequent transit service has allowed the City to reduce parking requirements, encourage transit oriented development and make other land use adjustments that support the use of frequent transit.

Gabled Roof: A roof sloping downward in two parts from a central ridge, so as to form a gable at each end.

Green Infrastructure: Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. Examples are rain gardens, bioswales, permeable paving, green streets and alleys (EPA).

Gross Building Area: The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following: Roof area; Roof top mechanical equipment; and Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for 50 percent or more of their perimeter.

Hardscape: In landscape architecture, the non-living components of the design, especially walls, walkways, overhead structures, stones, benches, and similar objects.

Historic Resource: A place, structure, or object that has historic significance including Structures or objects that are included in the Historic Resources Inventory.

Historic Resources Inventory: The Historic Resources Inventory is a documentation and preliminary evaluation of the significance of historic resources. Information for each resource may include a photograph, the year the resource was constructed, the builder or architect, original owner, significant features, architectural style, and in most cases, a ranking of significance.

Historic Restoration: Actions undertaken to accurately depict the form, features, and character of a historic resource as it appeared at a particular period of time. This is done by removing features not from that time, and reconstructing missing features from that particular period.

Historic Value: A physical, aesthetic, scenic, educational, or characteristic which is a reminder of important events or developments in Portland's past.

Human Scale: The size of proportion of a building element or space relative to the structural or functional dimensions of the human body. This refers to using building mass and proportions that relate to the size of the human body to maintain a feeling of comfort and proportion at the street level.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Intensity of Development: The amount or magnitude of a use on a site or allowed in a zone. Generally, it is measured by floor area. It may also be measured by such things as number of employees, amount of production, trip generation, or hours of operation. See also Density.

International: A functional architecture devoid of regional characteristics, developed in the 1920's and 1930's in Western Europe and the U.S. and applied throughout the world: characterized by simple geometric forms, large untextured, often white surfaces, large areas of glass, and general use of steel or reinforced concrete construction.

Italianate (Victorian era): Style that includes low pitched or flat roofs, wide eaves with details, smaller second floor windows, recessed porches, symmetrical window patterns, and a formal entry.

Kiosk: A small structure used as a newsstand, refreshment booth, etc

Land Use Review Process: Most common types of land use reviews are Type I, Type II or Type III.

Light Overspill: A form of light pollution. Light overspill is sometimes referred to as Light intrusion, Light trespass, or Light into windows. It refers to the flow of light spilling outside the location boundary of its source and into the windows of adjacent structures. With inadequate control intrusive light may be sufficiently great as to provide a serious nuisance and disturbance to adjacent areas.

Live/Work Space: Property that serves both as a residence and as a business for a person/family. While offices with outside entrances are often thought of when it comes to live/work, the commercial aspect could also be small retail, workshop, or possibly as food service.

Loggia: A colonnaded or arcaded space within the body of a building but open to the air on one side, often at an upper story overlooking an open court.

Long-Term Bicycle Parking: Long-term bicycle parking serves employees, students, residents, commuters, and others who generally stay at a site for several hours or more. See also Short-Term Bicycle Parking.

Main Entrance: A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance. Main entrances are the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a main entrance. In single-tenant buildings, main entrances open directly into lobby, reception, or sales areas.

Main Street Overlay: The City of Portland's Main Street Overlay is a zoning designation that within the specified area encourages higher residential densities by allowing greater building heights, reduced required building coverage for residential developments, and more flexibility in site design. See Main Street Corridor Overlay Zone, Chapter 33.460 in Portland Zoning Code. The Main Street Overlay has specific provisions regarding development on SE Division Street, e.g., neighborhood notification, step downs, etc., which can be found in Chapter 33.460.3001

Main Street Program: The Main Street Program is part of the Trust for Historic Preservation and is designed to help preserve and improve commercial districts. The Portland Main Street Development Program is managed by the Portland Development Commission. For additional information see: <http://www.pdc.us/for-businesses/business-district-programs-support/neighborhood-prosperity.aspx>.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Masonry: Building with units of various natural or manufactured products such as stone, brick, or concrete blocks, usually with the use of mortar as a bonding agent.

Mass: The overall volume or form of a building element.

Mediterranean (Spanish Eclectic): An architectural style found in moderate climates such as those along the Mediterranean Sea, in Mexico, and the coastal region of Southern California. Materials include stone, stucco surfaces for walls, terra cotta floor and roof tiles, and a limited use of milled lumber. Other features include low-keyed traditional colors, exposed stone and woodwork, Spanish/Mediterranean inspired ironwork, canvas, benches, fountains, arbors, signage, lighting, traditional paving and landscaping.

Missing Middle Housing: “A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.” (Daniel Parolek) Examples include: Row houses, Townhouses, Duplexes, Triplexes-Fourplexes, Courtyard housing, Auxiliary Dwelling Units.

Mission Revival (Spanish Eclectic): (1890-1920) The reintroduction of a style characterized by stucco walls, round arches supported by piers, hip roof with red tiles, and decorative stringcourse, i.e., a horizontal band on the exterior wall of a building outlining the arches, and overhanging eaves with exposed rafters. Such a band, either plain or molded, is usually formed of brick or stone.

Mixed-Use: The combination on a site of residential uses with commercial or industrial uses.

Mitigate: To rectify, repair, or compensate for impacts which result from other actions.

Modernist Style: Characterized by a plain, undecorated design with modern materials of concrete, metal, and glass.

Mosaics: A picture or decorative pattern made by inlaying small, usually colored pieces of tile, enamel, or glass in mortar.

MULTE — Under the Multiple-Unit Limited Tax Exemption (MULTE) Program, multiple-unit projects receive a ten-year property tax exemption on structural improvements to the property as long as program requirements are met for providing affordable housing. <https://www.portlandoregon.gov/phb/index.cfm?&c=74691>

Night Sky Protection: a series of policies and regulations designed to minimize wasted energy, and the obtrusive aspects of excessive and careless outdoor lighting usage while not compromising the safety, security, and well being of persons engaged in lawful, outdoor, night time activities.

Nonconforming Use: A use of a property that was allowed by right when established or a use that obtained a required land use approval when established, but that subsequently, due to a change in the zone or zoning regulations, the use or the amount of area devoted to the use is now prohibited in the zone. The existing use may be “grandfathered in”, i.e., allowed to continue because the use of the property already exists. An example of this would be a house on a commercial corridor that is now in a commercial use but is zoned residential. A non-conforming status can impact an owner's ability to secure loans, remodel, rebuild or sell the structure.

Overlay: An overlay is a regulatory tool, which creates special provisions over the standard zoning in a specific area and is created to direct development in certain areas. The overlay area may or may not share the same boundaries as the standard zoning destinations. New developments within an overlay must follow design guidelines, requirements, and/or other restrictions established by the governmental agency.

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Parapet: A low, solid, protective wall or railing along the edge of a roof or balcony. Often seen as a decorative roof element on historic buildings.

Paseo: A connecting walkway that joins streets, open plazas, courtyards, cafes, and shops through the central portions of city blocks. A paseo sometimes serves as a connector between parking facilities, commercial street frontage, and other popular destinations. Paseos are intended for use by the general public and may be either publicly or privately owned and maintained.

Pattern Language — Architectural “pattern language codifies the interaction of human beings with their environment, and determines how and where we naturally prefer to walk, sit, sleep, enter and move through a building, enjoy a room or open space, and feel at ease or not in our garden. The pattern language is a set of inherited tried-and-true solutions that optimize how the built environment promotes human life and sense of wellbeing. It combines geometry and social behavior patterns into a set of useful relationships, summarizing how built form can accommodate human activities.” (A Theory of Architecture, Nikos A. Alingoras)

Pedestrian Amenities: The type of features along a street that make it a pleasing pedestrian environment. This can include the size of sidewalks, places to sit, a buffer between traffic and the pedestrian environment, trees to shade, canopies to protect from weather, public spaces, and public art

Pedestrian Connection: A pedestrian connection generally provides a through connection for bicyclists and pedestrians between two streets or two lots. It may be a sidewalk that is part of a street that also provides vehicle access, or it may be a self-contained street created solely for pedestrians and bicyclists. (Also see passageways and passeos).

Pedestrian Oriented: Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities. Also see Development Types.

Pedestrian Passageways: A type of pedestrian facility that is located on private property. Pathways can serve a variety of functions, including linking separate buildings on a single site, linking buildings on adjacent sites, and connecting private buildings to sidewalks or paseos.

Pergola: A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow.

Plaza: An area generally open to the public on a controlled basis and used for passive recreational activities and relaxation. Plazas are paved areas typically provided with amenities, such as seating, drinking and ornamental fountains, art, trees, and landscaping.

Portico: A porch having a roof supported by columns, often leading to the entrance of a building.

Public Realm: Public space and public right of way such as streets, sidewalks, and alleyways formed by the architectural or landscape features of the area that is available to anyone.

Public Right-of-Way: Includes, but is not limited to, any street, avenue, boulevard, lane, mall, highway, sidewalk or other pedestrian pathway, bike path, trail, or similar place that is owned or controlled by a public entity.

Quality of Life: The general well-being of a person or society, defined in terms of health and happiness, rather than wealth. Factors that make the area a good place to live might include a good physical environment, and access to air and light, neighborhood services, economic opportunities, transportation options, and places to experience the public realm.

(use of a bracket, located within a wall as opposed to being attached to it, such as a structural piece of stone, wood or metal jutting from a wall to carry a superincumbent weight).

Relief: The projection of a figure or form from the flat background on which it is formed.

Reveals: A recessed edge, especially the exposed masonry surface, between a window jamb and the main face of the wall.

Right-Of-Way: An area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency, or it may be privately owned. A right-of-way that is not dedicated or deeded to the public will be in a tract. Where allowed by Section 33.654.150, Ownership, Maintenance, and Public Use of Rights-Of-Way, the right-of-way may be in an easement.

Sense of Place: The characteristics of the area that make it recognizable as being unique or different from its surroundings and give a feeling of connection or belonging.

Site Plan: A plan prepared to scale that shows how a new development will use a piece of land including buildings, other structures, natural features, uses, and principal design.

Spanish Eclectic: (1915-1940) Architectural style characterized by low-pitched roof, usually with little or no eave overhang; red tile roof covering; typically with one or more prominent arches placed above door or principal window, or beneath porch roof; wall surface usually stucco; facade normally asymmetrical. Style uses decorative features borrowed from the entire history of Spanish architecture (Moorish, Byzantine, Gothic or Renaissance inspiration). See also Mission Revival and Mediterranean styles.

Setback: The minimum distance required between a specified object, such as a building and another point. Setbacks are usually measured from lot lines to a specified object. Unless otherwise indicated, an unspecified setback refers to a building setback. In addition, the following setbacks indicate where each setback is measured from. See Chapter 33.930, Measurements, for measurement information.

- Front Setback: A setback that is measured from a front lot line.
- Garage Entrance Setback: A setback that is measured from a street lot line to the entrance of a garage or carport. It is essentially a minimum driveway length. See Chapter 33.930, Measurements for more specific measurement information.
- Rear Setback: A setback that is measured from a rear lot line.
- Side Setback: A setback that is measured from a side lot line.
- Street Setback: A setback that is measured from a street lot line.

Stepback: A partial reduction in the height of a building along the street frontage in order to minimize visual impacts when the building is much larger than those around it. An upper floor stepback is similar to an increased setback, but it only occurs on an upper floor(s).

Stepdown: A reduction in the height of a building in steps or stages to provide a transition between the rear of a building and a sensitive area such as an adjacent residential area or outdoor amenity space. A side stepdown reduces the mass of a building to provide a transition to a neighboring building of smaller scale or a pedestrian connection.

Storefront: A front room on the ground floor of a building, designed for use as a retail store.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Streamline/Art Moderne: A subtype of the Modernist style (see Modernist Style definition). Characterized by simplicity and economic style. Symbolic of dynamic twentieth century of speed and machine. Streamline Moderne relies on synthetics-plastics, plywood, black glass, and chrome strips.

Streetscape: The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture (benches, trash cans, kiosks, light posts), signage and art as well as trees and open spaces, etc, that combine to form the street's character.

Transfer of Development Rights: Allows a developer to transfer the ability to develop a property in a certain way to another comparable property. While there are many reasons why development rights may be transferred, some of the common ones include transferring development to a more acceptable spot, protecting a historic site, historic structure, open space, or other sensitive area.

Transportation Parking Management Association: An organization, usually including representatives of affected business and/or neighborhood organizations, devoted to managing transportation or parking within a local community. A main goal for a Transit Management Association is to reduce reliance on the automobile for both work and non-work trips. A Transportation Management Association typically provides information, programs, and activities that encourage the use of carpooling, transit, cycling and other alternative modes of travel along with working toward a more efficient use of area parking resources.

Transportation Demand Management (TDM) Plan/ Transportation and Parking Management Plan (TPMP): Strategies for reducing transportation and parking impacts around a given area or development site. A TPMP may include strategies to lessen demand on the transportation system by reducing automobile trips and promoting alternative modes of transportation and/or making more efficient use of parking resources. "A "TDM Plan" is a written document that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) mode share to and from a specific site"..."TDM strategies can be infrastructure-based (e.g., bicycle parking and shower facilities) or programmatic (e.g., subsidized transit passes). While infrastructure-based TDM measures can be implemented at the time of construction, a TDM Plan focuses on the programmatic elements that will be implemented by the building manager or employer throughout the lifetime of the building." Triggers for a TDM Plan might include number of residential units or square footage above a certain level. (e.g. 50+ number of residential units, or developments that exceed 50,000 square feet). See Angelo Planning ODOT report: "Transportation Demand Management Plans for Development": <http://www.oregon.gov/LCD/TGM/docs/TDM%20guide%20and%20model%20code%20final.pdf>

Type I, II, or III Land Use Review Procedure Types: These are different procedure types for discretionary Land Use Reviews. Each procedure has its own timeline and public involvement requirements. Generally, design review follows either a Type II or a Type III process.

- a) Type I and II procedures are staff level decisions with opportunities for public input.
- b) Type III Level Design Review: The Design Commission holds a hearing and is the deciding body for Type III design reviews.(DOZA Report 5/18)

View Corridor: A view corridor is a three-dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view. The focus of the view may be a single object, such as Mt. Hood, which would result in a narrow corridor, or a group of objects, such as the downtown skyline, which would result in a wide corridor. Panoramic views have very wide corridors and may include a 360-degree perspective. Although the view corridor extends from the viewpoint to the focus of the view, the mapped portion of the corridor extends from the viewpoint and is based on the area where base zone heights must be limited in order to protect the view. See also, Scenic Corridor.

— END —

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

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Peter Finley Fry

#62464 | November 14, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

testimony attached in PDF

Testimony is presented without formatting.

November 6, 2019

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue
Portland, Oregon 97201-5380



City of Portland
Bureau of Planning and Sustainability

RE: Design Overlay Zone Amendments (DOZA) Project

I testified at the hearing and this is an explanation of my testimony.

All jurisdictions in Oregon, that I have worked with, require site/design review for commercial and multi-family projects **except for Portland**.

Planning issues are complex, and their resolution form the foundation of the site plan that guides all other permitting issues.

In several cases, (two right now) the planning issues are being resolved (at great cost and frustration) through the building permit process or an adjustment process. In both cases, the applicant and city would have benefited if the planning issues could have been resolved in a site/design review process. In both cases, the large commercial properties were not in design overlay zones.

I believe that Portland should allow property owners to voluntarily request and pay for a design/site review land use process.

Sincerely,

Peter Finley Fry

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Portland, Oregon USA 97210
peter@finleyfry.com

April 24, 2019

Kathryn Hartinger, Project Manager
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380



City of Portland
Bureau of Planning and Sustainability

RE: Design Overlay Zone Amendments

As a professional planner, I have participated in both the creation of design districts and the historic/design review processes.

Design Review provides an important method for the City to express its identity while empowering spontaneity and diversity. The design review process should remain at conceptual levels and avoid the desire to micro manage.

Education of volunteer commissioner is important. However, my experience as a Multnomah County Planning Commissioner educated me of the need to help me understand the rules and expectations; not to train me.

The land use process creates a forum in which to process a social contract between the developer and affected community members. The process provides a notice to inform those who might be impacted, standing to be recognized, a predictable process, and the right to appeal to another entity.

The quasi-judicial process protects the applicant, city staff, and participating public and allows people to express appropriate views without restraint through a decision-making process: a process that has not serendipitously been building consensus of the judges prior to the legal quasi-judicial process.

I can only support Alternative 2 on Page 28. I recognize the challenge of the 120 day state mandate applied to a consensus building process that often must take many months. The City might analyze which specific projects generate the longer delays and identify what I expect will be commonalities that might create a unique class that can be addressed in a unique way. I would expect most of these to be large projects in dense, complicated areas.

The relationship between FAR and height is important. If height is restricted and FAR is not, then the result will be a city of concrete full block buildings with no space or light between towers.

Sincerely,

Peter Finley Fry

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peter@finleyfry.com*

Bill Levesque

#62463 | November 14, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please refer to the attached file 2018 Division_Hawthorne Main Street Design Guidelines for DOZA.pdf

Testimony is presented without formatting.



HAWTHORNE BOULEVARD BUSINESS ASSOCIATION

P.O. Box 15271 • Portland OR 97293-5271 • (503) 775-7633 • www.hawthornerpdx.com
Established 1983

2019-20

October 21, 2019

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In 2016, the Hawthorne Boulevard Business Association adopted the then current version of the Division Main Street Design Guidelines for application to Hawthorne. In May of 2018, we unanimously adopted the revised version of these [guidelines](#).¹

Our goal was to create an effective framework to support the main street character and identity we wish to retain in Southeast Portland as our city grows. We need to both build for the future while respecting our rich heritage of design.

We are concerned that the current process for developing DOZA standards has not resulted in a document that acknowledges and supports the special character of our streetcar-era mainstreets.

The HBBA Vision is to conserve the uniqueness of our past and embrace the possibilities of the future. We count on the City to support the HBBA in achieving that vision. The HBBA supports the vitality of economic opportunity for Hawthorne businesses. The character of our street is a key piece of why our businesses are successful.

Main Street Standards & Guidelines are a Priority Now

We encourage the City of Portland to **use the 2018 Division/Hawthorne Main Street Design Guidelines for DOZA in the new city updated BPS design standards and guidelines** (the DOZA Tools in development) either as Southeast Main St. Design Guidelines or Eastside Main St. design guidelines more broadly. At a minimum, we would like these to be used as a basis for a Hawthorne Plan District with Main Street Standards.

BPS staff did excellent foundational research to create the [Low-rise Commercial](#)

[Storefront Analysis](#)², more aptly referred to as the “Vintage Building Study.” We would

support using this as a starting point for these mainstreet standards. We also encourage that you draw from the extensive work of the Division Main Street Design Guidelines.

¹ Division Main Street Design Initiative 2018-06 99% Draft - <http://bit.ly/DDI2018-06>

² Low-rise Commercial Building Analysis - <http://bit.ly/Low-RiseCommercial-Draft2016>

<p>HBBA Mission HBBA promotes, supports & celebrates the prosperity and livability of our District of SE Hawthorne from 12th to 55th.</p>	<p>This BPS study identified streetcar era corridors as having a similar pattern and character. Their proposal intended to “strike a balance between accommodating the growth intended for centers and corridors, while strategically applying Zoning Code tools to older, core areas of main streets.” To strike such a balance we also suggest the following:</p>
<p>HBBA Vision HBBA conserves the uniqueness of our past and embraces the possibilities of the future</p>	<ul style="list-style-type: none"> ● Use the Character and Context work done by PDX Main Streets as the local context reference for evaluating new Infill. Since adoption of the Design Guidelines, HBBA has worked closely with the PDX Main Streets Design Initiative over a year-long process to host large community visioning workshops, community design and development walking tours, conduct surveys, engage the business community, and document our special character buildings. With the support of a local architect with extensive expertise in historic buildings, we have identified (and vetted) with the community a list of 50+ special buildings on Hawthorne that have important character we wish to draw from. This list was presented for review at multiple community-wide forums, business association meetings, and events over the past year. This list has been adopted by HBBA as important defining character and context of our street. This list is attached³ for your reference and further evidence of the character we have today which we want new buildings to relate to as we add new infill development. We do not wish to redefine our character but to strengthen it with buildings that reflect the special character of Hawthorne and to be used as a key document to help new development as a guide to draw inspiration from this foundational design. ● Add a Design Assistance Review(DAR) and BDS/BPS protocol to alert applicants to the Hawthorne/Division Guidelines (and other community design guidelines such as Boise, and Sunnyside) at the onset of pre-permitting and permitting process through standard written and verbal communications similar to what would be expected with other adopted guidelines. ● Form an East Side Design Commission or a Main Streets Design Commission to reduce the burden on the citywide Design Commission and help better evaluate Portland’s “other half”, raise design quality in new infill, alleviate a majority of commonly experienced design conflicts, reduce impacts to neighborhoods, and create a smoother pathway for growth and infil. (Support DOZA Process Recommendation 8) ● Support SMILE'S package of recommendations for streetcar-era main streets standards in the optional points categories ● Add a Hawthorne Plan District with a reference to the adopted Main Street Guidelines and a list of priority Main Street Standards ● Encourage (or allow) the use of upper level stepbacks at the front street face especially along narrower corridors such as Division on narrow streetcar-era corridor buildings above three stories and, or when bonus height/FAR is being granted. This is

³ 50 Special Buildings on Hawthorne - 2019

https://docs.wixstatic.com/ugd/d34969_b6dc1bf80b7a429587f48944355674d0.pdf

a common design tool used by many cities to be responsive to the surrounding historic form of the district while also maintaining allowed building heights and high density with sensitivity.

- **Reduce the height thresholds for Design Commission Review to 40 feet for Hawthorne and other Main Streets of similar streetcar-era character.** This would better align the level of impact to these iconic and character-filled special places in our city (which have not received historic or conservation designations to date) to give the expert design review appropriate to the importance and civic value of these special districts. The intensity of impact to neighborhoods, districts, and property values varies greatly depending on HOW infill is designed. We understand that we have a housing crisis which the city is working to address and is encouraging development of inner areas where there is good access to transit and services. However, as DOZA is currently proposed, most of our undesignated historic districts on the east side are at risk of being fragmented or lost. Most districts will not have development reviewed by the design commission because there is a perception that the impact of buildings under 55 (or 65') is not considered "significant". The graphic by Bill Tripp, a consultant on the Mixed Use Zoning Project shows at a glance that there is indeed a significant impact. This is problematic as both an equity issue (as our buildings, businesses, residents and community places are treated as being of "lesser" value on the east side.) This is a critical flaw in the evaluation of what determines significant "impact". The degree of change as we add new development that is of a dramatically different scale, massing, quality and character is indeed significant and highly impactful in a different direction than our desired character and identity. See [images attached](#)⁴ which show as the DOZA consultant notes:

*As older neighborhoods evolve, there are many issues to balance including housing, economic vitality, sustainability, equity and livability, retention of local businesses, and preservation of historic resources and neighborhood identity. Infill is an important part of the city's growth strategy and its attempt to address climate change. However, "**The current system doesn't recognize the varied impacts of different scales of development.** Much of Portland's unique character and reputation derives from the abundance of small-scale, home-grown businesses that reflect the individual personalities of the people who own and operate them. Indeed, many Portland neighborhoods are filled with a fine-grained, exuberant mixture of shops, restaurants, food carts, galleries, pubs, and personal services. In the last decade, however, this diverse and distinctive character has been gradually replaced by new buildings with considerably less "hand-crafted" character at the street level." (DOZA Findings Report 2017)*

⁴ Visuals - <http://bit.ly/HBBA-DDI-Visual-2018>

Further, most of our Eastside streetcar neighborhoods do not have design guidelines that help reflect local area priorities for special buildings and places. Therefore, these design guidelines are necessary and important to help give direction both for new development and to the City about priorities for Hawthorne Boulevard.

“A concern of many people is that the rate of growth overwhelms and erases the legacy of these areas as various older buildings are replaced.” (City of Portland, DOZA Tools Concept Report May 2018).

Like Division, we have a shared concern that our district identity is at risk of being overwhelmed and these guidelines will keep vibrancy, support infill and retain our character. Inner E. side commercial corridors need a more creative, considered, comprehensive and context-sensitive design approach for our architecturally and culturally important legacy of street car era main streets as duly noted in [former testimony](#) on Mixed Use Zoning.⁵

We urge the city to consider the extensive research, outreach, design and policy tools that have all informed the creation of the Division Design Guidelines, for they have provided a model set of design tools that may also be relevant resources for our other special streetcar era main streets with similar patterns and character.

- In the vacuum of context/area-specific design guidelines, these guidelines fill the void for not just Division but many similar historic main streets with a common “pattern language”.
- This unprecedented community-led effort has helped community members navigate growth and change with proactive approaches including design tools, education (planning and design terms , images and illustrations), and clarifies community design priorities which is of benefit for the DOZA work
- The guidelines create a shared language for improved collaboration between neighborhoods, business districts, community members, developers and architects/designers

This is an opportunity for the City to be responsive to community concerns in a proactive way that affirms community voices matter, rewards community initiated and professionally-led planning processes, as well as bottom-up, not just top-down approaches.

Thank you for your consideration, we hope you will help raise the bar on design equity for many communities by using these guidelines to help many main streets grappling with similar challenges of growth and change.

Respectfully,

Bill Levesque, HBBA President for the Board of Directors

⁵ Mixed Use Zoning -2016 - <http://bit.ly/HBBAMUZ101316>

cc: CCTestimony@PortlandOregon.gov; cc: Heather@VenturePortland.org

Please respond to our administrator, Nancy Chapin,
<Administrator@HawthornePDX.com>

Kent Buhl

#62461 | November 14, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

- The 65-foot tall trigger for Design Commission Review (6-stories) is too high, especially for narrow, older main streets. This will lead to many five story, or 64-foot tall designs to escape Design Commission Review. - Structures on narrow lots will be a poor fit and lead to demolition. - The lack of design standards for older, smaller main streets will result in buildings with no design relation to what's around them, big impacts and loss of neighborhood identity. - "Context" is raised as a guiding issue but there are no pictures of our long-standing building context, only recent construction in the DOZA documents. Context includes the entire streetscape, including old buildings, no just what's been built in the 2000's. - Portland continues to gentrify, demolishing and displacing communities in the process. We have a terrible history of this, and unguided growth and design is unintentionally perpetuating this blight on our collective soul. - Thirteen undesignated historic main streets are at risk, including the ones I am most familiar with -- Hawthorne, Belmont, Montavilla, Sellwood, Alberta, and Fremont. Despite identifying these vulnerable areas as important in the DOZA staff report (p. 52-53 Low Rise Commercial "Vintage Areas"), it is not deemed a priority for staff or Planning Commission. These areas were identified in the incomplete "Low Rise Commercial Storefront Analysis" in 2016. PDX Main Streets (see www.pdxmainstreets.org/doza) has done much of the work identified in the creation of local Main Streets Design Guidelines yet the city is not recognizing and valuing community-based planning, only top-down approaches.

Testimony is presented without formatting.

Viviane Libson

#62460 | November 14, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

1.need more public involvement. Support PDX Main Street design guidelines ,adopted by 7 neighborhood associations 2.the 65' trigger is too high 3.novelty design contributes to high rental costs when we are in great need of affordable housing 4.low rise vintage main streets are worth saving 5.better design is NOT denigrating future design but embracing our future needs and alleviating displacing existing residents 6.recognize the value of community based design

Testimony is presented without formatting.

Doug Klotz

#62457 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Attached are comments on limitations that should be added on Design Review and Standards, in addition to FAR.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR 97214
Comments on DOZA:

11-13-19

There does not seem to have been any analysis done on Displacement for DOZA. The Leland Consulting memo of Feb. 6, 2017 on affordability and how DOZA will affect it, seems the closest to addressing that issue.

The report is lacking in even this analysis. Higher costs driven by Design Review are cited as being for "Additional time, investment, and uncertainty" (p. 6), and "Requiring higher cost materials" (p. 6), and requiring those two on Affordable Housing (p. 7).

The report leaves out altogether the possibility that the Review process will require the applicant to make height and massing changes to the building and that require more expensive types of framing, more expensive detailing, etc. This can include requiring stepbacks of upper floors, stepdowns on the sides near adjacent buildings, requiring facade articulation, requiring more windows or doors, and other significant costs from changes to the building.

For this reason, more "sideboards" should be added to 33.825.035 (p 139, vol. 2):
1st: DOZA does not even address the requirement for higher-cost materials, which should be addressed in some way.

2nd: DOZA proposes a requirement that Design Review (all types), cannot require FAR reductions. This should be a requirement for the Standards as well.

3rd: Design Review or the Standards should not require height reductions. In addition, they should not require setbacks, stepbacks or stepdowns beyond what the zoning requires. Perhaps requirements for additional facade articulation should also be forbidden. These changes could help keep costs down for buildings in the "d" overlay.

Dennis Hopkins

#62456 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I'm writing to express my concerns about DOZA . This is the first major update in nearly 30 years to the city-wide Design Standards and Guidelines and there are significant community concerns that need to be addressed. There has been little outreach done by the City concerning the design policy, especially for the East Side. On the East Side where the buildings, lots and streets are narrow the impact of 65 foot tall buildings would be great. In my opinion building 65 foot tall (6 story buildings) in the historic districts on the east side with out provisions for Design Commission Review is a mistake. I think that any building over 45 feet should come under the Design Commission for review. I would like to see the city use the PDX Main Streets Compatibility Criteria for helping new development fit the character of our existing neighborhoods as we grow. This is about preservation of our existing neighborhoods and the livability of our future city. At the moment our Design standards and Guidelines are displacing our most vulnerable population. As the new construction is finished affordable rent for businesses, as well as people, is being lost due to un-affordable poor design practices. Good time tested design that you see on many older main streets is generally a more affordable design pattern we can use for new buildings that can be denser, with higher quality and more affordability. Therefore I respectfully ask the city to delay making a final decision on DOZA until such a time as the public receives more information and can make an informed decision.

Testimony is presented without formatting.

Brian Campbell

#62447 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The attached letter is the testimony of the Urban Design Panel

Testimony is presented without formatting.

AIA/APA/ASLA Urban Design Panel

Portland and Oregon Chapters of the American Institute of Architects, American Planning Association and American Society of Landscape Architects

Date: November 13, 2019

To: Portland Design Commission
Portland Planning and Sustainability Commission

Design Overlay Zoning Assessment (DOZA) - Proposed Draft September 2019

The Urban Design Panel (UDP) is sponsored jointly by the Oregon and Portland Chapters of the American Institute of Architects, the American Planning Association and the American Society of Landscape Architects, and composed of urban design professionals from those three organizations. Many Panel members regularly represent clients seeking design review approvals, and have served on the Design Commission itself.

As early as 2013 the Urban Design Panel had been concerned about the lengthening time and expense of navigating the design review process. The outdated Community Design Standards and Guidelines in conjunction with the prospect of expanding design districts were problematic when both staff and the Design Commission were overtaxed. The Panel discussed these issues with the Design Commission, staff and City Council, sponsored an open house with the City Club of Portland to gain insight from the design and development communities, issued position papers on these topics, and actively supported what is now called DOZA.

Portland is a model for integration of the public realm with private development over time based on rigorous planning and solid processes. Maintaining and improving Design Review is critical to enhancing Portland's international reputation as a livable city.

Design Review has been, and continues to be a great process that has experienced some explainable organizational drift. Refocusing this process on urban design outcomes (vs building design) using a limited list of well-maintained and relevant guidelines drawn from explicit and well vetted urban design diagrams is critical. This focus will provide applicants, designers, staff, and commissioners the support and guidance they need (as well as for holding each other accountable) in producing the best quality urban design for the city. Committing to monitor results and continually refine the processes, guidelines, and support tools should be the unifying threads behind all of these recommendations.

The UDP has closely followed the DOZA project, and has received several briefings by staff in the last two years. The UDP has previously provided advice and endorsement in our letter assessing the DOZA Report dated April 2017. We enthusiastically support the work done and the recommendations described in the current Proposed Draft. The UDP urges the City to move aggressively to implement all of the priority recommendations as soon as possible.

Specific endorsements and recommendations that the UDP would like to highlight are the following:

TWO-TRACK SYSTEM: (Page 4). The UDP strongly supports the two track system as updated in this proposal. The UDP also endorses the proposal to make Design Advice Review optional. Given the constraints placed on zoning code actions by state law, this is the best alternative.

3 TENETS OF DESIGN: (Page 6). The UDP strongly supports this proposal to group design guidelines and organize design review deliberations by these overarching factors. We believe that this will ensure that deliberations focus on urban design and integration, with building design as a supportive topic. The diagram provided clearly illustrates the 3 tenets.

Portland Citywide Design Guidelines: (Page 7,8,9). The Design Guidelines as presented appear to be clear and actionable as approval criteria as is made evident in the annotated diagrams and photos provided. The UDP supports the format combined with the diagrams and photos chosen by staff to illustrate the numbered guidelines including HOW TO USE THIS DOCUMENT explanatory graphics.

Portland Citywide Design Guidelines 01-10: The UDP supports the format in describing the Guideline and following it with “THIS GUIDELINES MAY BE ACCOMPLISHED BY...” using photos of very successful and relatively recent projects in the City. It may be helpful to also use examples from other cities to illustrate a successful application of a particular guideline.

Monitor and Evaluate Amendments Annually Over the Next 4-5 Years. The UDP supports this recommendation and suggests that measures for success be identified early so that they can form a baseline for evaluating the intent and success of amendments to the process and tools described in the report. The UDP offers to assist by helping to identify measures for success and initiating the monitoring and evaluation process.

The UDP also strongly supports design review for affordable housing projects. All Portland residents deserve to live in an environment that enjoys the benefits of good urban design. If the process runs smoothly, good design does not necessarily add significant costs.

Finally, The UDP recommends that the city schedule and fund a review of design guidelines for all established design districts including the Central City.

In summary, the Urban Design Panel is in strong support of the revisions to the design review process, and of all the recommendations included in the DOZA Proposed Draft. The Panel commits to help in any way to make these recommendations a success.

Sincerely,
Executive Committee of the AIA/APA/ASLA Urban Design Panel

David McIlroy, AIA
Robert Boileau, AIA, AICP

Brian Campbell, FAICP
John Spencer, AICP

Sean Batty, ASLA
Brian Stuhr, ASLA

cc: American Institute of Architects/Portland Chapter, American Planning Association/Oregon Chapter
American Society of Landscape Architects/Oregon Chapter

Doug Klotz

#62443 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Regarding Guideline 03, I agree with PSC Chair Schultz's concern that 5 of the 8 illustrating photos show "stepdowns" and name them. At least 3 of these seem to show stepdowns that were required by the base zone. It is inappropriate to include these with a guideline background and cause Design Review to then ask for even more stepdowns to satisfy Guideline 03. The Guideline should not support additional stepdowns, or setbacks, beyond what the base zone requires. These requirements already significantly impact the amount of housing that can be built, and Design Review should not exacerbate that situation.

Testimony is presented without formatting.

Doug Klotz

#62442 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I support the efforts in the PSC's discussion of 11-12-19, to clarify that Design Review (all types) should allow and support building designs that fulfill the zoning on the site, and the process should not be allowed to impose limits such as FAR or height, or require stepbacks or setbacks that are not required by the underlying zoning. The 2nd sentence in the 2nd paragraph in Background for Guideline 03 (beginning "Sites should be designed..."), should be rewritten to give preference to these two existing clauses: "while considering the city's evolution and it's future growth, recognizing underlying zoning". While Guideline 01 raises this point, the sentiment is lost in Guideline 02 and should be added there. It should be emphasized again in 03, and made clear in 04 as well.

Testimony is presented without formatting.

Gwenn Baldwin

#62439 | November 13, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Re: Design Overlay Zone Amendments Proposed Draft Comments Dear Commissioners: Oregon Smart Growth appreciates the opportunity to comment on the Design Overlay Zone Amendments Tools (DOZA) Proposed Draft. Oregon Smart Growth (OSG) supports policies that encourage walkable, feasible compact development that is economically, environmentally and socially sustainable. In feedback submitted on the earlier concept report and discussion draft, we supported the alignment of both the standards and guidelines around the tenets of the new design overlay purpose statement: context, public realm and quality. We also appreciate that some of our concerns have been addressed, including removing the d-overlay from single-dwelling-zoned properties, dropping the creation of “character building” designations, and exempting façade and rooftop alterations of particular types. However, there are a few several significant issues that need to be addressed in the Proposed Draft prior to further action:

- Design Advice Request: DAR should remain voluntary, and applicants should be allowed to utilize more than one at their discretion and cost.
- FAR transfers: OSG remains strongly opposed to the proposal to grant the Design Commission the right to reduce FAR that was transferred to the site under the transfer sector FAR rules adopted by City Council last year.
- Design standards menu: OSG appreciates the intended flexibility of the design standards menu approach, but the point system is still too directive. There should be a menu of items of equal weight than can meet standards (e.g. choose 3 of 5 on menu), driven by site and design considerations. Also, modifications should be allowed if they better meet the standard. Please see the attached letter for further detail.

Testimony is presented without formatting.



November 13, 2019

Portland Planning and Sustainability Commission & Design Commission - DOZA Testimony
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

Re: Design Overlay Zone Amendments Proposed Draft Comments

Dear Commissioners:

Oregon Smart Growth appreciates the opportunity to comment on the Design Overlay Zone Amendments Tools (DOZA) Proposed Draft. Oregon Smart Growth (OSG) supports policies that encourage walkable, feasible compact development that is economically, environmentally and socially sustainable.

In feedback submitted on the earlier concept report and discussion draft, we supported the alignment of both the standards and guidelines around the tenets of the new design overlay purpose statement: context, public realm and quality. We also appreciate that some of our concerns have been addressed, including removing the d-overlay from single-dwelling-zoned properties, dropping the creation of “character building” designations, and exempting façade and rooftop alterations of particular types.

However, there are a few several significant issues that need to be addressed in the Proposed Draft prior to further action:

- **Design Advice Request:** DAR should remain voluntary, and applicants should be allowed to utilize more than one at their discretion and cost.
- **FAR transfers:** OSG remains strongly opposed to the proposal to grant the Design Commission the right to reduce FAR that was transferred to the site under the transfer sector FAR rules adopted by City Council last year.
- **Design standards menu:** OSG appreciates the intended flexibility of the design standards menu approach, but the point system is still too directive. There should be a menu of items of equal weight than can meet standards (e.g. choose 3 of 5 on menu), driven by site and design considerations. Also, modifications should be allowed if they better meet the standard.

Design Advice Request

The DOZA Proposed Draft outlines numerous improvements to the Design Advice Request (DAR) process and will make the purpose of the DAR stage clearer to all parties. Alignment with the recently-adopted Neighborhood Contact requirements also ensures that members of the public have the opportunity to attend the DAR and provide comment early in the project design.

These changes have further enhanced the utility of a DAR and make it clearer to all parties how a DAR fits into the larger Design Review process—which meaningfully addresses the concerns staff heard regarding confusion about when public input is most impactful.

What is less clear is the rationale for limiting the optional DAR to one per review in the Proposed Draft. Projects can make more efficient use of the Design Review stage by utilizing a second DAR when needed, and **OSG strongly recommends a change to the Proposed Draft that would allow applicants to utilize more than one DAR at their discretion and at their cost.**

In the new proposed alignment, the optional DAR is encouraged during concept design, and the formal Design Review stage theoretically bridges the schematic design and design development stages; on paper, this appears streamlined. However, the proposed restriction to one DAR is likely to result in a longer Design Review process (as the Proposed Draft acknowledges often happens when applicants opt out of DAR entirely). Some projects would benefit from a second DAR during schematic design phase, before applying for Design Review, and the Proposed Draft should allow for that flexibility—particularly given that the DAR costs are born by the developer. If eliminating DARs could “create delays and/or generate more appeals of land use review cases,” as the

President
Sam Rodriguez
Mill Creek Development

Vice President
Sarah Zahn
Urban Development Partners

Secretary/Treasurer
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Urban Asset Advisors

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OTAK

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Downtown Development Group

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Alliance Residential Company

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Cairn Pacific

Elia Popovich
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Mike Kingsella
Up for Growth Action

Dana Krawczuk
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Michael Nagy
Wood Partners

Damian Uecker
Banner Bank

Christe White
Radler White Parks & Alexander LLP

Executive Director
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Proposed Draft acknowledges, artificially limiting the optional DAR to one per review could have the same impact on projects that would benefit from additional early discussion.

We urge the Bureau and the Planning and Sustainability Commission to update the Proposed Draft to allow for more than one DAR at the applicant's discretion and cost.

FAR Transfers

The DOZA Proposed Draft continues to propose an exception to the principle that zoning allowances for floor area ratios (FAR) cannot be reduced by decision-makers during the design review process.

The Design Commission can currently review the shape of the building and the distribution of the floor area on the site, but not to reduce the overall floor area allowed by the zoning. However, the Proposed Draft contains an exception for the Central City related to transfers of FAR from non-historic properties, which would allow the Design Commission to consider whether the FAR transfer impacts the ability for the project to meet the design guidelines.

OSG strongly opposes this proposed exception, which runs afoul of the recently entitled bonus and transfer system, adopted by City Council in 2018, that encourages the development of affordable housing and seismic upgrades through a bonus and transfer system. This proposal also goes against a new state law (ORS 227.175, Chapter 745, 2017 Laws) that prevents such a density reduction for residential housing developments in cities.

The new transfer sector rules are an integral element of the comprehensive amendments to the FAR entitlement options recently adopted by the City Council. During CC 2035 the FAR bonus and transfer options were significantly reduced to prioritize affordable housing and seismic upgrades to historic resources. With the reduction of the FAR bonus options, the City recognized that FAR bonus would be much more expensive to obtain. In part to offset this higher burden, the City also granted the right to purchase FAR within a transfer sector only after meeting the City's first 3:1 FAR bonus priorities.

The bonus and transfer system is a fundamental component of the offset for building Inclusionary Housing units and helps deliver those units to market. This amendment would add an increased burden to realizing those objectives by reducing density on certain sites and removing the required offset that was so carefully considered by the City.

Thus, the relationship between the new City FAR bonus priorities and the transfer sector rules serve multiple objectives:

1. Transfer sector FAR can only be used after a developer earns the first 3:1 FAR bonus by meeting the City's new affordable housing or seismic upgrade priorities. The ability to purchase transfer sector FAR therefore incentivizes a developer to get through that first tier and earn and deliver the bonus priorities so that they can use the transfer sector FAR;
2. The transfer sector FAR helps offset the higher cost of the new FAR bonus priorities, making it more likely that the bonuses will be used and implemented;
3. These are transfers, not additions to the overall density in the Central City. Thus, density does not increase through the sector transfer. The code also now includes a minimum retained density so that no site is left with too little density to develop post-transfer;
4. All development that receives the transfer must still adhere to the height limit; and
5. Prohibiting a density transfer in the downtown is antithetical to the objectives for achieving our greatest densities in the Central City, where we have the richest transit options, significant targets for affordable housing, desire for continued employment growth and the infrastructure to serve that planned density.

Lastly, the amendment completely undermines the certainty a developer needs in commencing the design process or investing in the Central City. By the time a project gets to the Design Commission, architects have been employed to design the building, financial experts have been engaged to produce a financially feasible development program and investors have decided whether to participate in the project. If the Design Commission can later decide that despite the interrelated and interdependent FAR entitlements, the building should change using some discretionary metric, no one can make that investment and take that risk. In such a case, the City's recently reformed objectives—narrowing FAR bonus and transfer options to focus on producing affordable housing and preserving historic buildings through seismic improvements—will be undermined.

We urge the Bureaus, the Planning and Sustainability Commission, and the Design Commission to reject this specific proposal.

Design Standards Menu

OSG appreciates the intended flexibility of the design standards menu approach, but the point system is too directive and the assigned point values are arbitrary. For example, a design element as involved and impactful as a public plaza at the corner (with specific directives as to the amount and size of seating) is worth two points, but the project could instead achieve two points by installing a two-foot square plaque with historical information and installing a sign of up to 32 square feet within 10 feet of intersecting lot lines for corner buildings.

In other sections of the menu, there are multiple examples where the points attributed to an item are illogical. In the public realm section, for example, a project can earn 2 points for either providing “at least 1,500 square feet of floor area on the ground floor” for commercial use with a street-facing entrance, or “1,500 square feet of floor area on the ground floor” for a commercial use that meets the affordable commercial space program administrative requirements of the Portland Development Commission, including a covenant with the City of Portland. While providing affordable commercial space is a laudable city goal, there is an additional cost impact to the project—a cost that is not reflected in the point system. Further, the affordable commercial space program is just that—a program, *not* a design element that is relevant to design review.

Instead of assigning point values to menu items, OSG urges the Bureau and the Design Commission to consider a menu of items of equal weight, organized in a way that developers are asked to choose a specified number of options (for example, 3 of 5 options in a category), driven by site and design considerations. This clearer menu will provide important flexibility that can keep approval processes moving more efficiently while meeting the goals of the purpose statement. Also, one or two modifications to the standards per project should be allowed if they better meet the tenets.

The Planning and Sustainability Commission and Design Commission also heard testimony on many aspects of the proposed Design Standards Menu at the joint October 22 hearing, including green infrastructure and environmental advocates asking for the menu to include—and in some cases prioritize—green building features. While OSG generally supports policies that encourage environmentally sustainable building features, we ask the Planning and Sustainability Commission to ensure that the design standards focus on features that enhance the context, public realm and quality of our city’s built environment, rather than the green infrastructure functionality or energy efficiency of building features. Scope creep at this stage will further delay what has already been a three-and-a-half-year process to get to a Proposed Draft.

Other Issues

OSG has previously commented on other aspects of DOZA that remain concerns in the Proposed Draft:

- The Proposed Draft would subject projects larger than 55 feet tall (residential or mixed-use development) or 40,000 square feet (commercial) to Design Review. In our comments on the DOZA Tools Concept Report, we noted that additional development requirements for all projects may forgo opportunities for density in the very areas the City is encouraging growth, and **we urge revising this to an approach where only larger, high-impact projects (60 feet tall, 80,000 square feet) in these areas would be subject to design review guidelines.**
- The Proposed Draft changed the exemption from the requirements of the design overlay zone for smaller residential developments from three dwelling units to four. OSG applauds this change, which the Proposed Draft acknowledges aligns with the forthcoming Residential Infill Project. However, it is possible the Residential Infill Project will ultimately allow up to six dwelling units, following City Council hearings later this year; OSG urges the City to continue to seek alignment of this exemption with the number of units allowed in smaller residential developments as outlined in the Residential Infill Project. **We also believe further modification should allow exemptions for mixed-used development with the same number of dwelling units.** The current proposal places a premium (i.e. adds costs) on that density by requiring discretionary review. The exemptions for additions and alterations should also be expanded to apply to mixed-use, as well as residential development because this is more aligned with our city’s macro policy goals. Last, although these smaller developments should be exempt from *required* discretionary design review, it’s important that they have the ability to opt into discretionary design review, should that be the preferred path.
- Within the Central City, the same size thresholds used outside the Central City for the *objective track* (new and alteration) should be used for **commercial-only development within the Central City.**

- In addition, when City staff are making findings as part of their recommendations to Design Commission that pertain to the public realm and have direct, immediate impacts on adjacent neighbors and neighborhoods, **staff should consider as evidence the support (or opposition) of the neighbors and neighborhood associations**. This is especially true when Adjustments or Modifications are sought to code criteria to better meet the purpose of a code section. This is not the current practice of City staff, whereby findings are proposed as to what is in the public's interest without consideration of (and sometimes in direct opposition to) robust evidence provided by Applicants as to the opinion of the impacted public (i.e. neighborhood associations or proximate neighboring property owners).

Oregon Smart Growth hopes this feedback will be incorporated into the Proposed Draft to better meet the overall goals, and we look forward to our continued work together with the Bureaus and both Commissions on DOZA and other policy development in order to achieve a wide range of smart, sustainable, walkable, affordable, and feasible development policies and their effective implementation.

Sincerely,



Gwenn A. Baldwin
Executive Director

Jynx Houston

#62432 | November 12, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Only new apartment buildings (likely market rate units) appear to be addressed by DOZA. This will contribute to gentrification & do little to provide for a variety of housing types as encouraged by Statewide Goal 10 (Housing). Moreover it is unconscionable that the venerable (?) BPS can't seem to understand & acknowledge that density by no means equals affordability. All the new housing BPS pushes is out of reach for lower-income residents.

Testimony is presented without formatting.

Elizabeth Brenner

#62431 | November 12, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Elizabeth Brenner PhD and Thomas Stibolt MD 3816 NE Glisan Portland OR 97232 We support all the recommendations from PDX Main Streets. That organization has summarized public concerns. It is very depressing that developers are having their way with the city that we love. These are developers who do not live in the buildings that they finance, most do not live in Portland, or even in Oregon. They are only concerned with profits. We are writing with particular concern about trees, parks, and landscaping throughout the city. Excessive building heights prevent trees from thriving. Lack of setbacks for buildings erodes not only livability, but seriously hinders air pollution control. Included here is a summary of research showing the significant impact of greenery on air pollution control and its cost effectiveness. Portland, for too long, has advocated tree planting while penalizing residents who have trees and allowing developers to eliminate green setback areas where trees and plants could prosper and create a livable community environment. Portland Metro's 1992-93 "Ten Essentials for a Quality Regional Landscape" and "Picture This: The Results of a Visual Preference Survey" are before me right now. They still contain the basic preferences that the Portland area endorsed many years ago, and that we thought would be the future of Portland. Step up to protect and shape a future Portland that continues our dream of a livable city.

<https://www.sciencedaily.com/releases/2019/11/191106162534.htm> Nature might be better than tech at reducing air pollution Restoring native vegetation could cut air pollution and costs, study finds The study shows that plants -- not technologies -- may also be cheaper options for cleaning the air near a number of industrial sites, roadways, power plants, commercial boilers and oil and gas drilling sites. In fact, researchers found that in 75 percent of the counties analyzed, it was cheaper to use plants to mitigate air pollution than it was to add technological interventions -- things like smokestack scrubbers -- to the sources of pollution. "The fact is that traditionally, especially as engineers, we don't think about nature; we just focus on putting technology into everything," said Bhavik Bakshi, lead author of the study and professor of chemical and biomolecular engineering at The Ohio State University. "And so, one key finding is that we need to start looking at nature and learning from it and respecting it. There are win-win opportunities if we do -- opportunities that are potentially cheaper and better environmentally." The study, published today in the journal Environmental Science & Technology, found that nature-based solutions to air pollution might, in many cases, be better than technology at combating air pollution. The analysis found that for one specific sector -- industrial boilers -- technology is cheaper at cleaning the air than ecosystem upgrades. And for the manufacturing industry -- a broad sector -- both ecosystems and technology

could offer cost savings, depending on the type of factory. To start understanding the effect that trees and other plants could have on air pollution, the researchers collected public data on air pollution and vegetation on a county-by-county basis across the lower 48 states. Then, they calculated what adding additional trees and plants might cost. Their calculations included the capacity of current vegetation -- including trees, grasslands and shrublands -- to mitigate air pollution. They also considered the effect that restorative planting -- bringing the vegetation cover of a given county to its county-average levels -- might have on air pollution levels. They estimated the impact of plants on the most common air pollutants -- sulfur dioxide, particulate matter that contributes to smog, and nitrogen dioxide. They found that restoring vegetation to county-level average canopy cover reduced air pollution an average of 27 percent across the counties. This figure varies by county and region -- consider, for example, a county in the desert of Nevada and a county in the farmlands of Ohio. Even if the counties were the same size, the county-average land cover in Nevada would be smaller than that in Ohio, because the desert could not grow as much vegetation as farmland. Their research did not calculate the direct effects plants might have on ozone pollution, because, Bakshi said, the data on ozone emissions is lacking. The analysis also didn't consider whether certain species of trees or plants would better "scrub" pollution from the air, though Bakshi said it is likely that the species of plant would make a difference in air quality. They found that adding trees or other plants could lower air pollution levels in both urban and rural areas, though the success rates varied depending on, among other factors, how much land was available to grow new plants and the current air quality. Reducing air pollution is critical to public health. The American Lung Association estimates that 4 in 10 people in the U.S. live in areas with poor air quality, leading to health issues including asthma, lung cancer and heart disease. Bakshi said their findings indicate that nature should be a part of the planning process to deal with air pollution, and show that engineers and builders should find ways to incorporate both technological and ecological systems. "The thing that we are interested in is basically making sure that engineering contributes positively to sustainable development," Bakshi said. "And one big reason why engineering has not done that is because engineering has kept nature outside of its system boundary." This work was funded by the National Science Foundation. Materials provided by Ohio State University. Original written by Laura Arenschield. Note: Content may be edited for style and length.

Testimony is presented without formatting.

Sydney Mead

#62428 | November 11, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am concerned that our City is gentrifying, demolishing, and displacing communities by tearing down our historic main street buildings and allowing construction that is not contextually compatible with these historic areas. Older historic storefronts have naturally occurring low rent (both for residential and for small local businesses) and are the more sustainable option (as far as embodied energy). I am very concerned about the expensive, high rent buildings that are replacing these historic main street buildings. I would like to see some of the undesignated historic districts (Hawthorne, Alberta, Belmont, Sellwood) be preserved for the future. While I support increased density, developments in these areas should go through a design review process, no matter what the height.

Testimony is presented without formatting.

Mary Renken

#62416 | November 9, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I read it; we need it.

Testimony is presented without formatting.

David Schoellhamer

#62413 | November 9, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

In the attached addendum to our previous written testimony, we discuss opportunities to reduce building costs and how PDX Main Street architectural features can be added to the design standards without increasing building costs.

Testimony is presented without formatting.

S·M·I·L·E

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November 9, 2019

Portland Planning and Sustainability Commission and
Portland Design Commission
DOZA Testimony
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Dear Commissioners:

At the end of the October 22 hearing, you expressed desire to keep building costs and thus housing costs low. We share your desire to reduce building costs because new construction in Sellwood Moreland is too expensive for the typical Portlander, which has contributed to our neighborhood becoming wealthier and less diverse.¹ In this addendum to our written testimony, we discuss opportunities to reduce building costs and how you can add PDX Main Street architectural features² to the design standards without increasing building costs.

Opportunities to reduce building costs

Below are three opportunities to use the PDX Main Street Design features and proposed optional standards to reduce costs. We expect a group of experts could find more.

A PDX Main Street design feature is that a building have a distinct base that appears capable of supporting what is above. Often new construction has a ground floor that is smaller than upper floors which requires expensive cantilevering. Implementing the base/middle/top design feature reduces costs.

Vertically and horizontally aligned recessed windows that are taller than they are wide is a PDX Main Street Design feature that provides building articulation. Providing an option for such

¹ Council testimony by David Schoellhamer, November 6, 2019,
https://www.youtube.com/watch?v=w6lnYhZx5Ao&list=PL4m94lCOY10kcH-ufAjNlh1ntElCEIA4_&index=5&t=0s,
time 42:30

² The PDX Main Street Design Guidelines (<https://www.pdxmainstreets.org/>) include what we will call architectural ‘features’ to hopefully avoid confusion with the Design Guidelines proposed by DOZA.

windows on a planar wall to satisfy articulation requirements would allow construction of less costly planar walls rather than popouts, nonperpendicular, and jagged walls.

Some of the proposed optional standards could reduce cost. For example, existing design standards and the proposed design standards (QR16) have a list of materials most of the building must use. Some of the building can use other materials. In Sellwood Moreland, the other material often used by new construction is finished stone such as granite or marble to provide elaborate entries. These materials are likely more expensive than what is on the list. Building costs would be reduced if optional standard QR17, which requires all materials be from the list, was instead required. Please note that new construction in our popular neighborhood³ is rarely built to minimize costs but is built to attract wealthy occupants.

How to add PDX Main Street Design Features to the Design Standards, apply them in the appropriate locations, and not add to building cost

Main street features contribute to the popularity of Sellwood Moreland and help make our commercial district a destination⁴. We recommend adding these two standards:

1) Add a ‘Main Street Design Features’ optional standard: This optional standard would include several items each assigned a point value (similar to C1 and C10). Each option would be a main street design feature, such as vertically and horizontally aligned windows that are taller than they are wide, recessed windows, clerestory windows, chamfered corner entrance, distinct base/middle/top, extended balconies, and a main street bundle bonus. See our initial written testimony for additional details.

2) Add a ‘Centers Main Street Overlay’ required standard: The following applies to sites located in a Centers Main Street (m) Overlay. One of the items listed in the Main Street Design Features standard is required. The project shall receive the optional points for that item.

Standard 1 above adds options to gain points throughout the City. Providing more options to earn points may provide a less costly pathway to complete a building than now exists in the proposed standards.

Standard 2 above applies only to the Centers Main Street Overlay⁵ which evolved from the 2016 BPS Low-Rise Storefront Commercial Analysis⁶. That 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. Standard 2 requires only one item from the first standard which satisfies our request to have some context

³ New York Times, May 24, 2019, Five Places to Visit in Portland, Ore. Note that all five places are in Sellwood Moreland.

⁴ PSC testimony by Karen Kelly, October 22, 2019,

<https://www.youtube.com/watch?v=x6ENkuy0b58&feature=youtu.be>, time 1:04:00

⁵ Zoning code 33.415 and map at <https://www.portlandoregon.gov/bps/article/588941> .

⁶ DOZA Proposed Draft, Volume 1, page 45

within these older commercial areas without mandating a building style⁷. Although one item is required, the project would still be awarded the points assigned to that item, so this standard implements the selected item *instead of* another optional item, not *in addition to* another optional item. Thus, there is no additional cost assuming that points are proportional to cost. Having a required standard apply only to some sites is done elsewhere in the standards, see QR20.

Retain the Sellwood Moreland Design District

The two standards we propose, the Sellwood Moreland Main Street Design Guidelines we are developing, or the proposed character statements⁸ could be implemented in the Design District. Thus, we want to retain the Design District, not eliminate it as proposed in Volume 2, p. 73, map 420-4.

A request for dialogue in the planning process

We find that formalized written testimony and two-minute snippets of oral testimony are not adequate for discussing and improving rules that will guide development of our neighborhood and the City for decades. This addendum is an effort to add one more step to a dialogue that in person would involve hundreds of steps. We hope that in the future there could be a process in which it is possible for all interested parties to sit down at a table with at least one Commissioner and discuss and brainstorm ideas to improve planning projects.

This testimony was discussed at the SMILE Land Use Committee on November 6, 2019. The SMILE Board of Directors has approved this testimony. If you have any questions, please contact David Schoellhamer, Chair of the SMILE Land Use Committee, at land-use-chair@sellwood.org. Thank you for the opportunity to testify.

Sincerely,



Tyler Janzen
President, Sellwood Moreland Improvement League

⁷ PSC testimony by Vikki DeGaa, October 22, 2019,
<https://www.youtube.com/watch?v=x6ENkuy0b58&feature=youtu.be>, time 1:02:00

⁸ DOZA Proposed Draft, Volume 1, page 46

Doug Klotz

#62412 | November 8, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Planning and Sustainability Commissioners: I suggest that an amendment be made to allow Standards to be used on buildings that include residential, that are up to 75' high, instead of the current 55'. This allows more zones, like CM3, to be used to their full bonus height of 75', while using the Standards, instead of needing to use Design Review, which could lead to appeals and other delays. The change would be in 33.420.050. B. 3, (substitute "75 feet" for "55 feet"), on p. 31 of Vol. 2. Thank you.

Testimony is presented without formatting.

Robert Bernstein

#62406 | November 7, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Oppose having so little public input on new development. Oppose new development that doesn't require high proportion of affordable housing. Oppose stupidly relying on 'market forces' like supply and demand to deliver affordability. Oppose anything that blocks sunlight to adjacent/nearby housing. Want tree preservation. Hate empty pro development jargon about people being able to mingle face to face..Don't want displacement...Tired of developers getting their way and what appears to be a too cozy relationship with policy makers...as the public input gets lessened...

Testimony is presented without formatting.

Amy Wilson

#62405 | November 7, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Portland is rapidly losing the unique sense of place that makes us special. It feels like city planners are responding to the dramatic increase in our population in a reactive, careless manner by hurriedly promoting catch-up growth with little attention to quality, aesthetics, or cultural/place-based context. We are beginning to look like Any-City, USA, with large, genericly-modern buildings that have no connection with existing architecture or neighborhood identity. This doesn't have to happen, planners have the tools to guide thoughtful, well-designed architecture that creates compatibility with surrounding areas and responds to the area's characteristics and traditions. It is critical for the City to commit to thoughtful public engagement with the people who live, work and play in communities being affected by new development. In addition, I request that the City: - conduct Visual Preference Surveys with local communities to proactively involve community members - ensure that development on narrower historic main streets be compatible with existing historical design - require step-downs on upper levels greater than 3 stories in order to counter the negative effects of massing and to minimize scale contrasts - reduce the proposed 65' height allowance for buildings in historic areas - create an East Side Design Commission to be responsive to this area's historically ignore unique needs and identity - adopt the Division-Hawthorne Main St. Design Guidelines as City policy and require developers to adhere to them

Testimony is presented without formatting.

Patricia Zschau

#62404 | November 7, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

As a long time resident of NE Alberta street and someone who now owns a short term rental that brings much income into this area, I believe this DOZA is a bad idea. We who live here should have some input into our neighborhood. Alberta Street is a thriving tourist area, but without its charm and old buildings and walkability, it becomes just another canyon of large boxes. Please do not implement this DOZA. Sincerely, Patricia Zschau

Testimony is presented without formatting.

teresa mcgrath

#62401 | November 6, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

allowing run away development in our 20 min historic neighborhoods needs to be curtailed...once history is lost and folks are displaced, the loss of trees additionally doesn't meet agree with green concepts...dumping demolished homes due to zoning isn't green....portland has a long history of displacement via urban renewal/racism, and now is the time to cease this malfunction....pls don't allow this plan of 65 ft....only allow a 2 story maximum, and demolition moratorium now! thx

Testimony is presented without formatting.

Jacquie Walton

#62399 | November 6, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I urge the PSC and the Design Commission to enact specific considerations for the City's neighborhood business districts within DOZA. Specifically: 1) The proposed 65-foot height trigger for Design Review consideration is far too high. Design Review should be required in neighborhood business districts when a proposed development exceeds current zoning or 40 feet. 2) There is a huge contrast between a single-family home and a 65-foot building, and even a 40-foot building. Design considerations, such as step backs and light and noise treatments, should be mandated when developments above 40 feet are allowed immediately adjacent to single family homes. 3) New development must be compatible with the historic and cultural resources that are already here. The common sense and good design recommendations contained in the PDX Main Street Design Guidelines

(<https://divisiondesigninitiative.files.wordpress.com/2018/06/main-st-design-guidelines-99-6-18-18-all-pages.pdf>) should be implemented.

Testimony is presented without formatting.

Ann Griffin

#62363 | November 5, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Colleagues: I testified before the Planning and Sustainability Commission on Oct. 22nd. Thank you for the chance to share my comments again here. As the Director of Alberta Main Street, I strongly urge the PSC and the Design Commission to enact specific considerations for the City's neighborhood business districts within DOZA. 1) The proposed 60 foot height trigger for Design Review consideration is too high. Alberta Main Street is a CM2 zone. There is nothing in our business district that is currently taller than 40 feet. For example, we have met with a development team that is moving forward with a 60 foot project on Alberta in 2020. This development will have a significant impact on our district - but we might not have had the chance to meet with them if they had not been willing or forthcoming with their plans. We recommend that Design Review be required in neighborhood business districts when a proposed development exceeds current zoning or 40 feet. 2) There is a very sharp contrast between a single family home and a 60 foot building. We recommend that design considerations such as step backs and light and noise treatments to reduce impacts be mandated when developments above 40 feet are allowed immediately adjacent to single family homes. I am also attaching a copy of a letter from the Alberta Main Street Board of Directors to Andrea Durbin, Director of the Bureau of Planning and Sustainability. In it, our Board acknowledges the common sense and good design recommendations found in the PDX Main Street Design Guidelines. We believe that these Guidelines could serve as a tool to give residents a basic reference when meeting with potential development teams. Adherence to the PDX Main Street Guidelines could potentially also help to expedite city review as a means of reducing development costs. I would like to stress that the concerns brought forth by neighborhood business district leaders should not be viewed as anti-development or anti-density. On the contrary, we welcome investment and development - and new housing - in our local business district. But this development must be compatible with the historic and cultural resources that are already here. Thank you.

Testimony is presented without formatting.



Alberta Main Street

October 11, 2019

Andrea Durbin, Director
Bureau of Planning & Sustainability
1900 SW Fourth Avenue
Portland, OR 97201

Dear Andrea:

Alberta Main Street would like to voice its support for the **PDX Main Street Design Initiative**, a coalition of neighborhood leaders, business associations, and design professionals advocating for design and development standards that enhance the vitality of our local business districts. As the winner of a 2019 Great American Main Street Award, we understand the value of our unique local character and visual appeal, essential qualities for our healthy neighborhood commercial areas.

Alberta Main Street joins other neighborhood organizations, including the Hawthorne Business Association, the Sellwood-Mooreland Improvement League, the Division Design Initiative, Hosford-Abernethy Neighborhood District Association, Richmond Neighborhood Association, and the South Tabor Neighborhood Association (currently under consideration by the Woodstock Neighborhood Association after being adopted by their Land Use Committee) in its reliance on the PDX Main Street Design Guidelines. At their core, the guidelines are best practices for pedestrian friendly, context-sensitive neighborhood design.

We would also like to express our concern that the City of Portland has not given enough attention to the value of streetcar-era neighborhood business districts as part of the DOZA regulatory process. Along with the groups listed above, Alberta Main Street would like to request that staff and decisionmakers review and update the Vintage Buildings Study (BPS Low Rise Commercial Areas Study). In this study, staff did an excellent job of mapping core areas of important character. Despite their importance, we feel that the streetcar-era main street districts are not recognized for their contributions during the development review process, nor are they considered substantive pattern areas as part of DOZA.

As the DOZA report notes, “A concern of many people is that the rate of growth overwhelms and erases the legacy of these areas as various older buildings are replaced.” The City DOZA process has not addressed these areas which are a defining “pattern area.” The “Vintage Buildings study” (or the Low-Rise Commercial Storefront Analysis done in 2016) identifies 13 areas of special character that are architecturally and historically significant - yet most of the city is unaware that these important

streetcar-era districts lack historic or conservation district protections. To preserve the unique character of these districts, a set of Main Street guidelines should be adopted as a subset of the proposed Design Standards. We ask that you provide a staff recommendation to decisionmakers to:

- 1) **Address Main Street Pattern Areas with important defining character** (including those identified in the Vintage Buildings Study) and create a subset of Main Street Design Standards and Design Guidelines with both budget and work plan allocations as a time-sensitive next step.
- 2) **Encourage Design Commission Review for Vintage Main Streets at 40'** (lower than the 65' proposed city-wide). This is a much more appropriate height in our district with its CM2 zone designation. There are no structures in our district that currently exceeds 40'. One project was recently granted a 15' height allowance. While many residents remain critical of the project, it provides a good example of a development team responding to (at least some) resident concerns. This is exactly the kind of feedback that will continue to happen with a more appropriate building height triggering design review.
- 3) **Initiate a Simple Design Preference Survey** – A widely-disseminated survey to neighborhood and business organizations would go a long way toward creating a better understanding of what the community aspires to we address the growth and change facing Portland. As a city, we are known for local engagement as part of our planning processes. A Design Preference survey would be in keeping with this tradition.

These suggestions should not be considered anti-development. On the contrary, we encourage new businesses and investment in our Main Street district. But we do seek development that is consistent with neighborhood landmarks and district character. Design review for these unique areas will help to ensure that new investment and additional housing is compatible with and will strengthen our district.

Like other great cities, Portland is a city of neighborhoods. As Portland continues to grow, we need to ensure that the unique character and cultural assets of our local business districts remain intact. We know that you also value walkable neighborhood districts, and so believe that BPS will be open to these suggestions.

We look forward to continued dialogue with you and fellow neighborhood leaders.

Best regards,



Ann Griffin
Executive Director

cc: BDS Director, Rebecca Esau
Design Commission Chair, Julie Livingston
Planning and Sustainability Commission Chair, Katherine Shultz

Doug Klotz

#62320 | November 5, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Wes Jagod

#62284 | November 3, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge - Increased traffic and people, this is uncontrollable in the world. What we can control to the best of our community’s support is to help guide the design of leasing apartments and condos to include retail space and parking. It’s a deserving to the community if there is no retail space and forcing people out of the community when they go out. This equals more trips in cars equating to more pollution equating to more traffic. Having retail space will eliminate people having to leave the community, a walkable business and creating an increased sense of home. Having parking, a no brainer, provides parking for the new complex, people living in houses adjacent, AND visitors! Everyone wins. Just imagine if this was your home - please do the right thing for (y)our community and advocate for this change. Thank you.

Testimony is presented without formatting.

Travis Phillips

#62272 | October 29, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please note - we are re-submitting the below as it appears our PDF did not attach for our original testimony.

Dear Chair Schultz, Chair Livingston, and Commissioners: Caritas Housing, the housing arm of Catholic Charities of Oregon, began working in 1998 to acquire, develop, rehabilitate, and preserve permanent affordable housing across the state for low-income households. We now have over 800 units in our portfolio, providing homes for nearly 2000 people, with the majority of these located within the City of Portland. We also have several projects in our pipeline, including a multi-family project that was recently awarded funding through the Portland Housing Bond in partnership with Related Northwest that will provide over 100 affordable homes in the St. Johns neighborhood. With each project, we seek to find the appropriate balance between aesthetics, budget, and providing an affordable place to call home. We support many of the points outlined in the DOZA Proposed Draft and would like to sincerely thank Commissioners for their thoughtful consideration and comments at the October 22nd hearing. With this in mind, we have noted a few areas where we hope DOZA could better support affordable housing. We've summarized several points in the attached PDF that we hope the Commissions will consider in more detail ahead of any recommendations to City Council.

Testimony is presented without formatting.

October 29, 2019

Planning & Sustainability Commission
Design Commission
DOZA Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97204

Dear Chair Schultz, Chair Livingston, and Commissioners:

Caritas Housing, the housing arm of Catholic Charities of Oregon, began working in 1998 to acquire, develop, rehabilitate, and preserve permanent affordable housing across the state for low-income households. We now have over 800 units in our portfolio, providing homes for nearly 2000 people, with the majority of these located within the City of Portland. We also have several projects in our pipeline, including a multi-family project that was recently awarded funding through the Portland Housing Bond in partnership with Related Northwest that will provide over 100 affordable homes in the St. Johns neighborhood. With each project, we seek to find the appropriate balance between aesthetics, budget, and providing an affordable place to call home. We support many of the points outlined in the DOZA Proposed Draft and would like to sincerely thank Commissioners for their thoughtful consideration and comments at the October 22nd hearing. With this in mind, we have noted a few areas where we hope DOZA could better support affordable housing. We've summarized several points below that we hope the Commissions will consider in more detail ahead of any recommendations to City Council.

A focus on providing a more streamlined and straightforward process for Design Review is key. This includes greater clarity around which projects can pursue Design Standards as well as clearer, more concise Standards and Guidelines themselves. For all projects, predictability helps the bottom line, and this is especially important for affordable housing projects that may have a harder time absorbing unexpected project costs due to unexpected changes in design or a prolonged and unclear review process. Additionally, affordable housing often faces stringent financing deadlines from common sources such as LIHTC. Predictability throughout the process and the option to choose a truly clear and objective path is key in these instances. We appreciate how central this goal has been to much of the discussion both by staff as well as Commissioners.

Explore an increase in the height limit for residential projects to qualify for Design Standards. We worry that the current 55' height limits to utilize Design Standards may cause an unintended burden to residential development, especially when it falls well below many zones' base code height limits (such as the proposed height limit of 65' in the RM3 and 75-100' in RM4 zones as part of Better Housing by Design, or the existing 65' limit in CM3). For example, a standard 5-story mixed-used building may have challenges meeting this height limitation. The added height that comes with podium construction would make it difficult to stay precisely within this 55' limit. We would recommend the Commissioners explore opportunities to raise this limit to better align with base-zones or, as Commissioner Spevak noted, lifting overall thresholds requiring discretionary review (such as to 75' height limits) alongside any d-overlay expansion explorations.

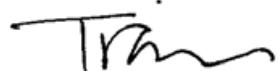
We appreciate the nuanced conversation that was had regarding avoiding stigma around affordable housing and the proposed Type III exemption – we hope this dialogue will thoughtfully continue. We wholeheartedly agree with Commissioner Livingston's comments that affordable housing shouldn't be held to lesser standards than its market-rate counterparts and we are strong supporters of public engagement throughout the development process. We also want to reiterate comments that were made by Commissioners Magnera and Spevak regarding this topic. While requiring that all residential projects, affordable or not, have the same requirements for a Type III Review may provide a more equal process, we do not believe this inherently provides a more equitable process, nor does it ensure that projects are more representative of a community's wants or needs. We also share Commissioner Spevak's anxiety around the ability for discretionary review processes to "be used to prolong, make more expensive, or thwart affordable housing in neighborhoods." We are neither for nor against a Type III Review requirement for affordable housing, but rather, we'd like Commissioners to consider how these required engagement processes, hearings, and forums can better support and raise up the voices that have historically been left out of these decisions. As Commissioner Magnera eloquently noted - "...Is there an opportunity for design review where residents of affordable housing can have more input in terms of what they want a space to look like and it's not just up to the neighbors to say what that space is and how it should look and how it should fit into the neighborhood?" We want to underscore her additional comment, "[I] encourage us to continue to ask the questions who is effected by design and who gets to have a voice?"

Be cautious about any expansion of required ground floor “active space” requirements as proposed by several public testimonies. We agree that vibrant, engaged communities include active ground-floor uses. However, the implications of these requirements across larger swaths of the City should be very carefully considered. Not only do we need to consider the ability for the market to support such requirements, but it also can have costly impacts on affordable housing developments by cutting into square footage available for units or increasing building height in order to have enough units to make a project pencil, thus triggering more costly construction types and processes.

Balance considerations for “neighborhood character” and “historic preservation.” As was noted by several Commissioners – we too value and respect the earnest testimonies around neighborhood character and preservation. However, we also would like to echo some of the equity concerns raised by Commissioners Quiñonez and Magnera. We hope there will be consideration for how Design Review can be inclusive of not just what has been historically considered to contribute positively to “neighborhood character” but also recognize, as Commissioner Quiñonez noted, “who had access to architecture, who had access to really have a say in creating the built environment that Portland has now.” As she pointed out, “it wasn’t a lot of people of color, it was a very homogenous group and I think we need to keep that in mind when we’re talking about character and historic preservation.” We agree that a thoughtful mix and variety of buildings can contribute to a vibrant community, and our code should reflect this.

Again, we thank Commissioners and staff for their time on this project. We look forward to your recommendations to City Council and to the adoption of this plan.

Respectfully,



Travis Phillips
Director of Community Development and Housing

Mary Vogel

#52271 | October 28, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

PLEASE ADD THIS TO MY TESTIMONY FROM LAST WEEK I support Commissioner Eli Spevak's comment that he would raise the height that could be built under "Standards" from the proposed 55 feet, to 75 feet. This would allow the simpler "Standards" path to be used in the CM3 zone, along Sandy Boulevard, for example. I have long said that to be worthy of the name boulevard, Sandy needs the kind of foot traffic that only 7- 8 story buildings will bring. When you ARE using Design Review, I support the thresholds between Type II and Type III be kept as proposed at 80,000 sf and over 65' in height. Thanks for your attention once again! Mary Vogel

Testimony is presented without formatting.

Doug Klotz

#52270 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I understand the motivation for Arbor Lodge and Overlook to ask for the "M", "Centers Main Street" Overlay. Ground floor retail on major streets makes a more walkable neighborhood. Unfortunately, with Amazon and others taking a growing share of the retail market, the overlay may just result in empty, unrentable retail spaces. This costs the developer and can lead to higher apartment rents above it. Perhaps if buildings were built with "live-work" spaces on the ground floor, the building would be flexible enough to accommodate market changes. The "M" overlay would preclude this. A different tool is needed.

Testimony is presented without formatting.

Kevin Kaufman

#52269 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The threshold for Design Plan Check, and subsequently Design Review should be 85' in height or >125k SF. This should hold true for Gateway, as well. We are in a housing crisis and everything possible must be done to encourage the highest and best use is achieved.

Testimony is presented without formatting.

Bradley Bondy

#52268 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I agree with other folks who have testified in favor of raising the maximum height under which buildings can be built under the "standards" path from 55' to 75'. I also support language that prevents FAR or height from being taken away a project as part of it's design review. These changes will help us to maximize the housing capacity of our multifamily zones, thus helping us to make more meaningful progress towards catching up to our housing shortage.

Testimony is presented without formatting.

Joe Hand

#52267 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Taller buildings please! We need more housing, especially in growing areas like the central Eastside. I support raising the max height possible without Design Review from 55' to 75';

Testimony is presented without formatting.

Scott Kocher

#52266 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please allow taller buildings, and less parking. We are a real city, not suburbs, and we need the housing.

Testimony is presented without formatting.

Leon Porter

#52265 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear Commissioners, Let's raise the maximum height of buildings that can be built under the "Standards" path from 55 feet to 75 feet, as Commissioner Eli Spevak proposed at the DOZA hearing. This will allow the simpler "Standards" path to be used instead of the costlier and riskier Design Review path in the CM3 zone (along Sandy Blvd., for instance) as well as in the CM2 zone on Hawthorne, Burnside, etc. Let's raise the height threshold between Type II and Type III Reviews from 65 feet to 75 feet as well. By reducing review expenses and delays, these changes will help address Portland's housing emergency by allowing more housing to be built at lower cost. Best wishes, Leon Porter

Testimony is presented without formatting.

Jonathan Greenwood

#52264 | October 27, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear commissioners, I wanted to add to my testimony that I believe there should not be any height restrictions downtown or in the central Eastside. Our city is growing, and allowing no limits on height will increase supply of housing and mixed use density. Please consider rescinding height restrictions. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Jonathan Greenwood

#52262 | October 26, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear commissioners, This is my follow-up to the Oct. 22 hearing. I agree with Commissioner Spevak that the threshold above which Design Review is required should be raised from the current 55' to 75', for all buildings, or at the least for those with housing in them. This would allow the use of Standards not only in the CM2 zone, but also in the larger CM3 zone (with base height of 65' and bonus height of 75'). With the high cost of construction that Commissioner Smith mentioned, building is already difficult. This will help get housing built by reducing review costs and time delays, and possible costly appeals. If the Standards are doing their job, such buildings would have a design quality equal to those using Design Review. I also reiterate my support for the proposed thresholds between Type II and Type III Reviews, at 80,000 s.f. building, but change the height threshold from 65' to 75' to align with the proposed required Design Review thresholds noted above. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Brandon Narramore

#52261 | October 26, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Hello Commissioners, I'm following up on my Oct 22nd testimony to add that I support Eli Spevak's suggestion that the threshold above which Design Review is required should be raised from 55 feet (which it is currently) to 75 feet. I also want to echo the comments of other testifiers and commissioners that urge caution to calls of "neighborhood character" which can often be a dog whistle against renters and lower-income residents. As Steph Routh commented, it is people not buildings that give a neighborhood character. On that note, we should work to make our neighborhoods more inclusive rather than focusing on the desired aesthetics of wealthy residents. Additionally, an eclectic mix of architectural styles and designs is a feature not a bug of a vibrant city, I support and hope for more Big Orange Splots. Thank you again for your time, Best, Brandon

Testimony is presented without formatting.

Tim Davis

#52260 | October 26, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Planning Commissioner Eli Spevak said that he loves *eclectic* architecture. And other commissioners correctly noted that "character" comments often constitute anti-renter or anti-poor-people dog whistle language. We're supposed to be supporting INCREASING housing *opportunity* and welcoming ALL people of ALL incomes and backgrounds. Plus, what does "character" or "good design" mean? I love Old Town Alexandria, which is nearly all 3-story super old buildings with no setbacks. But I also LOVE the Alphabet District, in which not only is every block a total mismatch, but the *entire neighborhood* (other than a couple commercial corridors) would be totally illegal to build today! And yes, I even like how the Burnside Bridgehead is coming along! Anyway, back to DOZA: I agreed with Commissioner Spevak and others that the threshold above which Design Review is required should be raised from 55 feet (which it is currently) to 75 feet. This would allow the use of Standards in the CM3 zone, in addition to the CM2 zone. This will reduce costs of reviews and save TIME, which = money. It will also save a ton on ridiculous, costly appeals. I also support the proposed thresholds between Type II and Type III Reviews at 80K square feet while changing the height threshold from 65 feet to 75 feet, which would align with the proposed required Design Review thresholds. Thanks so much, Planning Commission and Design Commission, for your sensible approach to these changes in the face of *constant* complaint and emails from old, angry, wealthy white people who oppose all change. :) Our housing crisis is worse than they can *possibly* imagine. I fight for the folks who have NO voice and NO time to be at these hearings. Thanks for your hard work on DOZA; I do not envy the hours you're putting into all of this.... :)

Testimony is presented without formatting.

Jake Evans

#52257 | October 25, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the "M" overlay to Arbor Lodge! With increased population density within Portland becoming a more prominent feature, we need to make sure there are services for people to use in heavy traffic areas where large apartment or condo complexes are being constructed. Arbor Lodge has already experienced a massive development failure in the construction of a massive building in place of Interstate Lanes, with zero commercial space and limited parking (i.e., the developers went on the cheap on did not put underground parking below viable commercial space - and right on a MAX line no less!). Currently, the space on N. Denver and N. Rosa Parks, which used to serve the community as a recycling center, is slated for a similar development project. Luckily, neighbors have protested and, for now, things seem to be delayed with the hopes that the developer will back out or re-draw plans to include commercial space. We need services within close walking distance throughout Arbor Lodge in order to avoid putting more traffic on our already congested roads. Projects like the one that replaced Interstate Lanes and the one that is planned for Denver/Rosa Parks only add to the problem. It's time for this neighborhood to receive protection from greedy developers and have a say in how our neighborhood grows and develops. Please extend the "M" overlay to Arbor Lodge. Thank you

Testimony is presented without formatting.

Doug Klotz

#52256 | October 24, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Attached are my thoughts after Oct 22 hearing and Commissioner discussion.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR 97214

10-24-19

Comments on Design Overlay Zones Amendments

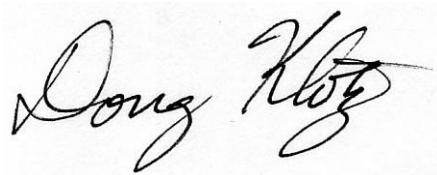
This is my follow-up to the Oct. 22 hearing. I agree with Commissioner Spevak that the threshold above which Design Review is required should be raised from the current 55' to 75', for all buildings, or at the least for those with housing in them. This would allow the use of Standards not only in the CM2 zone, but also in the larger CM3 zone (with base height of 65' and bonus height of 75').

With the high cost of construction that Commissioner Smith mentioned, building is already difficult. This will help get housing built by reducing review costs and time delays, and possible costly appeals. If the Standards are doing their job, such buildings would have a design quality equal to those using Design Review.

I also reiterate my support for the proposed thresholds between Type II and Type III Reviews, at 80,000 s.f. building, but change the height threshold from 65' to 75' to align with the proposed required Design Review thresholds noted above.

I appreciated the comments by Commissioners Quinonez, Routh and Magnera, about whose history, or what character we are attempting to preserve, as well as concerns about costs being added by Design Review. None of the projects in the Future Work section on p.43 seem to describe a path that could lead to equitable answers to those questions, and the Context Guidelines (especially 02 and 03) do not seem in alignment with those goals either.

Thank you.



Doug Klotz

Heather Flint Chatto

#52254 | October 24, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Planning Commissioners, We appreciate the opportunity to comment on this proposal and will be submitting further testimony as a follow up. In the meantime, it seems that there is a fundamental misunderstanding about the work we have been doing. We are in fact prodensity and we have had a challenge in helping staff understand that our efforts are intended to increase and support density. However the word density is problematic because it conjures different meaning and imagery to different people. Thus we lead with density by design because it helps more communities get on board with these shared goals for infill, building up above and not demolishing and displacing people while we grow. Design is in fact the critical ingredient in achieving many of our goals for creating more affordability, sustainability and equity. These have been key tenets of our six year work. We believe it's the "how" that is in debate not the "what" and if you want to support Portlanders to accept greater density there needs to be much more robust public involvement, outreach and education in such a sweeping policy project. For example, very few communities of color have been engaged by the city in this project and we need all voices at the table. To that end, we will be on KBOO on 10/30 on Ivonne Rivero's Spanish radio show at 2:30 pm next week raising the importance of DOZA and talking about our work to empower communities to have a voice in their future with better design tools. Our work has been focused not on any particular doctrine but to be a bridge amongst divisive politics to ensure communities have a voice. We hope the city is not only focused on top down approaches but is open to really listening to hear what is behind the concerns raised. Much of the issues are not in fact about density but design is our take. We are a creative town and can achieve our density goals with better outcomes for all - and at lower cost to both affordability and our climate when we stay open to creative and innovative solutions. Many do not realize that much of our contemporary housing is unnecessarily made much more expensive through bad design and frankly novelty for novelty sake and scrimping on quality and resource and energy efficiency. Following good time tested design practices are often actually much more affordable. We will submit further research from Walsh Construction on Design for Cost Efficiency to help highlight this. For now, see the attached article on PDX Main Streets and DOZA to give you a better sense of our work.

<https://www.southeastexaminer.com/2018/07/mainstreet-style-design-is-good-for-city/> Lastly, we would ask for an opportunity to give you a real presentation to the PSC and Design Commission that honors the immense six years of policy advocacy, community engagement and all volunteer grassroots design literacy work as well as the Main Street Design Guidelines tools we have created

to address the important “Future Work” identified in the staff report on pages 52-53 as a much needed next step. We think we have already done much of this work that can be leveraged for a more universal approach to older streetcar corridors that can also streamline the process of new development with greater support all around. We welcome the opportunity to give you a real presentation on the Main St work (as requested to staff previously) and our Sustainability Scorecard Initiative. We hope you can remain open and curious to hear what we have learned from the thousands of people we have engaged in this process. Sincerely, Heather Flint Chatto DJC Woman of Vision Award Winner 2015,2019 Director, PDX Main Streets Design Initiative

Testimony is presented without formatting.

Bjorn Vandervo

#52253 | October 24, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the 'M' overlay to the Arbor Lodge neighborhood

Testimony is presented without formatting.

Jonathan Konkol

#52251 | October 23, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Hi, I'm Jonathan Konkol. I'm a certified planner and architectural/urban designer. Having clear and objective standards makes development easier and quicker. Discretionary review allows developers with a commitment to high design the flexibility to innovate. Most projects aren't the architectural equivalent of haute and the owners would rather just accept objective standards rather than spend the extra time and effort in a type III review. That's why the base standards need create good basic buildings that play well together. The reason DOZA was initiated was that the design quality is not up to what we want to see. - we're seeing a lot more "fast fashion" than the "casual basics" or "classics" we want. Most projects aren't going to be Yves St. Laurent or Jean Paul Gautier, so we should make the path of least resistance yield buildings more like The Gap or Ann Taylor and less Hot Topic. The public hasn't been educated about this topic, and the city also hasn't done much to figure out what our citizens value in our built environment. We can fix this by doing visual preference surveys with the public, like the ones Metro conducted in the early 00s. We have a centuries-long tradition of building that produces timeless design. That method follows some very basic patterns. Here are my top nine:

- Regular window placement – Windows should be stacked vertically, and they should be of consistent size and shape.
- Symmetry – facades should be basically symmetrical.
- Window aspect ratio – Windows are historically taller than they are wide. making the building relate to the scale and aspect ratio of our bodies.
- No Undercuts –Cantilevers over sidewalks create dark, unappealing streets by making buildings to loom over sidewalks and deepening shadows in an already dark climate.
- Vertical composition – buildings should have a very clear base, middle and top. Cornices define top.
- Minimize pointless articulation –Don't create arbitrary shapes and flanges. Sub-forms should be about one third the size of the larger shape they're nested within.
- Good cladding materials – surfaces should be smooth and consistent. Brick or stucco are better than metal, but most of all, cool it with all the random shapes and patterns! And don't compose facades based on increments of 4x8 sheet products.
- Consistent parapets – set a height for the top of the building and don't deviate from it.
- Minimize number of materials on the walls – differentiating base top and middle is the only reason to vary materials. Don't outline windows or add other random shapes. We've known how to make good decent buildings that stand the test of time for a long time. If people want to reach for something avant garde, that's what type III reviews are for. Let's ditch the fast fashion and focus on what works. Look, I'm a designer, and I know we'd all like to stand out and win awards. But for most projects, the goal is just a workaday investment, so most of the time, we need to focus on solid basic buildings that play well with

eachother and create a city that adds up to more than the sum of its parts. Thank you for your consideration

Testimony is presented without formatting.

Daniel Craver

#52250 | October 23, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The intersection of N Rosa Parks Way and N Denver Ave is a central and unique commercial pocket in the Arbor Lodge neighborhood as opposed to the active use along our "commuter corridors" N Interstate and N Lombard. Currently, the map applies the D-overlay from N Interstate along N Rosa Parks Way through the RH zoned section but stop just short of the CE and CM1 zoned sites at this intersection; this seems like a map error or an oversight. It seems the intent of the D-overlay would be more appropriate at a commercially zoned intersection like this, than only along the RH zoned section. Please extend the D-overlay to include the four sites at this intersection. This particular site at 6545 N Denver was a recycling center for many years that provided a community service in collaboration with the businesses on the other three corners. This intersection should maintain its public services and remains a balanced contribution to residents of the neighborhood. To facilitate this, please also apply the Centers Main Street (m) overlay zone to sites within the D-overlay zone in Arbor Lodge Neighborhood including extension through this intersection.

Testimony is presented without formatting.

Daniel Craver

#52248 | October 23, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I have lived in Portland for 18 years, and Arbor Lodge neighborhood specifically for 6. The recent development trend has been imbalanced with the City's goals of reduced vehicular traffic and walkable neighborhoods - which I completely support. We are primarily witnessing development that maximizes profitability by exploitation of every possible opportunity allowable per zoning code based on short term market influences and without regard for community needs. Right now this trend is solely for high numbers of small residential units. A remedy toward balance, and my recommendations are the following: 1. Apply the Centers Main Street (m) overlay zone to sites within the D-overlay zone in Arbor Lodge Neighborhood. Though the zoning code along these corridors allows active use space (mostly CM3 or RH), it is not required, and the recent rapid development has been almost entirely residential (e.g., the Interstate Bowling Lanes). The absence of parking at these new developments further increases the need for walkable neighborhoods, however, we are ending up with long stretches with no place to walk to. 2. Please also extend the D and m-overlay to include the intersection of N Rosa Parks Way and N Denver Ave. The current map applies the D-overlay along the RH zoned N Rosa Parks Way west of Interstate stopping before the CE and CM1 zoned sites at this intersection; this seems like a map error or an oversight. The spirit of the D-overlay, and dire need for required active use space (the m-overlay) to balance our rapid residential development would be more appropriate at a commercially zoned intersection like, this than only along the RH zoned section. Thank you.

Testimony is presented without formatting.

Doug Klotz

#62380 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Vikki DeGaa

#62355 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Lawrence Qamar

#62353 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See verbal testimony and attachments

Testimony is presented without formatting.



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Foundational Mixed-use Building Type for Portland

Qamar & Associates
Architecture + Town Planning

Burnside Bridgehead...is this the new Vision of Portland?



New buildings often achieve no contextual relationship with their surroundings.



Costly misaligned windows and load paths with cantilevered facades



Expensive material mixes, cantilevered, complex geometries = COST. Lacks human scale + proportion

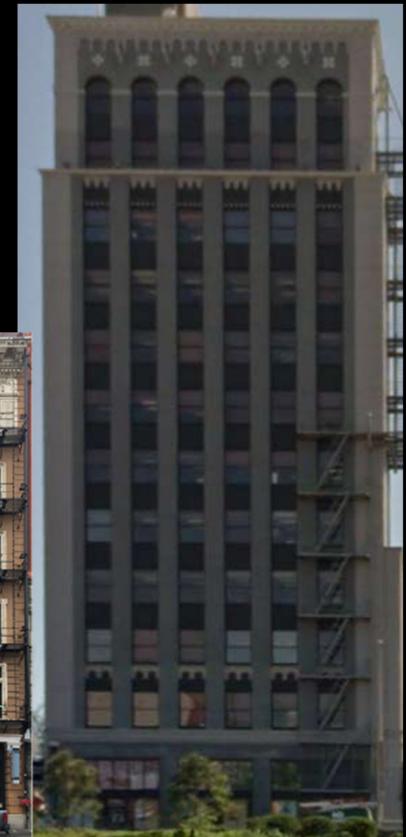
Three story mixed-use designed early 20th Century

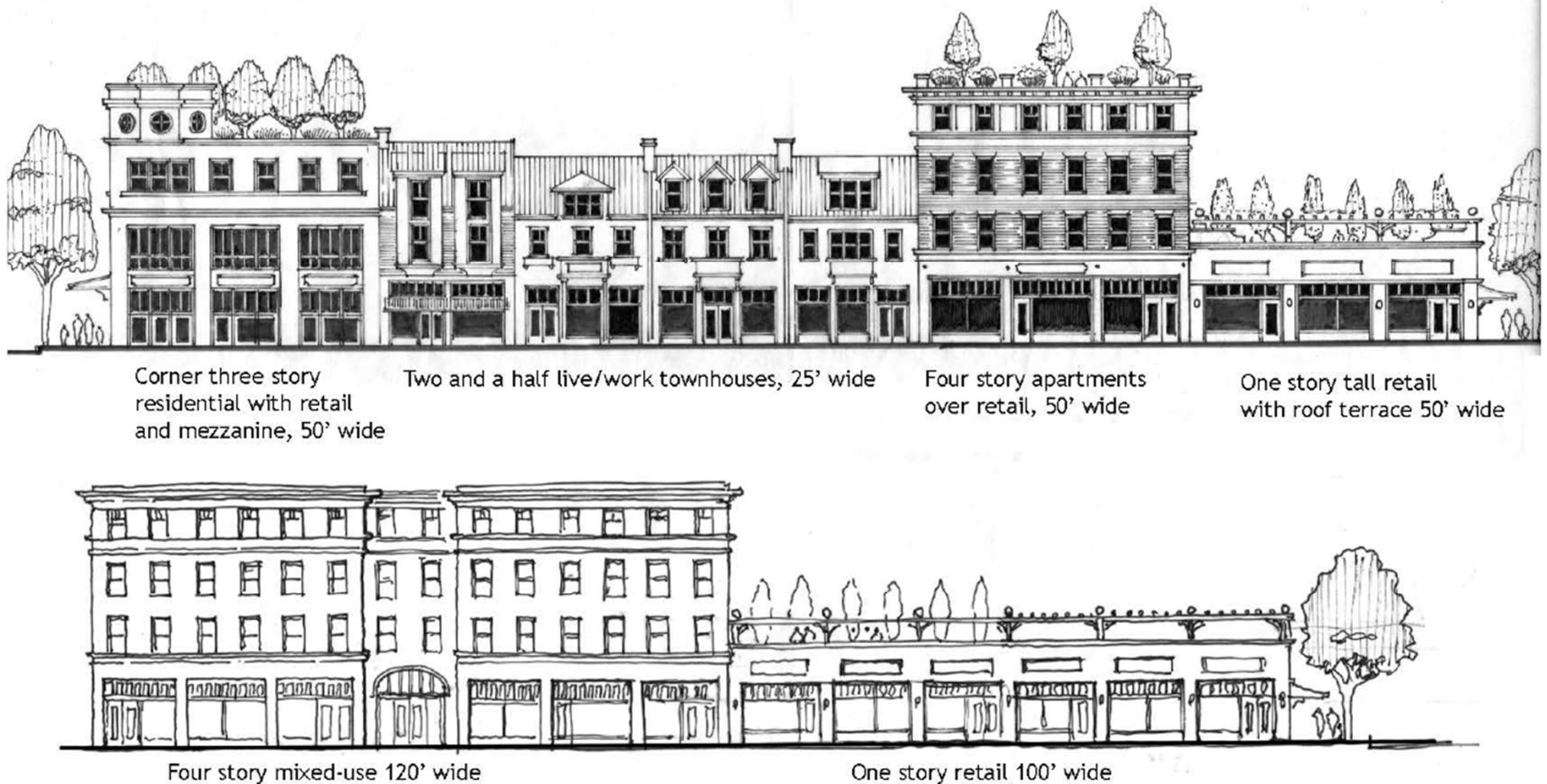


Cost efficient, aligned windows and load paths, simplicity

Mixed-use building scales: neighborhoods to city center

- Timeless, cost-effective structural patterns establish a common proportional language





Mixed-Use Main Street building types
Qamar and Associates Inc. 2019

Varied buildings in harmony due to similar proportions + rythme



Seven story apartment over retail, 200' wide



Multi-story, full block buildings, like Portland's Meyer & Frank maintain similar scaling elements of windows doors, cornices, step-backs, and storefronts as smaller storefront buildings.



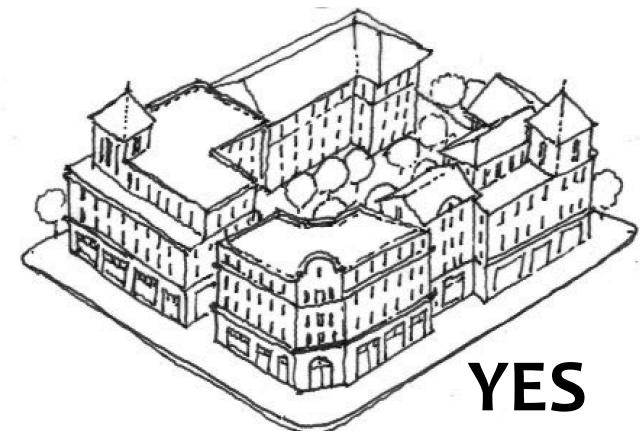
Building Massing

DESIGN GUIDELINE: When a development is more than 50'-75' in length, they should be designed as multiple buildings to better relate to the district pattern of smaller storefronts

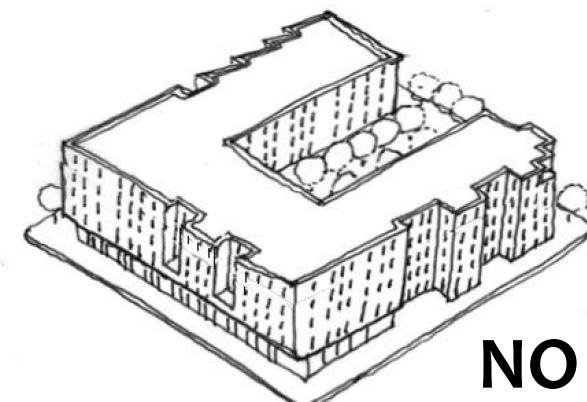
PURPOSE: Divide large building projects into smaller, multiple buildings - By dividing larger developments to appear as multiple narrower buildings, new development should fit more harmoniously into the scale of older main streets, even if the new buildings are taller than older buildings. The assembly of smaller buildings are ideally differentiated with varied building elements such as materials, windows, balconies, cornices and rooflines, while at the same time being similar enough to each other.



Alternative above that would better relate to main street "Patterns"



Recent Sellwood-Moreland development of a different scale and character



New Portland apartments and mixed-use buildings



Harmonious with their local neighborhood and regional contexts

END

Facade Composition

DESIGN GUIDELINE: Establish bases, middle sections and tops to building. Use cornices to layer these proportions, especially between the first or second story base, and the mid-section. Cap the building with another distinct cornice at the top floor. Use individual windows that are “punched” or inset minimum 4”. Group window in vertical rows, but do not arbitrarily group multiple windows vertically between stories with vertical frames.

PURPOSE: The proportions, scale, and rhythm of the facade elements (windows, doors, balconies, cornices) are harmonious with neighboring buildings when they reflect the human scale and proportion of pedestrians in the public places.



Upper Story Step-Backs and Dormers

DESIGN GUIDELINE: When new buildings are taller than four stories, step back at least 5' the upper stories above the 4th floor. Alternately, this can be done with sloped roofs and dormers above the 4th floor.

PURPOSE: Reduce the apparent building wall height-to-street width ratio. By stepping the upper floors back, more sunlight can reach the sidewalks and storefronts, and the building heights loom less over pedestrians.



neighborhood patterns without creating overly bulky building form. (L. Qamar, Architect)

New Portland mixed-use and apartment buildings



Horizontally and vertically aligned windows, base, cornices, bay windows. 21st C. 4-5 story mixed-use. Contemporary but compatible, contextual, and traditional within the neighborhood and region.

New Portland mixed-use and apartment buildings



Six story apartments designed in 2017,
reflects early-20th Century Portland architecture

June 4, 2012

Planning and Sustainability Commission
Portland, Oregon

Urgent need for reduced barriers and regulations for affordable housing.

The city needs to reduce barriers to affordable housing in Portland, and facilitate housing production. Applying exhaustive guidelines and standards that increase development costs and design review is counter to those goals.

A public outcry for new mixed-use buildings to respect the heritage of the City
But that doesn't mean the City can abdicate its responsibility to hear and embrace the preferences of Portlanders regarding the characteristics that they love in their neighborhood main streets. The DOZA standards and City at large lack a coherent and agreed-upon vision for the City's main street centers.

Portlanders from every neighborhood, demographic, ethnicity and income group are concerned by the rapid change and erasure of their main streets as old buildings are replaced by new buildings of starkly different character and economic unattainability.

Community activists are challenged to articulate why they find certain new buildings disharmonious, and at times are misunderstood and accused of opposing all development and labelled NIMBYs... Instead, we hear the core objective is that new buildings should contribute to the cherished character of Portland's best main streets, not contrast and contradict older buildings. They expect new buildings to build upon the historic lessons of older mixed-use building types, not contrast and contradict their beloved main streets with new condos injecting a starkly different image of the city.

Context: is it only local? Or is it universal to all pedestrian scaled main streets?

One of DOZA's primary tenants is that new building should reflect their context, and define our design guidelines. But the idea of context is a slippery slope when the DOZA report itself has no photographs or mention of historic buildings, which we maintain should be the foundational prerequisites of Portland's contextual standards. In omitting any real visual reference to actual historic buildings of Portland, the DOZA staff seems to be putting their thumbs on the scale in favor of allowing developers and their architects to randomly create with each new building a completely new contextual design theme. This will only result in a haphazard vision of the city after the fact. The only neighborhoods in which context has been honored and built upon have been in designated historic districts where exceptionally good new infill has occurred in past decades.

As much as we supportive context based design, context without clearly regulating the form of buildings that make up that context, will be ineffective.

A Timeless Building Typology

PDX Main Street Initiative offers a highly streamlined approach to define standards for these mixed-use buildings that both responds to and respects the foundational character of Portland neighborhoods, and those neighborhood contexts that make Portland *Portland*. We see the public's vision of the future, and it's built in harmony with the City's past and present.

Instead of bogging down in the complex subtleties and differences between one main street context and another, let's focus on buildings design features and characteristics that are common to our most beloved, and, economically diverse main streets.

Portland's new housing growth should be guided by the foundational historic main street buildings that are the most character defining buildings of our city.

We propose that DOZA should define this Foundational Main Street Building Type with its general form-based design features, and allow developers to have a streamlined approvals process if they choose to use it. If instead they wish experiment with the latest fashions coming out of Sketch Up and the design magazines, they can proceed through a more rigorous design review process.

The "timeless mixed-use building typology" is defined as having a set of human scaled and proportioned components such as "deep punched windows" aligned vertically and horizontally. The building has a base, middle and top. The base has storefront windows.

These design parameters are based on cost effective construction techniques that reduce structural complexity by aligning windows, openings, and structural load paths. This building type does not use costly structural cantilevers that require expensive weather flashing. And it allows wide variation in design even though the components are common and replaceable.

This "timeless mixed-use building type" visually fits on any old main street, but just as well could be located along an outer suburban avenue where no such building existed historically.

Sincerely yours,

Laurence Qamar, AIA, CNU-A

David Schoellhammer

#62352 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony. Also submitted SMILE letter prior to hearing

Testimony is presented without formatting.

Ann Griffin

#62351 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Bill Levesque

#62349 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Roger Jones

#62347 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Linda Nettekoven

#62346 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Mary Vogel

#62345 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Bob Boileau

#62343 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Brandon Narramore

#62341 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Tim Davis

#62340 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Ted Labbe

#62339 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Heather Flint Chatto

#62338 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

DIVISION MAIN STREET DESIGN GUIDELINES

99% DRAFT | JUNE 2018



RECOMMENDED UPDATE TO THE 2016 PROVISIONALLY ADOPTED DRAFT DIVISION DESIGN GUIDELINES



ACKNOWLEDGEMENTS

DIVISION DESIGN COMMITTEE

David Aulwes, Landscape Architect, HAND Representative
Heather Flint Chatto, Urban Planner, Richmond Neighborhood Association (RNA) Board Member
Sandra Hay Magdalena, Chair of the South Tabor Neighborhood Association (STNA)
Debby Hochhalter, RNA Community Member Representative
Sydney Mead, Chair of the Division Clinton Business Association (DCBA)
Bob Kellett, SE Uplift Staff Member
Cyd Manro, Richmond Neighborhood Association (RNA) Board Member
Linda Nettekoven, Hosford Abernethy Neighborhood District (HAND Board Member)
Jim Smith, Architect, Mt Tabor Neighborhood Association Board Member (MTNA)
Denise Hare, Economics Professor, RNA Board Member

DIVISION TASK FORCE MEMBERS

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Arts Task Force: Bryan Bailey, Landscape Architect; Debby Hochhalter, Peggy Kendellen, Regional Arts & Culture Council (RACC); Linda Nettekoven, Heather Flint Chatto

Design Guidelines Task Force: Doug Klotz, RNA Board Member; Richard Lischner, Architect; Denise Hare; Ellen Burr, Sellwood Mooreland Land Use Committee; Jim Smith, MTNA.



CONSULTING TEAM

Urbsworks: Marcy McInnelly, Joseph Ready
Design+Culture Lab: Joy Davis, Nomin Lyons

PROJECT PARTNERS & COLLABORATORS

Portland State University Urban Planning students
Architecture for Humanity

NEIGHBORHOOD & BUSINESS ASSOCIATIONS

Division Clinton Business Association (DCBA); Richmond Neighborhood Association (RNA); Hosford Abernethy Neighborhood District (HAND); South Tabor Neighborhood Association (STNA); Mount Tabor Neighborhood Association (MTNA); Southeast Uplift

GRAPHICS

Callie Jones, Graphic Design
Patrick Hilton, Division Sketches
Laurence Qamar, Massing Sketches

SPECIAL APPRECIATION

Thank you for above and beyond volunteer contributions: Heather Flint Chatto, Christopher Chatto, Linda Nettekoven, Michael Molinaro, Jeff Cole, Patrick Hilton, Laurence Qamar, Sydney Mead; Bryan Bailey; Santiago Mendez, John Dornoff, James Fain, Callie Jones, Allen Field, Bill Cunningham, Nicole Holt and Rebecca Grace.

SUPPORTING COMMUNITY ORGANIZATIONS + BUSINESSES

Additional thanks to Palio Coffee House, SE Uplift, Living Room Realty, D-Street Village and Waverly Church for hosting meetings and events and the following businesses who donated to support the project:



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INTRODUCTION

“A city is not an accident but the result of coherent vision and aims” –Leon Krier

PURPOSE + APPLICABILITY

PURPOSE + INTENT

The Design Guidelines serve as a guide and a toolkit for developers and designers, neighborhoods and businesses, city staff and decisionmakers when considering changes to the built environment along SE Division Street. The intention is to raise the design quality of development on the street to an urban, community-oriented and pedestrian-friendly pattern.

The guidelines emphasize protection of the authentic character and identity of the Division Street neighborhood while also acknowledging the issues that business and property owners confront in planning new commercial development. While NOT requiring new buildings to emulate the design of existing buildings, the guidelines encourage developers to acknowledge the foundational character in their designs. (see Foundational Architecture, Appendix C). The guidelines promote variety and creativity within the historic framework of the neighborhood with the expectation of high-quality buildings that make a positive contribution to the streetscape, the public realm, and the community.

SCOPE & APPLICABILITY

The Division Design Guidelines address the SE Division Street area from SE 11th -60th Avenues, consistent with the City of Portland 2006 adopted Division Green Street/Main Street Plan. These voluntary guidelines build upon the Division Main St. Plan vision and goals. They apply to commercial, multifamily residential, and mixed-use buildings along the corridor, as well as public improvements for streetscape design, landscaping and amenities, and public gathering spaces. The guidelines offer design advice on how to plan for new buildings that are compatible with the foundational character and identity of the Division Street neighborhood. (see Compatibility Guidelines, p. ____).



THE DIVISION GREEN ST./MAIN ST. PLAN

These guidelines are heavily informed by the Division Green Street/Main Street Plan which has shaped many of the overarching goals and long-standing priorities. (See excerpts in Appendix ____). A Division Vision Coalition helped shape what later became the Division Green Street/Main Street Plan (The Division Plan), which was adopted by the City of Portland in 2006.

Goals from the Division Plan remain highly relevant today: **a green, main street that is vibrant and economically, environmentally and socially sustainable.** The group hoped to work toward an evolving corridor filled with a mix of new and existing buildings, sustainable, well designed and well crafted, public and private spaces to meet and greet, and an environment designed to support local businesses, both new and old.

These guidelines are a further implementation of this plan.

WHAT IS “INFILL” DEVELOPMENT

“Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Most communities have significant vacant land within city limits, which, for various reasons, has been passed over in the normal course of urbanization. Ideally, infill development involves more than the piecemeal development of individual lots. Instead, a successful infill development program should focus on the job of crafting complete, well-functioning neighborhoods. Successful infill development is characterized by overall residential densities high enough to support improved transportation choices as well as a wider variety of convenience services and amenities. It can return cultural, social, recreational and entertainment opportunities, gathering places, and vitality to older centers and neighborhoods. **Attention to design of infill development is essential to ensure that the new development fits the existing context, and gains neighborhood acceptance.”**

WHY IS THIS IMPORTANT?

As older neighborhoods evolve, **“A concern of many people is that the rate of growth overwhelms and erases the legacy of these areas as various older buildings are replaced.”** (City of Portland DOZA Tools Concept Report, May 2018).

Infill is an important part of the city’s growth strategy and its attempt to address climate change. However, “The current system doesn’t recognize the varied impacts of different scales of development. Much of Portland’s unique character and reputation derives from the abundance of small-scale, home-grown businesses that reflect the individual personalities of the people who own and operate them. Indeed, many Portland neighborhoods are filled with a fine-grained, exuberant mixture of shops, restaurants, food carts, galleries, pubs, and personal services. In the last decade, however, this diverse and distinctive character has been gradually replaced by new buildings with considerably less “hand-crafted” character at the street level.” (City of Portland,DOZA Findings Report, 2016)

<?> Source: The Municipal Research and Services Center (MRSC). The MRSC is a nonprofit organization that helps local governments across Washington State better serve their citizens by providing legal and policy guidance (<http://mrs.org/Home/Explore-Topics/Planning/Development-Types-and-Land-Uses/Infill-Development-Completing-the-Community-Fabric.aspx>)

The quality and character of new buildings vary greatly as does the intensity of impact to neighborhoods, districts, and property values depending on HOW infill is designed. DESIGN MATTERS. The challenge and opportunity is to design it well and be sensitive to the context, character and identity of an area. Most of our neighborhoods will not have development reviewed by the design commission, and most of our neighborhoods do not have their own specific design guidelines that help reflect local area priorities for special buildings and places.

BACKGROUND + COMMUNITY CONCERNs

With the end of the recession came a rapid surge in growth partly due to the return of the multi-family housing market, significantly changing the look, feel and character of the street and neighborhood in both positive and negative ways. The surrounding community and adjacent neighbors expressed a number of concerns with the changes this development brought about.

These included concerns about scale, quality of materials, lack of consistency with main street character, as well as impacts to privacy, solar access, increased congestion, parking impacts, loss of affordability, gentrification, and loss of local businesses. Most significant, was the lack of ability to have meaningful and timely input, and a voice in the process of major redevelopment of the neighborhood. Many of these same concerns above were expressed in the Green Street Plan and the community hoped to:

- “Create guidelines to encourage creative infill that encompasses principles of sustainability, including diversity, green building, and design on the street, while leaving room for nonconformity
- Find tools to ensure neighborhood input in new development proposals
- Learn how the neighborhood can ensure that new development fits in with the context of existing neighborhoods and buildings
- Find tools to preserve structures importatnt in the neighborhood
- Find tools to ensure quality of design in new development and to ensure new development is made of quality materials and is built to last”

The design guidelines help address these goals and provide the tools for community members to have a greater voice.

ABOUT THE GUIDELINES

A COMMUNITY-BASED PLANNING PROCESS | Creating the Main Street Design Guidelines for Division Street was a unique interneighborhood collaborative process started by the Richmond Neighborhood Association in partnership with the Hosford Abernethy Neighborhood District, South Tabor and Mount Tabor Neighborhood Associations, the Division Clinton Business Association, Sustainable Southeast, and Southeast Uplift. Over the course of two years, a Design Committee held over 20 public meetings with leaders from these organizations to provide input and represent various goals and priorities of each neighborhood. Technical planning and design assistance was provided by Urbsworks and Design+ Culture Lab. The overall process was facilitated with leadership by the Division Design Initiative which led a diverse and creative community engagement process involving extensive stakeholder engagement and community education to help community members shape a vision for the future of design on Division.

A VISION SHAPED BY THE VOICES OF MANY | Over the course of this multiyear project, it is estimated that this Design Initiative engaged more than 1,000 community members across neighborhoods and districts, across professional disciplines (architecture, planning, real estate, affordable housing, environmental nonprofits, etc) and across constituents of owners, renters, businesses, visitors, developers, city staff, university students, and community coalitions. (Page ___ of the Appendix describes these activities and events in detail). The process provided an opportunity to empower community members with increased design literacy and a diverse set of tools that many neighborhoods could use to help be involved in planning for growth and change now and into the future.

DESIGN GROUNDED IN LONG-TERM PLANNING POLICY | The design guidelines process drew upon extensive background research and precedents looking at past local community plans and design guidelines in Portland and across the country, and integrated efforts with concurrent citywide Comprehensive planning and zoning updates. Working with the Design Committee, task forces and professional technical consultants, the Division Design Committee developed draft guidelines in 2016 that was extensively disseminated through listserves, at community meetings and other events to the public, city staff and decisionmakers. By the end of 2016, the guidelines were adopted by four neighborhood association and both the Division and Hawthorne Boulevard Business Associations. This document is a recommended update to the 2016 adopted draft. It is a hybrid of the 2016 draft, community comments and the consultants recommended draft. Neighborhoods, business associations, city staff, developers and designers are encouraged to consider the extensive research, outreach, design and policy tools that have all informed the creation of the Division Design Guidelines.



INVOLVING COMMUNITY MEMBERS



COLLABORATING ACROSS NEIGHBORHOODS + DISTRICTS



ENGAGING DEVELOPERS, DESIGNERS, OWNERS, BUSINESSES, & CITY STAFF

HOW TO USE THE GUIDELINES

KEY USES OF THE GUIDELINES

- Enhance building and street design
- Clearly articulate the neighborhood design goals and community design preferences for Division
- Improve compatibility of new development with existing neighborhood/business context
- Provide design tools and resources to the Division community and adjacent neighborhoods to more effectively advocate for community design priorities and preferences
- Improve overall planning and community processes with architects, developers and project applicants

When using the guidelines, it can be helpful to consider the needs, design priorities and concerns of different audiences. At a minimum, the guidelines are intended to be a required reading item for future development applicants determining “compatibility” and relationship to context.

KEY STRATEGIES FOR USING THE GUIDELINES

1. COLLABORATE | Meet with neighborhoods and business associations EARLY in the process to identify potential issues or opportunities, key site goals, and priorities. (see *Notification & Community Engagement sidebar*) Highlight elements where you have drawn inspiration from the area's historic/cultural context and architectural patterns as well as strategies used to minimize potential impacts
 2. DRAW FROM CONTEXT | Study existing main street patterns, and draw from adjacent or nearby exemplary foundational architecture, materials and design details as inspiration.
 3. FOSTER COMPATIBILITY | Draw your building elevation in context with adjacent architecture to evaluate compatibility. Is your building starkly different from the foundational character of the street and the district? Does it help create harmony or disunity with the main street character and identity? Does it call excessive attention to itself?
 4. MINIMIZE IMPACTS | Consider relationships to adjacent buildings, sites and neighbors by minimizing excessive shading and privacy impacts, light overspill, noise, traffic and loading, loss of public views, blank walls, etc.
 5. BREAK UP BUILDING MASS | Use design strategies and features to break up the volume of larger buildings and relate to surrounding Street-Car Era Main Street context and character such as roofline articulation, traditional window and storefront patterns, stepbacks, balconies, plazas, art, and landscaping.

IF YOU'RE BUILDING SOMETHING NEW

New building design on Division Street should consider preserving and relating to foundational main street character and identity by careful design of building massing and facades, encouraging affordable and diverse housing, and careful attention to minimizing impacts to adjacent properties regarding privacy, light overspill and shading.

An important strategy is a context elevation, and early community involvement (ideally at both the conceptual stage and the pre-permit stage). See Notification & Engagement Policy in sidebar for reference.

Key sections of note include: Form/Massing, Architectural Character, Compatibility and Context, Storefronts/Facades, Materials, Architectural Character, and Relating to Neighborhood Patterns, Site Design.

IF YOU'RE ADAPTING OR REMODELING AN EXISTING BUILDING

Structures remaining from the street car main street era form the basis of the architectural character of the neighborhood and their features express an “architectural vocabulary” which can be used in designing new buildings which will be compatible within the district. The guidelines are intended to ensure maximum compatibility of new buildings with historic buildings, not to build “new old buildings” or exact duplicates of older styles. Rehabilitation work should acknowledge the original character of the building.

Key sections include Historic Preservation, façade design, architectural styles, list of buildings and special places, compatibility and context.

KEY CONCERN AND MITIGATING STRATEGIES	
INTERFACIAL CONCERN (Interactions between the environment and the organization)	
Local & Regional Biodiversity Impacts	<p>Locate facilities and facilities in areas where ecological significance of proposed projects or services will influence resource protection.</p> <p>Identify and mitigate impacts.</p> <p>The larger landowner and smaller local groups can increase these.</p> <p>Provide a permanent habitat offset mitigation strategy for loss of habitat resulting from the project. This will be required to mitigate impacts to the environment. The project must also include a habitat offset mitigation strategy.</p> <p>Use best available science.</p> <p>Utilize the best available science.</p> <p>The development of the project will also have to consider the impact of the project on the habitat of species at risk and the health of plants and animals.</p>
Large-Scale Impacts	<p>Identify and mitigate impacts.</p> <p>Provide a permanent habitat offset mitigation strategy for loss of habitat resulting from the project. This will be required to mitigate impacts to the environment. The project must also include a habitat offset mitigation strategy.</p> <p>Use best available science.</p> <p>Utilize the best available science.</p> <p>The development of the project will also have to consider the impact of the project on the habitat of species at risk and the health of plants and animals.</p>
Global Warming Impacts Climate Change Global Warming Global Warming Global Warming (pp. 4-5)	<p>Identify and mitigate impacts.</p> <p>Provide a permanent habitat offset mitigation strategy for loss of habitat resulting from the project. This will be required to mitigate impacts to the environment. The project must also include a habitat offset mitigation strategy.</p> <p>Use best available science.</p> <p>Utilize the best available science.</p> <p>The development of the project will also have to consider the impact of the project on the habitat of species at risk and the health of plants and animals.</p>
Transboundary & Cross-Border	<p>Identify and mitigate impacts.</p> <p>Provide a permanent habitat offset mitigation strategy for loss of habitat resulting from the project. This will be required to mitigate impacts to the environment. The project must also include a habitat offset mitigation strategy.</p> <p>Use best available science.</p> <p>Utilize the best available science.</p> <p>The development of the project will also have to consider the impact of the project on the habitat of species at risk and the health of plants and animals.</p>

HELPFUL RESOURCES: There is a glossary of useful terms for community members, a useful “cheat sheet” of Key Concerns & Strategies for Mitigation for designers and developers as well as Foundation-Architectural Styles, Special Buildings on Division, Key Sites list, and other resources.

DESIGN REVIEW + THE DESIGN OVERLAY

The Design overlay zone is applied to certain geographic areas of the city and shown on the Official Zoning Maps with a letter 'd.' The Design overlay zone provides two options for review of development proposals:

- 1) the Objective Track (design plan check by staff); and
- 2) the Discretionary Track (design review by the Design Commission).

Currently, discretionary design review is required for development in the Central City and Gateway plan districts. Outside of these regional centers, Oregon law requires local governments to provide an objective design plan check track for housing development. In most cases, applicants for all projects outside of regional centers may choose to go through the discretionary process if they do not want to meet, or cannot meet, the "clear and objective standards".

1. IF THE OBJECTIVE (DESIGN PLAN CHECK) TRACK IS USED:

The proposal is reviewed by planners in the Bureau of Development Services as part of an application for a building permit. The proposal must meet objective design standards, and the review process is the same as for a building permit. There is no opportunity for public comment.

2. IF THE DISCRETIONARY (DESIGN REVIEW) TRACK IS USED:

Design review is conducted by the planners on the Design Team of the Bureau of Development Services and sometimes the Portland Design Commission. The review process varies with the type of proposal, the size of the project and the location. Neighbors will be notified and a hearing may be required.

Source: *Design Overlay Zone Amendments, DOZA Tools Concept Report Handout, May 2018*, p. 3

NEIGHBORHOOD ENGAGEMENT & NOTIFICATION

The Richmond Neighborhood Association has adopted a Community Notification and Engagement Policy which outlines key actions required when a new development process is proposed. The process includes:

- "Conceptual Design" Phase: A Voluntary visit to the Neighborhood Association at the early stages of the project design is strongly encouraged
- Design Development Phase: A visit to the Neighborhood Association is required prior to permit submittal so the project can be discussed and any community priorities, special synergies, or concerns can be identified
- What to Bring to the Neighborhood Association Meetings: The following should be provided at meetings by the designer or developer:
 - (1) copies of the proposed site plan,
 - (2) context elevation showing new and existing adjacent development,
 - (3) solar shading analysis and privacy and
 - (4) view impact analysis/drawing.
- Follow-up Process: A "Response to Comments" form is available to assist the developer in providing written responses to neighborhood comments

Follow up: Applicant Comment & Response Form

An applicant should document and submit a list of comments received from the Neighborhood Association Meeting to the Neighborhood Association with a responding statement for each comment as to how each are being considered.

Neighborhood Association Date of Meeting	Applicant:
SAMPLE NEIGHBORHOOD COMMENTS 1. Preserve mature tree at NE corner 2. Prefer balconies at street 3. Vary window patterns – continuity with variation 4. More street entries desired 5. Step building height up and down 6. Vary roofline 7. Commercial at the first floor, smaller affordable commercial spaces requested 8. More family-friendly unit sizes and amenities	SAMPLE APPLICANT RESPONSE 1. Will relocate on-site to preserve 2. Now included on SE facade 3. Incorporated exist. neighborhood patterns for storefront window design 4. Add more frequent entries 5. Will consider this to maintain better solar access 6. Will discuss with architect 7. Cannot make this work with program without amenities bonus 8. Redesigning setback of building to include shared courtyard with more green space and add several 2/3 bedroom units

HOW TO USE THE GUIDELINES FOR DIFFERENT AUDIENCES

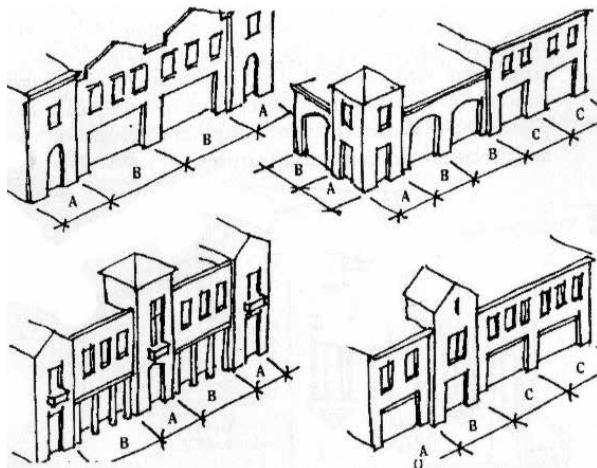
AUDIENCES	COMMUNITY PRIORITIES & CONCERNs	HOW TO USE THE GUIDELINES
New residents	Affordability, livability, cost, quality construction, access to air and light, noise issues, access to amenities/transit/services, safety, community identity, information on current and proposed zoning	Community members can use the guidelines to help find the common language that designers, developers and city staff understand when advocating for specific design approaches to improve compatibility of new development. This can help community members better communicate what they do and don't want using design terminology that proposed development and design teams on new projects can better understand.
Existing Residents	Mitigating impacts to privacy, retention of community character and identity, parking, solar access, views (blank walls), noise, trash, congestion, design.	
Developers	Clear design direction, minimizing project delays and costs	Designers and Developers should use the guidelines to help better understand the community's goals, desires and design preferences for the look, feel and style of new developments and for how a project should help integrate with the larger vision for the Division corridor. A project that complies with the design guidelines is likely to encounter less opposition and delays and is likely to engender better community support and overall compatibility.
Designers	Clear design direction, minimizing project delays and costs, leverage to advocate for good design practice and quality	
City Planners Policymakers	Consistency with policy frameworks/goals/other design tools, address concerns of all constituents, clarity of community goals and preferences	City Staff and Policymakers should review the Division Design guidelines when evaluating new development proposals for consistency with community plans and policies especially when determining "compatibility" and relationship to context. While the guidelines may be voluntary in nature, they are still a strong expression of community priorities expressed today and throughout the 2006 Division Green St./Main St. Plan.
Neighborhood Associations	Clarity of community goals and preferences, community identity, assistance with mitigating neighborhood conflicts, providing leverage, anticipating concerns of all parties, safety.	Neighborhood and Business Associations should use the guidelines to help educate property owners, community members and developers/designers about neighborhood goals, help reduce or mitigate impacts of new development, and provide leverage with City staff and project applicants/designers to advocate for specific community design goals.
Business Associations	Clarity of business community goals and preferences, business district identity, safety and graffiti prevention, parking management, trash and street cleanliness, assistance with mitigating neighbor/business conflicts, providing leverage, anticipating concerns of all parties	

KEY CONCERNS AND MITIGATING STRATEGIES

CONCERN/IMPACT	MITIGATING DESIGN APPROACH (THESE ARE GUIDELINES)
Compatibility & Character <i>[See Compatibility Section, p. 19 and Architectural Character, p 27]</i> 	<ul style="list-style-type: none"> Inspiration for the design of new buildings should ideally be drawn from traditional styles in the neighborhood, as well as patterns and features found in the district (e.g. form and mass, articulation, vertical composition, materials, regular recessed storefront entries, windows arrangements and other patterns. (see Architectural Style Section) Use the 4 out of 7 compatibility list to consider building and design features that can help create compatibility with the traditional main street fabric and pattern. (see page __) Provide an elevation of the proposed new development in context of adjacent block and street development. This can help highlight areas opportunities to reinforce compatibility (e.g. window patterns, step downs, rooflines, alignment of building details). <p>Relate to Neighborhood Patterns</p>
Large Blank Walls <i>[See Transitions - Blank Walls Section, p. 23]</i>	<ul style="list-style-type: none"> Provide windows or lightwells to break up the large blank wall expanse, (where firewall restrictions are an issue, consider increased side setbacks to make this possible) (SALT & STRAW BUILDING EXAMPLE) Incorporate architectural details found in nearby structures such as window patterns, horizontal or vertical elements, narrow horizontal siding, decorative cornices, Use landscaping and art/murals or other features to add interest. [BUILDING AT 10th & DIVISION]
Light Overspill & Privacy Impacts <i>[See Transitions - Privacy Section, p. 26]</i> 	<ul style="list-style-type: none"> Locate windows and decks so these do not overlook neighboring residential properties or increase side setbacks to maintain greater privacy Provide screening on balconies Use larger landscaping and retain/include large trees as buffers to screen view Avoid overconcentration of windows and balconies facing adjacent residential uses and zones Provide a privacy and view impact analysis to highlight any issues for both adjacent neighboring tenants as well as new occupants <p><i>Minimize Privacy Impacts through proper placement of windows, balconies and landscape buffers</i></p> 

CONCERN/IMPACT

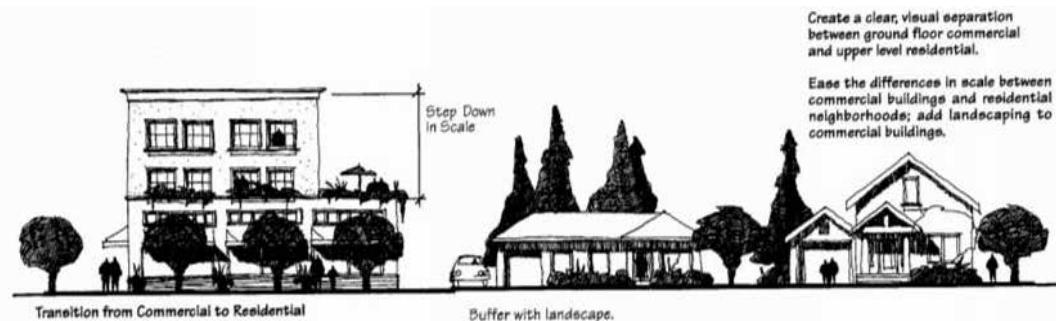
Scale & Massing (Overly “Boxy Buildings”) [See Building Form + Mass, p. 21-24]



Break Up Building Massing - create ordered facades and regular rythm of recessed building entries

MITIGATING DESIGN APPROACH (THESE ARE GUIDELINES)

- Avoid creating a canyon-like feeling by stepping back upper stories. Top floor setbacks minimize the height presence of 4 and 5 story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded 3 stories, so setbacks help larger structures fit in.
- Break up larger building massing and facades through the following:
 - Balconies
 - Stepbacks
 - Divide building into visible building increments that match historic neighborhood lot widths of 50'
 - Articulate rooflines (ideally using traditional neighborhood roofline patterns)
 - Stepping up and down roofs and building heights, etc.
 - Step up/down to taller building heights
 - Entry treatments (recessed entries, overhangs and awnings)
- Avoid creating buildings with overly flat, “box-like” building forms
 - See strategies under “Break up Massing” above (balconies, stepbacks, rooflines, etc)
 - Use “punched” or recessed windows
 - Avoid monotonous window design by varying window patterns - use repetition with variation (look to traditional pattern arrangements in the area)
 - Simple cornices with sufficient projection to “cap” the building and help with weather protection of building façade materials
 - Oriel (Bay) windows

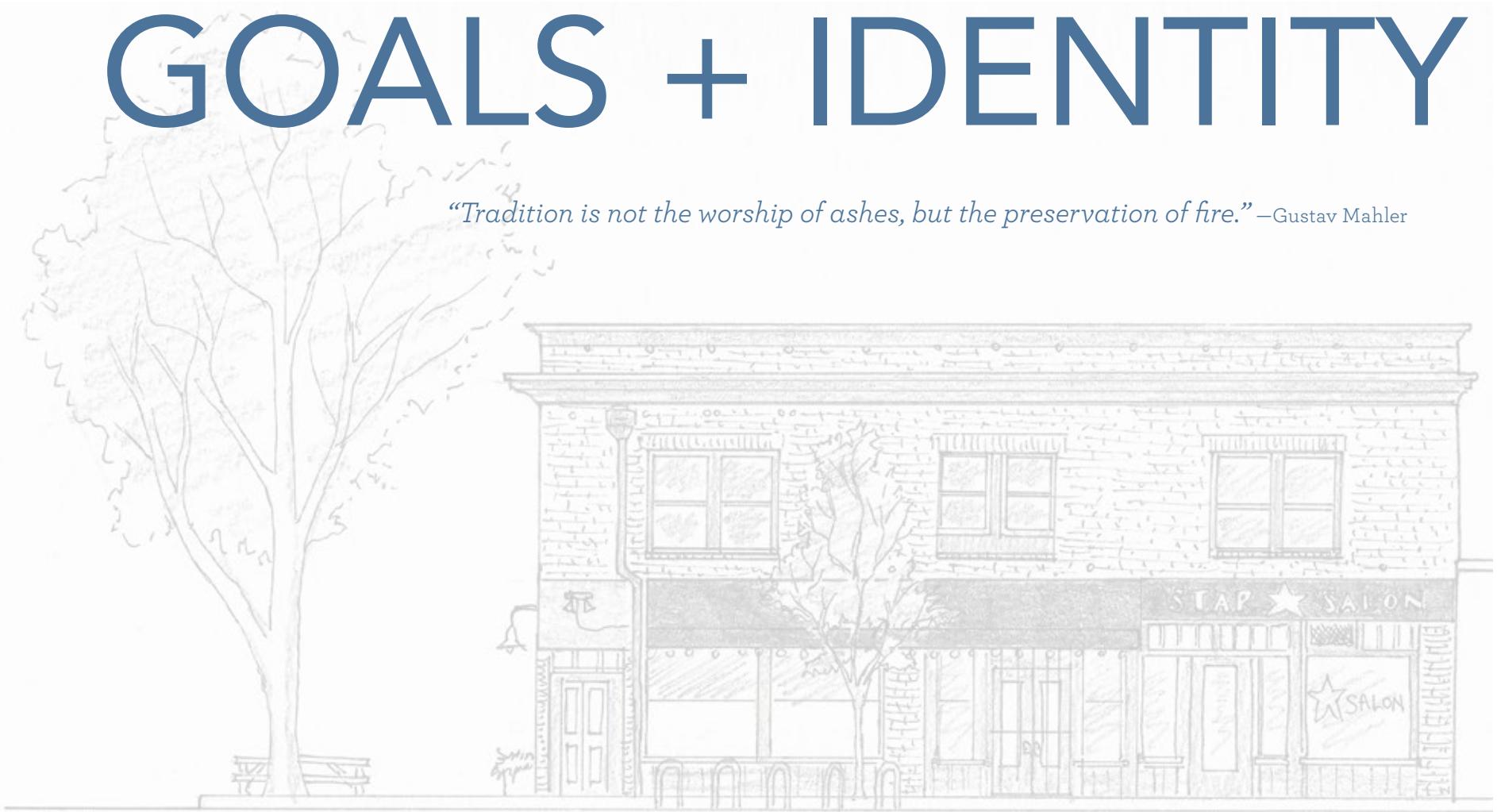


Create a clear, visual separation between ground floor commercial and upper level residential.

Ease the differences in scale between commercial buildings and residential neighborhoods; add landscaping to commercial buildings.

MAIN ST. VISION, GOALS + IDENTITY

“Tradition is not the worship of ashes, but the preservation of fire.” —Gustav Mahler



SUSTAINABILITY + CULTURAL IDENTITY: VALUING THE LEGACY OF OUR STREETCAR ERA MAIN STREETS

EASTSIDE DEVELOPMENT INFLUENCES

Some have described Portland as a city made up of many “villages”, most with a “main street” that contributes to the surrounding neighborhood’s sense of place and identity. These main streets are crucial to Portland’s past, present, and future identity.

The Rose City’s early settlement patterns were largely driven by the development of its streetcar system which created small town centers and pedestrian driven environments (spoke-and-hub plan). The limited transportation in the pre-automobile era resulted in natural main streets, each with independent identities and all the characteristics of the currently sought after walkable “20-minute neighborhood”.

FOSTERING RESILIENCY & SUSTAINABILITY

Now a core goal of Portland’s 2035 Comprehensive Plan, the walkable, bikeable, “20-Minute Neighborhood” is in the urban DNA of these early town centers and is a valuable asset when working towards more livable, sustainable communities.

A key aspect of this is not only expanding our diversity and affordable housing and commercial spaces, as well as access to transit, it also is critical to retain our small local businesses and neighborhood services that allow community members to meet daily needs on foot or by bike.

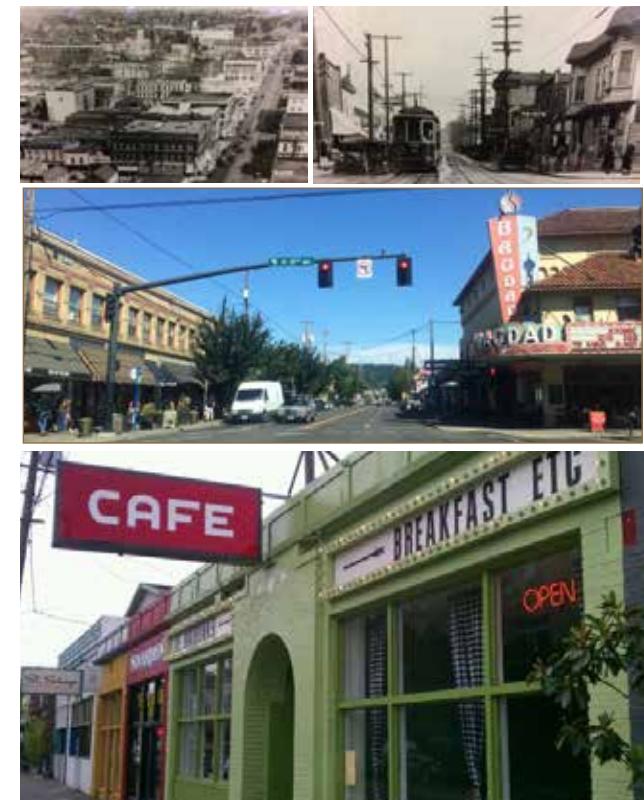
“When considering our community-wide goals for sustainability and vibrancy, it is also important to realize how the existing building stock of Portland’s main streets can help realize those goals.” Further, what it is “equally important to recognize is the incredible amount of embodied resources housed in these buildings and districts. With some investment and effort, it is possible to both preserve these treasures and make them perform to modern standards of efficiency and seismic resilience.” (PDC Main St. Handbook). See Sustainability Section for key strategies, p ____

MAIN ST. CHARACTER , CULTURE + IDENTITY

The Streetcar era was the most significant period for the early development of inner Southeast Portland. Many of the land use patterns we see today have their origins in this period.

One legacy of this early 19th-century settlement on the East side is a wealth of historic buildings and entire districts that endure to this day. Main streets predominantly featured one, two, and three story buildings of brick, masonry and wood with generous storefront windows, recessed entries, chamfered corners, and articulated rooflines. The majority of the commercial buildings were not designed by architects, nor did they resemble any academically recognized architectural style. Although primarily vernacular rather than high style, the builders of Central Southeast Portland “showed an excellent skill in the use of their tools, and an intuitive understanding of the use of decorative elements that defined the styles” and through these structures the immigrant residents in Southeast Portland expressed their cultural identity. (add Chinatown footnote). The Streetcar-era character provides a foundational architecture which formed the identity of many neighborhoods.

These older Portland main streets provide a rich historic fabric, and a set of characteristics and design “patterns” that can and should be drawn from to retain our “fire” and cultural identity, and achieve greater compatibility and overall unity along the corridors as we grow.¹



THE INFILL CHALLENGE

“The current system doesn’t recognize the varied impacts of different scales of development. Much of Portland’s unique character and reputation derives from the abundance of small-scale, home-grown businesses that reflect the individual personalities of the people who own and operate them. Indeed, many Portland neighborhoods are filled with a fine-grained, exuberant mixture of shops, restaurants, food carts, galleries, pubs, and personal services. In the last decade, however, this diverse and distinctive character has been gradually replaced by new buildings with considerably less “hand-crafted” character at the street level.” (DOZA Findings Report)

¹ Portland Oregon’s East Side Historic & Architectural Resources 1850-1938. National Register of Historic Places, January 27, 1989

DESIGN GUIDELINES

OVERARCHING GOALS

COMPATIBILITY, CHARACTER + CONTINUITY

1. Preserve important neighborhood qualities such as a connection to local history and culture, historic streetcar-era building character, and sense of place.
2. Increase visual continuity of the main street corridor including building character, streetscape, neighborhood identity, and overall building quality.
3. Relate new developments to existing main street character and neighborhood patterns.
4. Minimize the appearance of building size, bulk and scale. Strategies should include the use of stepdowns, stepbacks, building articulation, balconies, and landscape buffers.

RESIDENTIAL/COMMERCIAL DIVERSITY + AFFORDABILITY

5. Encourage a diversity of housing types, sizes, and price ranges to serve all segments of the population.
6. Encourage retention of existing affordable housing and commercial spaces and inclusion of these in new developments.
7. Encourage retention of local businesses

STREETSCAPE DESIGN

8. Increase access to green space and public gathering spaces (e.g. plazas and courtyards) and create places and amenities for lingering and contemplation (e.g. building integrated seating), provide weather protection (e.g. awnings).
9. In commercial and mixed use developments, promote active streetscape and storefronts.

LIVABILITY, SUSTAINABILITY + ENDURING QUALITY

10. Maintain sun, air, light for building occupants, adjacent residents and businesses.
11. Promote sustainability, resiliency, and green building design practices, as well as quality design and materials to ensure new development is built to last.

“Livability is the sum of the factors that add up to a community’s quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

—Partners for a Livable Future¹

PROGRAMMATIC CONSIDERATIONS

- Architecture that reflects Neighborhood Context, Character and Compatibility
- Creating a diversity of housing types and family sizes to serve a variety of incomes and abilities
- Affordability and Cost
- Historic Preservation
- Sustainability & Green Building Design

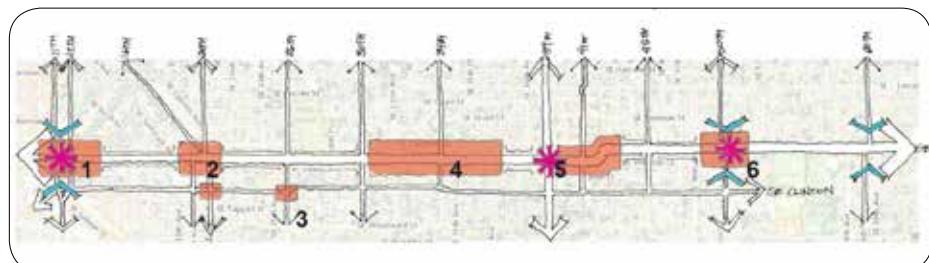


DIVISION'S MAIN STREET IDENTITY

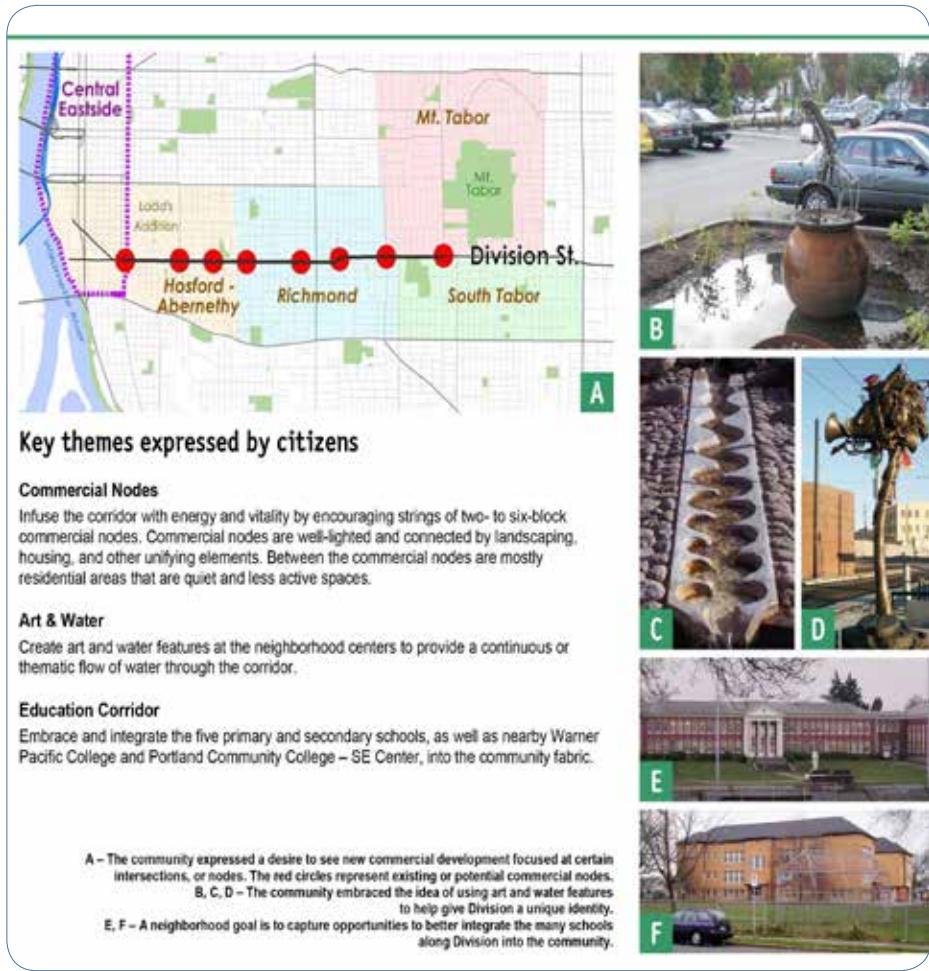
Division is often described as eclectic and “funky” with a diverse array of retail, housing, and other employment uses. This diversity is what has traditionally attracted many residents and businesses to the area. There are distinct areas along Division that relate to significant buildings, commercial or specific uses which further inform the connection to the area. One important aspect is the “Pearls on a String Concept” which was encouraged as a guide for the corridor from the 2006 Green Street Main Street Plan (GSP), emphasized a desire to see new commercial development focused in a series of villages or nodes. (See image at right + Appendix for GSP Goals)

NEIGHBORHOOD IDENTITY GUIDELINES

- Reinforce a strong corridor identity through the following unifying approaches:
- Provide continuity of façade design, street furnishings, lighting and paving treatments.
- Encourage building façade designs and streetscape improvements that contribute to the overall quality of the district, streetscape, and long term sustainability.
- Emphasize water, sustainability, art and education along the corridor (see Green St. Plan themes at right)
- Integrate art into buildings, street furnishings, gateways, public space, blank walls
- Preserve important neighborhood qualities such as a connection to local history and culture, historic streetcar-era building character; and sense of place. To achieve this, new development should retain and relate to foundational architecture, and integrate preservation of our heritage into creative ways. (Overarching goals 9-10)
- Develop gateways and connections that celebrate special places.
- Create a gateway and welcome feature at SE 29th and at other boundaries at each neighborhood.



Illustrations: Analysis illustrating key nodes, districts and opportunities for gateways. Portland State University Urban Design Students “Toolkit for Neighborhood Development Final Studio Report,” a community collaboration project between PSU and the Division Design Initiative.



Illustrations: at Right Excerpt from the Division Green Street Main Street Plan noting goals and key themes for the corridor



CONTEXT + COMPATIBILITY

“New development should complement the character of the neighborhood in terms of scale, storefront pattern and design details” - Portland Main St. Design Handbook



KEY COMPONENTS OF MAINTAINING COMPATIBILITY¹

(New from City of Portland DOZA Findings Report)

- SCALE:** The building's overall size, proportion, and the related issues of privacy and solar access (see Massing & Transitions)
- PATTERNS:** The building's adoption of local physical design patterns including overall proportions and massing, but also including a wide range of patterns (see Neighborhood Patterns section, page __), such as site orientation, roof forms, window design, ornamentation, materials and general architectural style. (See Compatibility + Neighborhood Patterns)
- IDENTITY:** The building's adoption of specific forms and features to celebrate the distinctiveness of its neighborhood or district, to reinforce a sense of place, and connect with the cultural and social qualities of the community (see Division Identity , Character + Style Sections)



The Context Elevation can be a useful community reference to highlight conflicts and opportunities for greater fit with street context

COMPATIBILITY & CONTEXTUAL DESIGN

The goals of the 2006 Division Green Street Main Street Plan highlighted several issues raised by the community related to infill development. Many of those earlier issues are still of great concern today, including as the plan notes: “the contrast of scale and height in relation to existing development, privacy impacts, compatibility with existing neighborhood character, etc.”

The desire for compatible new development is not about preventing development. There are benefits that have come from increasing the supply of new retail and residential development along Portland’s main streets. It is acknowledged that Division has been the beneficiary of new development, which has increased Division’s housing supply, retail options and social and economic vitality - while exacerbating the pace of gentrification in the neighborhood.

The desire for compatible new development is about maintaining and enriching—not losing—the details and character that made these streetcar-era main streets special places. Some new developments have missed the character cues and rejected rather than embraced the unique patterns of these streets. As a result, the special qualities of these historic main streets are in jeopardy of being erased. If that were to happen, the City of Portland may lose important pieces of its identity and look and feel like many other places. Responding to neighborhood context is a key priority for the community. To maintain compatibility -- in the sense of new development co-existing in harmony together with current development -- a building should relate to site and neighborhood conditions, patterns and character. By “relate”, we mean that a building does not need to mimic a historic building style; however, new building should not reject the neighborhood form, or “pattern language”. “The intent is to build a district that is more than the sum of the parts, with each element making an important contribution.” (PDC Main Street Handbook, New Development Principles, p. 59).

There are endless definitions of what “context” or “contextual” means in terms of building design. There is some agreement on what contextual design **is not**: simply a prescriptive order to repeat or mimic what exists already.

Two main themes may be considered in terms of “context”:

- 1) How it works with the past, present, and future (this includes not ignoring that context is always evolving)
- 2) How it contributes as well as takes advantage of the surrounding area it joins in form and function (including the overall streetcar era main street context of Portland city-wide).



This development on Division shows excellent context & compatibility with neighborhood patterns - materials, window patterns, storefronts and details, cornices. Further, upper level stepbacks help minimize scale impacts

¹ Walker Macy, Angelo Planning Group. “Interim Report: Design Overlay Zone Assessment: Findings, Preliminary Recommendations. November 10, 2016.

COMPATIBILITY GUIDELINES

1. New construction should be designed to be consistent with the existing pattern, scale, style and massing, of structures in the neighborhood and surrounding blocks, as well as other streetcar-era main streets in Portland.
2. New main street-facing buildings that are bigger and taller than previous buildings on the same site, and/or nearby adjacent buildings, should not detract from the unity of the main street or district. (See positive examples of larger new buildings reflecting Portland's foundational character, p.____)
3. New main street-facing development that is of a greater scale than previous buildings on the same site should **carefully consider the quality of life of residents on abutting rear yard lots** including minimizing residents' privacy impacts and maintaining residents' solar access. (See Transitions Guidelines, p. 17)
4. Consistency in size and style should use the following strategies:

- a) Maintain the traditional small-scale regular rhythm of building widths
- b) **New development should demonstrate compatibility with the adjacent architecture by incorporating a minimum of four of the following seven features similar to the neighboring architecture:**

- scale
- roof forms
- window proportion or patterns
- materials
- style
- ornamentation elements
- color

- c) **Relate to neighborhood patterns.** Relate building form to existing context and established Division main street area patterns. (See Main Street Patterns, p.____) The following are typical area-specific neighborhood patterns found on Division, Hawthorne & Belmont and other street car-era main streets in Portland:

- Angled front facade on corner buildings, i.e., 45-degree angle cut building corners – maintains visibility for vehicles & pedestrians and when cut out solely at first floor can create areas for pedestrians to pass safely or pause for conversations.
- Raised sills or bulkheads
- Large storefront windows with transom windows above
- Visible building increments of 25'-50'
- Regular rhythm of recessed entries every 20'
- Include permanent awnings & overhangs for windows and entries
- Window variation and patterns that relate to adjacent buildings
- Articulated rooflines



Above: Positive examples of Newer Compatible Buildings - Three and four story larger new buildings that add housing capacity and reflect area context on Division and Belmont. At top, the "Move the House Project" on Division and 38th shows connection to adjacent development through similar horizontal siding patterns, color and articulation of the building mass with upper stepbacks on Division and balconies. (photo credit: H. Flint Chatto) The Belmont mixed use building at right, relates to the scale of nearby buildings, breaks up building massing with visible building increments that relate to neighborhood patterns for building widths. It also shows modern design yet includes a simple cornice, brick materials, windows on sidewalls and recessed entry patterns. (photo credit: Erik Matthews, building architect)

BUILDING FORM + MASS

Division's existing character is special as part of Portland's East-side fabric of streetcar-era main streets. (See Valuing our Main Street Legacy, p___.) It is also special because of its narrow street width which supports a very walkable human scale, and the many small pedestrian-oriented buildings with locally serving businesses.

To maintain compatibility (in the sense of new development co-existing together with current development in harmony), relate to site and neighborhood conditions, patterns and character. (see Encouraged Main St. Patterns, p___).

A positive, recognizable urban form pattern for Division street is buildings with active ground floor uses placed at the front property lines to create a rhythm of regular storefront entries and continuity in facades that help frame each side of the street and lead pedestrians through the commercial nodes. New development should strengthen this continuity of facade patterns near the commercial nodes but should not dominate the often small scale mix of residential and older streetcar era buildings that contribute to the character and identity of the neighborhood.

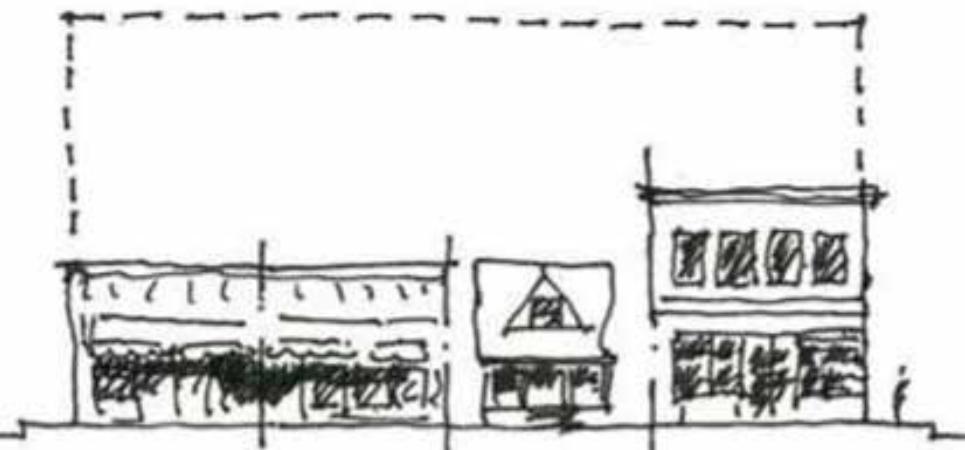
Overly bulky and "boxy" buildings that loom above the narrow street threaten to eliminate the positive effect of enclosure. Without carefully designed architecture, large building walls may instead create a stark, canyon-like effect. **Attention and sensitivity to transitions in scale and adjacent uses/zones, breaking up building bulk and mass and preserving access to light and sun, can help create better compatibility and relationship between existing and new developments in the neighborhood.** "The intent is to build a district that is more than the sum of the parts, with each element making an important contribution." (PDC Main Street Handbook, New Development Principles, p. 59).



Illustrations: Examples Showing Poor Compatibility. Although recent development on Division and Hawthorne have added needed housing capacity, frequent community concerns note a lack of relationship to neighborhood architectural patterns and a form that dominates the small scale grain of the existing street calling attention away from the foundational character and identity of the neighborhood.

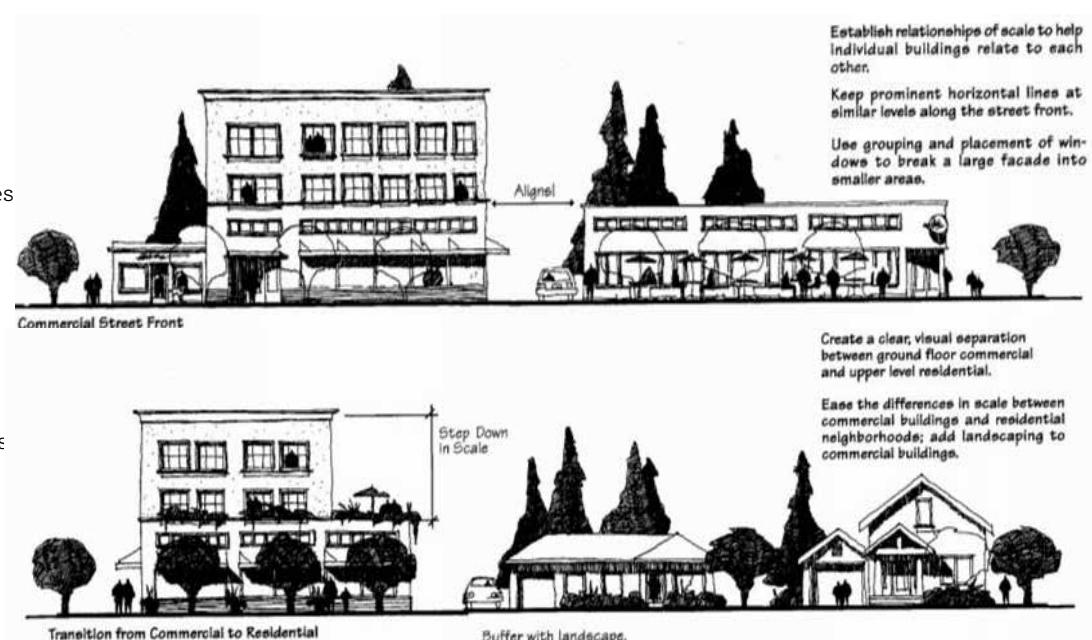
BUILDING FORM & MASS GUIDELINES

1. Mitigate the appearance of building size, bulk and scale.
2. Design building massing to create a human/pedestrian scale.
3. Large buildings may have impacts to sunlight exposure - provide solar shading analysis and creative site design to reduce impacts and maintain access to sun, air, and light for building occupants, adjacent residents and businesses. (Overarching Guidelines Goal #9)
4. Maintain the building wall-to-street width enclosure and avoid or mitigate overly tall walls directly on the front property lines through the following methods:
 - a) Provide stepbacks on upper floors on the main street to preserve more solar access to the street and minimize a "canyon" effect.
 - b) Occasionally set buildings back from the front property lines to disrupt the continuous wall of buildings and form (or preserve) court yards, forecourts or landscaped yards.
 - c) Strengthen the positive urban form pattern for Division street of buildings with active ground floor uses placed at the front property lines to create a continuity of facades that frame each side of the street.
 - d) Preserve views of nearby landmarks and important viewsheds.
5. New buildings above three stories should provide streetscape amenities to help offset negative impacts of loss of skyline and sunlight.
6. Mitigate the visual appearance of building size, bulk and scale (especially in larger new developments), through the following design treatments:
 - a) Provide subtle variation in grouping of window patterns - ideal is repetition with variation, and generally vertical orientation that relates to neighborhood patterns. Upper windows with rounded tops are encouraged.
 - b) Articulated roofline patterns - Division and SE neighborhood corridors have many deco rooflines and subtly detailed parapets
 - c) Include balconies that project beyond the building edge
 - d) Entry overhangs/awnings and projecting window shades
 - e) Exterior projecting facade details such as oriel windows
 - f) Use distinct bottom, middle, top approaches to relate to foundational main street architecture pattern (See Architectural Character "Base, Body, Top" section)



Main Street Design Challenge - Existing small scale buildings have larger zoning potential for new development often resulting in buildings with massing and design that creates discontinuity or dominates or existing context, street and district

Source: Mixed Use Zoning Committee Presentation <https://www.portlandoregon.gov/bpa/article/494316>



The Context Challenge - Existing small scale buildings with larger zoning envelopes for new development make the design of character, facades, and massing critical to creating new development that is consistent with community priorities compatibility. Incorporating adjacent or nearby design details and patterns as well as stepdown and stepbacks can help ease these transitions. Images above from "Building Blocks for Outer SE Portland" illustrate methods to have better context sensitive infill for newer bigger buildings along small main streets.



MINIMIZE CREATING BLANK WALLS

1. Especially where a building side wall is likely to remain visible for an extended period of time (e.g. interior block property lines where the adjacent commercial property is already developed or adjacent to residential uses) that building elevation should reflect a design treatment of the whole building and the following should be considered:
 - a) Increase side setbacks on the full facade (or on upper stories) to allow windows to break up the large blank expanse.
 - b) An inset in the side facade for a lightwell (as described in other sections) could also serve to break up the facade.
 - c) Incorporate architectural details found in nearby structures such as window patterns, horizontal or vertical elements, narrow horizontal siding, patterned brick, decorative cornices, landscaping and art/murals or other features.
2. Step down to lower building heights (see lower illustration on page 13). Avoid creating scale contrasts of more than a two-story scale transition with adjacent architecture (e.g. if adjacent to a two story building, then not more than four stories where buildings abut). If not feasible, then alternatives should include strategies to mitigate contrasts in scale and blank walls (e.g. landscaping, art, windows, balconies).
3. At side lot lines, new developments should consider the following to support greater compatibility, livability, light and air:
 - a) Upper level side setbacks – Above the first story, use side setbacks 10' from property line, maintain street wall, and encourage windows in stepback facades.
 - b) Light wells – Provide for interior daylighting if developing on side lot lines. Provide light wells not less than 12 feet wide parallel to the exterior wall and not less than 5 ft deep. At side lot lines anticipate future development by providing light wells for daylight and fresh air.

Illustrations: Treatment of blank walls, especially with larger buildings, significantly helps improve transitions and long term quality.

SCALE, MASSING & STEPBACKS

1. Taller first floor heights of 14-18 are encouraged
2. One-four story scale preferred.¹ If four stories or above, some neighborhood associations have expressed a preference to include stepbacks of the top stories on street-facing sides at a depth equal or greater to fourth story height (e.g. 12' story height would have a 12' stepback) to maintain a feeling of three stories. Top floor stepbacks minimize the height presence of four and five story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded three stories, so stepbacks help larger structures fit in.
3. Avoid overly flat, square, "boxy" building forms – by breaking up building mass through the use of balconies, stepbacks, articulated rooflines, facade articulation, step downs and varied building heights, etc.
4. Minimize creating scale contrasts and blank walls.
5. Step down to lower building heights (see lower illustration on page 13). Avoid creating scale contrasts of more than a two-story scale transition with adjacent architecture (e.g. if adjacent to a two story building, then not more than four stories where buildings abut). If not feasible, then alternatives should include strategies to mitigate contrasts in scale and blank walls (e.g. landscaping, art, windows, balconies).
6. At side lot lines, new developments should consider the following to support greater compatibility, livability, light and air:
 - a) Upper level side setbacks – Above the first story, use side setbacks 10' from property line, maintain street wall, and encourage windows in stepback facades.
 - b) Light wells – Provide for interior daylighting if developing on side lot lines. Provide light wells not less than 12 feet wide parallel to the exterior wall and not less than 5 ft deep. At side lot lines anticipate future development by providing light wells for daylight and fresh air.

¹The 2016 Richmond Neighborhood Association Board voted for the following language change: from "1-3 stories preferred" to: "1-4 story scale preferred. Top floor setbacks minimize the height presence of 4 and 5 story buildings along the street. Historic commercial structures in the neighborhood have typically not exceeded 3 stories, so setbacks help larger structures fit in. For accuracy, "setback" term was replaced with "Stepback".

Right Stepbacks help blend with existing context. Bend OR-2016. Source: Hflint-Chatto

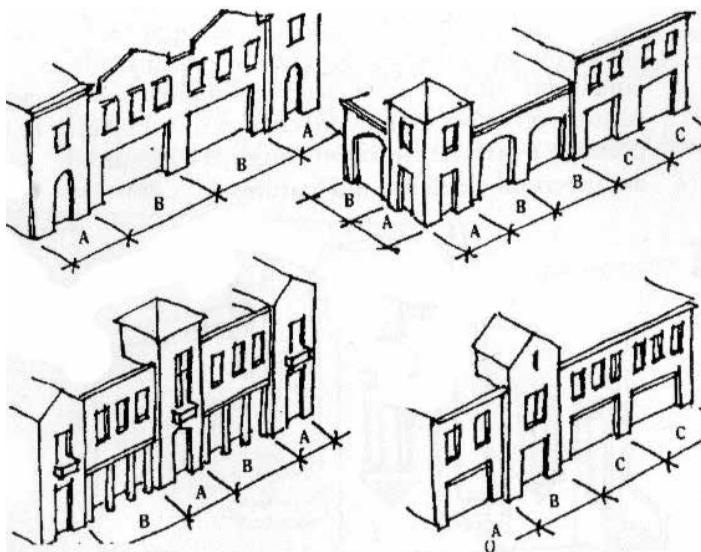
Below left: Two examples of moderate scale increases with positive facade articulation and storefront features that relates to neighborhood patterns



Right: Alternative upper design treatments for compatible development that relates to neighborhood patterns without creating overly bulky building form. (L. Qamar, Architect)

SITE PLANNING

When developing a specific site on the Division Main Street, it is a priority to balance emerging 20th century patterns of development as well as historic streetcar main street plat patterns. Historic Portland streetcar lots follow a certain pattern on all Portland main streets and Division is no exception. Portland main street-facing lot widths were typically 25-, 40-, or 50-feet wide, and the buildings lining the main street followed the rhythm of lot division in their width, structural bay division and massing. Even when new construction consolidates and spans the historic lot division, new buildings should recognize and maintain this characteristic rhythm.



Break Up Building Massing - create ordered facades and regular rythm of recessed building entries

SITE PLANNING + DESIGN GUIDELINES

1. Maintain "Solar Equity" for adjacent uses to the extent feasible
2. Minimize surface parking and use existing paved spaces for active outdoor uses such as cafe seating or pop-up retail.
3. Plan for adequate loading and service access
4. Maintain the fine-grained storefront character of Division that is the result of historic streetcar street platting pattern. If erasing historic lot patterns, incorporate visual and spatial cues that provide community continuity and acknowledge and make note of an earlier time.
5. On larger consolidated sites, alternate portions of the building that are located on the front property line with street facing courtyards, to form entry courts, forecourts, landscaped yards, public squares, seating areas and public plazas. This both minimizes the bulk of buildings and creates public gathering spaces.
6. The placement and design of buildings should take into consideration the privacy of adjacent properties. Structures should be designed to avoid placing windows, decks or balconies that look directly onto neighboring properties. Spillovers of noise and light into these sites should also be minimized. (See Privacy section under Transitions, p.).
7. Use side setbacks to allow for more window openings, create design interest, break up the massing, reduce blank walls, and foster greater daylighting and natural ventilation for building occupants.
8. Encourage construction of inner courtyards allowing windows and balconies that face inward rather than outward. Include walkways, passeos and passthroughs to enhance pedestrian oriented design.
9. Require landscaping and a vegetation buffer specifying minimum tree height that increases with the building height and shields adjacent residential properties from windows and balconies.
10. Design new development to minimize potential adverse impacts upon surrounding residences and to reduce conflicts with residential uses. Consider the following factors: traffic generation, deliveries, parking, noise, lighting, crime prevention, visual effects and buffering (Source: Sunnyside Neighborhood Plan, Appendix D - SNP).
11. Driveway curb cuts on Division are discouraged
12. Landscape should screen and/or buffer views of parking, loading, trash areas and service yards
13. Minimize the visibility of utility connections from the public street. Utility screening and enclosures should be unobtrusive and conveniently located for trash disposal by tenants and collection by service vehicles.

TRANSITIONS - ATTENTION TO SHADING, PRIVACY, SCREENING + BLANK WALLS

1. Minimize privacy impacts to residentially zoned properties and residential uses.
2. Address transitions with mitigating design measures for new development, particularly in these locations:
 - On local streets intersecting Division
 - On Division Street between buildings
 - On building facades abutting residential uses

DISCOURAGED AT TRANSITIONS

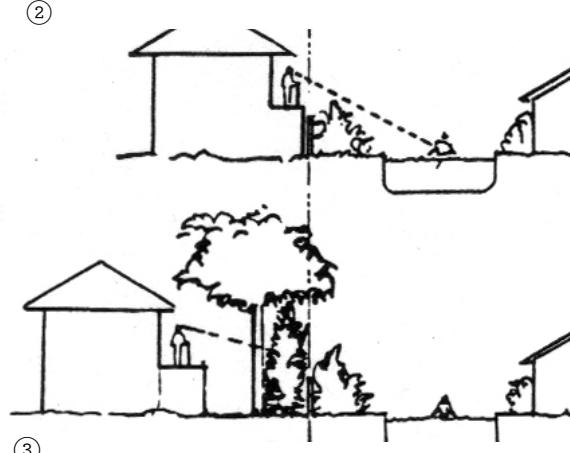
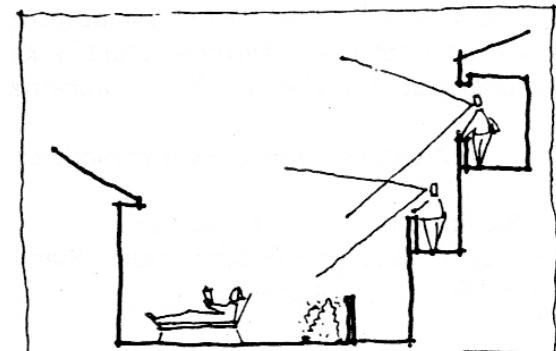
3. Minimize and where possible, avoid, creating impacts from new development including:
 - a) Excessive light overspill from unshielded exterior and interior lighting.
 - b) Overconcentration of windows facing residential uses.
 - c) Creating privacy impacts (e.g. ensure balconies and windows are located with care)
 - d) Blank walls above the second story. Creating multi-story large blank walls (e.g. interior block commercial properties where the facade at side lot line becomes a firewall) is strongly discouraged
 - e) Excessive shading (define excessive) of adjacent properties. (See Goal 9 "Maintain sun, air, light for building occupants, adjacent residents and businesses." and Goal 10 "Promote sustainability, resiliency, and green building design") This is especially key for southern exposures, relationships next to food producing gardens, roofs with solar panels or structures that rely on passive or active heating/energy generation. The intent is to provide adequate sunlight, protection for existing property values and investments such as the use of solar energy systems without prohibiting the normal development of

property. New development should provide the neighborhood association with a shading analysis reflecting the location and shadow patterns of all buildings, walls, fences, and vegetation on the property and on the adjacent parcels to the west, south and east.

ENCOURAGED AT TRANSITIONS:

Minimize Privacy Impacts to residential uses: Privacy considerations for adjacent residential is a priority for community members and the following approaches should be integrated where possible:

- Design structures to avoid placing windows, decks or balconies that look directly onto neighboring properties. Locating windows and decks so these do not overlook neighboring residential properties or increase side setbacks to increase privacy
- Provide screening from balconies to maintain privacy of adjacent neighbors
- Create or maintain larger trees and landscape buffers to mitigate residential privacy impacts



Figs below from left to right:

① Improper placement of large buildings can reduce the privacy of adjacent homes. Source: Design Review Guidelines, City of Seattle, pg. 12.

② Reducing windows and decks overlooking neighboring residential property or increasing side setbacks can increase privacy.

③ Privacy Protection Method. Source: Montecito Architectural Guidelines & Development Standards, pg. 16.

ARCHITECTURAL CHARACTER

There is a reason that architecture is—or at least traditionally was—the most conservative of the arts. Buildings last a long time—hundreds of years—and old buildings are the best evidence of what passes the test of time. Traditional building is not about nostalgia or sentimentality as its critics would have it, but rather about imitating what works.”

– Witold Rybczynski, Architect, Author, Professor, Architecture Critic

ARCHITECTURAL STYLE

As noted on page 14, the Streetcar era was the most significant period for the early development of inner Southeast Portland. This time-period predominantly featured one and two story buildings of brick, masonry and wood with generous storefront windows and features described in the Neighborhood Patterns, Storefront/Facades sections, and Foundational Styles Appendix. Encouraged styles that are traditionally represented in the Neighborhood include: Streetcar Era Main Street Commercial, Main Street Industrial, Art Deco, Art Moderne, Arts & Crafts/Craftsman Vernacular, Mission Revival, and Spanish Eclectic/Mediterranean. These styles represent those that have been traditionally represented in the neighborhood both along the Division, Clinton and Hawthorne Corridors as well as surrounding neighborhood main streets. For descriptions and further inspirational examples, see the Foundational Architectural Styles Appendix, p ___. Photos on the facing page show ways newer buildings have incorporated these patterns and styles in positive ways. These styles provide characteristics that can be drawn from for new commercial, single family residential, multifamily and mixed use buildings to achieve greater continuity along our smaller main street corridors.



Streetcar Era Main Street Commercial



Arts & Crafts/Craftsman Mixed Use Vernacular



Main Street Industrial/Utilitarian



Art Deco



Spanish Eclectic/Mediterranean

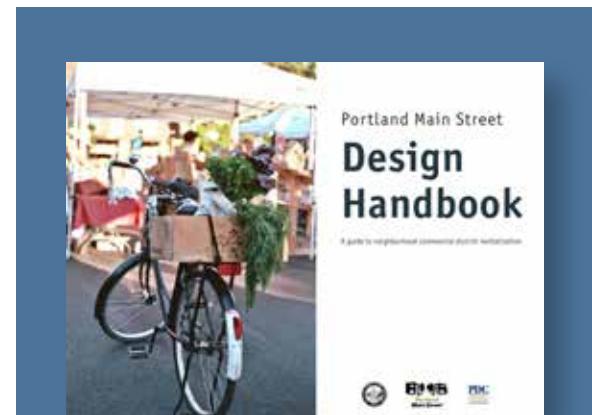


Mission

EXEMPLARY SE EXAMPLES:

- Ford Building (11th & Division)
- Fumerie Parfumerie (36th & Division)
- Double Barrel (20th & Division)
- American Local (30th & Division)
- Roman Candle & Ava Gene's (34th & Division)
- Oregon Theater (35th St & Division)
- Move the House Project (38th & Division - south side)
- Sunshine Tavern Building (31st & Division)
- Shanghai (28th Ave & Division)

A list of Special Buildings on Division for preservation are included in the Appendix.



"Districts evolve over time and as a result, it is natural to see a variety of architectural styles and construction methods. A new building should be current, yet designed to respect the context of the existing structures around it. It is generally agreed that a new building should not pretend to be historic.... At the same time, a building that feels alien in its context and calls too much attention to itself takes away from the unity of the district. A better approach is to complement the character of its neighbors in terms of scale, storefront pattern and design details - these buildings will strengthen the district over time. The goal is to build a district that is more than the sum of the parts, with each element making an important contribution."

*—PDC Main Street Design Handbook,
New Development Principles, p. 59*

ARCHITECTURAL CHARACTER

New section from Urbworks Planning Consultants

GUIDELINES FOR ARCHITECTURE

- New buildings should acknowledge and respect the historic context of existing buildings, in addition to the massing, scale, and the features that help preserves its unique sense of place.
- New buildings should ideally relate to the features that make the district or nearby buildings building notable or historically identifiable.

HUMAN SCALE

- Recess windows and doorways and use piers, columns, trim, overhangs, and other architectural elements to create a sense of substantial depth, cast shadows, and provide architectural interest.
- Consider features that provide articulation and design interest in the design of all sides of buildings:
- Recess windows by at least four inches from the building façade;**
- Add elements such as window and door frames and details that demonstrate craftsmanship
- Articulate the building to incorporate projections and recesses that add architectural interest and allow a visual play of light and shadow.



BASE, BODY, AND TOP

- Every building on SE Division Street should have a clearly expressed and well-articulated building base, building body, and building top.
- Use design elements that reinforce the details of the human scale both vertically—from building base to, building body or roof, and horizontally – along the length of the building to break-down the visual mass of long elevations and to add interest.
- Use canopies, awnings, or other elements that provide pedestrian protection to reinforce the division between building base and body.
- Avoid using too many materials or colors which may clutter the building facade appearance. Relate to older foundational buildings through the use of more consistent materials.
- Articulate the building elevation with projecting elements like bay windows or balconies and/or recessed elements like terraces that create strong shadow lines, bring the activity of the interior to the street at upper floor levels, and add visual interest.

Positive examples of larger new buildings reflecting Portland's foundational character (Photo Credit: L. Qamar)



ROOF FORMS & CORNICES

- Use strong roof forms to visually distinguish the building roof at the skyline. Design roof elements with a functional integrity consistent with the overall design of the building.
- Rooflines, cornices, and parapets should not run unbroken for more than 75 feet without vertical or horizontal articulation.**
- Use architectural features such as towers and other roof elements to call visual attention to corners and entries.
- The visible portion of sloped roofs should use a roofing material complementary to the architectural style of the building.
- rooftops can provide usable outdoor space in both residential and commercial developments.
- Roof-mounted services, utilities, and communication equipment should be screened from view by structural features that are an integral part of the building's architectural design.
- Incorporate variable roof forms into the building designs, to the extent necessary to avoid an overly flat appearance of buildings. This may be accomplished by slight changes in roof height, offsets, change in direction of roof slope, dormers, parapets, towers, etc.



FAÇADES

This section is written by Urbworks Planning Consultants - added from the Resource Guide for
Creating Division Design Guidelines

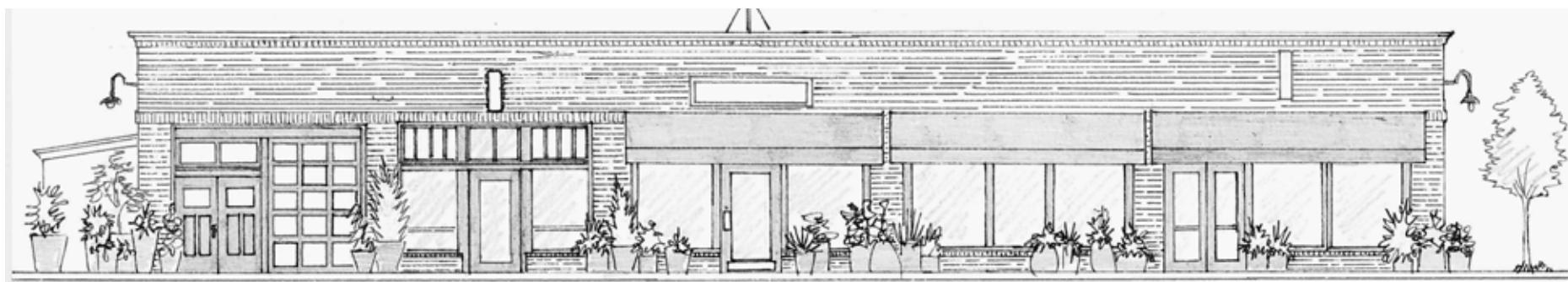
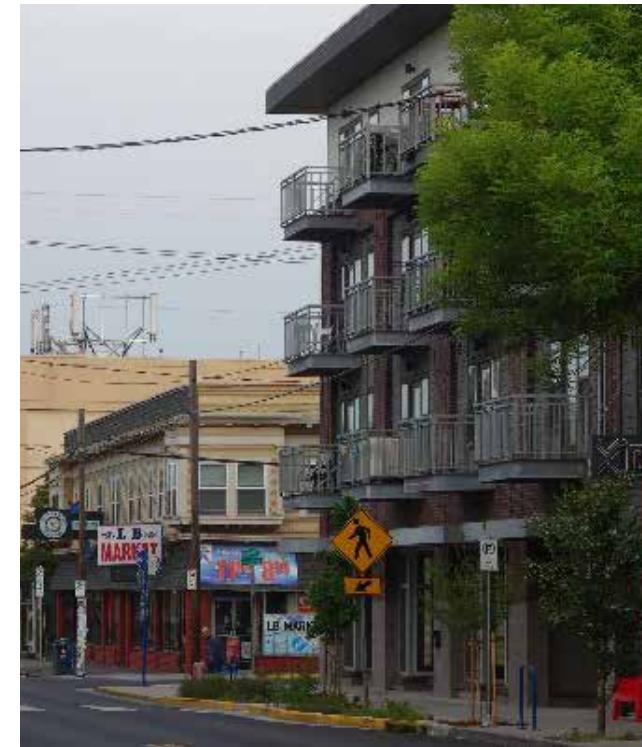
STREET-FACING FAÇADES

While all façades of a building should visually and architecturally relate to each other, the street-facing façades are the public face of a building. Design of street-facing façades are encouraged to be more formal, regular, and ordered in their architectural expression.

1. Buildings with more than 50-feet of frontage should be designed to appear as two or more smaller individual buildings or two or more smaller but related parts of one larger structure.
2. Balconies that project into the public realm should be designed to minimize visual clutter. (see good examples on p. 20)
3. Architectural design should be consistent over the entire building.
4. Facades facing residential zones should use setbacks, step-backs, terraces, and recesses to breakdown the visual scale and massing. (See Building Form + Mass, + Transitions sections)
5. Corner buildings are considered to have two street-front façades.

OTHER FAÇADES

6. Walls with large expanses of blank walls are strongly discouraged. Where building codes prohibit the interior side wall of a building from being articulated by recesses or penetrated by windows, design the elevation consistent with the building's established street-front design.
7. Relieve the expanse of blank wall areas with design elements such as murals, mosaics, decorative patterns of the building materials, green walls, or other elements. (See Blank Walls under Transition Section, p. __)



STOREFRONT WITH TRADITIONAL MATERIALS

A cornice can be constructed with wood framing, plywood and moldings with a sloping sheet metal cap to shed water. The cornice spans the top of the storefront, often covering a structural beam or unfinished brick.

Transoms are optional design elements that help to break up the massive effect of very large sheets of glass. Transom windows can be clear, tinted, or stained glass.

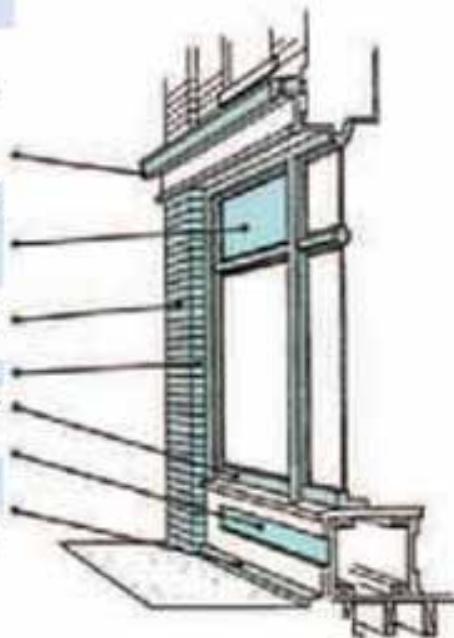
Masonry piers are uncovered and match the upper facade.

The storefront is recessed 6 inches into the opening.

The storefront and windows are framed in wood. The sill slopes forward from drainage.

Bullheads are constructed with wood framing and a plywood back with trim applied to it.

The storefront rests on a masonry or concrete base to prevent water damage.



STOREFRONT WITH CONTEMPORARY MATERIALS

A cornice is made with sheet metal over a wooden frame.

Optional transoms can be stained glass, clear glass, or opaque.

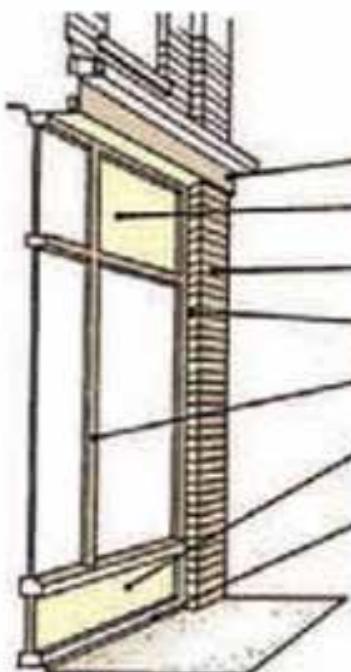
Masonry piers are uncovered and match the upper facade.

The storefront is recessed 6 inches into the opening.

The storefront and window are framed with dark anodized aluminum or painted aluminum.

Bullheads are constructed of aluminum framing and a plywood panel clad with aluminum.

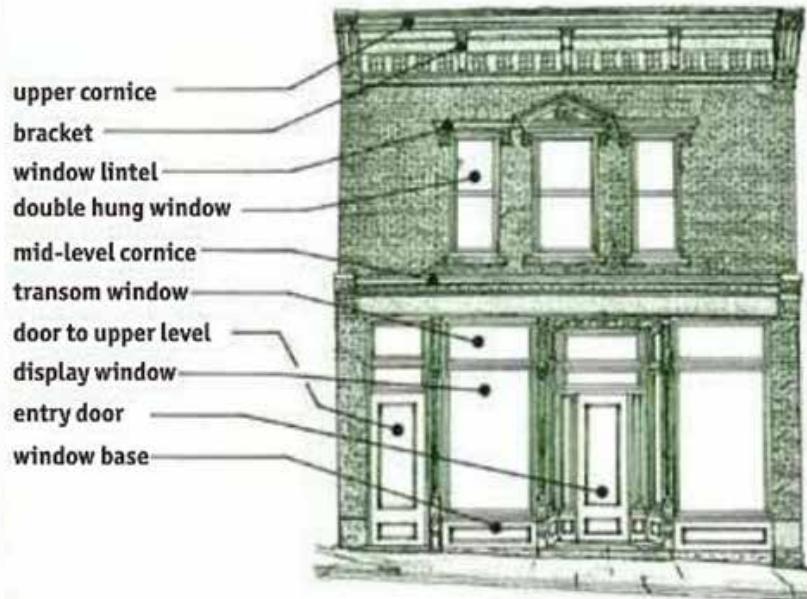
The storefront rests on a masonry or concrete base.



COMMERCIAL STOREFRONTS

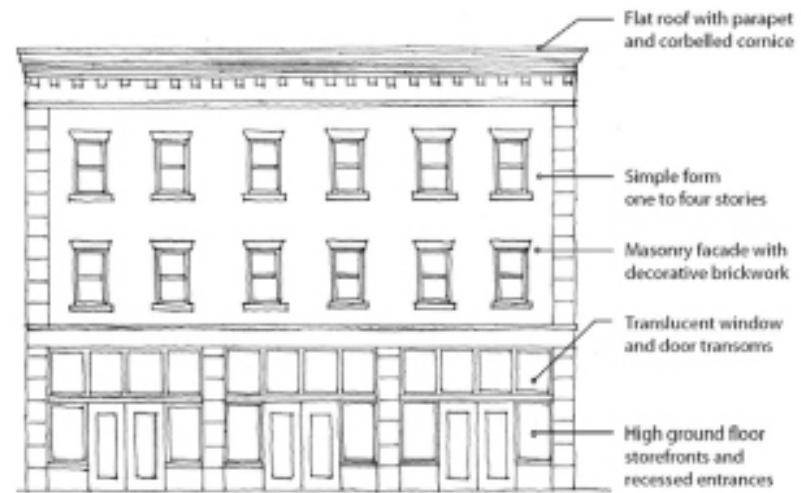
ENCOURAGED ELEMENTS

1. Relate to “neighborhood patterns” (see graphic at right and “Pattern” list on p. 20)
2. Raised sills should be included to relate to typical main street patterns and should be a minimum of 18” and 30” maximum from the sidewalk.
3. Generous storefront windows, with transom and/or clerestory windows above
4. Covered entries, and rain protections for the pedestrian along the sidewalk
5. Building-integrated awnings, canopies and overhangs
6. Operable windows and rollup doors with windows to open to street
7. Arcades
8. Building integrated seating (e.g. Roman Candle building on NE corner of 34th and Division)
9. Entry doors with transparent windows
10. Create corners that include building entrances and stopping places
11. Incorporate art – patterned brick, tiles, bike parts, etc., throughout the corridor



© Joe Loeffler

The storefront, arguably the most important segment of a commercial building, is often the portion that pedestrians and drivers notice the most.



Above - Main Street Patterns. (Source: Prosper Portland, Main Street Design Handbook)



Awnings, Storefront Windows, and Pattern of Recessed Entries at 30th and Division (Image: H. Flint Chatto)

AWNING GUIDELINES

1. Should complement the rhythm of the storefront windows
2. Should be as transparent as possible, or incorporate lighting
3. At pedestrian level, should be of solid constriction as opposed to brise soleil
4. Should be a minimum of 10' above the sidewalk
5. Should project a minimum of 5' from the face of the building
6. Should be self-cleaning
7. If possible contain solar panels



Awnings, balconies and storefront windows help break up larger facades and relate to a more human scale. NW Portland (Image: M. Molinaro)



ENTRIES + EDGES



Illustrations: Recessed Entries on Belmont, Division and Hawthorne. Champfered (45 degree) cut corners are a common pattern on St. Car era corridors. Rounded entries and details add a human scale, pedestrian interest and softening of building facades



WINDOW PATTERNS - DIVIDED PANES + VERTICAL ORIENTATION, ROUNDED EDGES + REPETITION WITH VARIATION

EXTERIOR MATERIALS

The use of materials and a quality of finish work should reinforces the sense of this city as one that is built for beauty and meant to last.

ENCOURAGED MATERIALS

1. The use of natural and durable materials such as brick, wood, metal and steel are strongly encouraged. Stone and tile that add texture to a facade may also be considered.
2. Use of a graffiti barrier coating of street level building materials is encouraged (e.g. sacrificial or permanent coatings)
3. “Real” stucco is encouraged however this use should include a plan for maintenance
4. Reuse third-party materials where possible
5. Corrugated paneling may be considered if allowed by code
6. Consider “bird friendly” designs when selecting exterior materials, window designs, and special locations such as “high risk zones” (see *Bird Safe Materials section*)



Encouraged Materials: The use of brick, high quality “punched” (recessed) windows, metal awnings and cornices shown above both relate to traditional neighborhood materials and contribute to a feeling of lasting durability

DISCOURSED MATERIALS

7. The glass area of storefront windows should not be obscured more than 25 % (e.g. frosted or fritted glass, excessive signage or advertising that overly obscures storefront is discouraged)
8. Composite panel siding should not be used for more than 25% of the facade
9. Plastic siding is strongly discouraged Metal screens on the street facing facade are strongly discouraged:
 - Vertical plane metal screens should not cover more than 25% of street facing façade
 - Metal screens should also not obscure windows
 - An exception may be when used in small areas to support vegetation on the facade for greening the street and for green walls to break up the appearance of a large facade or blank wall. If landscaping is the intent for the screen, a maintenance plan should be established.



Discouraged Materials: Plastic sideing and metal screens were strongly discouraged by community members in public surveys about design preferences.



BIRD SAFE MATERIALS

- a. The following High Risk Zones may warrant extra design attention to protect bird safety:
 - Glass on first 40' of a building
 - Glass on first floor adjacent to an ecoroof or rooftop garden
 - Windows at corners, on skybridges and in atria
 - Freestanding glass around courtyards, eco-roofs, patios, and balconies
- b. Encouraged Window Treatment Options for High Risk Zones:
 - Exterior frits, sandblasting, translucence, etching or screenprinting
 - Exterior branding on glass for retail
 - Exterior window films
 - Exterior shades or shutters

HOUSING DIVERSITY + AFFORDABILITY

Overarching Goal 5: Encourage a diversity of housing types, sizes, and price ranges to serve all segments of the population.

Overarching Goal 6: Encourage retention of existing affordable housing and inclusion in new developments.

1. Provide for a variety of housing types and sizes for a diversity of incomes, household types and life stages (see following housing images and illustrations as well as in the “Streetcar-era Apartments” section of the Foundational Architecture Appendix).
2. Explore options for retention of existing more affordable housing. Consider strategies for inclusion of affordable units in new developments (e.g. MULTI programs and other incentives).
3. Encourage family oriented-housing models, including one-three bedroom unit configurations and amenities (e.g. courtyards and green spaces as play areas).
4. Encourage “Missing Middle” housing types (courtyards, plexes, townhouses, ADU’s). These housing types can add significant density, respond to neighborhood building massing and form preferences, and aid with smoother transitions along corridor and in adjacent residential neighborhoods.
5. Maintain and support the residential character of the neighborhoods surrounding Division through architecture that relates to the traditional neighborhood context, drawing inspiration from rooflines, materials, massing, architectural details and styles that represent the distinct historic, cultural and geographic characteristics of the area (See Architectural Styles Appendix).
6. Provide amenities that support a diversity of residents needs, especially families – rooftop spaces, courtyards, gardens, and indoor/outdoor gathering spaces.
7. Bicycle Rooms are strongly encouraged to help provide a safe and secure storage location, especially for new buildings seeking to limit parking. Bicycle storage should not be allowed on any street facing balconies.

8. Screening requirements should be emphasized to reduce visual impacts. These should include consideration of:

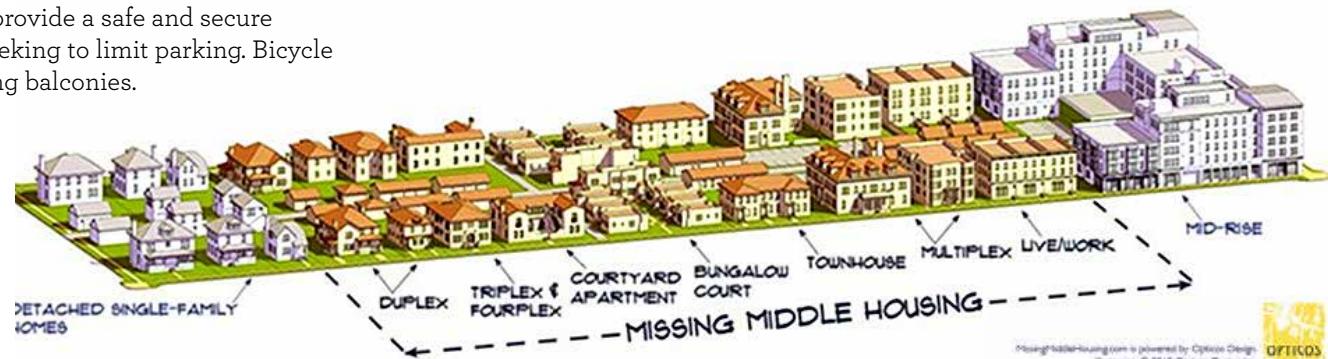
- Decorative or hidden grouped mailboxes
 - Consolidation of utilities,
 - Parking lot buffers with landscaping,
 - Enclosures for trash and recycling.
 - Balconies with screening where to prevent privacy impacts.
 - Screening of windows to spillover of light and glare into adjacent sites.
9. Mixed Use buildings over ____ number of units or within 200 feet of a commercial node should include commercial uses at the ground floor.

RESIDENTIAL UNIT ORIENTATION & CONFIGURATION

10. Encourage unit sizes and configurations that support flexibility in furnishing arrangements)
11. Encourage unit orientation that is sensitive to relationship with other neighbors within and outside the building
12. Encourage option to convert units to live/work if on the first floor

Illustrations: Facing page -A variety of multifamily housing types. Courtyard housing in particular can provide high density residential, more air and light , and opportunities for community gathering and play. (Photo credits: Michael Molinaro, et al.).

Below: A range of “Missing Middle” housing types are encouraged as transitions both in the residential neighborhoods and along the commercial corridors (image credit: Opticos Design).



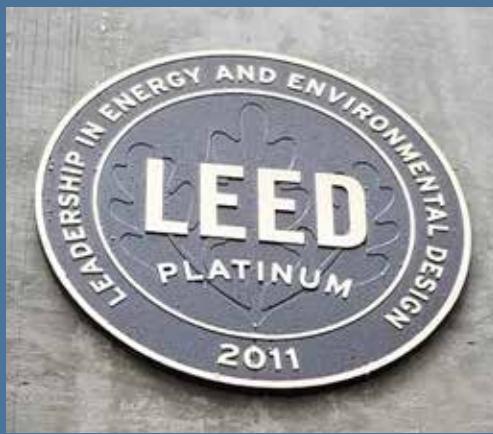


SUSTAINABILITY RESILIENCE + LIVABILITY

“Livability is the sum of the factors that add up to a community’s quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.”

—Partners for a Livable Future¹

"When considering our community wide goals for sustainability, it is also important to realize how existing building stock can help us realize those goals. Many of these buildings were designed before sophisticated artificial lighting and mechanical systems were available. Because of this, they relied on natural day lighting and ventilation strategies to provide the greatest level of comfort and efficiency available to them. These strategies helped give the unique look to the buildings we know and love today. Equally important to recognize is the incredible amount of embodied resources is housed in these buildings and districts. With a little investment and effort, we can both preserve these treasures and make them perform to modern standards of efficiency."



SUSTAINABLE DESIGN

The Division Green Street/Main Plan reflects the community's strong preference for sustainable design and green building strategies for both new and existing buildings.. Along our older street carera main streets with many vintage buildings, the Portland Main Street Design Handbook highlights the importance of existing building reuse is critical strategy for realizing our sustainability and climate protection goals.

SUSTAINABILITY GUIDELINES

- Promote sustainability, resiliency, and green building design practices..
- Employ adaptive reuse and retrofits where possible including relocating structures rather than demolition. (See examples on page 39)
- As much as possible, maintain sun, air, light for building occupants, adjacent residents and businesses.
- Use High Performance building design approaches for energy and water reductions (e.g. zero energy buildings, LEED, Passivehaus)
- Provide innovative stormwater management features that support green infrastructure functions (green roofs, living walls, etc)
- Reduce the amount of impervious surface and encourage the use of pervious paving options
- Encourage eco-roofs and other innovative stormwater management methods that enhance both the look and functionality of the corridor
- Upgrade walking and cycling amenities to support these modes
- Improve bus stop locations with benches, schedules and shelters



Illustrations (from top): Z-Homes Net Zero Energy Courtyard Development; Affordable Housing with green roofs, solar and courtyard design which allows for increased air and light, and common social spaces for children to play and community to gather; art and water with living plants at Pike Alley in Seattle



ENCOURAGE REUSE + ADAPTATION OF EXISTING BUILDINGS

Illustrations - Top: Retention of existing commercial buildings above with new additions on top. Middle: Signal Gas Station in North East Portland reused as a Pizza Restaurant, older houses on Division reused as cafes and restaurants, Below: Ford Building and adjacent Jimmy's Tire Annex, a former auto repair shop retrofitted with an interior court and multiple commercial uses.



HISTORIC PRESERVATION

As one of Portland's streetcar era main streets, the Division Corridor's architecture reflects the early 20th century history of Portland's development on the Eastside of the Willamette. Structures from this era form the basis of the area's "architectural vocabulary" which can be used in designing new buildings that will be compatible with their surrounding neighbors. These guidelines are designed to protect the architectural and cultural legacy of the street while accommodating growth and new development. They are intended to maintain and enhance those qualities which give Division Street its unique character. While encouraging compatibility of new buildings with existing structures, they do not advocate "new old buildings" or exact duplicates of older styles.

The guidelines exist in part to support residents, business and property owners and other community partners interested in designating, protecting or adaptively reusing historic places along the Division Street corridor. The City's current, outdated Historic Resources Inventory (HRI) includes more than 30 properties along Division between SE 12th and SE 60th. Others are clearly eligible for listing when the HRI is updated. The north side of Division Street between SE 12th and 20th Avenues lies within the Ladd's Addition Historic District and, therefore, development must meet the requirements of the Ladd's Addition Conservation District Guidelines. (<https://www.portlandoregon.gov/bps/34250>)

Elsewhere in the Division guidelines are detailed descriptions and photographs of historic features found in the foundational architectural styles present on or near SE Division Street. They are provided to exemplify and illustrate how rehabilitation, including additions, or adaptive reuse can be done in ways that maintain the character of existing buildings and block faces. These building characteristics are also highlighted to assist designers and developers in referencing these patterns when planning new construction along the corridor. These are not the only possible design solutions, but rather are intended to provide guidance while stimulating new ideas for achieving compatibility in the midst of change.



Oregon Theater: Illustration by Patrick Hilton

HISTORIC PRESERVATION GUIDELINES

1. Encourage the preservation and adaptive reuse of older quality buildings from the street's historic era to maintain the main street character of Division Street and achievement of corridor sustainability goals.
2. If updating an older historic building, use the Historic Design Review "hierarchy of compatibility" approach to first match the building, then the adjacent development, then the character of the surrounding context/street.

BUILDING ADDITIONS

3. Building additions should be in keeping with the original architectural character color, mass, scale and materials. Additions should be designed to have the least impact upon character-defining features and should be located inconspicuously when viewed from the street.

FACADES ORIENTED TO A STREET

4. In rehabilitating existing buildings, the architectural integrity of the street-oriented facades should be maintained. Additions and structural alterations should be limited to the rear and side yard facades and be minimally visible from the street.

STREETSCAPE DESIGN

SIGNAGE

Signage is encouraged to be oriented to pedestrians, not cars. Other signage preferences for Division:

- Artful and colorful signage
- Figurative signs (e.g. Scissors at right for local barber shop)
- Classic Portland shaped signs (Bagdad Theater(36th and Hawthorne), Stumptown Coffee (47th & Division),
- Wayfinding signage is encouraged for pedestrian orientation (e.g. sandwich boards, entries, interior court/alley businesses,)
- Neon signage is encouraged for business names
- Internally lit box signs are strongly discouraged
- Billboards are strongly discouraged



Illustrations (from top left): Traditional Portland neon sign at Stumptown Coffee on Division (photo credit: Scott Peale, Flicker); Figurative sign Ford Building (photo credit: H. Flint Chatto). Jimmy's Alley shows ayfinding signage: St. Honore Boulangerie on Division illustrates multiple sign types including building wall ceramic colorful signage, window signs and a small blad sign oriented to pedestrians (photo credit: H. Flint Chatto) . Liting: common "hook" type facade lights, signage on building and awning, three type of lighting at 30th & DIvision (including building address, recessed entry light and signage illumination



ADD CAPTIONS

DOZA Testimony on Proposed Draft

PUBLIC SPACE

- All developments are encouraged to provide shared indoor or outdoor space that will benefit the surrounding community. Strategies should include:
 - Building design that invites public interaction
 - Space for sidewalk cafes
 - Activation of alleyways for dining, seating, public access-ways, and art
 - Building integrated seating
 - Plazas and courtyards
 - Gateways and other connections that celebrate special spaces
- If including a public/private active use space, provide receptacles for trash and recycling as well as a noise mitigation approach (including landscape buffers, water features to provide white noise). Discourage outdoor uses after 10 pm (as required by code)

LANDSCAPE DESIGN

- Preserve trees and other landscaping of significant size (**X Caliper or height?**)
- Maintain existing, larger (define) plant materials
- Landscape screening abutting lessor zoned site
- Encourage native species, remove invasives
- Reintroduce water into the landscape in functional and symbolic ways
- Include electrical connections within treewell areas or other landscaping for exterior tree lights and other decorations
- Provide street trees that contribute to color, texture, habitat and, protective canopy. Provide the largest-spreading street trees with each building project, trees that will provide the most shade over the sidewalk and the street, and will also shade intersections as much as possible.

STREETSCAPE + PEDESTRIAN AMENITIES

Encourage streetscape themes that connect and reflect the surrounding community through art, water features, education, environment, history and culture.

Unify the corridor through consistent design approaches that include the following in new public and private development:

- Decorative benches
- Trash, recycling and cigarette waste receptacles, artfully decorated where possible with a maintenance/management plan
- Bicycle Facilities: Provide bike racks that are easily recognizable, functional and with adequate clearance, as well as interesting and artful
- Kiosks
- Wayfinding: Use elements that help visitors navigate, reinforce neighborhood identity and sense of place (e.g. signage, sidewalk paving treatments, roundabouts/traffic circles, art)
- Ambient Lighting: Decorative, pedestrian-oriented lighting to increase safety and create a pleasing atmosphere
- Planters, hanging baskets and other landscaping that softens the pedestrian environment
- Unified news racks
- Street trees (see landscaping)
- Consider enhancing connectivity and nighttime visibility to Clinton Street nodes at 21st & 26th with lighting, wayfinding, banners, public art
- Transit Facilities: Extend design considerations to bus shelters and other public improvements. Where possible include space for local neighborhood business advertising and art at bus shelters.

- Historic Markers: Find ways to locate markers that tell the story of the corridor--things that have happened in the past and things that are happening now
- When locating new pedestrian amenities, refer to the Portland Pedestrian Design Guide for proper placement and careful design of streetscape elements.



***Illustrations:** Benches, trash can, art and other pedestrian amenities contribute are encouraged to be integrated into new development projects to enhance the streetscape function and vitality.*



APPENDIX

APPENDICES A-F



LIST OF APPENDICES

A | EASY REFERENCE GUIDE:

- HOW TO USE THE GUIDELINES BY AUDIENCE
- KEY CONCERNS & MITIGATING STRATEGIES
- LIST OF SPECIAL BUILDINGS ON DIVISION
- LIST OF KEY SITES LIKELY TO REDEVELOP

B | ILLUSTRATED MAIN STREET PATTERNS

C | FOUNDATIONAL ARCHITECTURAL STYLES

D | DIVISION MAIN ST./GREEN ST. PLAN RESOURCES

- VISION + GOALS
- URBAN DESIGN CHARACTER + CONCEPTS

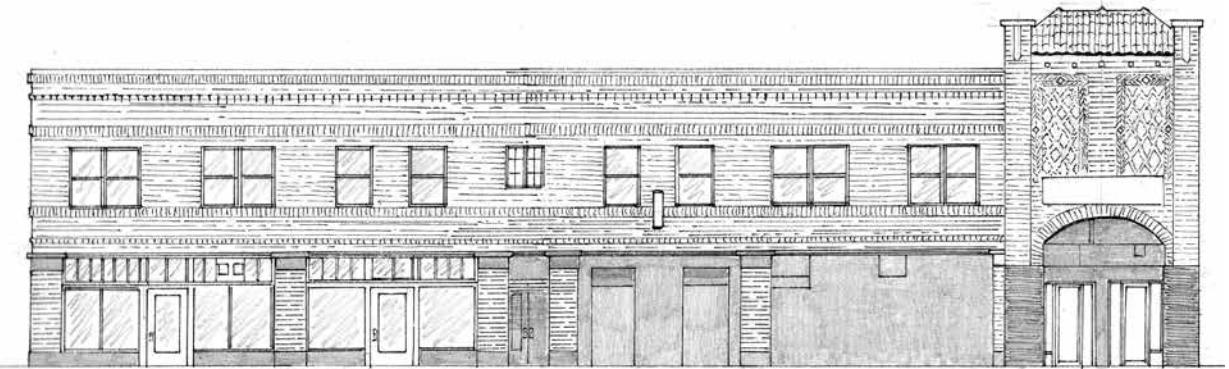
E | GLOSSARY OF TERMS

APPENDIX

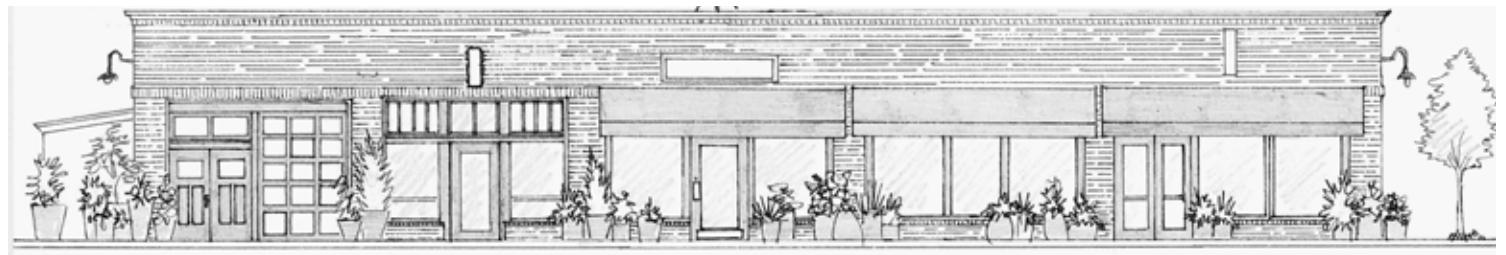
SPECIAL BUILDINGS ON SE DIVISION STREET

BUILDING NAME	DESCRIPTION	ADDRESS	YEAR BUILT
1 Fumerie Parfumerie	Single story, brick, traditional main street storefront with sidewalk seating and landscape planters	3588 SE Division	1919
2 The Victory	2 story, brick, traditional main street storefront design	2509 SE 37th Ave	1924
3 Drawing Studio	Deco architecture, large streamline designed canopy (now removed)	3621 SE Division	1936
4 Oregon Theater	Brick two story corner building with tower. architecture of merit.	3542 SE Division	1926
5 Ford Building	Prominent renovated brick warehouse building with offices above and ground floor commercial services.	2505 SE 11th Ave	1914
6 St Phillip Neri	Modernist brick church - significant architecturally, esigned by Pietro Belluschi, architect. Original, old church, also on site, is brick classical.	2408 SE 16th Ave Old church at SE 16th and Hickory	1927 1914
7 Stumptown/Woodsman	Brick single story main street architecture	4525 SE Division	1927
8 Double Barrel Tavern		2002 SE Division	1925
9 35th Pl. Commercial strip	Streetcar era mainstreet architecture	3574 SE Division	1926
10 Division Hardware	Simple, single story building with Deco rooflines	3734 SE Division	1915
11 LB Market Mixed Use Corner Building	Wood board and batten siding, oriel window projection at corner, special character. Appearance indicates some needed restoration.	3612 SE Division	1909
12 Hedge House	Bungalow adapted to commercial restaurant.	3412 SE Division	1920
13 Roman Candle/Ava Gene's	Deco rooflines, vaulted ceilings, simple warehouse design - converted to bakery and restaurants	3377 SE Division	1920
14 Landmark Café	Bungalow adapted to commercial bar	4857 SE Division	1906
15 Longfellow's Books and Music	"Flat Iron" style corner building housing a used bookstore. Murals on sides of buildings drawn from Alice in Wonderland characters are of special note.	1401 SE Division	1927
16 Sylvester's Drawing Studio	Located on a corner, the building includes external mural and houses independent art school founded in 1990; selected for Willamette Week's best of Portland issue for 2014.	3614 SE Division	1936

ADD 3630 SE Division & Shanghai Trading Building at 28th



Oregon Theater: Illustration by Patrick Hilton



Stumptown Cofee & The Woodsman, 45th and SE Division, Illustration by Patrick Hilton

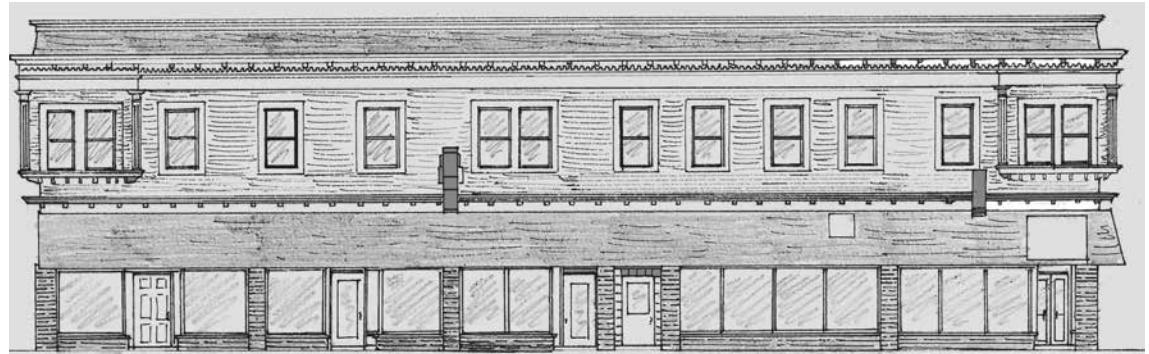


87th and SE Division,
Illustration by Patrick
Hilton

(Add Sketch of 35th place block)



3630 SE Division, Illustration by Patrick Hilton



3612 SE Division, Illustration by Patrick Hilton

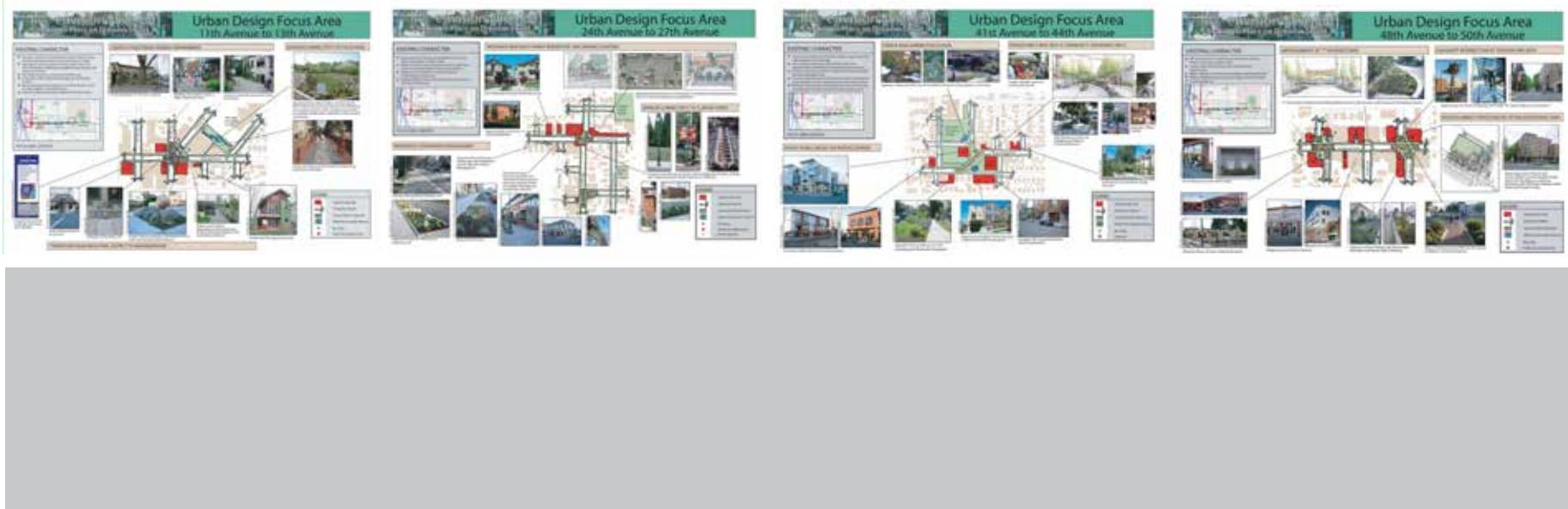
APPENDIX

KEY SITES & PROPERTIES LIKELY TO REDEVELOP AT IMPORTANT LOCATIONS ON DIVISION

KEY SITE NAME & LOCATION	SITE DESCRIPTION
1 Division Gateway - All four corner sites of Division & Cesar Chavez	NW Corner: Existing one story restaurant and tavern with tower architecture and angle cut corner surrounded by two large adjacent surface parking lots on Division and Cesar Chavez; NE Corner: Neighborhood drugstore with bus stop and two adjacent blocks of parking lots fronting Cesar Chavez; SW Corner: Gas station and bus stop; SE Corner: OHSU Richmond Clinic and adjacent large parking lot.
2 Blue Sky Motors - SW Corner of 33rd Place	Small corner lot, existing old service station building
3 St. Phillip Neri -- Parking Lot on N Side of Street between 15th & 16th & Division; Former convent on S Side of Street	Very large lot adjacent to historic, brick building complex of church and education buildings. One-story, brick, former convent at 1904 SE Division
4 Seven Corners – 20th/21st & Division	Intersection of 6 roads; several one-story buildings line the intersections and likely to redevelop. Includes two vintage buildings: the red, DHS building between Ladd and 20th and the Double Barrel Tavern. Parking lots dominate one corner of the intersection.
5 Hosford-Abernethy Gateway- 11th/12th & Division	Opportunity for Gateway treatment --perhaps on surplus right-of-way at Elliot & Division. Ford District redevelopment has led to preservation of several existing buildings with new buildings planned for coming years. Surface parking lot on prominent corner parcel slated for mixed use redevelopment.
6 Village Merchants Parking Lot – NW Corner of 41st & Division	Parking lot currently used by local vintage retailer and consignment shop.
7 33rd Place	Shared space with local food truck and outdoor seating
8 All Around Automotive & Hedge House - 35th& Division, SW Corner and midblock site	Parking Lot on N. Side adjacent to yoga studio
9 50th & Division NE & SW Corners	Older 1-story auto shop with parking lot in front and small bungalow converted to commercial restaurant with one of the few green spaces and larger trees on the street. (Owner plans to develop both sites)
10 SE Richmond Gateway S-Curve at 43rd & Division	Opportunity for Gateway Elements: major vehicular connection to Hawthorne, Powell; NE/SW corners with underutilized lots: emphasize corner entrances.
	Excess right-of-way provides unique open space; possible community gathering space or additional median/planting space; nearby lots likely to redevelop; major green space/parking lot part of Cascade Behavioral Health

KEY SITE NAME & LOCATION	SITE DESCRIPTION
11 Warner Pacific College Campus 2219 SE 68th	College has a master plan in place
12 South Tabor Gateway at SE 81st/82nd	Working with Apano on collaboration for SW side of Division St in that area
13 SE 76th & Division	Site just to the west of dental office at 7600 SE Division
14 SE 72nd & Division - SW Corner	Also site of nearby PPS Pioneer School at 2600 SE 71st Ave
15 SE 67th & Division - SE Corner	Large gas station; bus stop on south side; 67th ends at Warner Pacific
16 62nd & Division - SE Corner Sunny's Mini Mart	Mini Mart and parking lot at 6204 SE Division
17 60th & Division - SE Corner	Southside of street opposite stone wall and Pump House, which are part of reservoir historic designation.
18 Cafe au Play/Dairy Queen - SE 57th & Division	Two adjacent sites on south side of Division Two adjacent sites on south side of Division

See Appendix XX for Location-Specific Design Plans, Goals & Inspiration pages from the Division Green Street/Main Street Plan



APPENDIX B | ENCOURAGED MAIN ST PATTERNS

BUILDING FORM

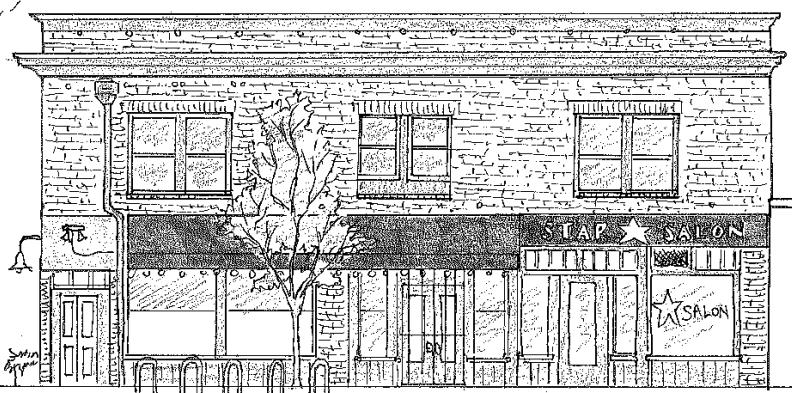
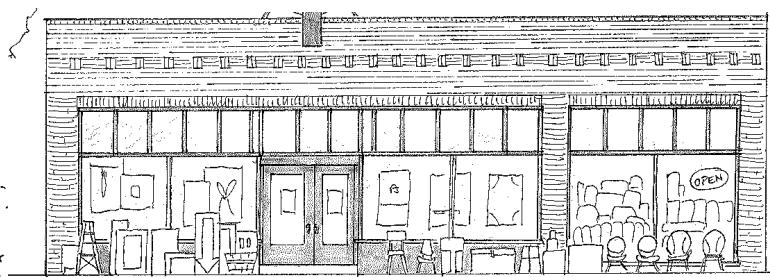
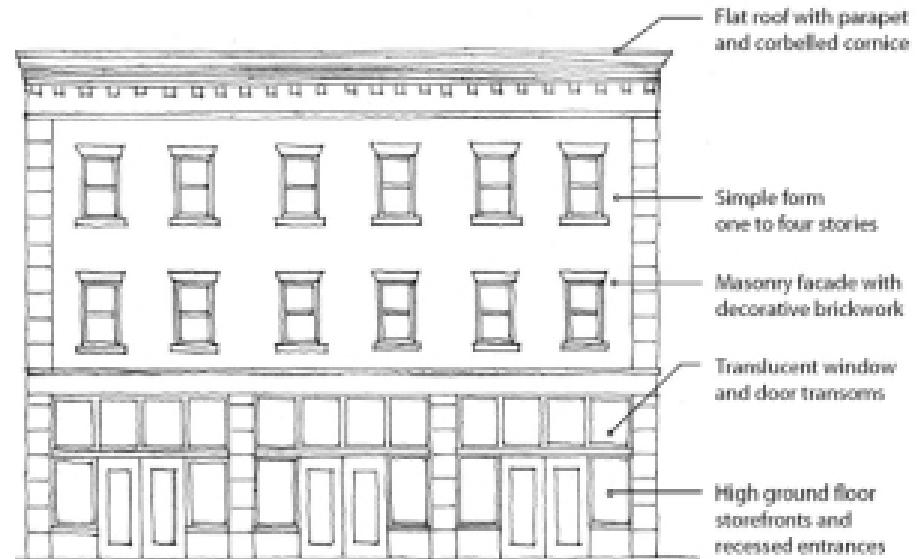
- Bottom, Middle, Top
- Balconies, Bumpouts & Bays
- Corner Treatments, Chamfers + Towers
- Stepdowns + Stepbacks
- Distinct Building Segments
- Rhythm of Recessed Entries

MAIN STREET FAÇADES

- Articulated Rooflines and Cornices
- Clerestory Windows
- Raised Sills
- Large Storefront Windows
- Repeating Pattern of Windows
- Blank Wall Treatments

PEDESTRIAN AMENITIES

- Interactive Art + Water Features
- Facade + Amenity Lighting
- Awnings
- Public Seating
- Pedestrian Passthroughs, Plazas & Courtyards
- Landscaping (Bigger trees for bigger buildings, green walls, planters)



APPENDIX C | FOUNDATIONAL ARCHITECTURAL STYLES

Respecting and reinterpreting the patterns of earlier significant development - sometimes including architectural detailing - builds stronger relationships between new development and the rich existing fabric.³

The Streetcar era was the most significant period for the early development of inner Southeast Portland. Many of the land use patterns we see today have their origins in this period.⁴ The styles below represent those that have been traditionally represented in the neighborhood both along the Division, Clinton and Hawthorne Corridors as well as surrounding neighborhood main streets. This time-period predominantly featured one and two story buildings of brick, masonry and wood with generous storefront windows. While the focus of the guidelines is primarily commercial, some of these styles may sometimes exist as single family or larger multifamily buildings. Southeast Portland main streets provide characteristics that can be drawn from for new commercial, single family residential, multifamily and mixed use buildings to achieve greater compatibility and overall unity along the corridors.



Streetcar Era Main Street Commercial



Arts & Crafts/Craftsman Mixed Use Vernacular



Main Street Industrial/Utilitarian



Art Deco



Spanish Ecclectic/Mediterranean



Mission

³ City of Portland, Community Design Guidelines, page 46.

⁴ Ibid

ADD LAST TWO ADDITIONAL CHARACTER/STYLES TO THIS PAGE
(STREET CAR ERA APARTMENTS + ART MODERNE)

Streetcar Era Main Street Commercial

Characteristics & Identifying Features (Heritage District Gd, p. 37)

- Visible building increments of 25'-50'
- Brick facades
- Generous storefront windows
- Clerestory windows above the storefront
- Regular rhythm of recessed entries approximately every 20'
- 45-degree angle cut building corners or facades.
- Raised sills (i.e. bulkheads) below the storefronts
- Articulated rooflines and cornices

Occurrence

As described in the Portland Main Street Design Handbook: "Most traditional commercial buildings had a well-defined opening that the storefront filled. The storefront is defined by the vertical piers on each end, a storefront cornice (sometimes decorative, sometimes just a beam), and the sidewalk. The storefront is usually slightly recessed within this opening. The storefront bay is an area typically one story in height."

Comments:

Many of the buildings in SE Portland reflect variations of the Street Car-Era Main Street Commercial style while still reflecting the similar pattern of storefronts (e.g. art deco cornices or Spanish Ecclectic rooflines as in the examples on the following pages). New construction and improvements which integrate the characteristics and typical patterns of storefront design helps achieve compatibility with the existing buildings and neighborhood character. This can be done in modern materials but help maintain a consistent streetscape and district cohesiveness.

Inner Southeast Portland Examples:

- Artifact - 3630 SE Division
- Stumptown Coffee & Woodsman Tavern - 4525 SE Division
- Southern block at 35th Place - 3574 SE Division
- Fumerie Parfumerie - 3584 SE Division
- 30's on Belmont and Hawthorne
- Lower Hawthorne and Belmont/Morrison (Buckman/HAND)



Images: a) Colorful Division storefront with arched entry, storefront windows and bulkhead; b) three-story, mixed use med-high density with commercial mixed use and courtyard design to add air/light and minimize building bulk, c) Recessed storefront entry with tile bulkhead, generous display windows and clerestory windows above.

Art Deco (1920—1930)

Characteristics & Identifying Features (Heritage District Gd, p. 37)

- Angular, vertical zig-zag forms, chevrons, and other stylized and geometric motifs occur as decorative elements on facade;
- Low-relief, highly stylized ornamental motifs
- Smooth wall surface, usually of stucco;
- Articulated roofs vertical metal sash window strips
- towers and other vertical projections of wall; small round windows are common.

Occurrence

The earlier form of the Modernistic Style, ... Art Deco was common in public buildings in the 1920's, but extremely rare in domestic architecture.

Comments:

Art Deco is encouraged as source of inspiration for both new modern buildings, and as a transitional approach between existing more modern buildings and older architecture. The articulated columns and rooflines, as well as small details lend themselves well to current architectural building approaches such as formed concrete and more clean lines of contemporary architecture.

Inner Southeast Portland Examples include:

- Division Hardware at 37th & Division
- D-Street Village at 30th & Division
- Many buildings in the Central East Side Industrial District such as at 7th and Clay, many warehouses, etc.
- Pioneer Millworks - 2609 SE 6th Ave
- Martin Luther King Viaduct bridge with many Art Deco influences



Mission (1890 - 1920)

Characteristics & Identifying Features⁵

- Plain stucco walls
- Arched openings
- Brackets
- Scalloped, parapeted gable ends
- Mission-shaped roof parapet (these may be on either main roof or porch roof)
- Commonly with red tile roof covering. Some examples have unusual visor roofs. These are narrow, tiled roof segments cantilevered out from a smooth wall surface. They most commonly occur beneath the parapets of flat roofs
- Quatrefoil windows are common
- Decorative detailing is generally absent, although patterned tiles or other wall surface ornament is occasionally used

Subtypes

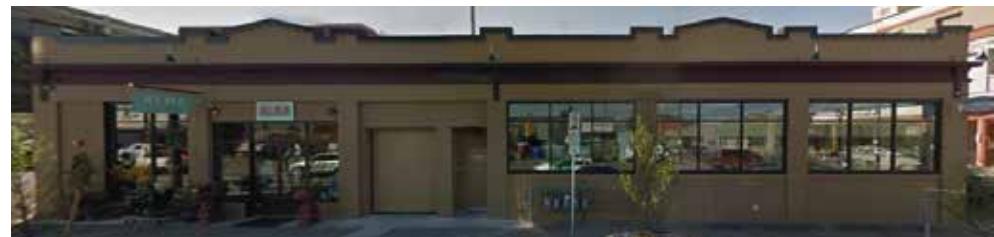
Two principal subtypes can be distinguished: Symmetrical — balanced, symmetrical facades. These are most commonly of simple square or rectangular plan with hipped roofs. Asymmetrical — asymmetrical facades of widely varying form. Most typically the facade asymmetry is superimposed on a simple square or rectangular plan.

Occurrence

California was the birthplace of the Mission style with the earliest examples built in the 1890's. After World War I, architectural fashion shifted from free, simplified adaptations of earlier prototypes to more precise, correct copies. From this grew the Spanish Eclectic style which drew inspiration from a broader spectrum of both Old and New World Spanish buildings.

Inner Southeast Portland Examples:

- Many commercial and residential on lower SE Hawthorne
-



Spanish Eclectic (1915-1940) (p. 417 -- Field Guide...)

Characteristics & Identifying Features

- Wall surface usually flat stucco
- Few, small openings
- Decorative ironwork
- Deep-set windows in vertical bands
- Cast concrete or terra cotta ornament
- Glazed and unglazed tile roof
- Low-pitched roof, usually with little or no eave overhang
- Red tile roof covering typically with one or more prominent arches placed above door or principal window, or beneath porch roof
- Facade normally asymmetrical

Subtypes, Variants & Details

Five principal subtypes can be distinguished: side-gabled roof; cross-gabled roof, combined hipped and gable roofs, hipped roofs, and flat roofs. The style uses decorative details borrowed from the entire history of Spanish architecture. These may be of Moorish, Byzantine, Gothic or Renaissance inspiration, an unusually rich and varied series of decorative precedents. The typical roof tiles are of two basic types: Mission tiles, which are shaped like half-cylinders, and Spanish tiles, which have an S-curve shape. Both types occur in many variations depending on the size of the tiles and patterns in which they are applied.

Occurrence

Domestic buildings of Spanish precedent built before about 1920 are generally free adaptations of the in the Mission style. After the Panama-California Exposition, held in San Diego in 1915, imitation of more elaborate Spanish prototypes received wide attention.... The style reached its apex during the 1920s and early 1930s.

Inner Southeast Portland Examples:

- Bagdad Theater, Hawthorne & 37th
- Multifamily Courtyard Apartments on 52nd & Division
- 16th & SE Hawthorne
- Grand Central Bowling Building on Morrison



Main Street Industrial / Utilitarian

Characteristics & Identifying Features

- Masonry construction of brick or concrete
- generous windows often with divided panes
- Storefront windows and bulkheads (raised sills)
- Relatively flat facades with details of brick or limestone
- Operable steel windows with multiple panes
- ADD OTHER CHARACTERISTICS

Comments

This industrial type warehouse is typical of many buildings that replaced the original wood structures in Portland's central eastside area in the early part of the twentieth century. The utilization of brick, concrete and steel allowed for larger multi-bayed buildings that were far more durable and fireproof than their vulnerable predecessors.⁶

Inner Southeast Portland Examples

- Ford Building, 12th & SE Division
- Building at 16th and SE Division
- Building at 26th & SE Division (recently built above retaining facade and first story)
- Many, many others in SE Industrial area



⁶ Oregon Historical Society plaque, Hawthorne Wells Fargo Branch Historic Buildings Exhibit, Utilitarian Style description plaque.

Arts & Crafts/Craftsman Mixed Use Vernacular (1905 - 1930)

Characteristics & Identifying Features

- Vernacular versions may include flat or gabled roofs (occasionally hipped)
- 45 degree corners at the street with a covered or open entry
- columns; columns or pedestals frequently extend to ground level (without a break at level of porch floor).
- Dormers
- The most common wall cladding is wood clapboard; wood shingles rank second. Stone, brick, concrete block, and stucco are also used. Secondary influences such as Tudor false half timbering, Swiss balustrades or Oriental roof forms are also sometimes seen.

Occurrence

This was the dominant style for smaller houses built throughout the country during the period from about 1905 until the early 1920's, similar to the character of much of the SE neighborhoods....Like vernacular examples of the contemporaneous Prairie style, it was quickly spread, from its southern California origins, throughout the country by pattern books and popular magazines. The style rapidly faded from favor after the mid-1920's; few were built after 1930.

Inner SE Examples

- NW corner of Lincoln & SE Cesar Chavez
- NW corner of Clinton & SE 21st
- SE corner of SE 50th & Hawthorne
- NW Corner of Division & SE 37th
- 50th & Harrison
- Rain or Shine Café Building at 60th & Division
- So many others....

Comments

This style is an interesting hybrid that incorporates commercial uses with Craftsman or other residential architectural styles found in abundance throughout Portland neighborhoods. This historic type of commercial mixed use with residential above a storefront is often seen in many older buildings throughout SE as locations that once housed corner markets.



Modernistic (1920-1940) / Art Moderne (1930-1945)

Characteristics & Identifying Features: (Heritage District Guidelines, p.38)

- Low, usually one or one and half stories
- Flat, unadorned surfaces
- Deep recessed centered entrance emphasizing showcase display windows (large scale buildings)
- Angled, asymmetrical entry (small scale)
- Smooth wall surface, usually of stucco: flat roof, usually with small ledge (coping) at roof line
- Horizontal grooves or lines in walls and horizontal balustrade elements give a horizontal emphasis
- Facade usually asymmetrical
- One or more corners of the building may be curved
- Windows frequently are continuous around corners
- Glass blocks are often used in windows, or as entire sections of wall
- Small round windows are common

Occurrence

The Modernistic styles were built from approximately 1920 to 1940 ... succeeding the Art Deco, common in public and commercial buildings in the 1920's and early 1930's....After about 1930, Art Moderne became the prevalent Modernistic form...Shortly after 1930 another influence affected the Modernistic Style — the beginning of streamlined industrial design for ships, airplanes, and automobiles. The smooth surfaces, curved corners, and horizontal emphasis of the Art Moderne style all give the feeling of that airstreams could move smoothly over them; thus they were streamlined. In most building types, both the horizontal, streamlined Art Moderne and the vertical, zigzagged Art Deco influences occur in combination.

Inner SE Portland Examples:

- St Philip Neri, 16th & SE Division
- Coca Cola Building on 20th
- Seven Up Building
- 2701 SE Clinton (new construction)



Images: Coca Cola and 7-up building images courtesy of Michael Molinaro, St Philip Neri and 2701 Clinton Apartments from Google Street View images.

Street Car Era Apartments

This category includes many styles but is valuable to consider as it is used commonly to classify the style of many diverse buildings in the existing Historic Resource Inventory

Characteristics & Identifying Features:

- Distinct bottom, middle, top
- Emphasized entries
- Window patterns show variation of a repeated pattern (e.g. wide, narrow, wide)
- Defined cornices
- Building materials and detailing is generally consistent across all facades
- Decorative ornamentation

Occurrence⁷:

The predominant types of streetcar era multi-dwelling buildings are: Quadplexes, Rowhouse Apartments, Courtyard apartments, and Block apartments.”

- Quadruplexes: These are typically two stories high, each having about four units. They often have basements and attics and are mostly built of wood. They have no garages.
- Rowhouse Apartments: These are typically one to two stories high with about four to six units each. Most have on-site garages and may have basements. They are mostly built in wood, stucco or brick.
- Courtyard Apartments: These are usually single storied buildings having anywhere between eight to 20 units. They are built in brick or wood; masonry is an exception. They often have basements and garages on site.
- Block Apartments: These cover a whole 200 x 200 foot block and are typically two to four stories in height. Wood, brick, stucco, and masonry are the common forms of construction. They often do not have basements. The number of units ranges from four to 60 and, except in some cases, garages don't exist.

Inner SE Examples:

- Numerous examples on Hawthorne, Belmont, and Clinton, a few examples on Division, many in Ladd's Addition, and a great frequency throughout Sunnyside and Buckman neighborhoods.

Comments: These multifamily housing forms are common throughout Portland main streets. With the emphasis on encouraging more “missing middle” housing types, these patterns are encouraged to be drawn from with new infill where possible to help maintain compatibility with street car era corridor patterns. Courtyard style apartments in particular provide positive design qualities that allow more air and light for residents, provide places for gathering or play, and can help reduce the bulkiness of larger buildings.



⁷ Sunnyside Community Plan, Appendix D -Design Guidelines Historic Section

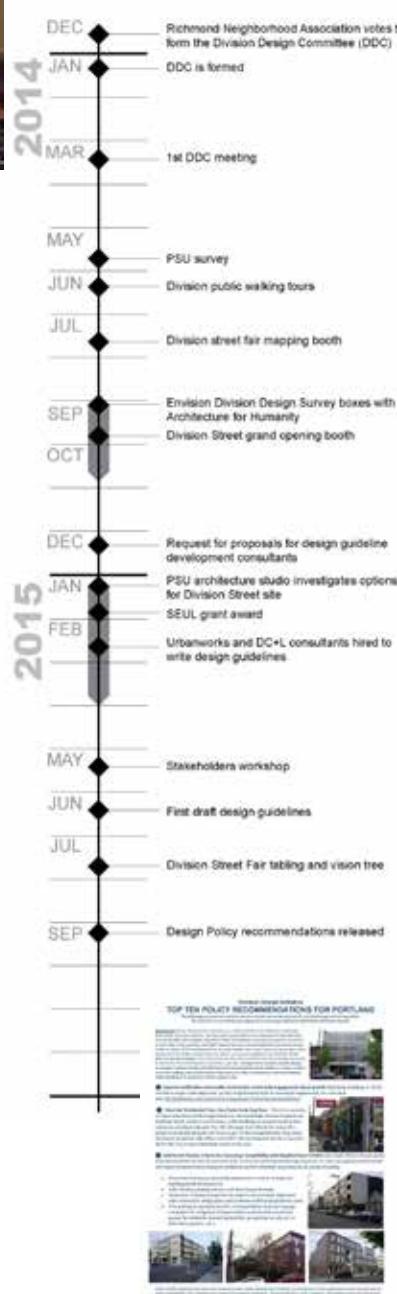
ABOUT THE GUIDELINES

THIS WILL HAVE THE DETAIL THAT IS CUT FROM THE INTRO PAGES



**WANTED
YOUR INPUT**
**DIVISION DESIGN
OPEN HOUSE**

Division Clinton Street Fair: 35th Pl.
REWARD YOUR NEIGHBORHOOD
Portland City for the Division Design Initiative
www.divisiondesigninitiative.org
divisiondesign@gmail.com



In drafting design guidelines for Division Street, inspiration has been drawn from other main street efforts such as Prosper Portland's Main Street Design Handbook which call for inclusion of "storefront design, streetscape improvements, sustainability considerations, and maintenance of buildings and the public way using a "preservation-based strategy for rebuilding the places and enterprises that make sustainable, vibrant, and unique communities".

Development of the Division Main Street Design Guidelines was spearheaded by an all volunteer community group called the Division Design Initiative. This advocacy group helped form an inter-neighborhood coalition called the Division Design Committee with stakeholder representation by appointed and elected members from seven neighborhood and business associations including RNA, MTNA, STNA, HAND, DCBA, SEUL, and Sustainable Southeast. Between March 2014 and May 2016, this Design Committee held monthly public meetings to solicit feedback, define a vision and goals, and engage the community in a series of information gathering events. **A goal of the project was to create design guidelines that can be used not only for the Division corridor but also as model example for other neighborhoods in the city and other communities that are facing similar issues.**

During this two-year project, the Design Committee recommended creation of design guidelines that would match the scope of the Division Green Street/Main Street Plan. With support from all neighbor-

hoods and business associations part of the coalition, the funds were raised funds to hire technical expertise to create both design guidelines and conduct policy research.

The process included a request for proposals for design guidelines, hiring a consulting team of Urbanworks and Design+Culture Lab and working with them to create a series of policy and design recommendations.

Over the course of the project, it is estimated that more than 1,000 community members were engaged including survey participants (~450 survey box respondents at art installations on Division, 300 online Division Perception Surveys), more than 300 contacts on our list serve, and hundreds of community members who have attended meetings, walking tours, and other public events.

Draft Division Design Guidelines were provisionally adopted in Fall 2016 by four neighborhood associations and two business associations as of Fall 2016. Comments and community edits from this process informed the final guidelines. Neighborhoods, business associations, city staff, developers and designers are encouraged to consider the extensive research, outreach, design and policy tools that have all informed the creation of the Division Design Guidelines for improved Design on Division and across many of our Portland street car era main streets with similar patterns and character.

APPENDIX D | DIVISION MAIN ST PLAN RESOURCES

Goals

The following vision statement, goals, and objectives were developed by the Community Working Group in December 2004 and were embraced by the larger community at the January workshop. The project goals and objectives guided the development of the transportation and land use alternatives and are intended to guide future decisions in the study area.

Creating a Green Street/Main Street for the Division Community



Over the next twenty years, Division Street between 11th and 60th will become a more pedestrian-friendly, economically vibrant, and environmentally sustainable corridor. The street will evolve into a series of bustling commercial nodes—connected by tree-lined walkways, multifamily residences, and thematic water features. The whole corridor will showcase energy-efficient building design, innovative rainwater facilities, and a vibrant local business spirit—while providing easy movement by all modes of transportation to, from, across, and along Division.

SHARED ECONOMY

Focus commercial activity in a series of villages.

- Locate commercial areas in compact nodes of differing sizes and functions to serve the entire corridor.
- Build at pedestrian scale and orient buildings to the pedestrian realm. Support new mixed-use development.
- Provide places for small businesses to thrive. Integrate a variety of housing for all life stages.
- Include a mix of residential zoning along the corridor to reflect existing patterns and the opportunity for new housing.
- Support affordable housing alternatives to retain residents.
- Encourage work/live spaces in commercial and residential areas.

Support a healthy local economy.

- Support local businesses and a localized economy by buying local.
- Encourage wealth to circulate in the community.
- Provide a diverse range of goods and services.
- Let local entrepreneurs know what market opportunities are needed in the corridor.
- Develop a coordinated investment strategy for the community.

CLEAN AND GREEN ENVIRONMENT

Restore and maintain environmental health.

- Promote healthy streams by reducing the amount of impervious surface, adding landscaping and tree canopy, and encouraging the use of pervious paving options.
- Cultivate biodiversity and restore native plant communities.
- Improve air quality.
- Integrate green infrastructure/building into the urban landscape.
- As the street corridor is upgraded over time, include innovative sustainable building techniques and infrastructure, such as efficient lighting options, into the corridor.
- Encourage eco-roofs and other rainwater management methods.
- Reintroduce water into the landscape in functional and symbolic ways.

Promote cleaner alternatives to driving.

- Upgrade walking and cycling amenities to support these modes.
- Improve bus stop locations with benches, schedules, and shelters.
- Long term, look at cleaner transit options in the corridor.
- Balance the needs of local circulation with the corridor's role as a collector.

HEALTHY COMMUNITY

Collaborate to achieve a connected community.

- Foster partnerships among the neighborhood, businesses, schools, and agencies to achieve community goals.
- Empower people to improve their community.
- Welcome diversity to enliven the community.
- Include the elderly, ethnic communities, religious institutions, and schools in community activities and celebrations.

Encourage walking and bicycling for individual and community health.

- Create safer crossing opportunities for pedestrians and bicycles.
- Enhance pedestrian access to open space, schools, commercial nodes.
- Upgrade sidewalks and create pedestrian stopping places.
- Improve bicycle parking opportunities along the corridor.

Create a community that is safe for all.

- Improve lighting along the corridor to improve visibility of and for pedestrians and bicyclists.
- Support traffic speeds that are consistent with high levels of pedestrian activities.

MAKING A PLACE

Embrace and foster the educational landscape.

- Create resources and educational materials for residents and businesses that can help people choose healthier ways of maintaining, restoring, and developing their properties.
- Connect the schools to the corridor both physically and socially.

Forge a unique identity that unites the Division corridor.

- Discover and create community gathering places for all ages.
- Develop a plaza where community activities can occur.
- Create corners that include building entrances and stopping places.
- Incorporate beauty and quality design into the fabric of the community.
- Inject new spaces with art and an aesthetic flair.

Take advantage of cultural and historic assets—buildings, places, and people.

- Develop gateways and connections that celebrate special spaces.
- Locate markers that tell the story of the corridor—things that have happened in the past and things that are happening now.
- Develop community activities that align with the seasons and the rhythms of nature.

APPENDIX D | DIVISION GREEN STREET/MAIN STREET PLAN RESOURCES

Development of the plan was guided by an urban design concept for the corridor. The intent of this concept is to explain the opportunities and challenges facing Division Street in terms of both transportation and land use.

The image consists of two main parts. On the left, a map titled "Corridor Concept Plan" shows the location of Division Street from 11th to 60th Streets, passing through Central Eastside, Hosford-Abernethy, Richmond, and Mt. Tabor neighborhoods. On the right, a graphic titled "Re-envision Division" features the slogan "Making a Place on Division Street". It includes a circular diagram of three interconnected goals: "HEALTHY COMMUNITY", "MAKING A PLACE", and "SUSTAINABLE ENVIRONMENT", each with arrows pointing to the others. Below this is a section titled "Project Goals" with a list of objectives. To the right are four colored boxes with legends: red for "Neighborhood Mixed-Use Centers", yellow for "Education Corridor", green for "Neighborhood Connections", and purple for "Residential Uses".

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Land Use

Urban Design Focus Areas

Re-envision Division
Making a Place on Division Street

Urban Design Focus Area 11th Avenue to 13th Avenue

EXISTING CHARACTER

- Transition area from Central Eastside Industrial District to the Hosford-Abernethy Neighborhood and Division Corridor
- High vehicle volumes, speeds, and truck traffic along 11th and 12th presents challenges for pedestrian environment and transit connections
- Mix of light industrial, commercial and office uses
- Proximate to OMSL Eastbank Esplanade and Springwater Corridor
- Recent redevelopment energy at 11th and southwest corner of Ladd's Addition (12th and Division)
- Adjacent to Abernethy School, visible from Division Street

FOCUS AREA CONTEXT

CREATE A PEDESTRIAN-FRIENDLY ENVIRONMENT

Grade Separation for Outdoor Seating

Building Articulation Creates a Wider Pedestrian Zone

Enhance Pedestrian Zone with Green Courtyards

ENHANCE CONNECTIVITY TO THE SCHOOL

Opportunity for a Rain Garden. At Glencoe, the Rain Garden relieves sewer back-ups by infiltrating stormwater, improves water quality, and provides an aesthetic & education amenity to the school & community.

Create an Entrance to the School by Enhancing the Existing Alley-Way

TRANSITION FROM INDUSTRIAL DISTRICT TO NEIGHBORHOOD

Provide Connectivity to Nearby Amenities with Signage

Orient Redevelopment to Corners

Infiltration of Roof Run-off

Create a Minor Gateway to the Neighborhood with an Entry Plaza and Sculpture

Softening Street Edge in Neighborhood by Replicating Existing Planting Scheme on the South Side of Division

Residential Infill Opportunity Site

LEGEND

■	Opportunity Site
→	Pedestrian Realm
	Special Node Treatment
●	Water/Stormwater Feature
●	Bus Stop
■	Public Art Opportunity

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Urban Design Focus Areas

**Re-envision Division
Making a Place on Division Street**

**Urban Design Focus Area
24th Avenue to 27th Avenue**

Land Use

EXISTING CHARACTER

- Access point from Division to established commercial node at intersection of 26th/Clinton
- Traffic movements heavier heading south on 26th from Division to Cleveland High School and Powell Blvd.
- Nighttime uses at Clinton indicate evening use of 26th/Division intersection
- Hosford Middle School proximate but has no presence or visibility from this node

FOCUS AREA CONTEXT

INNOVATIVE STORMWATER MANAGEMENT

Pervious Paving Within Parking Lane

Vegetated Swale for Infiltration of Street Run-off

46th NE Front Porch Street / Pedestrian Crosswalk

Opportunities to Enhance Streetscape with Vegetation and On Site Stormwater Management

Opportunities to Enhance Existing Billboards

Revitalize Existing Commercial Node with Storefront Enhancements: Awnings, Lighting, Street Furnishings, Signage and Façade Renovations

INTEGRATE NEW MULTI-FAMILY RESIDENTIAL AND ENHANCE EXISTING

10.5' Driveway Serving 8 Townhouse Units

SE 24th Ave.

Area of April 1st SE Division / 26th

Area of April 1st SE Division / 26th

Upgrade Existing Apartment Housing by Consolidating Parking, Removing Curb Cuts and Increasing Landscaped Area

IMPROVE CONNECTIVITY TO CLINTON STREET

New Pedestrian Pedestrian Pole Lamp

New Pedestrian Pedestrian Pole Lamp

Horizon Driveway

Enhance Connectivity to Clinton Street & Nighttime Visibility of Node with Lighting, Banners, Water Features or Public Art

Legend

- Opportunity Site
- Pedestrian Realm
- Special Node Treatment - Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity
- Street Lighting

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Land Use

Urban Design Focus Areas



Urban Design Focus Area 41st Avenue to 44th Avenue

EXISTING CHARACTER

- The Curve on Division at 42nd Ave. creates an open space that is unique to the study area.
- The Curve provides excess right-of-way which is an opportunity for developing a community gathering space.
- Area has a significant amount of asphalt with surface parking lots and wide right-of-way.
- Visual and physical access to Richmond School is hindered by poor sight lines, unclear pedestrian paths and traffic patterns.
- Richmond Place serves as the mixed-use anchor to this node, providing ground-level retail & office with housing above.

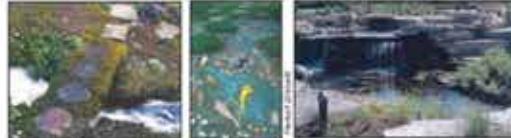


HIGHLY VISIBLE MIXED USE REDEVELOPMENT



Examples of New Mixed-Use Developments.

CREATE RAIN GARDEN FOR SCHOOL



Japanese-Influenced Rain Garden to Reflect Richmond Elementary's Curriculum

TRANSFORM CURVE INTO A COMMUNITY GATHERING SPACE



Create a flexible space for community events



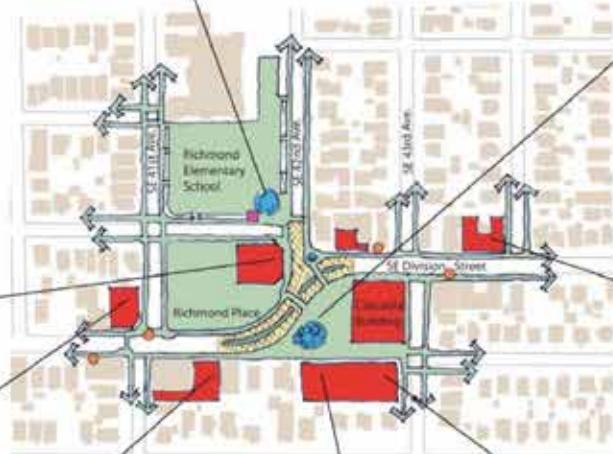
Add Median to Green Up Roadway and Reduce Crossing Distances



Integrate a Water Feature



Infill Vacant Lot with Multi-Family Housing



Upgrade Existing Parking Lots with Screening and Stormwater Treatment



Opportunity for Multi-Family Housing or Mixed-Use Infill Development



Integrate Off-Street Parking into New Development

LEGEND
■ Opportunity Site
→ Pedestrian Realm
■ Special Node Treatment
■ Water/Stormwater Feature
● Bus Stop
■ Gateway

APPENDIX D | GREEN STREET/MAIN STREET PLAN RESOURCES

Division Green Street/Main Street Plan

Land Use

Urban Design Focus Areas

**Re-envision Division
Making a Place on Division Street**

**Urban Design Focus Area
48th Avenue to 50th Avenue**

EXISTING CHARACTER

- Off-set intersection creates longer pedestrian crossing distances and excess right-of-way
- Larger undeveloped parcels offer redevelopment opportunities
- Major vehicular connection to Hawthorne and Powell/Forest
- Higher visibility intersection, due to higher vehicle volumes
- Transit transfer site

FOCUS AREA CONTEXT

IMPROVEMENTS AT "T" INTERSECTIONS

"T" Intersection Treatments: Building Enhancements, Stormwater Curb Extensions & Outdoor Rooms

HIGHLIGHT INTERSECTION OF DIVISION AND 50TH

Opportunity to Create a Gateway and Shelter for Transit Riders at Intersection

REDEVELOPMENT OPPORTUNITIES AT MAJOR INTERSECTION

Redevelopment of Vacant and Underutilized Lots with Highly Visible Mixed-Use Buildings as Gateway Elements, with Off-Street Parking, Green Roofs and Corner Entries

LEGEND

- Opportunity Site
- Pedestrian Realm
- Special Node Treatment
- Water/Stormwater Feature
- Bus Stop
- Public Art Opportunity

Focus Area Context:

- SE Division Street, SE 48th Ave, SE 49th Ave, SE 50th Ave, SE Hawthorne Street, SE Powell Street, SE Forest Street.
- SE Division Street: A major east-west artery connecting the Hawthorne and Powell/Forest areas.
- SE 48th Ave, SE 49th Ave, SE 50th Ave: Major north-south arterials.
- SE Hawthorne Street, SE Powell Street, SE Forest Street: Smaller local streets.

Improvements at "T" Intersections:

- SE Division Street / SE 48th Ave: Includes building enhancements, stormwater curb extensions, and outdoor rooms.
- SE Division Street / SE 49th Ave: Includes building enhancements, stormwater curb extensions, and outdoor rooms.
- SE Division Street / SE 50th Ave: Includes building enhancements, stormwater curb extensions, and outdoor rooms.

Highlight Intersection of Division and 50th:

- Opportunity to Create a Gateway and Shelter for Transit Riders at Intersection.

Redevelopment Opportunities at Major Intersection:

- SE 48th Ave / SE Division Street: Redevelopment of Vacant and Underutilized Lots with Highly Visible Mixed-Use Buildings as Gateway Elements, with Off-Street Parking, Green Roofs and Corner Entries.

Focus Area Examples:

- SE Division Street: Use Trellising to Create Green Walls.
- SE 48th Ave / SE Division Street: Adaptive Reuse of Auto-Oriented Business.
- SE 48th Ave / SE 49th Ave: Adaptive Reuse Where Practical.
- SE 49th Ave / SE Division Street: Enhance Surface Parking with Stormwater Infiltration and Street-side Screening.
- SE 50th Ave / SE Division Street: New Curb Extensions at NW and SE Corners to Reduce Crossing Distances.
- SE Hawthorne Street / SE Division Street: Public Art Opportunity.
- SE Powell Street / SE Division Street: Public Art Opportunity.
- SE Forest Street / SE Division Street: Public Art Opportunity.

GLOSSARY

Adaptive Re-Use: Remodeling and repurposing an existing building to meet new market conditions. Examples include turning old warehouses into lofts or offices, older motels into residences or offices, and old gas stations into coffee shops.

Arcade: A series of arches supported by columns or piers; a roofed passageway, especially one with shops on either side.

Art Deco: A subtype of the Modernist style, (see Modernist style definition). A style of decorative art developed originally in the 1920's with a revival in the 1960's, marked chiefly by geometric motifs, streamlined and curvilinear forms, sharply defined outlines and often bold colors.

Articulate: To give character or interest; to define. Articulation is the design of a building wall to provide visual interest, reduce perceived mass and establish a sense of human scale. This may include variations in wall surfaces, changes in materials, and differences in fenestration patterns. (Source: Chapel Hill)

Barrier Free Design: A building designed to be accessible to everyone regardless of age or disabilities.

Base: The lowermost portion of a wall, column, pier, or other structure, usually distinctively treated and considered as an architectural unit.

Bollard: A post or similar obstruction that prevents the passage of vehicles; the spacing of bollards usually allows the passage of bicycles and pedestrians; bollards may also incorporate lighting.

Building Height to Street Width Ratio: The ratio of the building height compared to the width of the street.

Bulkhead: A solid portion at the base of the storefront that frames and protects the store window above. A raised sill.

Bicycle-oriented development: See Development Types.

Capital: The top, decorated part of a column or pilaster crowning the shaft and supporting the entablature.

Casing: The finished, often decorative framework around a door or window opening, especially the portion parallel to the surrounding surface and at right angles to the jamb, the upright piece that forms the side of a door or window's frame.

Character: A distinguishing feature or attribute of a building or area.

Clerestory Window: A window set in a roof structure or high in a wall, used for daylighting.

Colonnade: A row of columns supporting arches or entablature, i.e., the upper level of a classical building between the columns and the eaves, usually composed of an architrave, a frieze, and cornice.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Compatibility: Presentation of a harmonious character between new developments and adjacent structures and/or the surrounding neighborhood.

Cornice: A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.

Context-Sensitive Design: An approach that involves design of a building, place or streetscape so that it fits its physical setting and preserves scenic, aesthetic, historic and environmental resources. This approach considers the character and context of the adjacent buildings, block and district in which the project will exist, not just the site of the planned improvement.

Craftsman: Includes Bungalow and Cottage variations. Craftsman style homes have low gable or hip roofs with a wide overhand. Structural roof supports, such as knee braces and rafters, are exposed. Wide, deep front porches are supported by thick, square, simple columns, which often sit on brick or stone pedestals. Windows are frequently grouped in pairs or ribbons. One- or one-and-a-half story Craftsman homes are called bungalows.

Design Guidelines: A set of goals, objectives and policies established to guide development to meet certain criteria in such areas as quality, appearance or the architectural features of a project or defined planning area such as a design district, subdistrict, or overlay zone. The guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project's design.

Design guidelines: ...the approval criteria used to review and approve a project that goes through discretionary design review. Some guidelines apply to a specific geographic area (e.g., Central City Fundamental Guidelines, Gateway Design Guidelines). The Community Design Guidelines apply to most remaining areas in the Design overlay zone subject to design review. *NOTE ***This DOZA Tools Concept Report is proposing a new set of discretionary design guidelines for the d-overlay zone outside of Central City plan district. This would include Division Street. (DOZA Tools Concept Report, May 2018, p 7)*

Design Review: ...the discretionary Land Use Review process before the Design Commission illustrated in Portland Zoning Code Chapter 33.825. This is the process that lists the discretionary design guidelines as the approval criteria used in design review. (DOZA Tools Concept Report, May 2018, p 7)

Design Standards:...additional development standards that apply to projects using the "clear and objective" standards track in the Design overlay zone. Zoning Code Chapter 33.218, Community Design Standards are the current standards.

***Note: The DOZA Tools Concept Report is proposing a new set of objective design standards for the d-overlay zone outside of the Central City plan district. This would include Division Street. (DOZA Tools Concept Report, May 2018, p 7)*

Design Overlay: A Design Overlay is a zoning tool that designates special design, planning or zoning requirements within the specific area. For example, new development of sites or areas within a design overlay may be required to meet specific design standards or special architectural design review.

Desired Character: The preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district. It also includes the preferred and envisioned character based on any adopted area plans or design guidelines for an area.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Detailing: The use of small architectural features or elements to give character or definition to a space or building.

Development Incentive: A bonus or supplemental encouragement to a developer, generally given by a governmental agency, to encourage certain types of development (e.g. affordable housing).

Early Design Conference (EDC): This is a new term for the current Design Advice Request or DAR. This conference is currently an optional session, but the DOZA Process project proposes to make these meetings mandatory for Type III Design and Historic Resource Review processes, while clarifying submittal requirements and procedures.

Development Types: *(Move these to Site Design section of guidelines where they might better inform various types of design and planning?)*

- a. **Auto-Accommodating Development:** Development which is designed with an emphasis on customers who use autos to travel to the site, rather than those which have an emphasis on pedestrian customers. This type of development usually has more than the minimum required number of parking spaces. The main entrance is oriented to the parking area. In many cases, the building will have parking between the street and the building. Other typical characteristics are blank walls along much of the facade, more than one driveway, and a low percentage of the site covered by buildings.
- b. **Bicycle-Oriented Development:** Development which is designed with an emphasis primarily on encouraging and supporting safe means of bicycle transportation within the Right of Way and on bicycle access to the site and building, rather than only on the street sidewalk as with pedestrians or on auto access and or on auto access and parking areas. In addition to secure on street bicycle parking spots, the development may include additional bicycle-oriented amenities such as both short and long-term bicycle parking, internal bicycle parking, showers and changing rooms for bicyclists. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk and to nearby bicycle parking. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although auto parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
- c. **Pedestrian-Oriented Development:** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although auto parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.

Eclectic style: Of or pertaining to works of architecture and the decorative arts that derive from a wide range of historic styles, the style in each instance being chosen for its appropriateness to local tradition, geography or culture.

Façade: The front of a building or any of its sides facing a public way or space, especially one distinguished by its architectural treatment. All the wall planes of a structure as seen from one side or view. For example, the front facade of a building would include all of the wall area that would be shown on the front elevation of the building plans. For information on how to measure facades, see Chapter 33.930, Measurements.

False Front: A form of 19th and early 20th century commercial architecture. Single story gabled buildings with the false front extending the façade vertically and horizontally so as to create a more interesting profile and convey the illusion of a larger size.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

FAR / Floor to Area Ratio: Floor Area Ratio (FAR) is the buildings total usable floor space compared to the size of the lot the building sits on. The amount of floor area in relation to the amount of site area, expressed in square feet. For example, a floor area ratio of 2 to 1 means two square feet of floor area for every one square foot of site area.

Flush-Mounted Sign: A sign that is mounted directly on the wall or slightly inset.

Frequent Transit Service: TriMet defines as "frequent service" those bus and MAX light rail lines that run every 15 minutes or better most of the day, every day. Access to frequent transit service has allowed the City to reduce parking requirements, encourage transit oriented development and make other land use adjustments that support the use of frequent transit.

Gabled Roof: A roof sloping downward in two parts from a central ridge, so as to form a gable at each end.

Green Infrastructure: Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. Examples are rain gardens, bioswales, permeable paving, green streets and alleys (EPA).

Gross Building Area: The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following: Roof area; Roof top mechanical equipment; and Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for 50 percent or more of their perimeter.

Hardscape: In landscape architecture, the non-living components of the design, especially walls, walkways, overhead structures, stones, benches, and similar objects.

Historic Resource: A place, structure, or object that has historic significance including Structures or objects that are included in the Historic Resources Inventory.

Historic Resources Inventory: The Historic Resources Inventory is a documentation and preliminary evaluation of the significance of historic resources. Information for each resource may include a photograph, the year the resource was constructed, the builder or architect, original owner, significant features, architectural style, and in most cases, a ranking of significance.

Historic Restoration: Actions undertaken to accurately depict the form, features, and character of a historic resource as it appeared at a particular period of time. This is done by removing features not from that time, and reconstructing missing features from that particular period.

Historic Value: A physical, aesthetic, scenic, educational, or characteristic which is a reminder of important events or developments in Portland's past.

Human Scale: The size of proportion of a building element or space relative to the structural or functional dimensions of the human body. This refers to using building mass and proportions that relate to the size of the human body to maintain a feeling of comfort and proportion at the street level.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Intensity of Development: The amount or magnitude of a use on a site or allowed in a zone. Generally, it is measured by floor area. It may also be measured by such things as number of employees, amount of production, trip generation, or hours of operation. See also Density.

International: A functional architecture devoid of regional characteristics, developed in the 1920's and 1930's in Western Europe and the U.S. and applied throughout the world: characterized by simple geometric forms, large untextured, often white surfaces, large areas of glass, and general use of steel or reinforced concrete construction.

Italianate (Victorian era): Style that includes low pitched or flat roofs, wide eaves with details, smaller second floor windows, recessed porches, symmetrical window patterns, and a formal entry.

Kiosk: A small structure used as a newsstand, refreshment booth, etc

Land Use Review Process: Most common types of land use reviews are Type I, Type II or Type III.

Light Overspill: A form of light pollution. Light overspill is sometimes referred to as Light intrusion, Light trespass, or Light into windows. It refers to the flow of light spilling outside the location boundary of its source and into the windows of adjacent structures. With inadequate control intrusive light may be sufficiently great as to provide a serious nuisance and disturbance to adjacent areas.

Live/Work Space: Property that serves both as a residence and as a business for a person/family. While offices with outside entrances are often thought of when it comes to live/work, the commercial aspect could also be small retail, workshop, or possibly as food service.

Loggia: A colonnaded or arcaded space within the body of a building but open to the air on one side, often at an upper story overlooking an open court.

Long-Term Bicycle Parking: Long-term bicycle parking serves employees, students, residents, commuters, and others who generally stay at a site for several hours or more. See also Short-Term Bicycle Parking.

Main Entrance: A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance. Main entrances are the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a main entrance. In single-tenant buildings, main entrances open directly into lobby, reception, or sales areas.

Main Street Overlay: The City of Portland's Main Street Overlay is a zoning designation that within the specified area encourages higher residential densities by allowing greater building heights, reduced required building coverage for residential developments, and more flexibility in site design. See Main Street Corridor Overlay Zone, Chapter 33.460 in Portland Zoning Code. The Main Street Overlay has specific provisions regarding development on SE Division Street, e.g., neighborhood notification, step downs, etc., which can be found in Chapter 33.460.3001

Main Street Program: The Main Street Program is part of the Trust for Historic Preservation and is designed to help preserve and improve commercial districts. The Portland Main Street Development Program is managed by the Portland Development Commission. For additional information see: <http://www.pdc.us/for-businesses/business-district-programs-support/neighborhood-prosperity.aspx>.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Masonry: Building with units of various natural or manufactured products such as stone, brick, or concrete blocks, usually with the use of mortar as a bonding agent.

Mass: The overall volume or form of a building element.

Mediterranean (Spanish Eclectic): An architectural style found in moderate climates such as those along the Mediterranean Sea, in Mexico, and the coastal region of Southern California. Materials include stone, stucco surfaces for walls, terra cotta floor and roof tiles, and a limited use of milled lumber. Other features include low-keyed traditional colors, exposed stone and woodwork, Spanish/Mediterranean inspired ironwork, canvas, benches, fountains, arbors, signage, lighting, traditional paving and landscaping.

Missing Middle Housing: “A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.” (Daniel Parolek) Examples include: Row houses, Townhouses, Duplexes, Triplexes-Fourplexes, Courtyard housing, Auxiliary Dwelling Units.

Mission Revival (Spanish Eclectic): (1890-1920) The reintroduction of a style characterized by stucco walls, round arches supported by piers, hip roof with red tiles, and decorative stringcourse, i.e., a horizontal band on the exterior wall of a building outlining the arches, and overhanging eaves with exposed rafters. Such a band, either plain or molded, is usually formed of brick or stone.

Mixed-Use: The combination on a site of residential uses with commercial or industrial uses.

Mitigate: To rectify, repair, or compensate for impacts which result from other actions.

Modernist Style: Characterized by a plain, undecorated design with modern materials of concrete, metal, and glass.

Mosaics: A picture or decorative pattern made by inlaying small, usually colored pieces of tile, enamel, or glass in mortar.

MULTE — Under the Multiple-Unit Limited Tax Exemption (MULTE) Program, multiple-unit projects receive a ten-year property tax exemption on structural improvements to the property as long as program requirements are met for providing affordable housing. <https://www.portlandoregon.gov/phb/index.cfm?&c=74691>

Night Sky Protection: a series of policies and regulations designed to minimize wasted energy, and the obtrusive aspects of excessive and careless outdoor lighting usage while not compromising the safety, security, and well being of persons engaged in lawful, outdoor, night time activities.

Nonconforming Use: A use of a property that was allowed by right when established or a use that obtained a required land use approval when established, but that subsequently, due to a change in the zone or zoning regulations, the use or the amount of area devoted to the use is now prohibited in the zone. The existing use may be “grandfathered in”, i.e., allowed to continue because the use of the property already exists. An example of this would be a house on a commercial corridor that is now in a commercial use but is zoned residential. A non-conforming status can impact an owner's ability to secure loans, remodel, rebuild or sell the structure.

Overlay: An overlay is a regulatory tool, which creates special provisions over the standard zoning in a specific area and is created to direct development in certain areas. The overlay area may or may not share the same boundaries as the standard zoning destinations. New developments within an overlay must follow design guidelines, requirements, and/or other restrictions established by the governmental agency.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Parapet: A low, solid, protective wall or railing along the edge of a roof or balcony. Often seen as a decorative roof element on historic buildings.

Paseo: A connecting walkway that joins streets, open plazas, courtyards, cafes, and shops through the central portions of city blocks. A paseo sometimes serves as a connector between parking facilities, commercial street frontage, and other popular destinations. Paseos are intended for use by the general public and may be either publicly or privately owned and maintained.

Pattern Language — Architectural “pattern language codifies the interaction of human beings with their environment, and determines how and where we naturally prefer to walk, sit, sleep, enter and move through a building, enjoy a room or open space, and feel at ease or not in our garden. The pattern language is a set of inherited tried-and-true solutions that optimize how the built environment promotes human life and sense of wellbeing. It combines geometry and social behavior patterns into a set of useful relationships, summarizing how built form can accommodate human activities.” (A Theory of Architecture, Nikos A. Alingoras)

Pedestrian Amenities: The type of features along a street that make it a pleasing pedestrian environment. This can include the size of sidewalks, places to sit, a buffer between traffic and the pedestrian environment, trees to shade, canopies to protect from weather, public spaces, and public art

Pedestrian Connection: A pedestrian connection generally provides a through connection for bicyclists and pedestrians between two streets or two lots. It may be a sidewalk that is part of a street that also provides vehicle access, or it may be a self-contained street created solely for pedestrians and bicyclists. (Also see passageways and passeos).

Pedestrian Oriented: Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities. Also see Development Types.

Pedestrian Passageways: A type of pedestrian facility that is located on private property. Pathways can serve a variety of functions, including linking separate buildings on a single site, linking buildings on adjacent sites, and connecting private buildings to sidewalks or paseos.

Pergola: A structure of parallel colonnades supporting an open roof of beams and crossing rafters or trelliswork, over which climbing plants are trained to grow.

Plaza: An area generally open to the public on a controlled basis and used for passive recreational activities and relaxation. Plazas are paved areas typically provided with amenities, such as seating, drinking and ornamental fountains, art, trees, and landscaping.

Portico: A porch having a roof supported by columns, often leading to the entrance of a building.

Public Realm: Public space and public right of way such as streets, sidewalks, and alleyways formed by the architectural or landscape features of the area that is available to anyone.

Public Right-of-Way: Includes, but is not limited to, any street, avenue, boulevard, lane, mall, highway, sidewalk or other pedestrian pathway, bike path, trail, or similar place that is owned or controlled by a public entity.

Quality of Life: The general well-being of a person or society, defined in terms of health and happiness, rather than wealth. Factors that make the area a good place to live might include a good physical environment, and access to air and light, neighborhood services, economic opportunities, transportation options, and places to experience the public realm.

(use of a bracket, located within a wall as opposed to being attached to it, such as a structural piece of stone, wood or metal jutting from a wall to carry a superincumbent weight).

Relief: The projection of a figure or form from the flat background on which it is formed.

Reveals: A recessed edge, especially the exposed masonry surface, between a window jamb and the main face of the wall.

Right-Of-Way: An area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency, or it may be privately owned. A right-of-way that is not dedicated or deeded to the public will be in a tract. Where allowed by Section 33.654.150, Ownership, Maintenance, and Public Use of Rights-Of-Way, the right-of-way may be in an easement.

Sense of Place: The characteristics of the area that make it recognizable as being unique or different from its surroundings and give a feeling of connection or belonging.

Site Plan: A plan prepared to scale that shows how a new development will use a piece of land including buildings, other structures, natural features, uses, and principal design.

Spanish Eclectic: (1915-1940) Architectural style characterized by low-pitched roof, usually with little or no eave overhang; red tile roof covering; typically with one or more prominent arches placed above door or principal window, or beneath porch roof; wall surface usually stucco; facade normally asymmetrical. Style uses decorative features borrowed from the entire history of Spanish architecture (Moorish, Byzantine, Gothic or Renaissance inspiration). See also Mission Revival and Mediterranean styles.

Setback: The minimum distance required between a specified object, such as a building and another point. Setbacks are usually measured from lot lines to a specified object. Unless otherwise indicated, an unspecified setback refers to a building setback. In addition, the following setbacks indicate where each setback is measured from. See Chapter 33.930, Measurements, for measurement information.

- Front Setback: A setback that is measured from a front lot line.
- Garage Entrance Setback: A setback that is measured from a street lot line to the entrance of a garage or carport. It is essentially a minimum driveway length. See Chapter 33.930, Measurements for more specific measurement information.
- Rear Setback: A setback that is measured from a rear lot line.
- Side Setback: A setback that is measured from a side lot line.
- Street Setback: A setback that is measured from a street lot line.

Stepback: A partial reduction in the height of a building along the street frontage in order to minimize visual impacts when the building is much larger than those around it. An upper floor stepback is similar to an increased setback, but it only occurs on an upper floor(s).

Stepdown: A reduction in the height of a building in steps or stages to provide a transition between the rear of a building and a sensitive area such as an adjacent residential area or outdoor amenity space. A side stepdown reduces the mass of a building to provide a transition to a neighboring building of smaller scale or a pedestrian connection.

Storefront: A front room on the ground floor of a building, designed for use as a retail store.

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

Streamline/Art Moderne: A subtype of the Modernist style (see Modernist Style definition). Characterized by simplicity and economic style. Symbolic of dynamic twentieth century of speed and machine. Streamline Moderne relies on synthetics-plastics, plywood, black glass, and chrome strips.

Streetscape: The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture (benches, trash cans, kiosks, light posts), signage and art as well as trees and open spaces, etc, that combine to form the street's character.

Transfer of Development Rights: Allows a developer to transfer the ability to develop a property in a certain way to another comparable property. While there are many reasons why development rights may be transferred, some of the common ones include transferring development to a more acceptable spot, protecting a historic site, historic structure, open space, or other sensitive area.

Transportation Parking Management Association: An organization, usually including representatives of affected business and/or neighborhood organizations, devoted to managing transportation or parking within a local community. A main goal for a Transit Management Association is to reduce reliance on the automobile for both work and non-work trips. A Transportation Management Association typically provides information, programs, and activities that encourage the use of carpooling, transit, cycling and other alternative modes of travel along with working toward a more efficient use of area parking resources.

Transportation Demand Management (TDM) Plan/ Transportation and Parking Management Plan (TPMP): Strategies for reducing transportation and parking impacts around a given area or development site. A TPMP may include strategies to lessen demand on the transportation system by reducing automobile trips and promoting alternative modes of transportation and/or making more efficient use of parking resources. "A "TDM Plan" is a written document that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) mode share to and from a specific site"..."TDM strategies can be infrastructure-based (e.g., bicycle parking and shower facilities) or programmatic (e.g., subsidized transit passes). While infrastructure-based TDM measures can be implemented at the time of construction, a TDM Plan focuses on the programmatic elements that will be implemented by the building manager or employer throughout the lifetime of the building." Triggers for a TDM Plan might include number of residential units or square footage above a certain level. (e.g. 50+ number of residential units, or developments that exceed 50,000 square feet). See Angelo Planning ODOT report: "Transportation Demand Management Plans for Development": <http://www.oregon.gov/LCD/TGM/docs/TDM%20guide%20and%20model%20code%20final.pdf>

Type I, II, or III Land Use Review Procedure Types: These are different procedure types for discretionary Land Use Reviews. Each procedure has its own timeline and public involvement requirements. Generally, design review follows either a Type II or a Type III process.

- a) Type I and II procedures are staff level decisions with opportunities for public input.
- b) Type III Level Design Review: The Design Commission holds a hearing and is the deciding body for Type III design reviews.(DOZA Report 5/18)

View Corridor: A view corridor is a three-dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view. The focus of the view may be a single object, such as Mt. Hood, which would result in a narrow corridor, or a group of objects, such as the downtown skyline, which would result in a wide corridor. Panoramic views have very wide corridors and may include a 360-degree perspective. Although the view corridor extends from the viewpoint to the focus of the view, the mapped portion of the corridor extends from the viewpoint and is based on the area where base zone heights must be limited in order to protect the view. See also, Scenic Corridor.

— END —

*Wherever appropriate, definitions are taken from Portland City Code: Chapter 33.910 Title 33, Planning and Zoning Definitions 3/31/17

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Peter Finley-Fry

#62337 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.



PO Box 14251
Portland, OR 97293-0251

October 22, 2019

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue
Portland, Oregon 97201-5380

RE: Design Overlay Zone Amendments (DOZA) Project

CEIC appreciates having worked on this project with the Portland Planning and Sustainability staff and our three neighborhoods.

The staff recommendation addresses our primary concern: the integrity of the land use process. We are protected by the explicit rules inherent in the land use process. These include the right of notice and creation of a record that documents the facts and opinions expressed.

The recommendation to limit the Design Advice request to one meeting that mirrors the preapplication conference required for Type III land use actions. The meeting can provide direction and surface issues and expectations without becoming a “hidden” deliberation process.

The staff has made strides to improve the readability and accessibility of the guidelines. Leo Williams, former Planning Bureau staff who, in a large part, brought design review to Portland advocated for a “coffee table” design guideline.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Finley Fry".

Peter Finley Fry, co-Chair
Land Use and Urban Development Committee
Central Eastside Industrial Council

Jim Gorter

#62336 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

John Carter

#62335 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See Video Testimony

Testimony is presented without formatting.

Miles Sisk

#62334 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

James Carpentier

#62333 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony and attachment

Testimony is presented without formatting.



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October 22, 2019

Northwest Sign Council recommendations for the Joint Hearing with the Planning and Sustainability Commission and Design Commission, October 22, 2019 - Proposed DOZA Draft

Currently the Sign Code, Title 32, requires signs that are greater than 32 square feet in Overlay Zones be subject to design review.

The DOZA draft proposes no changes be made to this requirement. We believe to maintain this 32 square foot threshold for design review is not in alignment with many of the stated goals of the report which refers to making the design review process more efficient and less time consuming for applicants.

Therefore, we respectfully request that the Planning and Sustainability and Design Commissions consider the following recommendations for the minimum threshold for design review of signs (subject to any guidelines or standards for the applicable Overlay Zone).

32.34.020 Additional Standards in Overlay Zones.

B. Design Overlay Zone 1.

Subject to design review in excess of:

CE, CM3, EG1&2, EX, IG1&2, IH Districts

100 Square feet (200 sq. ft. maximum area per sign)

CI2, CM2, CX Districts

75 square feet (100 sq. ft. maximum area per sign)

CM1, RX Districts

50 square feet (50 sq. ft. maximum area per sign)



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Rationale for our recommendations:

- Increased costs for business community and other end users (typical design review costs for a sign over 32 sq. ft. can be over \$1,500 plus sign permit fees)
- Increased time lines (typically 2-3 months or more)
- Unintended Consequence - Due to the increased costs and time lines many signs are installed illegally without permits, not safe or desirable
- Encourages signs less than 32 square feet to avoid the costs and long timeline, which may result in signs that are not effective or safe due to not being correctly sized based on viewing distances.
- To maintain a 32 square ft. threshold for design review of signs conflicts with Summary of Proposal statement pg. 5 DOZA Proposed Draft Vol. 1: "*Establish review thresholds based on the size and scale of a project, with the goal of aligning the level of review with the level of impact a project will have 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.*"

We appreciate your consideration of our recommendations.

James B Carpenter AICP

A handwritten signature in black ink, appearing to read "James Carpenter".

Director State & Local Government Affairs



Jonathan Konkol

#62332 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Paul Leistner

#62331 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

- My name is Paul Leistner.
- The City of Portland's Public Involvement Principles and the binding goals and policies of the new Comp Plan Chapter Two "Community Engagement" require staff to meaningfully engage the community in planning efforts.
- I served on the committees that developed the City's Public Involvement Principles" and co led the workgroup that developed the language for Chapter Two of the Comp Plan.
- I also served for 10 years as the City's Neighborhood Program Coordinator with the Office of Neighborhood Involvement.
- Meaningful community engagement is essential for the City to plan "with the community" instead of the old style of planning "for the community."
- I strongly support the work of PDX Main Streets
- I encourage the PSC and staff to see the incredible value of this community-based work.
- I have seen many of the PDX Main street presentations, including a workshop with ONI on Tools for Managing Growth and Change.
- I'm very impressed by the incredible amount of outreach this group has done over the six years of this immense project
- This group has been a leader in innovative public engagement in very diverse and proactive ways
- At the same time, there is a major disconnect between the design and development community and the neighborhoods and communities that are actually experiencing these changes.
- The work of PDX Main Streets represents highly professional work - typically done by professional city government planners.
- The engagement they have done and the main street guidelines they have produced should be highly valued for their quality in creating a replicable tool that can be used now.
- Their work provides the City an opportunity to show that it supports creative solutions no matter where they come from.
- I strongly encourage staff the PSC and planning staff to collaborate more with PDX Main Streets and to:
 - to use the tools they have created, and to
 - learn from and build on their great examples of community outreach and engagement.

Mark Wyman

#62330 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Tony Bernal

#62329 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See Video Testimony

Testimony is presented without formatting.

Dan Zalkow

#62328 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Ahna Eaton

#62327 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Oct 22, 2019
City of Portland Bureau of Planning and Sustainability

Thank you for allowing me to voice my concerns regarding the new constructions that this Bureau is allowing to be built on the East side of Portland from the Willamette River up to 82nd Avenue in our beloved city.

My name is Ahna Eaton. I am a 3rd generation Portland Resident. I was born in Portland and I live in my family home that my grandparents purchased in 1928 by Hawthorne & 39th Avenue, where my mother was raised and I have raised my son who is a 4th generation Portlander.

I recently completed a Historical Marker on the bulkhead in the front of our home which includes pages and maps from the 1859 document that is 108 pages of the entire 360 acres which was called Paradise Springs Farm, owned by Perry and Elizabeth Prettyman, which confirms that the entire Historic Hawthorne District is 160 years old.

#1. I am extremely concerned about what the City is allowing contractors to demolish and build in our classic quaint main streets on the East side of Portland.

Myself and many East side residents truly dislike what was allowed to be built on Division.

You have allowed and some contractors have built some very attractive, well built apartment buildings that fit right into the aesthetics of our historic main streets and I would like to see that continue.

I would like to bring to your attention what I deem as the most important piece in the DOZA document which is page 53 paragraphs 2 and 3.

I implore that the staff at your offices enforce these 2 paragraphs and make them well known and mandatory to all future contractors, builders and architects.

I implore that the city incorporate the 6 years of study, planning and creation of PDX Main Streets dedicated work in crafting plans and designs for future buildings that safe keep and elaborate the aesthetics of each individual neighborhood main street.

I also believe that your office should never allow a residential building to exceed 35 ft on the East Side. I would like to see your office encourage contractors to build and better the neighborhoods East of 82nd Avenue which need rejuvenating and sprucing up rather than destroying our historic main streets.

#2. I look forward to your office creating and making available many more community member input meetings, places and opportunities ***prior to*** granting anymore destruction and construction of our East Side main streets.;

Our Multnomah County Elections building is not utilized often and is staffed year round. It would be a wonderful place and so would our libraries and community centers for contractors and architects to be mandated to display large scale drawings of their buildings they are hoping to build in our neighborhoods, for 30 days, with a ballot and a ballot box on the counter for community members to be able to stop by "when they can fit it into their busy schedules and lives" and vote and make comments on each prospective project.

Then your office can incorporate community opinion so contractors will build accordingly.

#3 And finally to close,
Many people cannot afford to live in our neighborhoods anymore, which is contributing to the homeless population and truly unacceptable.
Please enforce that these new buildings are affordable for our current Portland Residents by changing the inclusionary affordable housing requirement to be 1 out of every 8 instead of 20.

Ahna Eaton



1904 SE 41st Ave Portland OR 97214

Micah Meskel

#62326 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Matchu Williams

#62325 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Christopher Brown

#62324 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Dave Otte

#62323 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See video testimony

Testimony is presented without formatting.

Henry Kraemer

#62322 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Christe White

#62321 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See Video Link

Testimony is presented without formatting.

Andrew Smith

#62318 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

2nd part from Portland Historic Landmarks Commission See Video Testimony

Testimony is presented without formatting.

P Elise Scolnick

#62316 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Karen Kelly

#62315 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Kristen Minor

#62311 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

see video

Testimony is presented without formatting.

Mary Vogel

#52247 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

This submission should replace what I submitted earlier today. It is more concise and gets to my points more quickly.

Testimony is presented without formatting.



1220 SW 12th Ave, #709 * Portland, OR 97205 * 503-245-7858 * mary@plangreen.net
Website Link: <http://plangreen.net> WBE Registration Number: 5001

RE: Design Overlay Zoning Amendment Proposed Draft

Dear PSC and Design Commission:

Thank you for the opportunity to comment on the proposed draft Design Overlay Zoning Amendments (DOZA). PlanGreen has long been focused on climate justice principles as well as excellent urban design. The proposed DOZA will bring greater climate resiliency to communities to some extent but **there is the need for more emphasis on green infrastructure.**

The testimony submitted Oct. 21 by **Ted Labbe** for **Urban Greenspaces Institute** and that submitted by **Micah Meskel** for **Portland Audubon** make excellent specific suggestions supporting green infrastructure as part of climate justice and affordability. I support many of the other suggestions from these two testimonies as well, but I'll focus on Green Factor as it captures the essence of what those organizations are suggesting.

Years ago, when Seattle's Green Factor was first established, I suggested to the Director of Bureau of Planning & Sustainability that PlanGreen would be happy to do such a code for Portland. Green Factor enables developers to choose from a menu of options that include: native landscaping, tree planting, eco-roofs, green walls, permeable paving, structural soil systems, on-site water catchment/conservation, and/or other sustainable stormwater elements <https://www.seattle.gov/sdci/codes/codes-we-enforce-a-z/seattle-green-factor>.

As Urban Greenspaces Institute states: ***This approach would switch the City from a reactive design review to a proactive design engagement stance. It would better enable developers to integrate identified public priorities into their designs and ease their path through the approval process.***

I also support the testimony submitted on Friday, Oct. 18 by **Henry Kraemer** for **Portland: Neighbors Welcome**. I have been collaborating with people in this group through **PDX YIMBY (Yes In My BackYard!)** Facebook page for several years now. I find refreshing their emphasis on making Portland neighborhoods more climate-resilient as well as potentially more affordable by allowing greater housing options and density—and hence greater support of the commercial sector as more customers can walk to neighborhood businesses.

Thanks so much for your attention to my testimony!

Mary Vogel, CNU-A

Tim McCormick

#52244 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

[see also PDF of text] // To the Members of the Planning and Sustainability Commission, & the Design Commission—I generally support the DOZA Proposed Draft, however wish to voice a few cautions and related suggestions. // First, there is a long history of standards for the built environment backfiring or being misused to serve privileged and incumbent groups, and reducing the ability of more marginalized, outsider, and newcomer parties to find a place in and shape the city. Particularly, lower-cost housing types, new architectural styles and bolder design, and emergent urban forms such as live-work studios and open markets tend to get opposed or blocked by design standards. See, for example, "How Seattle's Design Review Sabotages Housing Affordability," by Sightline Institute, September 6, 2017.

<https://www.sightline.org/2017/09/06/how-seattles-design-review-sabotages-housing-affordability/>. // In my view, design isn't just about appearances and amenities, but is integrating the total set of community goals, and priorities among them; and today, housing affordability is paramount among Portland's concerns. // For these reasons: 1) I echo Leon Porter's suggestion, and ask that in Purposes Statement section 33.420.010, please add another bullet point: "Promotes development of abundant housing, at all price levels, in high-opportunity areas." 2) echoing other commentators including Portland Neighbors Welcome, please firmly express that Design Review may not be used to reduce Height or FAR of a proposed building, as these are properly matters for comprehensive planning and zoning. 3) I would advise against inclusion of neighborhood-specific design/style guidelines, particularly those developed within neighborhoods themselves rather than in open, city-wide processes; because this seems like an open door for the type of parochial and exclusionary practices we have long witnessed with e.g. regulation of housing types and styles. // Second, as another cautionary note, I'd say we should guard against Design Review ending up working against actual good design and architecture. If we consider various peer cities with strong DR processes, for example, Charles Mudebe makes a case in The Stranger, "Design Review Board Has Turned Seattle Into an Architectural Wasteland" (Sep 8, 2017).

<https://www.thestranger.com/slog/2017/09/08/25402698/design-review-board-has-turned-seattle-into-an-architectural-wasteland>). // San Francisco, where I lived for some years, is notorious for the highly involved level of discretionary Design Review required, and also for the architectural mediocrity and non-distinctiveness of most new buildings. There DR has clearly become usable as a weapon by development opponents and neighborhood protectionists, and a reason that many architects including higher-profile ones avoid attempting projects there. // We should recollect that many things we greatly value in cities were originally dissonant, unexpected, or unplanned. Arts districts arise from old industrial/commercial areas. Rowhouse or single-family strips get adaptively mixed-used into thriving commercial centers like Boston's Newbury Street or Portland's Hawthorne Blvd. Shocking monstrosities or exhibition pieces like the Eiffel Tower become city icons. Food-truck culture evolves out of parking-lot owners just allowing trucks to rent space, becomes a big Portland attraction. // Also, much that has been carefully planned has turned out failing or maladaptive to changing needs. Carefully designed plazas turn out to be unused. Suburbs and gated communities, including within Portland, often are characterized by strict, community-developed design standards, but aren't inclusive or dynamic environments, or ones we now want to emulate. // We face all kinds of big uncertainties in our urban future, perhaps not far off: for example, the possible effects of Cascadia Fault earthquake or California massive earthquake or wildfires, or accelerating climate-change disruption. Or shifting mobility patterns due to e-bikes, new light transport vehicles, shared, and autonomous vehicles. We shouldn't assume we know now how to plan and design for the possibly much changed scenarios of decades from now. // Aside from this philosophical suggestion, that we respect the flux and uncertainty of life and cities, also I more concretely suggest 1) consider ways to automatically sunset i.e. require periodic reevaluations of guidelines; and 2) echoing Iain Mackenzie, suggest the code be changed to remove the prohibition on adjustments to the standards track. // regards, Tim McCormick, HousingWiki, PDX YIMBY

Testimony is presented without formatting.

October 22, 2019

From: **Tim McCormick** (HousingWiki, Village Coalition, PDX YIMBY, etc).
To: **City of Portland, PSC**
Re: **Testimony Design Overlay Zone Amendments, Proposed Draft.**

To the Members of the Planning and Sustainability Commission, & the Design Commission—

I generally support the DOZA Proposed Draft, however wish to voice a few cautions and related suggestions.

First, there is a long history of standards for the built environment *backfiring or being misused to serve privileged and incumbent groups*, and reducing the ability of more marginalized, outsider, and newcomer parties to find a place in and shape the city. Particularly, lower-cost housing types, new architectural styles and bolder design, and emergent urban forms such as live-work studios and open markets tend to get opposed or blocked by design standards. See, for example, "How Seattle's Design Review Sabotages Housing Affordability," by Sightline Institute, September 6, 2017.

<https://www.sightline.org/2017/09/06/how-seattles-design-review-sabotages-housing-affordability/>.

In my view, design isn't just about appearances and amenities, but is integrating the total set of community goals, and priorities among them; and today, housing affordability is paramount among Portland's concerns.

For these reasons:

1. I echo Leon Porter's suggestion, and ask that in Purposes Statement section 33.420.010, please add another bullet point: "*Promotes development of abundant housing, at all price levels, in high-opportunity areas.*"
2. echoing other commentators including Portland Neighbors Welcome, please firmly express that Design Review may not be used to reduce Height or FAR of a proposed building, as these are properly matters for comprehensive planning and zoning.
3. I would advise against inclusion of neighborhood-specific design/style guidelines, particularly those developed within neighborhoods themselves rather than in open, city-wide processes; because this seems like an open door for the type of parochial and exclusionary practices we have long witnessed with e.g. regulation of housing types and styles.

Second, as another cautionary note, I'd say we should guard against Design Review ending up *working against actual good design and architecture*. If we consider various peer cities with strong DR processes, for example, Charles Mudebe makes a case in The Stranger, "Design Review Board Has Turned Seattle Into an Architectural Wasteland" (Sep 8, 2017).

<https://www.thestranger.com/slog/2017/09/08/25402698/design-review-board-has-turned-seattle-into-an-architectural-wasteland>).

San Francisco, where I lived for some years, is notorious for the highly involved level of discretionary Design Review required, and also for the architectural mediocrity and non-distinctiveness of most new buildings. There DR has clearly become usable as a weapon by development opponents and neighborhood protectionists, and a reason that many architects including higher-profile ones avoid attempting projects there.

We should recollect that many things we greatly value in cities were originally dissonant, unexpected, or unplanned. Arts districts arise from old industrial/commercial areas. Rowhouse or single-family strips get adaptively mixed-used into thriving commercial centers like Boston's Newbury Street or Portland's Hawthorne Blvd. Shocking monstrosities or exhibition pieces like the Eiffel Tower become city icons. Food-truck culture evolves out of parking-lot owners just allowing trucks to rent space, becomes a big Portland attraction.

Also, much that has been carefully planned has turned out failing or maladaptive to changing needs. Carefully designed plazas turn out to be unused. Suburbs and gated communities, including within Portland, often are characterized by strict, community-developed design standards, but aren't inclusive or dynamic environments, or ones we now want to emulate.

We face all kinds of big uncertainties in our urban future, perhaps not far off: for example, the possible effects of Cascadia Fault earthquake or California massive earthquake or wildfires, or accelerating climate-change disruption. Or shifting mobility patterns due to e-bikes, new light transport vehicles, shared, and autonomous vehicles. We shouldn't assume we know now how to plan and design for the possibly much changed scenarios of decades from now.

Aside from this philosophical suggestion, that we respect the flux and uncertainty of life and cities, also I more concretely suggest 1) consider ways to automatically sunset i.e. require periodic reevaluations of guidelines; and 2) echoing Iain Mackenzie, suggest the code be changed to remove the prohibition on adjustments to the standards track.

regards,

Tim McCormick

HousingWiki
PDX YIMBY

Steve Pinger

#52243 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

the attached testimony on behalf of the NWDA is for inclusion in the record.

Testimony is presented without formatting.



Northwest District Association

December 7, 2018

Portland Planning and Sustainability Commission

Portland Design Commission

1900 SW 4th Avenue

Portland, Oregon 97201

RE: DOZA Proposed Draft

Dear Commissioners:

The NWDA has had abundant opportunities to experience the design review process as it is practiced in our city over the last few decades, particularly in the last several years, as numerous projects have recast our neighborhood. For the most part, the design review process has created better and more successful projects for all parties, the developers, the neighbors and the City. Nonetheless, we have encouraged the review of and revisions to the design review process that the DOZA project has undertaken. We feel that largely DOZA's broad objectives have been met, and that our specific comments have been addressed. We do, however, wish to advise the commissions of the following fundamental issue that we believe, in our opinion and experience, needs to be reconciled.

During the process leading to the revisions to the Zoning Code that was adopted in 1991, a basic agreement was formed wherein the NWDA would welcome increased density allowances in many parts of the neighborhood, as long as this was accompanied with the ability of the neighborhood to engage in a meaningful design review process. Although this agreement has been widely successful since its implementation, we feel that there are increasingly indicators of an erosion of the arrangement:

1. The Neighborhood Notification requirements adopted in May fundamentally change the understanding of the role of the NWDA and neighborhoods throughout the City in the land use review process from a participant to a notificant.
2. The controversial revisions proposed in the Code 3.96 Revision process appear to degrade the role of neighborhood associations in their land use review role and other activities;
3. From this perspective, the NWDA has voiced concerns throughout the DOZA process about the proposed restructuring of the "objective track" for design review through the proposed revisions to the Community Design Standards. Our experience of the application of the CDS is that they are being applied to projects far larger and more intense than the standards were ever intended to address, and with doleful results, and, to a degree, flying in the face of the original *greater-density-for design-review* bargain that was struck years ago. We request that the threshold for use of the CDS be carefully calibrated, and/or that the Northwest Plan District be included in the areas where the CDS is not allowed.

the NorthWest District Association is a 501(3)c tax-exempt organization

2257 NW Raleigh St. Portland Oregon 97210 503 823 4288 northwestdistrictassociation.org

4. we are doubtful that the proposed point-based-system reflected in the Standard's "Global Design Matrix" will improve on the outcomes of buildings utilizing the objective track, and would ask that there be a limited duration trial period to evaluate how this framework is actually applied in the development community.

Best Regards,
Northwest District Association Planning Committee



Steve Pinger
member, NWDA Planning Committee

Mary Vogel

#52242 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Thank you for the opportunity to submit the attached testimony on behalf of myself and my WBE, PlanGreen.

Testimony is presented without formatting.



1220 SW 12th Ave, #709 * Portland, OR 97205 * 503-245-7858 * mary@plangreen.net
Website Link: <http://plangreen.net> WBE Registration Number: 5001

RE: Design Overlay Zoning Amendment Proposed Draft

Dear PSC and Design Commission:

Thank you for the opportunity to comment on the proposed draft Design Overlay Zoning Amendments (DOZA). PlanGreen has long been focused on Climate Justice principles as well as excellent urban design. I believe that focusing on such principles will bring greater climate resiliency to communities.

We especially support the testimony submitted Oct. 21 by **Ted Labbe for Urban Greenspaces Institute** and that submitted by **Micah Meskel for Portland Audubon**. They both address the need for more emphasis on green infrastructure in the standards while still supporting climate justice and affordability. I support many of the other suggestions from these two testimonies as well, but Green Factor is somewhat encapsulating. I find it much like form-based code (which I also support).

Years ago, when Seattle's Green Factor was first established, I suggested to the Director of BPS that PlanGreen would be happy to do such a code for Portland. In fact, a former PlanGreen intern, Carolyn Foster, worked on collecting data for the program and I helped her for a day in Seattle. As UGI says:

Green factor as a model for DOZA

BPS might take a cue from Seattle's Green Factor, which enables developers to choose from a menu of options that include: native landscaping, tree planting, eco-roofs, green walls, permeable paving, structural soil systems, on-site water catchment/conservation, and/or other sustainable stormwater elements
<https://www.seattle.gov/sdci/codes-we-enforce-a-z/seattle-green-factor>.

Seattle's Green Factor is a score-based code requirement that scales the amount and quality of green elements with the size and community impact of a new development. Importantly, Green Factor lets developers choose an approach that integrates with their development plan, but their plans must include some mix of re-greening elements. But developers can't opt out of green elements entirely.

... A wholly different approach would identify commercial areas of the City that are deemed deficient in green infrastructure, tree cover, public open space, pedestrian/bike infrastructure, etc. and prescribe a specific menu of options for developers to select from to remedy these site-specific deficiencies during their initial design work using a Green Factor approach. **This approach would switch the City from a reactive design review to a proactive design engagement stance.** It would better enable developers to integrate identified public priorities into their designs and ease their path through the approval process.

I also support the testimony submitted on Friday, Oct. 18 by Henry Kraemer for **Portland: Neighbors Welcome**. I have been collaborating with people in this group through **PDX YIMBY (Yes In My BackYard!)** Facebook page for several years now and find refreshing their emphasis on making Portland neighborhoods more climate-resilient as well as potentially more affordable by allowing greater housing options—and greater retail business support via density.

Thanks so much for your attention to my testimony!

Mary Vogel, CNU-A

Terry Parker

#52241 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

To the Portland Planning and Sustainability Commission, Remember the fuel shortage in the 1970's? That was a manipulation by the big oil companies. How about Enron and how they manipulated the power grid to increase electricity rates? Now we have PBOT and the City of Portland artificially creating congestion with road diets along with instigating a parking shortage by not requiring adequate off-street parking with new development. Converting on-street parking to bike lanes also helps to create and expand the shortage. The ploy is the same with all these instances: artificially create a shortage to increase the price the public pays. The dominate mode of travel in and around Portland is by motor vehicle. Part of PBOT's proposed agenda is to charge residents for on-street parking permits on the same streets drivers already pay for curb to curb with motorist paid taxes and fees. At the same time, bicyclists and transit passengers use those same streets and the specialized infrastructure on those streets free from any road use charges. This is dictatorially inspired social engineering and a double standard. In that approximately 89 percent of households in the Portland-Metro area have one or more cars, requiring a parking permit at any ongoing dollar amount increases the costs of housing for the majority of Portland households. Likewise, with transit fares that only cover approximately 25% of the operational costs and do not include paying for the damage the buses do to the roads (one bus does as much damage as 1200 cars), adding more heavily subsidized transit by way of additional taxes and/or a bond measure that raises property taxes significantly increases both the costs of housing and the costs of living in Portland. Portland streets were never intended to be car storage lots. The city has a 24 hour rule that a vehicle can not be parked in the same place on the street for more than 24 hours. Cars stored on narrow residential streets to the degree that two vehicles can't pass each other give rise to a safety issue for everything from emergency vehicles to Lift services to garbage trucks to bicyclists. Additionally, some of the negative impacts to residential neighborhoods by not providing adequate off-street parking with new development includes but are not limited to: the streets full of parked cars 24/7, residents circling to find a parking place, residents having to park blocks away from their home, no place for visitors to park, no place to set out trash and recycle containers on pick up days, limited charging availability for electric cars, vehicles parked on the street are more susceptible to break ins and vandalism, etc.. The absence of adequate off-street parking is one of the primary reasons existing residents and homeowners oppose new development in their neighborhoods. Finally, Portland must not become another Chicago. It unjustifiable and inequitable to allow the camels nose under the tent which could then possibly end up as a full blown Chicago style parking fee and permit policy. Planning for

additional housing and density needs to avert the same parking mess and chaos the city has created around lower SE Division and in parts of Northwest Portland near NW 23rd. 72% of households in modern apartment buildings without parking have one or more cars. Adequate off-street parking with over night charging accessibility for electric cars needs to be required with all new development, be it is close to transit or not. Respectfully, submitted, Terry Parker Northeast Portland

Testimony is presented without formatting.

Heather Hawksford

#52240 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

My kids and I do a lot of walking in Arbor Lodge and it is important to me that we have services available to us and safe sidewalks along the main streets (and most side streets). I know there is a lot of development happening along Greeley and Rosa Parks. It would be fantastic if any apartment buildings that went up included commercial spaces on the ground floor. This would provide work for our community and make it feel more like a neighborhood hub. Is this part of the current plan? Please also consider that there are many pedestrians on these streets and we need to stay safe! What are you doing to ensure our safety in the long-term planning of these new developments?

Testimony is presented without formatting.

Leon Porter

#52239 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please see my attached testimony.

Testimony is presented without formatting.

Dear members of the Design Commission and the Planning and Sustainability Commission,

I generally support the DOZA Proposed Draft, but recommend several revisions to help address Portland's housing shortage and keep housing prices lower.

I endorse all the changes proposed in the testimony from Doug Klotz, Iain McKenzie, Tony Jordan, Brandon Narramore, and Henry Kraemer. Please consider the following additional revisions as well:

In 33.420.010, please add another bullet point to the Purpose Statement: "**--Promotes development of abundant, inexpensive housing in high-opportunity areas.**"

In 33.420.045:

--Please exempt both new development and alterations to existing development from design review and design standards when there are up to **six** residential units on the site and the buildings are no more than **45** feet tall.

--Please exempt detached accessory dwelling units of up to **500** square feet in floor area.

--In N4, to help further Comprehensive Plan Policy 4.14 "Fire Prevention and Safety," please add: "**or structural reinforcement of fire escapes to meet load-bearing requirements, using materialsthat match the adjacent fire escape components.**"

--In N, to help further Comprehensive Plan Policy 4.68 "Energy Efficiency," please add an additional exemption:

"7. Replacement of single-glazed windows with double- or triple-glazed windows when:

- a. **The replacement windows are installed exactly within the existing window openings; and**
- b. **The replacement window's frames and mullions match those of the existing windows."**

Best wishes,
Leon Porter, Ph.D.

Aaron Brown

#52238 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am writing to ask that the City of Portland follow the recommendations to DOZA proposed by Portland: Neighbors Welcome. I'm particularly concerned that any opportunity for Design Review to reduce Height or FAR of a proposed building will become an inadvertent leverage tool for neighborhoods to attempt to limit the new housing that we desperately need to be building to address the overlapping housing and climate crises. I currently rent a house in the St Johns neighborhood - the only way I'll ever be able to afford to live in this neighborhood permanently will require immense construction of new housing, and every additional unit that is prevented due to a DOZA-height limitation is one less unit I (and those less fortunate than I am) might be able to afford to stay in this neighborhood. We urgently need more housing supply, and I hope that DOZA will not be designed as a back-door policy tool to limit growth.

Testimony is presented without formatting.

TOM DICHIARA

#52237 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

October 22, 2019 To: Planning & Sustainability Commission Portland Design Commission Tim Heron Re: Testimony for Proposed Design Overlay Zone Amendments (DOZA) Dear Commissioners: Thank you for the opportunity to provide testimony on the proposed Design Overlay Zone Amendments (DOZA) updates that apply to development in the Design Overlay Zones. My name is Tom DiChiara, an owner and principal of Cairn Pacific LLC. As most of you are aware, Cairn Pacific has been an active local developer for the past several years, most recently involved in major projects that are part of the Conway Master Plan area in the Slabtown Neighborhood of Northwest Portland. We have been a ‘frequent flyer’ in front of the Design Commission over the years. I have reviewed the proposed updates to the Design Overlay Zone guidelines, regulations, and process, and overall find them to be welcome improvements to the old system. The simplified Design Guidelines will be easier to navigate as an applicant, and will reduce some of the paperwork and time spent by our consultants responding to numerous design guidelines in the old system, many of which were redundant, vague, and repetitive. That will help save costs on our end, which is appreciated. Candidly, I don’t think staff and Commission spent much time reading those lengthy narrative responses that were required under the old system anyways. It is better to spend everyone’s limited time on the actual design details being proposed in an application, so I think the proposed changes to streamline the application process and are a good improvement. I also like the more concise overall guiding tenets of the Design Review process, focused on Context, Public Realm, and Quality and Resilience. It is good to keep the focus on the “big picture” goals of the process, and I appreciate the clear, well laid out code language for each revised guideline. The precedent images and planning diagrams are helpful as well, and the graphic layout is much easier to navigate. Good work by Staff on this part of the prosed revisions. I do have a few specific comments and suggestions that I would like to share with the Commission, as noted below:

- **THRESHOLDS:** While the goal of limiting the Type III DR process to projects of a certain scale rather than a dollar value is a good idea (33.270.200), I don’t believe that limiting that threshold to just the D-overlay areas of the Comp Plan is adequate to address the impacts that large projects can have on their surrounding neighborhoods. A big building has a long-term impact to its surrounding streetscape whether or not it is part of a designated corridor, center, or overlay district. I am saddened to see so many large projects pop up in outer eastside neighborhoods, for example, that are truly awful both in terms of architecture and quality. You only need to look just outside the current D-overlay on the inner eastside to see what you get without DR (NE Sandy Blvd, for example, has become a parade

of architectural horrors in recent years due to the lack of DR oversight). I think any large project, say over 20,000sf of site area or more than 4 stories tall, should get the same level of scrutiny regardless of where in the City limits it is located. As an owner and developer of multifamily apartments, we compete with all such buildings outside of D-overlay districts and the rules should be same for everyone. • RETAIL BUILD-OUTS: Great to see more flexibility proposed for minor modifications to existing retail storefronts. We often run into problems with re-tenanting retail spaces where minor storefront revisions require DR which can be very burdensome for a small TI. The code revisions proposed related to glazing changes and louvers are on the right path, but I would suggest expanding the new definition of the exemptions under 33.420.045.N.2&3 to include relocation of storefront doors and minor adjustments to canopy details. So long as the overall design intent and quality of the storefront is not changed materially, I do not think minor changes like moving a door for a retail TI should trigger a DR process. • PROCESS: It is not spelled out directly in the proposed changes to the DR process, but I would like to see more integration of senior level planning staff as a project moves thru the DR process. Too often we get bogged down with junior staff on minor details that result in Staff Reports that do not recommend approval because the junior staff person does not have the discretion to make decisions on design intent or compliance. In that instance, we often have to move things up the chain of command in the Planning Bureau, which takes unnecessary time and money. Ideally, a senior planner or liaison is assigned to the process from the start so that staff decisions can be made along the way as the design is evolving, and we thereby avoid unnecessary fights that stall the process. More input early in the process is always better than late input. • POLITICS: The amount of changes made recently to the Zoning Code and the Comp Plan, and now the DR process is significant. Much of the changes to the Comp Plan and Zoning Code went thru a lengthy public and political process. I would like to think that once an application gets to the Design Commission, under these new codes and regulations, that Commissioners are there to review compliance of the Zoning Code and Comp Plan objectives, not to re-litigate them, which unfortunately is often the case when public testimony is focused on things like height and density during a DR hearing. I would like to see the process very clearly spelled out that the Commission's purview is compliance. It is good to see the new language proposed about not reducing FAR thru DR, for example, which partially addressed this concern, but I would go further and give Commission the clear directive that they are not there to re-litigate density, height, zone, or allowed use of buildings. Those are largely political decisions that have already been made through prior public processes. Overall, great effort. The proposed updates and changes collectively should smooth the process while retaining the necessary oversight to ensure that all buildings meet the goals and standards set out in the Comp Plan and Zoning Code. Thank you for your time. Sincerely, Thomas A. DiChiara Principal

Testimony is presented without formatting.



October 22, 2019

To: Planning & Sustainability Commission
Portland Design Commission
Tim Heron

Re: Testimony for Proposed Design Overlay Zone Amendments (DOZA)

Dear Commissioners:

Thank you for the opportunity to provide testimony on the proposed Design Overlay Zone Amendments (DOZA) updates that apply to development in the Design Overlay Zones. My name is Tom DiChiara, an owner and principal of Cairn Pacific LLC. As most of you are aware, Cairn Pacific has been an active local developer for the past several years, most recently involved in major projects that are part of the Conway Master Plan area in the Slabtown Neighborhood of Northwest Portland. We have been a 'frequent flyer' in front of the Design Commission over the years.

I have reviewed the proposed updates to the Design Overlay Zone guidelines, regulations, and process, and overall find them to be welcome improvements to the old system. The simplified Design Guidelines will be easier to navigate as an applicant, and will reduce some of the paperwork and time spent by our consultants responding to numerous design guidelines in the old system, many of which were redundant, vague, and repetitive. That will help save costs on our end, which is appreciated. Candidly, I don't think staff and Commission spent much time reading those lengthy narrative responses that were required under the old system anyways. It is better to spend everyone's limited time on the actual design details being proposed in an application, so I think the proposed changes to streamline the application process and are a good improvement. I also like the more concise overall guiding tenets of the Design Review process, focused on Context, Public Realm, and Quality and Resilience. It is good to keep the focus on the "big picture" goals of the process, and I appreciate the clear, well laid out code language for each revised guideline. The precedent images and planning diagrams are helpful as well, and the graphic layout is much easier to navigate. Good work by Staff on this part of the prosed revisions.

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I do have a few specific comments and suggestions that I would like to share with the Commission, as noted below:

- **THRESHOLDS:** While the goal of limiting the Type III DR process to projects of a certain scale rather than a dollar value is a good idea (33.270.200), I don't believe that limiting that threshold to just the D-overlay areas of the Comp Plan is adequate to address the impacts that large projects can have on their surrounding neighborhoods. A big building has a long-term impact to its surrounding streetscape whether or not it is part of a designated corridor, center, or overlay district. I am saddened to see so many large projects pop up in outer eastside neighborhoods, for example, that are truly awful both in terms of architecture and quality. You only need to look just outside the current D-overlay on the inner eastside to see what you get without DR (NE Sandy Blvd, for example, has become a parade of architectural horrors in recent years due to the lack of DR oversight). I think any large project, say over 20,000sf of site area or more than 4 stories tall, should get the same level of scrutiny regardless of where in the City limits it is located. As an owner and developer of multifamily apartments, we compete with all such buildings outside of D-overlay districts and the rules should be same for everyone.
- **RETAIL BUILD-OUTS:** Great to see more flexibility proposed for minor modifications to existing retail storefronts. We often run into problems with re-tenanting retail spaces where minor storefront revisions require DR which can be very burdensome for a small TI. The code revisions proposed related to glazing changes and louvers are on the right path, but I would suggest expanding the new definition of the exemptions under 33.420.045.N.2&3 to include relocation of storefront doors and minor adjustments to canopy details. So long as the overall design intent and quality of the storefront is not changed materially, I do not think minor changes like moving a door for a retail TI should trigger a DR process.
- **PROCESS:** It is not spelled out directly in the proposed changes to the DR process, but I would like to see more integration of senior level planning staff as a project moves thru the DR process. Too often we get bogged down with junior staff on minor details that result in Staff Reports that do not recommend approval because the junior staff person does not have the discretion to make decisions on design intent or compliance. In that instance, we often have to move things up the chain of command in the Planning Bureau, which takes unnecessary time and money. Ideally, a senior planner or liaison is assigned to the process from the start so that staff decisions can be made along the way as the design is evolving, and we thereby avoid unnecessary fights that stall the process. More input early in the process is always better than late input.

- POLITICS: The amount of changes made recently to the Zoning Code and the Comp Plan, and now the DR process is significant. Much of the changes to the Comp Plan and Zoning Code went thru a lengthy public and political process. I would like to think that once an application gets to the Design Commission, under these new codes and regulations, that Commissioners are there to review compliance of the Zoning Code and Comp Plan objectives, not to re-litigate them, which unfortunately is often the case when public testimony is focused on things like height and density during a DR hearing. I would like to see the process very clearly spelled out that the Commission's purview is compliance. It is good to see the new language proposed about not reducing FAR thru DR, for example, which partially addressed this concern, but I would go further and give Commission the clear directive that they are not there to re-litigate density, height, zone, or allowed use of buildings. Those are largely political decisions that have already been made through prior public processes.

Overall, great effort. The proposed updates and changes collectively should smooth the process while retaining the necessary oversight to ensure that all buildings meet the goals and standards set out in the Comp Plan and Zoning Code.

Thank you for your time.

Sincerely,



Thomas A. DiChiara
Principal

Eron Riddle

#52236 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

As district manager of the Cully Blvd Alliance, a micro-urban renewal area or NPN in outer NE Portland, I would like to state our organization fully supports the suggested changes to the implementation of design overlay throughout the city of Portland. Specifically, the fact that design overlay will not be coming to the Cully Neighborhood as well as the proposed procedural changes to current DOZA neighborhoods that are focused on better supporting small business owners from Portland's most vulnerable populations. In our previous discussions with bureau staff the CBA was very vocal with its concerns that there was a possibility of DOZA being implemented along Cully and 60th Blvd. We believed the added time and costs connected to such would have really affected the economic development work we are doing in with in our NPN boundaries. I do understand that tools such as design overlay are needed in certain areas to ensure responsible building and growth, but Cully Blvd is a much different place than many of the current areas that DOZA exists. The Cully Blvd Alliance improvement zone has its infrastructural challenges that current business owners are forced to address on a regular basis. The Blvd is littered with missing stretches of sidewalks, unimproved side roads, and is quite inadequate when it comes to access for those with disabilities. As such most of the area is nowhere close to current zoning standards and largely the economic burden to address this falls on the small business owner. These additional often force local small business owners to either relocate out of district or continue on in a building that may not be safe or conducive to their success. Adding another layer of standards would have only increased the economic burden to invest in our neighborhood and only larger business with easier access to capital would have been able to invest in the neighborhood. This is a problem because the neighborhood's retail space is quite limited between Killingsworth and Freemont any additional financial burden or project delays will effectively eliminate any opportunity for local entrepreneurs to develop one of the many underutilized properties in the area. We need to look at ways to streamline the processes we currently have and reduce cost, not add to them because many of those individuals that own land along Cully Blvd are reluctant to do any physical improvements at a time when additional goods and services are needed to sustain such a rapidly growing area. I believe those involved in the DOZA planning took the time listen to our neighborhood concerns highlighted above and this most recent proposal reflects the intentional good work that design lab is doing when it comes to ensuring that Portland continues to grow in an efficient and equitable way. -Eron Riddle, Prosperity District Manager Cully Blvd Alliance

Testimony is presented without formatting.

Bert Gregory

#52235 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Portland City Council 1221 SW 4th Avenue, Room 130 Portland, OR 97204 Re: Support for Design Overlay Zone Amendments (DOZA) Honorable City Council Members: As an architect and urban designer, I practice throughout the United States. I continue to be impressed with the standard for excellence Portland's Design Review process, BDS staff, and Design Commission represent for the country. The Design Overlay Zone Amendments (DOZA) are important updates to the tools that foster livability in Portland. Building on various documents they will continue to let Portland grow with grace, for the people who live in the neighborhoods where they apply, while creating a welcoming physical environment for the city's future residents. These are important advancements for Portland that bring additional clarity and guidance for designers and developers. I urge you to adopt these fine additions to Portland's excellent land use code and design review process.

Sincerely, Bert Gregory FAIA Design Partner
or paste your testimony in this box...

Testimony is presented without formatting.

October 20, 2019

MITHŪN

Portland City Council
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: Support for Design Overlay Zone Amendments (DOZA)

Seattle
Pier 56
1201 Alaskan Way #200
Seattle, WA 98101

Honorable City Council Members:

As an architect and urban designer, I practice throughout the United States. I continue to be impressed with the standard for excellence Portland's Design Review process, BDS staff, and Design Commission represent for the country.

The Design Overlay Zone Amendments (DOZA) are important updates to the tools that foster livability in Portland. Building on various documents they will continue to let Portland grow with grace, for the people who live in the neighborhoods where they apply, while creating a welcoming physical environment for the city's future residents.

San Francisco
660 Market Street #300
San Francisco, CA 94104

Los Angeles
Mithun | Hodgetts + Fung
5837 Adams Boulevard
Culver City, CA 90232

mithun.com —

These are important advancements for Portland that bring additional clarity and guidance for designers and developers. I urge you to adopt these fine additions to Portland's excellent land use code and design review process.

Sincerely,



Bert Gregory FAIA

Design Partner

cc: Tim Heron, City of Portland Bureau of Development Services

Micah Meskel

#52234 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear Portland Planning and Sustainability Commission and Portland Design Commission: Thank you for the opportunity to comment on the proposed Design Overlay Zoning Amendments (DOZA). Portland Audubon has tirelessly advocated for the integration of the built and natural environments through countless City and Regional planning processes, and appreciates the opportunity to advocate for the implementation of many of those initiatives in commercial centers and corridors in Portland through DOZA. DOZA provides a vehicle to further implement a variety of City of Portland goals and initiatives on commercial centers and corridors, including but not limited to the City's designation as an International Biophilic City and a U.S. Fish and Wildlife Service Urban Bird Treaty City, 100% Renewable Energy by 2035 Pledge, Racial Equity Plan, Climate Action Plan, as well as the City's Comprehensive and Central City Plans. In the arena of green infrastructure / integration of the built and natural environments, we view this plan as an opportunity to build on the momentum of the Central City Plan and its package of new policies and programs. Portland has long been recognized as a leader in green infrastructure—strategies to integrate the built and natural environment such as green roofs, birdsafe building standards, urban tree canopy, green streets and urban natural areas. There are myriad benefits to these types of strategies—they clean our air and water, provide access to nature, address urban stormwater, reduce the urban heat island effect, increase energy efficiency, provide resiliency against the impacts of climate change, make our city more livable, and drive our green economy. They are also critical to achieving the city's equity goals as environmental degradation disproportionately affects lower income communities and communities of color. Considering the multiple benefits listed above, coupled with the opportunity to promote other important City initiatives around climate resiliency and equity, we urge the City to place higher prioritization on green infrastructure throughout DOZA. In its current form, DOZA relegates many green infrastructure elements to optional standards, and often with disproportionately low or limited design points. Converting some basic aspects of green infrastructure into required design standards (i.e., bird safe glazing), while increasing the allotted points of other green infrastructure options will better prioritize these building elements and bring DOZA into alignment with other important City initiatives around equity and climate resiliency. Trees and Native Landscaping Our urban tree canopy and native understory plays many roles in our community; from cleaning our air and water, providing access to nature, addressing urban stormwater, reducing urban heat island, increasing energy efficiency of buildings, providing resiliency against the impacts of climate change and providing wildlife habitat. We suggest the following changes to better prioritize

tree and native vegetation placement and protections in DOZA. C3 – Tree Preservation. This standard encourages the preservation of larger existing trees, which have 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 4 points. The standard supports Design Guideline #4 to “Integrate and enhance on-site features and opportunities to meaningfully contribute to a location’s uniqueness.” (This was SP15 in Discussion Draft.) -Reduce the size classification for trees preserved onsite, from 20 dbh or larger to 15 dbh or larger. This will increase the total number of potential trees that may be preserved. -Shift this design standard from optional to required for existing tree preservation. Trees are too often an afterthought in certain developments, and the retention of an existing large tree allows adequate space to be preserved for this and future trees to continue to provide the long list of benefits to the site. This is relevant to design guidelines 2, 3, 4, 5, 6, 8, and 10. C5 – Native Landscaping. This standard encourages the use of native plants and trees for the landscaping provided, and awards one point for meeting the standard. It is intended to apply outside of environmental zones, and helps to provide a link between development and the native flora that originally made up the area. In addition, requiring the vast majority of trees to be native creates opportunities for interaction with native wildlife, and reflects on the existing landscaping within many parks and natural areas of the city. This standard further supports Design Guideline #4, but also relates to other context guidelines. (This combines the previous standards SP16 and 17 in the Discussion Draft which treated plants and trees separately.) -Include an option to receive an additional point for this guideline if there are 5 or more native large form trees as defined on the Portland Plant List. C11 – Setback from Waterbodies. This standard awards 4 points if a project can incorporate and preserve a natural water feature (separate from environmental zones) as part of a development proposal. It supports Design Guideline #4, “Integrate and enhance on-site features and opportunities to meaningfully contribute to a location’s uniqueness”. (This was O1 in the Discussion Draft.) -Require that design standard C5 must also be implemented in conjunction with preserving the natural water feature. Exterior Lighting The global proliferation of artificial light at night has unintended impacts on the overall health of carefully choreographed ecosystems as well as on the biology of every taxa within those ecosystems. Poorly designed lighting creates light pollution, which has serious impacts on both migrating and nesting birds, as well as on fish, reptiles, amphibians, mammals, and plants and on human health. Portland’s skies are already marred by skyglow, which is the result of poorly directed, overly bright lighting trespassing into the sky above instead of being carefully trained on the ground and in areas where light is useful for creating safe, vibrant nighttime conditions for residents. The Department of Energy estimates that approximately 35% of light is wasted, which represents \$3 billion dollars of energy waste annually and 15 Million tons of CO₂ per year. Light pollution impacts circadian rhythms in humans, suppresses melatonin secretion (necessary for sleep), and, according to a 2016 report by the American Medical Association, may be linked to a number of serious health consequences. Whenever and wherever possible, the City of Portland should be looking for opportunities to emphasize best practices in lighting design in order to help mitigate those impacts. The City of Portland (BPS) is already researching how to create strategies for reducing light pollution in Portland, and the DOZA update

provides an opportunity to encourage responsible lighting practices in new development. 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 on local service streets does not adversely impact adjoining lots. The standard supports Design Guideline #5 as well as Context Guideline #3. (This was F5 in the Discussion Draft.) -We applaud that this Exterior Lighting standard is required for new buildings. We also recommend that this standard be written to explicitly support Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment”. -In order to thoughtfully and comprehensively follow accepted best practices in lighting design, this exterior lighting standard needs to include a requirement that lamp/diode color temperature be specified to reduce the emission of blue rich white light. This means that lamps/diodes must be below 3,000K, per American Medical Association and the International Dark-sky Association recommendations. Public Realm PR19 – Pervious Paving Materials. This standard provides 2 points for providing 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 Design Guidelines #7 and #8. (This was SP23 in the Discussion Draft.) -Allow bike parking to be included in the 50% pervious paving area. Bird Safe Building Design Over 220 species of birds can be found in our airspace, in our parks, and in our street trees. The built landscape poses hazards for birds, and research shows that up to 1 billion birds die every year in the United States as the result of hitting a window, ranking this hazard among the top three mortality factors for birds nationwide. The Bird Safe Glazing Standard in the City’s Central City Plan was a carefully researched ordinance, with a generous 30% glazing trigger per facade. Bird Safe approaches are easily designed to synergize with building design and performance objectives, and can help reduce both glare and solar heat gain, and reduce HVAC demand and greenhouse gas emissions, all of which align with Portland’s Climate Action Plan. QR11 – 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 standard is worth 3 points and supports Quality Design Guidelines #8 and #9, and Context Guideline #3. (This was F13 in the Discussion Draft.) -We applaud the City for requiring that glazed railings must be treated with a pattern from the Bird Safe Windows Administrative List. We recommend including language that indicates that the glass treatment requirement also supports Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment”. QR13 – Bird-safe Glazing for Windows. This standard encourages bird-safe glazing on any facades that have 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 Design Guideline #10, “Design for resilience,

considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment". (This was F17 in the Discussion Draft.) -This standard should be required (rather than an optional 2 points) in order to be consistent with the Bird Safe Glazing Standard in the Central City Plan. -This standard should apply to ground floor windows and glazing up to 60 feet from grade. There is currently inconsistent language between the Commentary and the Table about whether or not ground floor windows are included--ground floor windows are part of the highest risk area of a building (the first 40-60 above grade pose a high collision risk) and ground floor windows are written into the Bird Safe Glazing Standard in the Central City Plan. The allowance for 10% untreated area, as well as the availability of market products with as little as 6% marked area density allow this to dovetail well with the ground floor activation objectives. We believe that the applicable area in this standard should be consistent with the CC Plan Bird Safe Glazing standard. Ecoroofs and Solar We would like to see ecoroofs made more prominent as a design standard and/or guideline within DOZA. In situations where utilities and transportation infrastructure constrain the addition of street trees, ecoroofs should be given higher point values or made a required design standard. The geography of DOZA elevates the importance of ecoroofs as a design solution. Ecoroofs provide multiple environmental and community benefits. Ecoroofs decrease stormwater runoff, save energy, absorb carbon dioxide, cool urban heat islands, filter air pollutants, prolong the life cycle of buildings and reduce landfill waste, create habitat for birds and insects, improve overall aesthetics, and provide access to rooftop greenspaces for urban dwellers. We suggest the following changes to better prioritize ecoroofs in DOZA. QR22 – 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 Design Guideline #10, "Design for resilience, considering adaptability to the changing needs of the city, climate change impacts, and the health and stewardship of the environment". (This was BM14 in the Discussion Draft.) -First we urge the City to return the score for QR22 to 3 points, as was included in the previous DOZA draft. DOZA should maximize the incentives for ecoroofs given its relevance to design guidelines 3, 5, and 10. -Second, we ask that for buildings larger than 20,000 square ft., that this design standard is shifted from optional to required, to remain compatible with the Central City plan requirement for similarly sized buildings. QR23 – Solar Energy System. Similar to QR21, this encourages a development 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 Guideline #10. (This is a new standard that was not in the Discussion Draft.) -Provide an additional design standard option for implementing QR22 and QR23 simultaneously and subscribe a bonus point in this scenario. Ecoroofs are often complementary to roof-top solar and the benefits of this combination are relevant to design guidelines 3, 8, 9, and 10. The point allotment for jointly implementing these two design standards should be 6 points (3 for QR22 + 2 for QR23 + 1 bonus point). Elsewhere in the DOZA discussion draft there is mention of 'connectivity', mostly with respect to human visual and physical linkages of the public/private realms, pedestrian circulation, etc. We found scant mention of the need to reconnect fragmented fish and wildlife habitats across the urban matrix. Please consider the need for 'connectivity' more

broadly, and include acknowledgement for the need to reconnect fragmented natural systems to provide stepping stones for the movement of wildlife across, through, or around urban centers and corridors. Given the City's new goals around preparing for climate change and addressing inequity, there is a growing need for an expanded set of skills during design review. We support the City broadening who they consider for the Design Commission to professionals with an ecological science/green infrastructure and building science/energy efficiency expertise, as well as community representatives from historically marginalized groups, and tenants. Lastly, in order to maximize its potential to forward the above initiatives and to allow their benefits to reach the entire community, we urge that the City apply the DOZA code standards to industrially zoned lands, especially where they border commercial or residential zoning. Industrially zoned lands have long been exempted from natural resource protection, to the detriment of the City's urban tree canopy, air quality and livability; especially in residential and commercial zones located near industrial centers. Applying DOZA to industrial lands could provide a path to remedy this deficit. Again, we appreciate the opportunity to participate in this process and the tremendous amount of work that has gone into this effort. We look forward to continuing to help shape this code into the future to help make our entire City more vibrant, resilient, and healthy for our community. Sincerely,

Bob Sallinger Conservation Director Portland Audubon
Mary Coolidge Birdssafe Campaign Coordinator Portland Audubon
Micah Meskel Activist Program Manager Portland Audubon

Testimony is presented without formatting.



TOGETHER FOR NATURE

October 22, 2019

Portland Planning and Sustainability Commission
Portland Design Commission
DOZA Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380
doza@portlandoregon.gov

RE: Design Overlay Zoning Amendment Proposed Draft

Dear Portland Planning and Sustainability Commission and Portland Design Commission:

Thank you for the opportunity to comment on the proposed Design Overlay Zoning Amendments (DOZA). Portland Audubon has tirelessly advocated for the integration of the built and natural environments through countless City and Regional planning processes, and appreciates the opportunity to advocate for the implementation of many of those initiatives in commercial centers and corridors in Portland through DOZA. DOZA provides a vehicle to further implement a variety of City of Portland goals and initiatives on commercial centers and corridors, including but not limited to the City's designation as an International Biophilic City and a U.S. Fish and Wildlife Service Urban Bird Treaty City, 100% Renewable Energy by 2035 Pledge, Racial Equity Plan, Climate Action Plan, as well as the City's Comprehensive and Central City Plans.

In the arena of green infrastructure / integration of the built and natural environments, we view this plan as an opportunity to build on the momentum of the Central City Plan and its package of new policies and programs. Portland has long been recognized as a leader in green infrastructure—strategies to integrate the built and natural environment such as green roofs, birdsafe building standards, urban tree canopy, green streets and urban natural areas. There are myriad benefits to these types of strategies—they clean our air and water, provide access to nature, address urban stormwater, reduce the urban heat island effect, increase energy efficiency, provide resiliency against the impacts of climate change, make our city more livable, and drive our green economy. They are also critical to achieving the city's equity goals as

environmental degradation disproportionately affects lower income communities and communities of color.

Considering the multiple benefits listed above, coupled with the opportunity to promote other important City initiatives around climate resiliency and equity, we urge the City to place higher prioritization on green infrastructure throughout DOZA. In its current form, DOZA relegates many green infrastructure elements to optional standards, and often with disproportionately low or limited design points. Converting some basic aspects of green infrastructure into required design standards (i.e., bird safe glazing), while increasing the allotted points of other green infrastructure options will better prioritize these building elements and bring DOZA into alignment with other important City initiatives around equity and climate resiliency.

Trees and Native Landscaping

Our urban tree canopy and native understory plays many roles in our community; from cleaning our air and water, providing access to nature, addressing urban stormwater, reducing urban heat island, increasing energy efficiency of buildings, providing resiliency against the impacts of climate change and providing wildlife habitat. We suggest the following changes to better prioritize tree and native vegetation placement and protections in DOZA.

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This standard encourages the preservation of larger existing trees, which have 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 4 points. The standard supports Design Guideline #4 to “Integrate and enhance on-site features and opportunities to meaningfully contribute to a location’s uniqueness.” (This was SP15 in Discussion Draft.)

-Reduce the size classification for trees preserved onsite, from 20 dbh or larger to 15 dbh or larger. This will increase the total number of potential trees that may be preserved.

-Shift this design standard from optional to required for existing tree preservation. Trees are too often an afterthought in certain developments, and the retention of an existing large tree allows adequate space to be preserved for this and future trees to continue to provide the long list of benefits to the site. This is relevant to design guidelines 2, 3, 4, 5, 6, 8, and 10.

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This standard encourages the use of native plants and trees for the landscaping provided, and awards one point for meeting the standard. It is intended to apply outside of environmental zones, and helps to provide a link between development and the native flora that originally made up the area. In addition, requiring the vast majority of trees to be native creates opportunities for interaction with native wildlife, and reflects on the

existing landscaping within many parks and natural areas of the city. This standard further supports Design Guideline #4, but also relates to other context guidelines. (This combines the previous standards SP16 and 17 in the Discussion Draft which treated plants and trees separately.)

-Include an option to receive an additional point for this guideline if there are 5 or more native large form trees as defined on the Portland Plant List.

C11 – Setback from Waterbodies.

This standard awards 4 points if a project can incorporate and preserve a natural water feature (separate from environmental zones) as part of a development proposal. It supports Design Guideline #4, “Integrate and enhance on-site features and opportunities to meaningfully contribute to a location’s uniqueness”. (This was O1 in the Discussion Draft.)

-Require that design standard C5 must also be implemented in conjunction with preserving the natural water feature.

Exterior Lighting

The global proliferation of artificial light at night has unintended impacts on the overall health of carefully choreographed ecosystems as well as on the biology of every taxa within those ecosystems. Poorly designed lighting creates light pollution, which has serious impacts on both migrating and nesting birds, as well as on fish, reptiles, amphibians, mammals, and plants and on human health. Portland's skies are already marred by skylight, which is the result of poorly directed, overly bright lighting trespassing into the sky above instead of being carefully trained on the ground and in areas where light is useful for creating safe, vibrant nighttime conditions for residents. The Department of Energy estimates that approximately 35% of light is wasted, which represents \$3 billion dollars of energy waste annually and 15 Million tons of CO₂ per year.

Light pollution impacts circadian rhythms in humans, suppresses melatonin secretion (necessary for sleep), and, according to a 2016 report by the American Medical Association, may be linked to a number of serious health consequences. Whenever and wherever possible, the City of Portland should be looking for opportunities to emphasize best practices in lighting design in order to help mitigate those impacts. The City of Portland (BPS) is already researching how to create strategies for reducing light pollution in Portland, and the DOZA update provides an opportunity to encourage responsible lighting practices in new development.

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 on local service streets does not adversely impact

adjoining lots. The standard supports Design Guideline #5 as well as Context Guideline #3. (This was F5 in the Discussion Draft.)

-We applaud that this Exterior Lighting standard is required for new buildings. We also recommend that this standard be written to explicitly support Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment”.

-In order to thoughtfully and comprehensively follow accepted best practices in lighting design, this exterior lighting standard needs to include a requirement that lamp/diode color temperature be specified to reduce the emission of blue rich white light. This means that lamps/diodes must be below 3,000K, per American Medical Association and the International Dark-sky Association recommendations.

Public Realm

PR19 – Pervious Paving Materials.

This standard provides 2 points for providing 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 Design Guidelines #7 and #8. (This was SP23 in the Discussion Draft.)

-Allow bike parking to be included in the 50% pervious paving area.

Bird Safe Building Design

Over 220 species of birds can be found in our airspace, in our parks, and in our street trees. The built landscape poses hazards for birds, and research shows that up to 1 billion birds die every year in the United States as the result of hitting a window, ranking this hazard among the top three mortality factors for birds nationwide. The Bird Safe Glazing Standard in the City's Central City Plan was a carefully researched ordinance, with a generous 30% glazing trigger per facade. Bird Safe approaches are easily designed to synergize with building design and performance objectives, and can help reduce both glare and solar heat gain, and reduce HVAC demand and greenhouse gas emissions, all of which align with Portland's Climate Action Plan.

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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 standard is worth 3 points and supports Quality Design Guidelines #8 and #9, and Context Guideline #3. (This was F13 in the Discussion Draft.)

-We applaud the City for requiring that glazed railings must be treated with a pattern from the Bird Safe Windows Administrative List. We recommend including language that indicates that the glass treatment requirement also supports Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment”.

QR13 – Bird-safe Glazing for Windows.

This standard encourages bird-safe glazing on any facades that have 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 Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts and the health and stewardship of the environment”. (This was F17 in the Discussion Draft.)

-This standard should be required (rather than an optional 2 points) in order to be consistent with the Bird Safe Glazing Standard in the Central City Plan.

-This standard should apply to ground floor windows and glazing up to 60 feet from grade. There is currently inconsistent language between the Commentary and the Table about whether or not ground floor windows are included--ground floor windows are part of the highest risk area of a building (the first 40-60 above grade pose a high collision risk) and ground floor windows are written into the Bird Safe Glazing Standard in the Central City Plan. The allowance for 10% untreated area, as well as the availability of market products with as little as 6% marked area density allow this to dovetail well with the ground floor activation objectives. We believe that the applicable area in this standard should be consistent with the CC Plan Bird Safe Glazing standard.

Ecoroofs and Solar

We would like to see ecoroofs made more prominent as a design standard and/or guideline within DOZA. In situations where utilities and transportation infrastructure constrain the addition of street trees, ecoroofs should be given higher point values or made a required design standard. The geography of DOZA elevates the importance of ecoroofs as a design solution. Ecoroofs provide multiple environmental and community benefits. Ecoroofs decrease stormwater runoff, save energy, absorb carbon dioxide, cool urban heat islands, filter air pollutants, prolong the life cycle of buildings and reduce landfill waste, create habitat for birds and insects, improve overall aesthetics, and provide access to rooftop greenspaces for urban dwellers. We suggest the following changes to better prioritize ecoroofs in DOZA.

QR22 – 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

Design Guideline #10, “Design for resilience, considering adaptability to the changing needs of the city, climate change impacts, and the health and stewardship of the environment”. (This was BM14 in the Discussion Draft.)

-First we urge the City to return the score for QR22 to 3 points, as was included in the previous DOZA draft. DOZA should maximize the incentives for ecoroofs given its relevance to design guidelines 3, 5, and 10.

-Second, we ask that for buildings larger than 20,000 square ft., that this design standard is shifted from optional to required, to remain compatible with the Central City plan requirement for similarly sized buildings.

QR23 – Solar Energy System.

Similar to QR21, this encourages a development 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 Guideline #10. (This is a new standard that was not in the Discussion Draft.)

-Provide an additional design standard option for implementing QR22 and QR23 simultaneously and subscribe a bonus point in this scenario. Ecoroofs are often complementary to roof-top solar and the benefits of this combination are relevant to design guidelines 3, 8, 9, and 10. The point allotment for jointly implementing these two design standards should be 6 points (3 for QR22 + 2 for QR23 + 1 bonus point).

Elsewhere in the DOZA discussion draft there is mention of ‘connectivity’, mostly with respect to human visual and physical linkages of the public/private realms, pedestrian circulation, etc. We found scant mention of the need to reconnect fragmented fish and wildlife habitats across the urban matrix. Please consider the need for ‘connectivity’ more broadly, and include acknowledgement for the need to reconnect fragmented natural systems to provide stepping stones for the movement of wildlife across, through, or around urban centers and corridors.

Given the City’s new goals around preparing for climate change and addressing inequity, there is a growing need for an expanded set of skills during design review. We support the City broadening who they consider for the Design Commission to professionals with an ecological science/green infrastructure and building science/energy efficiency expertise, as well as community representatives from historically marginalized groups, and tenants.

Lastly, in order to maximize its potential to forward the above initiatives and to allow their benefits to reach the entire community, **we urge that the City apply the DOZA code standards to industrially zoned lands, especially where they border commercial or residential zoning.**

Industrially zoned lands have long been exempted from natural resource protection, to the detriment of the City’s urban tree canopy, air quality and livability; especially in residential and

commercial zones located near industrial centers. Applying DOZA to industrial lands could provide a path to remedy this deficit.

Again, we appreciate the opportunity to participate in this process and the tremendous amount of work that has gone into this effort. We look forward to continuing to help shape this code into the future to help make our entire City more vibrant, resilient, and healthy for our community.

Sincerely,

Bob Sallinger
Conservation Director
Portland Audubon

Mary Coolidge
Birdsafe Campaign Coordinator
Portland Audubon

Micah Meskel
Activist Program Manager
Portland Audubon

Brandon Narramore

#52233 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear Members of the Planning and Sustainability Commission and the Design Commission. I am testifying in support of DOZA and the streamlining of standards and guidelines for new development. My only comments are: 1. Clarifying that in addition to FAR, design review cannot be used to reduce maximum building height. 2. Clarifying what context means in the code. We should not be demanding that buildings look like the ones immediately adjacent to them but rather looking towards what can be built in the future. 3. Consider having Design Review hearings closer to the actual community being discussed. For instance having reviews for East Portland in PCC SE campus. 4. Lastly, I strongly disagree with suggestions by groups that there be neighborhood specific design and style restrictions. This would both over-complicate projects and lead to equity concerns. Neighborhood guidelines may have noble intentions but they often have the affect of inequitably blocking needed housing in desirable areas. Further on this point, we should not treat neighborhoods as museum pieces to be preserved in amber but rather allow neighborhoods to creatively grow and change with time. Thank you for your time. Best, Brandon Narramore

Testimony is presented without formatting.

Karen Wolfe

#52232 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! I am new to the City of Portland and purchased my home in Arbor Lodge less than one month ago after much exploration throughout the city. The number one priority in my search was to live in a walk able neighborhood that offered the opportunity to take care of shopping, banking, social activities, exercise/yoga, healthcare, frequent coffee shop visits, etc. in close proximity to my home. Having lived in the same city of Nashua, NH for 43 years and being very involved in our downtown, I have enjoyed learning about and witnessing how important it is to support downtown and unite local neighborhoods which results in a vibrant and strong sense of community to be enjoyed by all. I am happy with my decision to have settled here in Arbor Lodge and look forward to the exciting possibilities that the future holds for our community! Best regards, Karen Wolfe

Testimony is presented without formatting.

Portland Planning and Sustainability Commission
DOZA Discussion Draft Testimony
1900 SW 4th Ave, Suite 7100
Portland, OR 97201



The following public comment is submitted on behalf of the Arbor Lodge Neighborhood Association (ALNA), the Overlook Neighborhood Association Chair and the Kenton Neighborhood Association. Together these three neighborhoods envelope the North Interstate Planning District (NIPD). We appreciate the opportunity to provide input on the discussion draft of the DOZA and to raise awareness on development patterns within the North Interstate Planning District, all of which is presently within the design overlay.

Arbor Lodge, Overlook and Kenton currently are under immense development pressure, absorbing new density without supportive code provisions that would require much needed services and community gathering spots. Our communities support infill that provides quality housing opportunities for a diversity of household types and, most importantly, activates our key neighborhood centers to facilitate a walkable, cohesive neighborhood. We reviewed the discussion draft with a focus towards three priorities:

- 1) Retain and increase commercial spaces on lots whose zoning enables, but does not currently require, these uses;
- 2) Expand the d-overlay to encompass Arbor Lodge's and Overlook's neighborhood centers;
- 3) Increase opportunities for public participation and engagement through the design review process.

Volume I, Staff Report, emphasizes the importance of DOZA stating, "**With attention to design, this change will result in great places in which people live, work, gather and recreate—rather than just clusters of dense development.**"

Our neighborhoods have experienced a loss of places to gather, work or recreate through redevelopment of sites within, and outside, the d-overlay zone. These sites have not provided space for commercial uses. Examples include the replacement of the Interstate Bowling Lanes at 6049 N Interstate Ave with the "Arlo Apartments," the proposed "Arbor Lodge Apartments" at 6545 N Denver, and the Aniva Apartments at 5009 N Interstate. These projects are sited in key commercial corridors, and all three have excluded commercial uses despite strong community appeals. Further, only some of the buildings on Interstate have mixed use, contrary to the stated goals of the Interstate Urban Renewal Area. This has created islands of commercial activity,

rather than a continuous, vibrant stretch of business. The zoning within the NIPD is producing significant density. However without supporting commercial and community spaces, it is leading to an “urban canyon” effect rather than livable, walkable neighborhoods. This harms all residents—homeowners, renters, those in affordable housing including our current neighbors and those yet to arrive.

Given this alarming trend, the Arbor Lodge Neighborhood Association, Overlook Neighborhood Association Chair and Kenton Neighborhood Association strongly recommend the following:

1. Apply the entirety of the Centers Main Street Overlay Zone (33.415) to the any site located within the D Overlay Zone. We recommend incorporation of the “M-Overlay” as a mandatory element of the revised design standards. This will serve to create greater consistency for the development community, and will further the goals stated in DOZA and of the Portland Climate Action Plan. Simply put, we cannot create walkable communities where there is nothing to walk to.
2. State more clearly and directly in the design goals that seamless incorporation of active uses on the ground floor such as commercial and outward-facing businesses are an essential element of good design. This emphasis would encourage livable, walkable corridors that serve new and existing residents alike. If the M-Overlay is extended throughout the D-Overlay as suggested above, this goal partially will be met by the M-Overlay requirement of at least 25 percent ground floor space to be active use, but that minimum is useful only if enforced by staff and the land use review process. If the M-Overlay is not extended, a similar requirement should be added to the D-Overlay.
3. Expand the boundary of the D-Overlay to include the entire intersection of N Denver and N Rosa Parks Way. The present boundary stops midway on Rosa Parks to the east side of this vital intersection, which is the small commercial center of Arbor Lodge, our “downtown.” The intersection is a central gathering place in the community for living, working, and recreating. Therefore, it does not make sense to have only part of Rosa Parks leading into the intersection be part of the D-Overlay.
4. Extend the boundary of the D-Overlay to include the length of N Killingsworth Street to the west side of the N Greeley Avenue intersection. The present boundary ends on the east side of the N Denver Avenue intersection. Killingsworth between Interstate and Greeley is a current and historic central gathering place in the community for living, working, and recreating. Killingsworth also is an important transit route served by TriMet. The commercial activity extends the entire length of the street and has seen a considerable amount of infill and replacement development in recent years. Application of the D-Overlay would ensure that future projects in the area meet design goals and integrate well with the surrounding commercial and residential uses.

5. Section 33.420.050 proposes a doubling of the maximum square footage where design standards may be utilized for the projects that are solely non-residential uses. We strongly object to this change, and recommend it remain at the current 20,000 square foot maximum. Community members should have an opportunity to participate and have their voice heard, and the city should recognize that the impact of a new project very much depends on the context of its surroundings.
6. The DOZA project should impose some reasonable limit on the use of design standards for all projects, inclusive of projects that contain residential units. The City Of Portland's application of ORS 197.307 assumes an overly generous interpretation of "needed housing," and is missing an opportunity to enfranchise communities that are advocating for family-accommodating multiple bedroom dwelling units to be included in new development. Our recommendation is that any project not providing 2+ bedroom affordable housing units does not meet the threshold of providing "needed housing" and should be subject to the same 20,000 square foot design standard threshold as a non-residential site. If the city will not subject impactful residential and mixed use projects to design review, it directly encourages developers who seek to profit off the name and character of communities whose input can be readily discarded by utilizing design standards.
7. Finally, we would like to highlight the proposed code amendment at 33.710.050.B.3. It would require one member of the Design Commission be a member of the public-at-large who is not employed in the development industry (as defined in that code section). This is an important change that we urge you not to remove. The commission needs members with subject expertise, but when that is the sole lens through which design questions are reviewed, there sometimes is a sense that group-think has set in. Moreover, commissioners from the industry often have professional or personal relationships with other members of the development community raising questions about the impartiality of review. Other perspectives are important and giving them a real voice would benefit design deliberations. Indeed, we suggest that the number of public-at-large commission members be increased to two of the seven commission members, not just one. Smart Portlanders willing to do the work could tremendously improve the commission's effectiveness, work and credibility.

Thank you for considering our input, we look forward to continued participation and dialog.

Regards,



Christian J. Trejbal, Chair
Overlook N.A.

Mark Wyman
Vice-Chair Arbor Lodge Neighborhood Association

Tyler Roppe
Chair Kenton Neighborhood Association

Matchu Williams

#52231 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

2019 October 22 Dear Chair Livingston and Chair Schultz and the Design Commission and Planning and Sustainability Commission, I am writing today in support of the efforts of the Design Overlay Zone Amendments Proposed Draft with suggested modifications. Having witnessed friends and families I grew up with here in Portland priced out and economically displaced, I am primarily concerned with ensuring people can continue to move here while simultaneously mitigating further involuntary displacement. Both realities are possible through careful consideration of proposals that trigger design reviews and increase the potential costs of developing housing in Portland. Design review increases the cost and risk associated with creating a new building and can shift the constituencies who have power to shape development patterns, those of us who believe in housing for all should carefully weigh the related tradeoffs. I support the Design Overlay Amendments Proposed Draft with changes noted. This plan complements the newly expanded “d” overlay mapping and updates the Guidelines & Standards. Guided by the Assessment of 2017, staff crafted a plan that creates new Citywide Guidelines better suited to the new geographies, as well as easier-to-use Standards that will better achieve Comprehensive Plan goals and be accessible to a broader public. The city should do more work to reduce barriers to participation in the system. This could include, but is not limited to: holding hearings for East Portland projects in East Portland; posting materials further online in advance; posting materials for Type II review online, without requiring the need to request them from a planner; making the site posting boards larger, with clear renderings, consistent with those in other cities. 1. We strongly suggest a change in 33.825.035 to clarify that Design Review cannot reduce height in addition to not reducing FAR. This will add predictability and clarity to the process. 2. We support removing “d” from single-dwelling-zoned properties, and exempting projects of 4 or fewer units from design review. 3. We support the allowance to use Standards when any residential units are proposed, and are concerned about the limitation to 55’ or less. We ask the city to clarify where the state rule on “clear and objective” path in ORS 197.307 applies. Regardless of a State mandate, the city should allow the Standards to be used for the full bonus height (and also allow the “exceptions”) of CM2 and CM3 zones. 4. We support the review thresholds for Type II for buildings outside Central City, at up to 80,000 s.f. and/or up to 65’ tall, with type III for those over that, to reduce Design Commission work load and shorten approval process for users. 5. To increase access to hearings in East Portland, we suggest that for projects east of NE/SE 72nd, the Design Commission’s DAR and Review hearings be similarly held at a location east of NE/SE 72nd. 6. When plans are submitted for Type II and Type

III Design Review, including for DARs, the plans should be posted online as soon as the public notice is sent or signs posted, and viewable without creating an account, instead of waiting until a week before the hearing. This will facilitate public participation by giving time for the public to review the plans and make timely comment. 7. We support the use of Standards for small projects in Gateway. 8. We support limiting the number of DARs per project. 9. We suggest changes to broaden the representation in the Design Commission. The draft should add one commissioner representing renters, and at least one representing underserved communities. 10. We suggest changing Tenet #1 and “Context” Guidelines (01, 02, 03, and 04) to clarify that the primary “context” is the underlying zoning and comp plan designations, with relationship to current adjacent buildings a secondary consideration. If there is a low building next door, a new building should be designed in such a way that it would relate to a taller building in the future. When adjacent building is a registered National Register or local Historic Landmark, the new building can relate to that. 11. We support incentives for adding height by upper story additions to “undesignated historic resources”, and preserving the façades of older buildings. 12. We support the new Standards, which are much improved from the current ones. We appreciate that they do not favor any one style of architecture, and we would oppose attempts to add in such Standards. If optional points are required, their rating should relate to the community value of item: e.g. PR4 Affordable Ground Floor Commercial, because of the ongoing costs the owner will need to bear, should earn the maximum number of optional points (up to 20) instead of just 2. 13. We urge you to add language to allow applicants to seek Adjustments to the Standards, to enable common small changes within the Standards track, without forcing the applicant to go through Design Review. 14. “Future Work”: We agree with staff that these suggested projects should not be part of the DOZA proposal. The priority should be to get the current proposed changes in place and working. Adding more Centers to “d” overlay will require additional work on Equity issues that would arise in these areas. The Low-rise Storefront areas are, as PSC said in 2016, “the very areas planned for growth, areas that are well positioned for increased access to services, shopping and transit,” and thus not the right place to limit heights. Thank you for your consideration of this complex and important project.

Testimony is presented without formatting.

Iain MacKenzie

#52230 | October 22, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

See attached file.

Testimony is presented without formatting.

To the Members of the Planning and Sustainability Commission and the Design Commission—

I am writing in support of DOZA, which I believe builds on Portland's tradition of using design review as a tool to build a vibrant and pedestrian friendly city. In particular, the new guidelines are much clearer about what Portland wants out of new construction, and how to achieve it.

I support the new objective standards, which are better aligned with the discretionary guidelines. The new standards move away from regulating style and towards principles of good urban design—which can come in many styles. I would however recommend that the code be changed to remove the prohibition on adjustments to the standards track. Given the greater complexity of the new standards there are likely to be situations, not yet considered, where it isn't possible to follow the letter of the code.

An adjustment path would allow the intent of the code to be followed, without kicking a project into design review. This is particularly important for small projects that may not have the time and budget for design review. Given that the land use fees and the approval criteria for adjustments are cumulative, it is unlikely that a project would seek multiple adjustments rather than go through the more flexible design review path.

I support the change in the code to clarify that design review cannot be used to reduce the FAR of a project. This in fact largely codifies the existing practice of the Design Commission, which doesn't debate base development standards. It would make sense to clarify that in addition to FAR, design review cannot be used to reduce maximum building height.

Given that state law requires that there always be an objective path alternative, it is crucial that design review be predictable. If it is not, architects and developers will always choose the standards path. Making the purpose of design review clearer will also benefit the general public, who may not always understand what design review is there to scrutinize.

In summary, I believe that DOZA is an excellent set of changes. With some minor changes I believe it should be forwarded to City Council for their adoption.

Regards,

Iain MacKenzie, AIA

Ted Labbe

#52229 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

We need to transform the design review process to make Portland more equitable, with better access to affordable housing, and better prepared for the climate crisis that is upon us.

Testimony is presented without formatting.

**STAFF**

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Executive Director

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The Urban Naturalist

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October 21, 2019

Portland Planning and Sustainability Commission
Portland Design Commission
DOZA Testimony
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
doza@portlandoregon.gov

RE: Design Overlay Zoning Amendment Proposed Draft

Dear PSC and Design Commission:

Thank you for the opportunity to comment on the proposed draft Design Overlay Zoning Amendments (DOZA). The Urban Greenspaces Institute works across the Portland-Vancouver metropolitan region to integrate greenspaces with the built environment. We engage with agencies, nonprofits, and the public on collaborative conservation initiatives and how to best leverage our limited public resources to achieve wildlife habitat connectivity, clean water, and public access to nature.

The DOZA represents our an opportunity to more thoughtfully integrate nature into the built environment across the City's diverse commercial centers and corridors beyond the Central City. We appreciate the fine work completed by the Bureau of Planning and Sustainability and its consultants to date. However, we see several opportunities to go farther with the DOZA update and to strengthen and better integrate green infrastructure into the design standards.

There is urgency to this work, as the effects of climate change are beginning to manifest in our community. In the past, the design review process has focused more on building appearance or massing, and neglected climate change mitigation and adaptation. Design review has also contributed to community displacement, with few measures to mitigate for impacts on low-income people and communities of color. In the past, the design review process has been used to exclude or make difficult the construction of affordable housing developments in close-in commercial corridors.

We need to transform the design review process to make Portland more equitable, with better access to affordable housing, and better prepared for the climate crisis that is upon us. Below we offer some more specific comments about the proposed draft. We look forward to continued deliberations and discussions on how we reform the design review process.

Greater emphasis on green infrastructure is needed – We appreciate the City's efforts to standardize and streamline the design review process, and we agree with the concept of a two-track approach that includes the choice between prescriptive,

quantitative and objective design standards versus the optional, qualitative Citywide design guidelines used during discretionary reviews. Nonetheless, we are concerned that the proposed design standards give greater emphasis to architectural and aesthetic building design elements and little or no consideration to green infrastructure. We urge the City to incorporate more *required* design standards for green infrastructure, and consider more design points for optional green infrastructure elements (especially ecoroofs).

Too many of the design elements that address green infrastructure are left as optional standards. For a City that prides itself on connections to the natural world, we think this approach is misguided, out-of-step with community values, and misses an important opportunity to design in smart and integrated green infrastructure. The DOZA update is the best chance we have to make green infrastructure part of the Portland brand beyond the Central City. Let's get it right!

To illustrate our contention that green infrastructure does not count sufficiently under the City's proposed design standards, we suggest you reflect on your Table 420-2 and consider the distribution of design standards and points available in relation to green infrastructure elements.

Below, Table A summarizes the patterns of design standards and points available in relation to green infrastructure-related elements. *Depending on how one classifies certain design standards, up to 11-17% of the design standards address green infrastructure and none of are required.*

Table A. Summary of DOZA design standards, showing the number of design standards and points available in relation to those which address green infrastructure (GI). We counted PR 19 (pervious paving) and PR 23 (alternative shading of parking areas – assuming trees are used) as green infrastructure elements though some may choose to discount these as such.

<u>Design Standard Group</u>	<u>Total Number of Standards</u>	<u>Number of Green Infrastructure Standards</u>	<u>Total Design Points Available</u>	<u>Points Available for Green Infrastructure</u>	<u>Green Infrastructure Design Standards</u>
Context	12	6	29	14	C3, C4, C5, C6, C11, C12
Public Realm	26	1 or 2	30	3	PR 19, PR 23
Quality and Resilience	24	3	30	7	QR 5, QR 13, QR 22
Total	62	10 or 11 (None required)	89	24	
Percent Design Standards relating to Green Infrastructure = 11-17%			Percent of Design Points Available from Green Infrastructure = 27%		

Another way to consider how green infrastructure comes into the design standards is to analyze available design standard points. Under the proposed draft scheme, *only 24 of 89 potential points (27%) may be scored from green infrastructure elements.*

New development must meet all the required design standards, and a selection of up to 20 optional design standards (one for each 1,000 sf of site area, or 24 for projects >20,000 sf). Since green infrastructure elements are all optional and represent only one-quarter of the available design points, they may or may not be included in a project, depending more on the constraints of the site or whim of the developer and less on the environmental needs in the surrounding community. Certain developers may choose to completely bypass any green infrastructure in their design. We think Portland can do better than this.

Valuing design standards - A closer look at the design standards, reveal judgments and values around the points afforded certain optional elements. An ecoroof is only valued at 2 points, and is considered the equivalent of pervious paving, exterior finish materials, or windows on upper levels with multiple exterior walls. Under the proposed draft ecoroofs are scored less than 'building facades on local service streets'! BPS staff should provide the rationale and criteria for these point values and how they collectively relate back to the stated community values and goals for DOZA.

Missing design standards - Certain DOZA tools suggested in the DECA/VIA/DAO conceptual framework January 2019 final report (Appendix B, pages 35-40 from Feb-Apr 2018 preliminary notes) appear to have been dropped from consideration as design standards, or relegated to the more qualitative design guidelines. Several are worthy of inclusion as design standards and could be reconfigured as objective, quantifiable standards.

- Design building to fit natural slopes instead of re-grading.
- Mitigate visually intrusive structures with landscaping and screening.
- Vertical greening elements, e.g. 'green walls'.

Along under-treeed commercial corridors, we suggest BPS require or provide optional design standards to setback buildings and add trees along the street frontage. Please consider the street for a proposed development.

Geography of need – We urge BPS to consider more carefully the existing constraints and needs for thoughtful green infrastructure design within the City's commercial centers and corridors. Approximately one-half of the City's planting strips are 3 feet wide or smaller, and do not support sufficient space for medium- or large-form trees. The City is slowly losing large-form trees as City residents replant more small-form trees (with lower environmental benefits).

Many of the City's commercial districts lack sufficient space in the right-of-way for trees. Because commercial and industrial zones as well as City bureaus are exempt from the Title 11 Tree Code, we currently lack tools to re-green our commercial centers and corridors. Though PSC recently voted to temporarily remove the Title 11 exemption from commercial and industrial zones, this has not yet been adopted by City Council. The DOZA update should elevate tree preservation and planting as a more desirable design element. Much of this neighborhood-scale needs assessment

information is available from reports of the City's Urban Forestry Program (<https://www.portlandoregon.gov/parks/60390>), and we strongly recommend that BPS consider and integrate it with the DOZA analysis and code development effort.

Ecoroofs - In situations where high real estate values or utilities constrain the addition of street trees, ecoroofs should be given higher point values or made a required design standard. We would like to see ecoroofs made more prominent as a design standard and/or guideline within DOZA. The geography of DOZA elevates the importance of ecoroofs as a design solution. Ecoroofs provide multiple environmental and community benefits. Ecoroofs decrease stormwater runoff, save energy, absorb carbon dioxide, cool urban heat islands, filter air pollutants, prolong the lifecycle of buildings and reduce landfill waste, create habitat for birds and insects, and provide access to rooftop greenspaces for urban dwellers. Ecoroofs do not conflict but are complementary to roof-top solar arrays.

Some DOZA commenters claim ecoroofs do not contribute to the public realm, but this reflects a misunderstanding of their role to cool our City during heat waves and attenuate stormwater runoff. Please restore higher design standard points for ecoroofs, and make ecoroofs required on large buildings >20,000 sf.

Bird Safe Glazing - We appreciate the inclusion of bird safe considerations as part of the DOZA process, but we encourage the City to strengthen standard QR13 to make it required for all developments, and not leave it as an optional element. Portland Audubon provides compelling arguments on how bird safe glazing can be implemented to dovetail with street activation goals, function in a way that is invisible to the human eye, and integrate with other design elements.

Addressing Light Pollution - We applaud the city for incorporating Lighting requirement QR7 that lighting on new buildings must not be directed up from the fixture and that "lighting on local service streets must include cutoffs or shields to ensure the off-site impacts of Chapter 33.262 are met". However, the DOZA requirements need to do more to ensure adherence to best practices in lighting design to reduce impacts to human and ecosystem health, to be consistent with language in the Central City Plan, the Comprehensive Plan, and the Climate Action Plan. The use of lighting to highlight special building features is concerning and needs to be reduced.

Artificial light at night has unintended impacts on ecosystem health as well as human health and whenever possible, we should be looking for opportunities to emphasize best practices in lighting design that help reduce those impacts. such as:

- Using the least amount of lumens necessary;
- Making sure all lighting is fully shielded so that it is directed downward and not trespassing onto neighboring properties;
- Installing smart lighting systems that are tunable and only on when the area is in use; and

- Using exterior lamps that do not emit blue-rich white light (Kelvin rating of 3000 or below), which is consistent with both American Medical Association and International Dark-sky Association recommendations.

Please see the Portland Audubon's more extensive comments on light pollution and how to reduce impacts through the design review standards and process.

Green factor as a model for DOZA - BPS might take a cue from Seattle's Green Factor, which enables developers to choose from a menu of options that include: native landscaping, tree planting, ecoroofs, green walls, permeable paving, structural soil systems, on-site water catchment/conservation, and/or other sustainable stormwater elements ([http://www.seattle.gov/sdci/codes/codes-we-enforce-\(a-z\)/seattle-green-factor](http://www.seattle.gov/sdci/codes/codes-we-enforce-(a-z)/seattle-green-factor)).

Seattle's Green Factor is a score-based code requirement that scales the amount and quality of green elements with the size and community impact of a new (re)development. Importantly, Green Factor lets developers choose an approach that integrates with their development plan, but their plans must include some mix of re-greening elements. But developers can't opt out of green elements entirely.

Stronger climate resilience purpose statement and measures needed – We think the proposed changes to the purpose statement make the DOZA better align with the 2035 Comp Plan. In addition, we request that BPS review the City's Climate Action Plan and determine how its goals and objectives can help shape the DOZA design standards and guidelines.

In particular, within the proposed DOZA design standards and guidelines we see language that mentions environmental health and community resiliency, but few practical measures to prioritize these considerations. Within DOZA we would like to see specific objectives and actions adapted from the Climate Action Plan's urban form/transportation, buildings/energy, urban forest/natural systems, and climate change preparation sections. Now is the time to integrate and make these programs more prominent within the proposed DOZA reforms.

Elsewhere in the DOZA proposed draft there is mention of 'connectivity', mostly with respect to human visual and physical linkages of the public/private realms, pedestrian circulation, etc. We found scant mention of the need to reconnect fragmented fish and wildlife habitats across the urban matrix. Please consider the need for 'connectivity' more broadly, and include acknowledgement for the need to reconnect fragmented natural systems to provide stepping stones for the movement of wildlife across, through, or around urban centers and corridors.

Applicability and anti-displacement measures – We reviewed the DOZA maps and noted several gaps in the code applicability. We encourage the City to apply DOZA to industrial areas, and to additional commercial corridors within the City. Certain commercial centers and corridors are excluded but should be included in the d-

overlay, such as Powell-Creston, Woodstock, Jade District, Division/162nd, Montavilla, Parkrose, Cully, Roseway, 42nd/Killingsworth, and Mid-Lombard.

We are also concerned that design review represents a real or perceived barrier to development of affordable housing within Portland. Active measures by the City are needed to prevent displacement. The Appendix B housing affordability brief is alone insufficient to address this concern, and we request that BPS take additional steps to ensure that new DOZA standards do not contribute to further difficulties for affordable housing developers.

Process and priorities for design review – We appreciate the well-designed infographic on page 29 of the ‘Proposed Draft Volume 1 that illustrates the ‘Applicant Design Process’. This graphic reveals an important but disturbing truth about the building design and review process in Portland. Public outdoor spaces and landscaping remain easy to change during most of the design review process whereas the building program, vehicle areas, site utilities, and setbacks from the street are difficult to change.

We question this approach to development and design review within the City. As long as urban trees, other green infrastructure, and public space elements are deemed flexible amenities and subject to change depending on the whims of the developer and building/site constraints, the City will not achieve its ambitious climate change adaptation and preparation goals. Although the proposed DOZA reforms make it easier to address development impacts to these public space considerations earlier in the design review process, they do not go far enough.

A wholly different approach would identify commercial areas of the City that are deemed deficient in green infrastructure, tree cover, public open space, pedestrian/bike infrastructure, etc. and prescribe a specific menu of options for developers to select from to remedy these site-specific deficiencies during their initial design work using a Green Factor approach. This approach would switch the City from a reactive design review to a proactive design engagement stance. It would better enable developers to integrate identified public priorities into their designs and ease their path through the approval process.

Expanded Design Commission membership eligibility – We applaud the City for expanding the Design Commission membership eligibility to include landscape architects and planners. Given the City’s new goals around preparing for climate change and addressing inequity, there is a growing need for an expanded set of skills during design review. We suggest the City consider professionals with an ecological science/green infrastructure and building science/energy efficiency expertise, as well as community representatives from historically marginalized groups, and tenants.

Floor Area Ratio reductions during design review process - We strongly support the amendment to disallow reductions in Floor Area Ration (FAR) during the design

review process. We think this is reform is important to ease the process of designing, delivering and constructing more affordable housing within the City.

Thank you for the opportunity to comment, and we look forward to staying engaged with this process as the DOZA update proceeds. We appreciate the opportunity to participate and help shape the code and make the City more verdant, resilient, and equitable for all.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Labbe".

Ted Labbe, Executive Director
503-758-9562
ted@urbangreenspaces.org

Paul Del Vecchio

#52228 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Our organization generally supports the concept of a design overlay with a broader reach, however we do not support any version that could reduce FAR or height as part of the review process. This will have a significant affect on development timelines as it would create uncertainty for anyone involved in the development process. Additionally, “context” of a neighborhood should not be limited to the existing buildings but should also consider zoning and likely future development (with the possible exception of registered historic structures). Infill development almost always replaces older development and rebuilding with faux historic structures will not honor the remaining older building stock, instead it will drive up housing costs.

Testimony is presented without formatting.

Brendon Haggerty

#52227 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I generally support the proposed draft and the comments submitted by Portland: Neighbors Welcome on 10/18/19. I ask that the commissioners give special consideration to the following requests: 1. Ensure equitable access to hearings by altering the time, location, means of testimony, and availability of materials to suit the communities most impacted. 2. Support the revised review thresholds for type II buildings outside the central city. 3. Clarify that design review cannot reduce height or FAR. Thank you for your consideration, Brendon Haggerty

Testimony is presented without formatting.

Mark Wyman

#52226 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please see the attached testimony submitted on behalf of the Overlook, Arbor Lodge and Kenton Neighborhood Associations

Testimony is presented without formatting.

Portland Planning and Sustainability Commission
DOZA Discussion Draft Testimony
1900 SW 4th Ave, Suite 7100
Portland, OR 97201



The following public comment is submitted on behalf of the Arbor Lodge Neighborhood Association (ALNA), the Overlook Neighborhood Association Chair and the Kenton Neighborhood Association. Together these three neighborhoods envelope the North Interstate Planning District (NIPD). We appreciate the opportunity to provide input on the discussion draft of the DOZA and to raise awareness on development patterns within the North Interstate Planning District, all of which is presently within the design overlay.

Arbor Lodge, Overlook and Kenton currently are under immense development pressure, absorbing new density without supportive code provisions that would require much needed services and community gathering spots. Our communities support infill that provides quality housing opportunities for a diversity of household types and, most importantly, activates our key neighborhood centers to facilitate a walkable, cohesive neighborhood. We reviewed the discussion draft with a focus towards three priorities:

- 1) Retain and increase commercial spaces on lots whose zoning enables, but does not currently require, these uses;
- 2) Expand the d-overlay to encompass Arbor Lodge's and Overlook's neighborhood centers;
- 3) Increase opportunities for public participation and engagement through the design review process.

Volume I, Staff Report, emphasizes the importance of DOZA stating, “**With attention to design, this change will result in great places in which people live, work, gather and recreate—rather than just clusters of dense development.**”

Our neighborhoods have experienced a loss of places to gather, work or recreate through redevelopment of sites within, and outside, the d-overlay zone. These sites have not provided space for commercial uses. Examples include the replacement of the Interstate Bowling Lanes at 6049 N Interstate Ave with the “Arlo Apartments,” the proposed “Arbor Lodge Apartments” at 6545 N Denver, and the Aniva Apartments at 5009 N Interstate. These projects are sited in key commercial corridors, and all three have excluded commercial uses despite strong community appeals. Further, only some of the buildings on Interstate have mixed use, contrary to the stated goals of the Interstate Urban Renewal Area. This has created islands of commercial activity,

rather than a continuous, vibrant stretch of business. The zoning within the NIPD is producing significant density. However without supporting commercial and community spaces, it is leading to an "urban canyon" effect rather than livable, walkable neighborhoods. This harms all residents—homeowners, renters, those in affordable housing including our current neighbors and those yet to arrive.

Given this alarming trend, the Arbor Lodge Neighborhood Association, Overlook Neighborhood Association Chair and Kenton Neighborhood Association strongly recommend the following:

1. Apply the entirety of the Centers Main Street Overlay Zone (33.415) to the any site located within the D Overlay Zone. We recommend incorporation of the "M-Overlay" as a mandatory element of the revised design standards. This will serve to create greater consistency for the development community, and will further the goals stated in DOZA and of the Portland Climate Action Plan. Simply put, we cannot create walkable communities where there is nothing to walk to.
2. State more clearly and directly in the design goals that seamless incorporation of active uses on the ground floor such as commercial and outward-facing businesses are an essential element of good design. This emphasis would encourage livable, walkable corridors that serve new and existing residents alike. If the M-Overlay is extended throughout the D-Overlay as suggested above, this goal partially will be met by the M-Overlay requirement of at least 25 percent ground floor space to be active use, but that minimum is useful only if enforced by staff and the land use review process. If the M-Overlay is not extended, a similar requirement should be added to the D-Overlay.
3. Expand the boundary of the D-Overlay to include the entire intersection of N Denver and N Rosa Parks Way. The present boundary stops midway on Rosa Parks to the east side of this vital intersection, which is the small commercial center of Arbor Lodge, our "downtown." The intersection is a central gathering place in the community for living, working, and recreating. Therefore, it does not make sense to have only part of Rosa Parks leading into the intersection be part of the D-Overlay.
4. Extend the boundary of the D-Overlay to include the length of N Killingsworth Street to the west side of the N Greeley Avenue intersection. The present boundary ends on the east side of the N Denver Avenue intersection. Killingsworth between Interstate and Greeley is a current and historic central gathering place in the community for living, working, and recreating. Killingsworth also is an important transit route served by TriMet. The commercial activity extends the entire length of the street and has seen a considerable amount of infill and replacement development in recent years. Application of the D-Overlay would ensure that future projects in the area meet design goals and integrate well with the surrounding commercial and residential uses.

5. Section 33.420.050 proposes a doubling of the maximum square footage where design standards may be utilized for the projects that are solely non-residential uses. We strongly object to this change, and recommend it remain at the current 20,000 square foot maximum. Community members should have an opportunity to participate and have their voice heard, and the city should recognize that the impact of a new project very much depends on the context of its surroundings.
6. The DOZA project should impose some reasonable limit on the use of design standards for all projects, inclusive of projects that contain residential units. The City Of Portland's application of ORS 197.307 assumes an overly generous interpretation of "needed housing," and is missing an opportunity to enfranchise communities that are advocating for family-accommodating multiple bedroom dwelling units to be included in new development. Our recommendation is that any project not providing 2+ bedroom affordable housing units does not meet the threshold of providing "needed housing" and should be subject to the same 20,000 square foot design standard threshold as a non-residential site. If the city will not subject impactful residential and mixed use projects to design review, it directly encourages developers who seek to profit off the name and character of communities whose input can be readily discarded by utilizing design standards.
7. Finally, we would like to highlight the proposed code amendment at 33.710.050.B.3. It would require one member of the Design Commission be a member of the public-at-large who is not employed in the development industry (as defined in that code section). This is an important change that we urge you not to remove. The commission needs members with subject expertise, but when that is the sole lens through which design questions are reviewed, there sometimes is a sense that group-think has set in. Moreover, commissioners from the industry often have professional or personal relationships with other members of the development community raising questions about the impartiality of review. Other perspectives are important and giving them a real voice would benefit design deliberations. Indeed, we suggest that the number of public-at-large commission members be increased to two of the seven commission members, not just one. Smart Portlanders willing to do the work could tremendously improve the commission's effectiveness, work and credibility.

Thank you for considering our input, we look forward to continued participation and dialog.

Regards,



Christian J. Trejbal, Chair
Overlook N.A.



Mark Wyman
Vice-Chair Arbor Lodge Neighborhood Association

Tyler Roppe
Chair Kenton Neighborhood Association

David Krogh

#52222 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

October 20, 2019 1720 SE 44th Ave. Portland, OR 97215 Portland Planning and Sustainability Commission and Design Commission Via email Re: Testimony for DOZA Hearing on October 22, 2019 I am submitting these comments both as a retired planner and as a resident who is potentially affected by the DOZA proposal. I live approximately one block south of SE Hawthorne, which DOZA will include provisions for. I respectfully request a continuation of this proposal for two major reasons. First, there has been inadequate public input into DOZA. I've been told there has only been one outreach meeting in all of East Portland for DOZA, which is not adequate given the intent of Statewide Planning Goal One (Citizen Involvement). Second, there are many issues that still need to be resolved with DOZA, some of which I will list below. Issues include: 1. DOZA does not take into consideration existing character and integrity. For example, there are many architecturally and local history unique buildings along many eastside mainstreet corridors, yet DOZA makes no attempt to encourage preservation, only replacement. Buildings shouldn't have to be in a historic district to be maintained. Take for instance the former Phoenix Pharmacy building on Foster Road. The new owner is hoping to preserve and upgrade this unique building, yet DOZA offers no encouragement for this. 2. DOZA's philosophy appears to be a one size fits all. However, main streets on the east side of Portland are nothing like those on the west side or downtown. DOZA needs to reflect these differences or area character will suffer. It is short sided to assume the public would want to see total change in 35 years and all older buildings replaced. 3. Statewide Goal 10 (Housing) encourages a variety of housing types and affordability. Yet DOZA seems to only be addressing tall apartment buildings. What about cottage clusters, townhouses and garden or courtyard apartments? After all, not everyone desires to live in a highrise apartment. And why is DOZA not encouraging affordability? 4. DOZA appears to be so density conscious that landscaping and greenery are only secondarily addressed. DOZA areas will lose substantial tree cover as they are developed and the result will be higher ground level temperatures loss of permeable surfaces. 5. Thresholds for the Type 3 design review are too high. Adjacent uses (which in many cases will be low single family residences) will not have the ability to comment on the issues of design, buffers, or solar access (among others). 65 feet as a threshold is way too high and could equate to a 5 story building. How about 50 feet (3 story equivalent) as a more realistic threshold. 6. The point system used is cumbersome and arbitrary. Don't use it and focus more on identifying clear and objective standards to be met and other standards which could be subject to discretion. Thanks for your consideration. David Krogh, AICP Retired Planner and Richmond Resident

Testimony is presented without formatting.

Lee van der Voo

#52221 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! We need at least 25% commercial space on the ground floor of redeveloped properties to keep our neighborhood a community.

Testimony is presented without formatting.

JuliAnn Tulberg

#52220 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please ensure that ground floor businesses (restaurants and storefronts) are created below new condo construction in Arbor Lodge. We want a walkable community with more local businesses.

Testimony is presented without formatting.

Russ Meyer

#52219 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! Why WOULDN'T this be required? Enough of giving our neighborhood space and livelihood away to developers with no intention of giving anything back to the community!

Testimony is presented without formatting.

Wil Kristin

#52218 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! It made me so sad recently to pass the old Interstate Lanes space recently and realized that our 1 year old son Desmond would not be able to bowl there like his mother did on her 31st birthday. Commercial spaces that allow our son to grow up not just living in but loving Arbor Lodge are vital to a community with a long-term commitment to the neighborhood. Please consider adjusting the policies to actively encourage growth that brings people together for shared experiences along with economic opportunities beyond those for landlords and real estate agents.

Testimony is presented without formatting.

Stephen Lanning

#52217 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge. I support and agree with the Arbor Lodge Neighborhood Association's public commentary. Specifically, the requirement of at least 25 percent ground floor space to be active use on multi-family buildings (including current, proposed development at N Denver & N Rosa Parks).

Testimony is presented without formatting.

Scott Swearingen

#52216 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge!

Testimony is presented without formatting.

Andres Holz

#52215 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge!”

Testimony is presented without formatting.

Rob Mumford

#52213 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Chair Schultz and Chair Livingston: I am writing in general support of the DOZA proposal streamlining the standards and guidelines for new buildings. I recognize the city is in a housing crisis so I'm hoping this will help to build more needed housing. Some items of concern I hope the PSC can address: Design Review should not be able to reduce the by-right FAR or height of buildings. It is difficult enough as it is to get housing built without having to negotiate over these variables. Context is a bit general in the Guidelines. We should not be demanding that buildings look like the ones immediately adjacent to them, but instead that buildings along a corridor should have some relation to other contemporary structures that could be built next-door in the future. Design Review hearings should be closer to the communities where the buildings are built and planning documents and designs should be more readily available. Neighborhood specific design and style restrictions are generally not appropriate, they tend to be preventing opportunities to build more types of housing to properly serve our communities. Thank you, Rob Mumford

Testimony is presented without formatting.

Doug Klotz

#52212 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Attached are my comments on the Design Standards in Table 420-2 and Materials in 420-3.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214
10-21-19

Specific comments on Standards in DOZA Proposed Draft.

Chairs Schultz and Livingston, and Commissioners:

Following are my comments on the Design Standards (Table 420-2) in Volume 2 of the DOZA proposal.

- C1 Req Okay, except for last option. Do we really want to be promoting signs?
- C2 opt Lower to 2 points
- C6 opt Oppose as written. I thought the 10' setback on these corridors was for pedestrians. Half of the space in this setback is suppose to be set aside for pedestrians. Trees there would block that use. Plant larger street trees out by the curb, rather than force people to walk closer to traffic and away from the building. Trees along a building front reduce pedestrian interest by blocking views of the building and people entering or leaving it. Also reduces "eyes on the street".
- C7 opt Reduce to 2 points
- C9 opt Remove this optional standard. A plaque for a 1970 Plaid Pantry? An easy way to get a point, but no real contribution to the city.
- C10 Req Rewrite to say "contains a designated Historic Landmark". Add clarity that a listing on the Historic Resource Inventory does not make a building a "historic landmark".
- C11 Opt Should be reduced to 2 points.
- (I do not support any of the standards that Sellwood NA proposes in C)*
- PR 2 opt How does this relate to the Ground Floor Height bonus in the Mixed Use zones? Looks like you would earn points here, as well as earn extra height in the zoning code. But I could point out that neither of these options will be utilized as long as Design Review is required for buildings over 55' tall. That restriction (which may violate ORS 197.307 anyway) should be removed.
- PR4 opt This is the option with the most potential positive effect on the Public Realm. The number of points should be raised from 2 to "the maximum amount that can be earned". In other words, on a 5,000 s.f. site, it should get 5 points.
- PR8 Req Remove this requirement. Could be difficult to meet on small sites, and unnecessarily constrain building layout.
- PR16 Req Remove this, as it seems to generate a random awning not tied to any entrance.
- PR18 req Add another option, which is meters set in a recess in the façade, so they don't project into the ROW.
- PR21 opt Raise points to 4 points for this important feature (no parking onsite)
- (I do not support Sellwood's proposal to reward a "step-back". This costs more money and reduces building capacity. I also oppose their idea to prohibit "daylight basement" windows. Below-grade units are a long-standing traditional solution to get more units within a building envelope,*

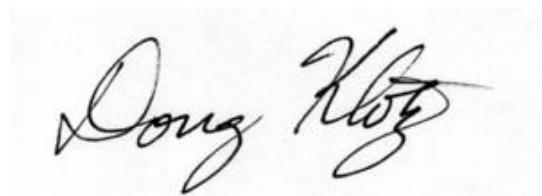
(and are found on many older buildings. These units are still being rented, and residents there value the location of their building enough to offset any inconvenience of this arrangement.)

- QR1 Req Remove this. It's not even clear what "set back 10" means. Which direction is 'back'? Does this mean 10' away from? Seems like an unnecessary constraint on site layout.
- QR9 Req This seems like a holdover from the old "stylistic" requirements of the Community Design Standards. How does a 3" inset or a 3" piece of trim help Quality or Resilience? Is this meant to preclude less expensive windows? Promote a Craftsman aesthetic by requiring a 1 x 4 nailed on around the windows? This should be removed entirely. There are plenty of examples, on Design Review-approved buildings, that do not meet this standard.
- QR11 Opt I support the use of balconies, to provide connection to the outdoors, and also contribute to the connection to the residents for people on the street.
- QR14 Opt This is a definite environmental benefit, as cross-ventilation can be used to cool a room without using air conditioning, or maybe even a fan. I would raise this to 4 points.
- QR20 Req This seems like a stylistic choice that is unwarranted. There are several new buildings that have higher pitched roofs and four floors. This style should not be required to go through Design Review. Eliminate this Standard.

Table 420-3 Approved Exterior Finish Materials:

Metal cladding materials that do not require any coating to be substantially weather resistant should be allowed in this table. Stainless Steel, Copper and Bronze are a few that come to mind.

Thank you.

A handwritten signature in black ink, appearing to read "Doug Klotz".

Doug Klotz

Kelly Bawden

#52211 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I am writing to encourage you to please extend the “M” overlay to Arbor Lodge. Our neighborhood density is increasing exponentially but the lack of shared spaces for the community to gather means that our quality of life is not increasing at the same rate. I fear that developers see Arbor Lodge as a place that they can skirt the urban land-use rules, in spirit if not in letter, putting in high-density buildings with no regard to the things that make a neighborhood livable and desirable. Extending the “M” overlay would significantly improve the course of development in our neighborhood and would bring much-needed retail space to our neighborhood center. Thank you for your consideration of this request.

Testimony is presented without formatting.

Tony Jordan

#52210 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Chair Schultz and Chair Livingston: I am writing in general support of the DOZA proposal to streamline the standards and guidelines for new buildings, hopefully this will help our city build more needed housing. I have a few items of concern that I hope the PSC can address: Design Review should not be able to reduce the by-right FAR or height of buildings. It is difficult enough as it is to get housing built without having to negotiate over these variables. Context is a bit general in the Guidelines. We should not be demanding that buildings look like the ones immediately adjacent to them, but instead that buildings along a corridor should have some relation to other contemporary structures that could be built next-door in the future. Design Review hearings should be closer to the communities where the buildings are built and planning documents and designs should be more readily available. As a suggestion, review for properties in east Portland could take place at PCC SE campus. Neighborhood specific design and style restrictions are generally not appropriate. More often than not, these guidelines will serve the purpose of restricting housing access in areas of opportunity. Thank you, Tony Jordan

Testimony is presented without formatting.

Jane Salisbury

#52209 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! As a twenty-five year resident of this neighborhood, I want to see a varied and useful mixed use of our space, as opposed to endless, faceless apartment blocks with no street level development or community-building spaces. The encroachment of more large buildings on walkable commercial and gathering spots will have a negative effect on this diverse and healthy neighborhood. Thank you. Jane Salisbury

Testimony is presented without formatting.

Maureen Ray

#52208 | October 21, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Our neighborhoods have experienced a loss of places to gather, work or recreate through redevelopment of sites within, and outside, the d-overlay zone. These sites have not provided space for commercial uses. Examples include the replacement of the Interstate Bowling Lanes at 6049 N Interstate Ave with the “Arlo Apartments,” the proposed “Arbor Lodge Apartments” at 6545 N Denver, and the Aniva Apartments at 5009 N Interstate. These projects are sited in key commercial corridors, and all three have excluded commercial uses despite strong community appeals. Further, only some of the buildings on Interstate have mixed use, contrary to the stated goals of the Interstate Urban Renewal Area. This has created islands of commercial activity, rather than a continuous, vibrant stretch of business. The zoning within the NIPD is producing significant density. However without supporting commercial and community spaces, it is leading to an “urban canyon” effect rather than livable, walkable neighborhoods. This harms all residents--homeowners, renters, those in affordable housing including our current neighbors and those yet to arrive.

Testimony is presented without formatting.

Bren Reis

#52207 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge

Testimony is presented without formatting.

rebecca hughes

#52205 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Extend the M overlay to arbor lodge N Denver to ensure commercial mixed use development along N denver.

Testimony is presented without formatting.

Scott Permar

#52204 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

“Please extend the “M” overlay to Arbor Lodge!”

Testimony is presented without formatting.

Jordan Culberson

#52203 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

“Please extend the “M” overlay to Arbor Lodge!”

Testimony is presented without formatting.

Judy Ludwigsen

#52202 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I fully support the Design Overlay Zoning Amendments for the M overlay for my Arbor Lodge neighborhood. It's very important to see businesses in our neighborhood along with new housing. I want my neighborhood to be a livable neighborhood, with services and retail available. This would reduce car traffic to further away areas and increase sense of our community. Thank you for considering. Signed, Judy Ludwigsen

Testimony is presented without formatting.

Jessica Sherman

#52201 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! This is so critical for our community!

Testimony is presented without formatting.

jon berkner

#52200 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the "M" overlay to Arbor Lodge! With reduced parking and increased housing, Arbor Lodge is sorely lacking commercial space to create a livable walkable neighborhood. The Rosa Parks intersection with Denver (all 4 corners) is an ideal location for commercial buildings, easy for neighbors to walk. Interstate ave has the "M" overlay in neighboring neighborhoods, but for some reason leaves arbor lodge without the needed commercial space while getting the same housing increase.

Testimony is presented without formatting.

Christopher Spinks

#52199 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

“Please extend the “M” overlay to Arbor Lodge!”

Testimony is presented without formatting.

R York Funston

#52198 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I support extending the Main Street Overlay to Arbor Lodge. It will make a more prosperous, vibrant, and walkable neighborhood.

Testimony is presented without formatting.

Kria Lacher

#52197 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Arbor lodge deserves to be walkable just like Hawthorn or Belmont or Division. We need the M overlay to ensure that it is. As a Realtor I know that my clients look for that especially on the east side. Infrastructure is set up already in this neighborhood to enhance commercial activity and frankly I want more places to shop in my neighborhood.

Testimony is presented without formatting.

Adam Thompson

#52196 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

I appreciate the effort the City has undergone to revamp the design overlay zone. This has been a huge undertaking. I also appreciate that this proposal addresses issues such as affordability, equity, and environmental sustainability. I hope DOZA will have the intended impact to enhance the quality, aesthetics, and public realm throughout the 'd' overlay. Please stay true to the original purpose of design review in 33.420 to "[ensure] that certain types of infill development will be compatible with the neighborhood and enhance the area." Any deviation from this foundational purpose should be met with a healthy dose of skepticism. My testimony is broken into two parts: 1) DOZA concerns and recommendations, and 2) procedural suggestions to improve the Design Commission.

1) DOZA RECOMMENDATIONS

Portland is experiencing rapid population growth. The City's efforts to meet housing demands by maximizing density have resulted in conflicts between existing residents as trendy, modern redevelopments pop up across the landscape. Growth shouldn't require sacrificing the character and livability of our neighborhoods. Even with the current design standards and guidelines in place, many redevelopments in the design overlay zone fail to complement the scale and architectural quality of existing developments. When the City prioritizes growth over architectural quality, compatibility, or respect for historical designs, this acts to diminish the character of Portland's neighborhoods. Incorporating details beyond pure function affects the bottom line of developers, who -- I can safely say -- are primarily profit-driven. Having policies in place that require better architectural standards is necessary to safeguard communities against short-sided developers, so I applaud your efforts to continue encouraging higher quality buildings. Throughout this process, I encourage your team to carefully evaluate whether these amendments will have the intended impact of enhancing communities and encouraging higher design standards, rather than simply providing further justification to approve incompatible redevelopments in the 'd' overlay. The current Community Design Guidelines (CDGs) were written in 1998. I understand the desire to modernize them; however, I question if they actually need this sweeping level of revision. The CDGs have a solid intent and when actually applied, protect neighborhoods from incompatible developments and ensure viable communities. Please take a moment to ponder some gems from the current CDGs:

---"It is to Portland's advantage to accommodate growth in a manner that has the least negative impact on its existing neighborhoods." (pg 131)

---"New development near districts should reinforce the historic character of the area." (pg 53)

---"The compatibility of new buildings may be enhanced by incorporating building and site details common in the neighborhood." (pg 131)

---"New development should have a level of interest

beyond pure function. Character and interest should be enhanced at all scales." (pg 137) What about these statements is controversial or in need of revision? When read carefully, it becomes obvious that some of the design criteria are in conflict with the updated zoning which is meant to maximize density. For example, how could a modern, 7-story building surrounded by single story residential in the N Interstate Plan District ever possibly adhere to D7: Blending Into the Neighborhood? The short answer is: it can't. Having read several Type II and III staff approval notices, I'm struck by the verbal jujitsu and wordsmithing City Reviewers employ to approve incompatible buildings. I've asked several staff members how they balance the urgency for higher density growth while still adhering to the design criteria. My takeaway from these conversations was that their hands are tied and lack the authority to bring new developments into true compliance with the current design criteria. Below are specific ways DOZA can be improved: REGULATORY AUTHORITY. Redevelopments in the 'd' overlay must adhere to all required Guidelines. To this end, I recommend clearing up language in the Preamble (pg 10) to explicitly grant the City clear authority to enforce the Guidelines for buildings that follow the Discretionary Design Review tract. The current Preamble doesn't seem strong or explicit enough. Further, I suggest shying away from using language such as "interpretive", "adaptable", or "subjective" that might create loopholes and limit the City's power to influence design features in Type II and III building submissions. Having been directly engaged with Design Review appeal process, I was amazed at how often City decision-makers refer to the design criteria as being too "subjective" to enforce. I contend that many of the proposed design guidelines are actually quite objective in nature, and should therefore be enforceable. In short, please do whatever is necessary to ensure the City has the regulatory power to ensure that new buildings adhere to criteria in the 'd' overlay zone. DENSITY-RELATED APPEALS. Phil Nameny reports that Senate Bill 1051 (2018) emphasizes that local jurisdictions not reduce the density of a project that has mostly housing in order to gain approval, if that density is allowed within the underlying zone. Keeping new state statutes in mind, please revise DOZA that would still allow appeals to be heard that deal with building size, scale, and massing. These are integral parts of the guidelines and should not be banned from discussion. If taken to an extreme, the Design Commission could possibly use the new state statutes and updated DOZA language to disregard neighborhood appeals altogether, at least ones where building size, scale, or massing are concerned. This would be doing a disservice to the public and would result in more infill incompatibility in the design overlay zone.

PHOTOGRAPHS. I noticed most of the new photograph examples in the proposed CDGs are of recent buildings. This could be viewed as focusing too narrowly on modern types of developments. Please include more examples of existing, lower density buildings that also feature sought after design features (e.g., cornices, high quality building materials, etc). GUIDELINE 01. I have questions/concerns specifically about the North Interstate Plan District code 33.561.210 Maximum Building Heights. Will developers now be allowed to request building heights beyond what's allowed in the zoning? Please do not grant developers the ability request taller buildings in this plan district. They are tall enough. As an aside, don't encourage more development along light rail lines without a concomitant funding strategy increase transit. GUIDELINE 02. The caption on the lower left photo on page 25 encourages incorporating local character architectural features. This is great.

However, please don't encourage more industrial-looking metal siding. Developers like corrugated metal because it's cheaper than brick and has lower maintenance costs than wood. Industrial buildings have been largely pushed out of these areas, and encouraging metal siding on new commercial and residential buildings seems disrespectful and like a way to justify the use of cheap building materials that don't match the existing siding materials (e.g., brick, wood). It's like when residential sub-developments are named after what the landscape used to be before it was developed (e.g., Fox Meadows). GUIDELINE 03. This creating positive relationships with adjacent surroundings guideline is a poor substitute for the original D7 guideline (blending into the neighborhood). This guideline leaves no room for design enforcement and basically accomplishes nothing other than to legally justify the status quo of letting developers set the tone for redevelopment. ---"Designers should consider how new buildings nest among neighboring sites, while contributing to the area's future urban character." (pg 26) ---"Sites should be designed to take into account the conditions on the ground, while considering the city's evolution and its future growth..." (pg 26) Considering future character is a giant loophole to allow developers to basically build whatever as long as they think it responds to the future character. This section is a deviation from the founding purpose of design review. Responding to the existing character of neighborhoods AND designing for the future are incompatible in many ways. Please rewrite this section to simply require that new, higher density buildings in the 'd' overlay respect the historical character of the neighborhood. I like some of the examples used in this section, such as taking cues from adjacent historic landmarks, providing generous buffers, and matching building heights and setbacks.

However, the Background for this guideline (pg 26) misses the mark entirely! I strongly urge you to remove any language that grants leeway for responding to the future context. The future context is exactly what we want it to be, and DOZA is the avenue for determining how future developments will look, at least in the 'd' overlay zone. Don't shirk your responsibility to protect the character and viability of communities by giving developers a free pass to "contribute to the area's future urban character" in their designs. Please rewrite this section. GUIDELINE 04. I was pleased to see the encouragement of integration on-site natural resources. Please expand on this by requiring that on-site trees be preserved and protected. Mature trees are frequently lost from redevelopments, or they're trimmed in ways that affects tree health. GUIDELINE 05. Why encourage taller ground floor heights? Building height is a sensitive topic. Keeping ground floors at a respectful height lowers the overall building height which boosts support from existing residents. Please don't encourage taller buildings. GUIDELINE 09. In my opinion, many redevelopments don't have a "timeless design" (see pg 50). Some of the examples in this document exemplify this. Please encourage truly timeless designs, not trendy styles that will soon be dated. 2) DESIGN COMMISSION IMPROVEMENTS Here are some ways I feel the commission isn't serving the community's best interests along with some suggested improvements: ---Susceptible to conflicts of interests (e.g., likely to gain indirect financial benefits from decisions, allowed to submit their own proposals). One way to resolve this is to appoint members whose development/architectural companies don't stand to benefit from their rulings. Also, anonymize applications so the commission doesn't know when they're reviewing a fellow member's submission. Ideally, Design Commissioners should not be allowed to submit

projects for design review. --Bias and subjectivity. After all testimony is received, list out the interpretations in one form to prompt a quick discussion of each. I didn't hear any mention about the written testimony and numerous pieces of information were disregarded. Prompting the commission to examine the arguments for and against might force them to discuss opinions that aren't in the forefront of their minds. ---Accountability and communication. Be more cautious how they communicate with the public knowing that development is a sensitive and confrontational subject. Shy away from making assumptions. Create systems/procedures that offer the public some reassurance their voices are being considered carefully. Increase the time given to residents to file an appeal. Once scheduled, don't revise appeal hearing times so the public can plan ahead. Possibly consider more seats on the Design Commission for regular citizens, especially in under represented areas. Thank you for hearing my feedback. Please don't forget that the design review was, and should continue to be, for the purpose of: "[ensuring] that certain types of infill development will be compatible with the neighborhood and enhance the area." I strongly urge you not to use DOZA as justification to approve futuristic, incompatible buildings in the design overlay!

Testimony is presented without formatting.

Susanne Bolotow

#52195 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

“Please extend the “M” overlay to Arbor Lodge!” With commercial designs required within these new buildings, it will provide a higher quality of living to the community and make it a much more walkable, convenient place to live for all in the neighborhood. Zoning requirements need to be followed by the city.

Testimony is presented without formatting.

Matt Glidden

#52194 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! I welcome denser, more sustainable development in North Portland. Part of that is having a mixture of business and residences on corridors well-served by transportation.

Testimony is presented without formatting.

Justin Martin

#52193 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge! It’s a shame how little commercial business downtown Arbor Lodge has compared to other neighborhoods. Please allow this to change for the better.

Testimony is presented without formatting.

Laura Carlson

#52192 | October 20, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Please extend the “M” overlay to Arbor Lodge!

Testimony is presented without formatting.

Jonathan Greenwood

#52191 | October 19, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Dear Commissioners, I am writing as a resident of this wonderful, green city. I am writing also as a concerned resident. We are in a time of multiple crises. There is not enough housing stock that is affordable to people making the minimum wage. And we are also in a climate crisis. These two crises intertwine. We need to build more mixed use density of housing. This will allow more people to live without a car, and we should be encouraging new construction to not need parking, as we should be encouraging green living and cars are currently a major reason for climate change. Furthermore, I don't support onerous zoning that limits size and scope of new developments. We need the mixed use density wherever it goes in our city. Please realize it's important that we build as much new housing as we can. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Henry Kraemer

#52190 | October 18, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Previously uploaded the wrong file. This file corrects it. Please disregard the prior testimony (which was duplicative of PNW testimony for Better Housing By Design).

Testimony is presented without formatting.

PORLAND: NEIGHBORS WELCOME

October 18, 2019

Henry Kraemer and Doug Klotz
Portland: Neighbors Welcome
Portland, OR

Chair Schultz and Chair Livingston, and Planning and Sustainability, and Design Commissioners:

Portland: Neighbors Welcome is a group of grassroots volunteers who believe housing is a human right. We are dedicated to ensuring that every present and future Portlander can find and keep a safe, stable home they can afford.

Because design review increases the cost and risk associated with creating a new building and can shift the constituencies who have power to shape development patterns, those of us who believe in housing for all should carefully weigh the related tradeoffs.

We support the Design Overlay Amendments Proposed Draft, with changes noted. This plan complements the newly expanded "d" overlay mapping, and updates the Guidelines and Standards. Guided by the Assessment of 2017, staff crafted a plan that creates new Citywide Guidelines better suited to the new geographies, as well as easier-to-use Standards that will better achieve Comprehensive Plan goals and be accessible to a broader public.

The city should do more work to reduce barriers to participation in the system. This could include, but is not limited to: holding hearings for East Portland projects in East Portland; posting materials further online in advance; posting materials for Type II review online, without requiring the need to request them from a planner; making the site posting boards larger, with clear renderings, consistent with those in other cities.

1. We strongly suggest a change in 33.825.035 to clarify that Design Review cannot reduce height in addition to not reducing FAR. This will add predictability and clarity to the process and ensure that fundamental size rules remain in the zoning process, where they belong.
2. We support removing "d" from single-dwelling-zoned properties, and exempting projects of 4 or fewer units from design review. The risks and overhead costs of design review threaten to kill small projects, especially for small builders and low-wealth homeowners who want to create homes under new zoning rules.
3. We support the allowance to use Standards when any residential units are proposed, and are concerned about the limitation to 55' or less. We ask the city to clarify where the state

PORLAND: NEIGHBORS WELCOME

rule on “clear and objective” path in ORS 197.307 applies. Regardless of a State mandate, the city should allow the Standards to be used for the full bonus height (and also allow the “exceptions”) of CM2 and CM3 zones.

4. We support the review thresholds for Type II for buildings outside Central City, at up to 80,000 s.f. and/or up to 65' tall, with type III for those over that, to reduce Design Commission work load and shorten approval process for users.
5. To increase access to hearings in East Portland, we suggest that for projects east of NE/SE 75th, the Design Commission’s DAR and Review hearings be similarly held at a location east of NE/SE 75th.
6. When plans are submitted for Type II and Type III Design Review, including for DARs, the plans should be posted online as soon as the public notice is sent or signs posted, and viewable without creating an account, instead of waiting until a week before the hearing. This will facilitate public participation by giving time for the public to review the plans and make timely comment.
7. We support the use of Standards for small projects in Gateway.
8. We support limiting the number of DARs per project.
9. We suggest changes to broaden the representation in the Design Commission. The draft should add one commissioner representing renters, and at least one representing underserved communities.
10. We suggest changing Tenet #1 and “Context” Guidelines (01, 02, 03, and 04) to clarify that the primary “context” is the underlying zoning and comp plan designations, with relationship to current adjacent buildings a secondary consideration. If there is a low building next door, a new building should be designed in such a way that it would relate to a taller building in the future. When adjacent building is a registered National Register or local Historic Landmark, the new building can relate to that.
11. We support incentives for adding height by upper story additions to “undesignated historic resources”, and preserving the façades of older buildings.
12. We support the new Standards, which are much improved from the current ones. We appreciate that they do not favor any one style of architecture, and we would oppose attempts to add in such Standards. If optional points are required, their rating should relate to the community value of item: e.g. PR4 Affordable Ground Floor Commercial, because of

PORLAND: NEIGHBORS WELCOME

the ongoing costs the owner will need to bear, should earn the maximum number of optional points (up to 20) instead of just 2.

13. We urge you to add language to allow applicants to seek Adjustments to the Standards, to enable common small changes within the Standards track, without forcing the applicant to go through Design Review.

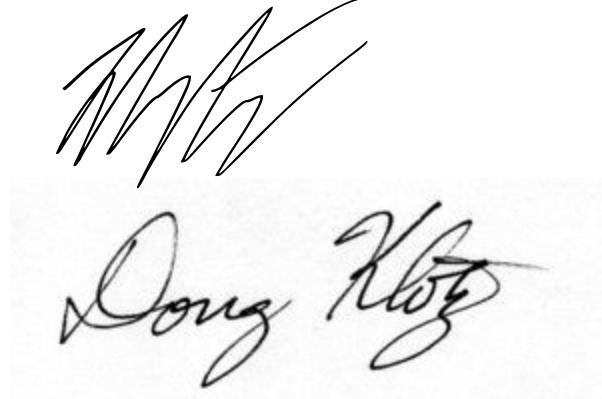
14. "Future Work": We agree with staff that these suggested projects should not be part of the DOZA proposal. The priority should be getting the current proposal in place and working.

Adding more Centers to "d" overlay will require additional work on equity issues that would arise in these areas. The Low-rise Storefront areas are, as PSC said in 2016, "the very areas planned for growth, areas that are well positioned for increased access to services, shopping and transit," and so not the right place to limit heights. Character Statements rightly should await an Area Plan undertaking.

As a future project, the concept of Area Plans (like those of Albina and Outer Southeast) should be reexamined to make sure the voices of underrepresented groups are heard in the process of writing these plans. The Area Plan process should be re-started, and plans developed to complete coverage of the city. Any neighborhood-specific plans or guidelines should follow this.

Thank you for your consideration of this complex but important project.

Sincerely,

The image shows two handwritten signatures. The top signature, written in black ink, appears to be "Henry Kraemer". Below it, a larger, more stylized signature in black ink appears to be "Doug Klotz". Both signatures are on a white background.

Henry Kraemer
Doug Klotz
acting policy and partnerships committee chairs
Portland: Neighbors Welcome

Henry Kraemer

#52189 | October 18, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

October 18, 2019 Henry Kraemer and Doug Klotz Portland: Neighbors Welcome Portland, OR Chair Schultz and Chair Livingston, and Planning and Sustainability, and Design Commissioners: Portland: Neighbors Welcome is a group of grassroots volunteers who believe housing is a human right. We are dedicated to ensuring that every present and future Portlander can find and keep a safe, stable home they can afford. Because design review increases the cost and risk associated with creating a new building and can shift the constituencies who have power to shape development patterns, those of us who believe in housing for all should carefully weigh the related tradeoffs. We support the Design Overlay Amendments Proposed Draft, with changes noted. This plan complements the newly expanded “d” overlay mapping, and updates the Guidelines and Standards. Guided by the Assessment of 2017, staff crafted a plan that creates new Citywide Guidelines better suited to the new geographies, as well as easier-to-use Standards that will better achieve Comprehensive Plan goals and be accessible to a broader public. The city should do more work to reduce barriers to participation in the system. This could include, but is not limited to: holding hearings for East Portland projects in East Portland; posting materials further online in advance; posting materials for Type II review online, without requiring the need to request them from a planner; making the site posting boards larger, with clear renderings, consistent with those in other cities. 1. We strongly suggest a change in 33.825.035 to clarify that Design Review cannot reduce height in addition to not reducing FAR. This will add predictability and clarity to the process and ensure that fundamental size rules remain in the zoning process, where they belong. 2. We support removing “d” from single-dwelling-zoned properties, and exempting projects of 4 or fewer units from design review. The risks and overhead costs of design review threaten to kill small projects, especially for small builders and low-wealth homeowners who want to create homes under new zoning rules. 3. We support the allowance to use Standards when any residential units are proposed, and are concerned about the limitation to 55’ or less. We ask the city to clarify where the state rule on “clear and objective” path in ORS 197.307 applies. Regardless of a State mandate, the city should allow the Standards to be used for the full bonus height (and also allow the “exceptions”) of CM2 and CM3 zones. 4. We support the review thresholds for Type II for buildings outside Central City, at up to 80,000 s.f. and/or up to 65’ tall, with type III for those over that, to reduce Design Commission work load and shorten approval process for users. 5. To increase access to hearings in East Portland, we suggest that for projects east of NE/SE 75th, the Design Commission’s DAR and Review hearings be similarly held at a location east of NE/SE 75th. 6. When plans are submitted for

Type II and Type III Design Review, including for DARs, the plans should be posted online as soon as the public notice is sent or signs posted, and viewable without creating an account, instead of waiting until a week before the hearing. This will facilitate public participation by giving time for the public to review the plans and make timely comment. 7. We support the use of Standards for small projects in Gateway. 8. We support limiting the number of DARs per project. 9. We suggest changes to broaden the representation in the Design Commission. The draft should add one commissioner representing renters, and at least one representing underserved communities. 10. We suggest changing Tenet #1 and “Context” Guidelines (01, 02, 03, and 04) to clarify that the primary “context” is the underlying zoning and comp plan designations, with relationship to current adjacent buildings a secondary consideration. If there is a low building next door, a new building should be designed in such a way that it would relate to a taller building in the future. When adjacent building is a registered National Register or local Historic Landmark, the new building can relate to that. 11. We support incentives for adding height by upper story additions to “undesignated historic resources”, and preserving the façades of older buildings. 12. We support the new Standards, which are much improved from the current ones. We appreciate that they do not favor any one style of architecture, and we would oppose attempts to add in such Standards. If optional points are required, their rating should relate to the community value of item: e.g. PR4 Affordable Ground Floor Commercial, because of the ongoing costs the owner will need to bear, should earn the maximum number of optional points (up to 20) instead of just 2. 13. We urge you to add language to allow applicants to seek Adjustments to the Standards, to enable common small changes within the Standards track, without forcing the applicant to go through Design Review. 14. “Future Work”: We agree with staff that these suggested projects should not be part of the DOZA proposal. The priority should be getting the current proposal in place and working. Adding more Centers to “d” overlay will require additional work on equity issues that would arise in these areas. The Low-rise Storefront areas are, as PSC said in 2016, “the very areas planned for growth, areas that are well positioned for increased access to services, shopping and transit,” and so not the right place to limit heights. Character Statements rightly should await an Area Plan undertaking. As a future project, the concept of Area Plans (like those of Albina and Outer Southeast) should be reexamined to make sure the voices of underrepresented groups are heard in the process of writing these plans. The Area Plan process should be re-started, and plans developed to complete coverage of the city. Any neighborhood-specific plans or guidelines should follow this. Thank you for your consideration of this complex but important project. Sincerely, Henry Kraemer Doug Klotz acting policy and partnerships committee chairs Portland: Neighbors Welcome

Testimony is presented without formatting.

Portland: Neighbors Welcome

Mayor Wheeler and Council Members
1221 SW 4th Ave.
Portland, OR 97204

Re: Better Housing by Design
October 16, 2019

Mayor Wheeler and Commissioners:

I am writing on behalf of Portland: Neighbors Welcome, in general support of the direction that Better Housing by Design is taking, as one part of the Housing Opportunity Initiative.

Over the course of the last four years, Better Housing by Design has also improved in many critically important ways:

- Minimum parking requirements on smaller sites have been reduced or eliminated, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing.
- Bonuses for regulated affordable housing have been expanded to fifty percent above the baseline allowances, and a bonus for deeply affordable housing now doubles most sites' development capacity. This helps to ensure that as many projects as possible are subject to Inclusionary Housing, and provides both nonprofit housing providers and those partnering with them a meaningful competitive advantage in places that are increasingly expensive to build.
- There are also bonuses for physically accessible housing, especially critical in areas proximate to frequent transit.
- A transfer of development rights will help preserve existing affordable housing without losing capacity for homes overall.
- A new RM1 zone has been designed with development standards specifically to be compatible with adjacent residential neighborhoods, without losing much-needed housing capacity.

We highly recommend the following changes to the proposal, to better help the project meet its own stated goals of providing diverse and affordable housing options to as many Portlanders as possible, and creating quality urban environments, promoting quality outdoor spaces and creating pedestrian friendly street environments:

- We support the proposal to limit large surface parking lots and asphalt paving (#9) eliminate minimum parking requirements on most small sites of 10,000 sf. We would further support eliminating all parking requirements with this plan.
- We disagree strongly with the proposal's recommendation (#13) to increase mandatory front setbacks on RM2 from 3' to 10', and from 0' to 10' in RM3. Closer setbacks are perfectly suited to a vibrant urban environment, and, citywide, hundreds if not thousands of homes might be lost over a 20+ year period if all buildings must give up this space. A more

meaningful and useful way to provide open spaces would be to let site design be more flexible, to respond to local context, such as saving a rear yard tree. It is often also more expensive to build up another story, rather than build wider. This standard should be changed across all zones for all development types, but at a bare minimum, this standard should be changed for affordable housing projects, or projects utilizing deep affordability bonuses:

The change from unit count to FAR as a measure of development will enable construction of more units on the Multi-dwelling lots currently mapped. It will help increase our housing supply, with regulated affordable units as well as market rate units. The greater density will help drive mode shift from single occupancy autos to transit, biking or walking in these areas and will also enable more shops and services to be viable in these areas.

To improve the lives of current and future residents of all income levels, we urge you to adopt this plan, with the changes we have described.

Thank you.



Henry Kraemer
Steering Committee Member
Portland: Neighbors Welcome

David Schoellhamer

#52163 | October 16, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

The Sellwood Moreland Improvement League (SMILE) is providing the attached testimony on the Design Overlay Zone Amendments Proposed Draft Report.

Testimony is presented without formatting.

S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13th AVENUE, PORTLAND, OR 97202
STATION 503-234-3570 • CHURCH 503-233-1497

October 16, 2019

Portland Planning and Sustainability Commission and
Portland Design Commission
DOZA Testimony
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Dear Commissioners:

The Sellwood Moreland Improvement League (SMILE) Land Use Committee has reviewed the Recommended Draft Report of the Design Overlay Zones Amendments Project (DOZA) and is providing the following comments. We focused our review on the proposed Design Standards because almost all new construction in our neighborhood follows those Standards. While we focus on the Standards, we want a lower threshold for design review so the public can have formal input on the buildings built in their neighborhood. Four subcommittees reviewed the Standards item by item and we dedicated three of our monthly public meetings to discussing them and drafting these comments. We reference an attached appendix of photos to demonstrate some of our comments.

We thank BPS staff for making some of our requested changes to the Design Standards in the Discussion Draft Report.

Sellwood-Moreland Main Streets Design Initiative and design standards

We were very disappointed that BPS staff did not adopt our recommendations to implement some of the PDX Main Street Design Guidelines (<https://www.pdxmainstreets.org>) in the Design Standards.

Sellwood-Moreland's mixed-use commercial districts have a distinctive architectural character comprised primarily of brick one and two-story street-car-era buildings with main street storefront patterns and one or more stories of upper level offices and apartments in places. Many buildings feature cornices, eaves, awnings and brick corbeling that cap the buildings, and provide rain protection as well as relatively inexpensive and artful ornamentation. Architectural details include chamfered corner entries, arched entries and openings, vertically proportioned upper story windows, and classic storefront displays with clerestory windows above, raised sills below, recessed entries and pedestrian oriented signage in distinctive fonts and shapes (e.g blade signs). These buildings most commonly feature materials in brick, wood, stone and stucco. The 2016 BPS Low-rise Commercial Storefront Analysis (<https://www.portlandoregon.gov/bps/article/576442>) includes more information and describes similar areas elsewhere in the City.

The Sellwood-Moreland Main Streets Design Initiative is a community project to create a vision and design guidelines that can better shape anticipated development along our core main street areas with greater sensitivity to local character. We seek to preserve the wonderful characteristics of our neighborhood while accommodating growth. Growth is necessary and inevitable given the housing shortage in the City. SMILE recently adopted the PDX Main Street Guidelines for application to Sellwood-Moreland core commercial Main Streets. We have been working with PDX Main Streets, Qamar Architecture, Forage Design, the Sellwood Moreland Business Alliance, and the community to customize these voluntary guidelines and to proactively set our goals for new development. We have held two public meetings with 60 participants and received input from another 70 people at neighborhood events.

Main Street Design guidelines we propose to be part of the Design Standards are

- Vertically and horizontally aligned windows
- Recessed windows
- Clerestory windows
- Chamfered corner entrance
- Distinct base/middle/top
- Extended balconies
- A Main Street bundle bonus for doing 5 of the 6 items above

There are other Main Street guidelines that could be included in the Design Standards and other ways to implement the guidelines; we are open to suggestions.

We strongly believe that, at a minimum, Main Street Design standards should be applied where the design overlay and the main street overlay overlap. Zoning code 33.415.010 states that “The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.”

Incorporation of the Main Street Guidelines into the Design Standards would accomplish many goals and policies in the 2035 Comprehensive Plan including:

- 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.
- 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.

- 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, through application of zoning, incentive programs, and regulatory tools.
- 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.

Design Standards, general comments

- We are supportive of the concept of mandatory standards and optional standards based on a point system dependent on the lot size.
- No testing of the Standards was done for the CM1 or RM1 zones or for a 5,000 sf lot (Appendix D). The smallest lot size tested was 10,000 sf. Development in our neighborhood generally occurs 5,000 sf lot by 5,000 sf lot. The Standards should be tested in the CM1 and RM1 zones and for a 5,000 sf lot. Lack of testing results in loopholes and testing should specifically look for loopholes. For example, on a 5,000 sf RM1d lot, maximum building coverage is 50%, so the QR5 20 by 30 foot outdoor area and 3 points are easily obtained. Standard QR8 awards 2 more points if adjacent building height is less than twice the smallest outdoor area dimension ($2 \times 20 = 40$ ft), which is automatically obtained because RM1 building height is limited to 35 feet. The required 5 points for the 5,000 sf lot are thus obtained.
- The required 5 points for a 5,000 sf lot appears too easy to achieve. For example, using 100% materials from the extensive materials list (instead of the required 80%, QR17, 2 points), using the same materials on the front 10 feet of the building sides (QR18, 1 point), no parking (PR21, 1 point), and a computer-generated environmental assessment report (QR19, 1 point), satisfies the 5 point requirement.
- Several of the optional standards give points for items that are already commonly done which reduces the chances that other optional Standards will be selected. The optional standards should not give points for common practices. Common practices include PR21 (vehicle areas), C1-1 (maximum setbacks), C1-2 (tallest point near corner), PR3 (Ground floor commercial space) in the Main Street Overlay, and C11 (50-foot setback from water).
- The Standards should provide a public benefit that benefits the public realm. Some of the optional standards, while desirable, do not improve public spaces. These Standards include QR14 (windows that open), QR19 (Environmental Assessment), QR22 (ecoroof), QR23 (solar energy system), and QR24 (reflective roof).
- Table 420-3: There are restrictions on Fiber Cement Wall Cladding in Town Centers and Civic Corridors. Why are Neighborhood Centers not included? Should the restrictions apply to Neighborhood Centers also?

Design Standards: Table 420-2

Our comments on the Design Standards are in the right column of Table 420-2 beginning on the next page.

No.	Design Standard	Required	Optional Points	SMILE comment
<u>Context (C1 – C12)</u>				
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, Landscaping, Older				
<u>Building Massing and Corners</u>				
C1	<p>Corner Features on a Building. The following applies to a new building on a site that has frontage on more than one intersecting street, and where the lot frontages intersect, is located within a town center or neighborhood center, and is in a zone that does not have a minimum building setback from a street lot line. One of the following features must be provided. Additional features may be provided for optional points up to a maximum of 4 points:</p> <ul style="list-style-type: none"> The building must be within 5 feet of both intersecting street lot lines. Each street facing wall meeting this standard must be at least 25 feet long. The highest point of the building's street-facing elevations must be within 20 feet of the corner of both intersecting street lot lines. This wall must project 3 feet above an adjacent wall elevation. The building must include a plaza at the corner of the two intersecting street lot lines. The plaza has minimum dimensions of 15 feet by 15 feet, and must be hard-surfaced for use by pedestrians or an extension of the sidewalk. 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. At least one main entrance to a commercial tenant space or a residential lobby must face the plaza. If a plaza is not provided, at least one main entrance to a commercial tenant space or residential lobby must be located within 15 feet of the two intersecting street lot lines, and face the street with the highest transit designation. 	X	<u>If done as additional option:</u> <u>1pt</u> <u>1 pt</u> <u>2pts</u> <u>1 pt</u> <u>1 pt</u>	<ul style="list-style-type: none"> Oppose: If there's no minimum setback, this design is simply allowed by the code, so why would it get a point? This appears to be a common practice, should it be one point? Support <ul style="list-style-type: none"> We suggest adding an additional point if "chamfered" corners are used. See Appendix photos 3 and 7

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>	<u>SMILE comments</u>
<u>C1</u> (contd)	<ul style="list-style-type: none"> <u>At least 30 percent of each street-facing facade located within 30 feet of the intersecting street lot lines must be windows or main entrance doors. Windows and doors used to meet ground floor window requirements may be used to meet this standard.</u> <u>At least one sign must be provided within 10 feet of the intersecting street lot lines. The sign may be up to 32 square feet in area and meet the requirements of Title 32.</u> 		<u>1 pt</u> <u>1 pt</u>	<ul style="list-style-type: none"> Recommend that percentage of windows and doors be increased to 35% (within 30 feet of the corner intersection) for each wall facing the street . Support
<u>C2</u>	<u>Building Facades on Local Service Streets.</u> <u>Buildings with street-facing facades on local service streets must divide the building elevations into distinct wall planes measuring 1,500 square feet or less. To qualify, the facade plane must be offset in depth by at least 2-feet from adjacent facades. Facades may also be separated by a balcony or architectural projection that projects 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.</u>		<u>3 pts</u>	Clarification needed: a drawing would be helpful, what is an architectural projection? Does street right-of-way include the sidewalk? Concept is good (see Appendix photo 4).
<u>Landscaping</u>				
<u>C3</u>	<u>Tree Preservation.</u> Preserve existing trees. For each tree preserved that is greater than 20 inches in diameter, 1 pt. may be earned up to a maximum of 4 pts. An arborists report must be provided that identifies the diameter of each tree to be preserved and verifies that it is		<u>4 pts max</u>	Support
<u>C4</u>	<u>Grouping of Trees.</u> Within the eastern pattern area shown on Map 130-2, plant at least 5 evergreen trees in a group. Trees must be a minimum of 5 feet in height, planted no more		<u>2 pts</u>	No comment

No.	Design Standard	Required	Optional Points	SMILE comment
C5	Native landscaping. On sites that are 20,000 square feet or larger, at least 30 percent of the total landscaped area must be planted with native species listed on the Portland Plan List, and 80percent of all trees planted on site must be native trees listed on the Portland Plant list.		1 pt	We would like to see this applied to smaller lots.
C6	Trees in Setbacks along a Civic Corridor. On sites located on a civic corridor shown on Map 130-1, plant trees within the required building setback from the civic corridor. A minimum of 4 trees must be planted and the trees must meet the L1 spacing standards. Areas dedicated to parking lot landscaping do not count toward meeting this standard		1 pt	Should this apply to neighborhood corridors also?
<i>Older Buildings /History</i>				
C7	Preservation of Existing Facades. When altering or adding on to a building that is at least 50 years old and has at least 4,000 square feet of net building area, retain more than 50 percent of the area of the existing street- facing building façade.		3 pts	Support and recommend that 4 points be awarded for preserving the existing façade.
C8	Vertical Extension of Existing Building Features. When vertically adding on to a building that is at least 50 years old, include one of the following features as part of the addition: <ul style="list-style-type: none"> If the existing building contains vertical building columns or pilasters, the columns or pilasters are expanded vertically into the expansion. To qualify, the existing column or pilaster must be at least 6 inches wide and project at least 3 inches from the adjoining building wall. Windows on the vertical extension must be placed directly above the existing windows. The size of the new windows may be up to 20 percent less than the size of the existing windows, but the center of the new window must align with the vertical plane of the center of the existing windows. 		1 pt	Generally support. It would be helpful to have a picture or drawing of how taller vertical columns proportionally fit on the new façade.
C9	Building or Site History Plaque. If the site contains a building that is at least 50 years old, install a plaque on a street-facing façade of that building that provides information on the previous uses of the building or site. The plaque must be at least 2 square feet in area.		1 pt	We feel that a plaque should be required of any building older than 50 years.

No.	Design Standard	Required	Optional Points	SMILE comment
C10	<p>Buildings Adjacent to Historic Landmarks. The following applies to a new building located on a site that is adjacent to a site that contains a historic landmark. One of the following must be provided. Additional features may be provided for optional points up to a maximum of 3 points . This standard is not required if the new building is adjacent to a landmark building containing only residential uses.</p> <ul style="list-style-type: none"> • Street-facing ground floor windows in the new building must be as tall asas the ground floor windows in the historic landmark. • The base of the street-facing ground floor windows must be at the same distance above grade as the ground floor windows in the historic landmark. • If the landmark building has transom windows on the ground floor, the new building must include transom windows above the street-facing ground floor windows at the same distance above grade as the transom window on the historic landmark. • The exterior materials on the new building must match the exterior materials on the historic landmark on at least 80 percent of the new building's street-facing façade. • Floor and cornice bands on the new building must match bands on the historic landmark. • If any portion of the new building is taller than the historic landmark, that portion of the new building must be setback 10 feet from the property line adjacent to the site that contains the historic landmark. 	X	1 pt 1 pt 1 pt 1 pt 1 pt 1 pt 1 pt 2 pts	No comment, we have few landmarks

<i>Adjacent Natural Areas</i>				
C11	<u>Setback from Waterbodies.</u> Outside of environmental zones, locate all buildings, structures and outdoor common areas a minimum of 50 feet from the edge of a wetland, or top of bank of a water body, seep or spring located on site.		<u>4 pts</u>	We strongly support designing with nature and preserving existing natural water features within the development, but 4 points seems like too many compared to others. If floodplain regulations, environmental and greenway overlays, the Clean Water Act, or other regulations already require a 50 foot setback, then points should not be awarded.
C12	<u>Public View of Natural Feature.</u> Outside of environmental zones, provide a view corridor between the public street and an existing natural feature on site, such as a grove of native trees, rock outcropping, wetland, water body, seep or spring. The view corridor must be a minimum of 20 feet wide. The corridor must be landscaped with shrubs and ground cover or include a pedestrian connection to a viewing platform accessible from the street.		<u>2 pts</u>	The public view of natural features supports public access and should be encouraged.

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>	SMILE comment
New	Base, Middle, Top.	X		New buildings should include design elements that present a bottom or base for the building that visually ties it to the ground, a middle element that can contain one or multiple floors, and a top or finishing element that tops off and ends the design such as an articulated parapet. See Appendix photo 7
New	Exposed building sides	X		Require a flat treatment on the sides of buildings that have no required side setback and are two or more stories above the adjacent building. The flat treatment would be a distinctive and pleasing feature using colors, materials, texture, patterns, medallions, and/or a mural. It would not reduce the size of the building or restrict future construction on the adjacent lot. See Appendix photos 2a, 2b, 8a, and 8b.
New	Clerestory windows		<u>2 pts</u>	If clerestory windows are used in first floor designs, 2 additional points shall be awarded. Clerestory windows are a strong, cohesive design element in the Main Street vision and are commonly found in the street car era design.
New	Aligned window pattern		<u>2 pts</u>	Vertically and horizontally align windows. Such windows are a strong, cohesive design element in the Main Street vision and are commonly found in the street car era design.
New	Street car era bundle bonus		<u>2 pts</u>	Bundle 5 of the 6 following optional standards to create a street car era building. 1) aligned window pattern, 2) recessed windows, 3) clerestory windows, 4) chamfered door if on corner, 5) Base/middle/top, 6) extended street facing balconies. These are especially needed where the design and main street overlays overlap. See the 2016 BPS Low-rise Commercial Storefront Analysis at https://www.portlandoregon.gov/bps/article/576442 .

No.	Design Standard	Required	Optional Points	SMILE comment
	<u>Public Realm (PR1 – PR26)</u>			
	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.			
	<i>Ground Floors</i>			
PR1	Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. For ground floor area associated with a residential use, the height is 10 feet. The bottom of the structure includes supporting beams.	X		support
PR2	Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 15 feet. For ground floor area associated with a residential use, the height is 12 feet. The bottom of the structure includes supporting beams.		3 pts	Support, although this provides a double bonus since CM2 already allows 5-foot height bonus for 15-foot commercial ceiling. This encourages unusually tall buildings.
PR3	Ground Floor Commercial Space. On sites that are at least 10,000 square feet in total site area, at least 1,500 square feet of floor area on the ground floor must be for commercial use and the space must include at least one main entrance that faces the street and is within 5- feet of the street lot line.		2 pts	Does this duplicate the requirements of the main street overlay? If so, don't award points for what is already required.
PR4	Affordable Ground Floor Commercial Space. Where commercial uses are allowed or limited, at least 1,500 square feet of floor area on the ground floor must be provided for a commercial use that meets the affordable commercial space program administrative requirements of the Portland Development Commission. The applicant must execute a covenant with the City of Portland that satisfies the requirements of 33.130.212.D.2.		2 pts	Support

No.	Design Standard	Required	Optional Points	SMILE comment
PR5	Oversized Street-Facing Opening. Provide an oversized operable door, such as a roll-up door or movable storefront, for at least one ground floor tenant space that faces the street lot line and is used for Retail Sales And Service uses. Buildings with more than one ground floor tenant space that faces the street and is used for Retail Sales And Service uses must provide the door opening for at least 50 percent of the tenant spaces that face the street. The oversized operable door opening must be at least 8 feet wide and cannot open up into utility, garbage , or parking areas.		2 pts	While our committee agrees a roll-up door increases engagement of the neighborhood, we question the energy expended during hot or cold months when in use.
PR6	Louvers and Vents. New louvers or other vents on street-facing facades within 5 feet of the street must meet one of the following standards. The measurement is made from the adjacent grade: <ul style="list-style-type: none"> The bottom of the louver is at least 7 feet above the adjoining grade; or The top of the louver is a maximum of 2 feet above the adjoining grade. 	X		Support
PR7	Exterior Lighting. On new buildings, exterior light fixtures must be provided on street-facing facades within 20 feet of the street as follows: <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 must not project light upward or to the side of the fixture. must not be directed up from the fixture. Lights on local service streets must meet the glare standards of Chapter 33.262, Off-Site Impacts. 	X		Support
Entries/Entry Plazas				
PR8	Main Entrance Location. Main entrances for nonresidential tenant spaces must be located 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.	X		Support

No.	Design Standard	Required	Optional Points	SMILE comment
PR9	<p>Residential Entrance: This standard applies on streets that are not identified as civic and neighborhood corridors on the Transportation System Plan. At least 50 percent of the dwelling units on the street-facing ground floor of a building must have the main entrance of the dwelling unit have pedestrian access from the street. To qualify for this standard, entrances to at least four individual dwelling units must be provided. 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 and a minimum dimension of 6 feet, where 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. 		2 pts	The enhancement to residential entries on side streets provides a significant improvement to the “neighborhood” feel, with trees, open spaces (patios) etc. We are disappointed that the number of points was decreased from 3 to 2. This should be 3 or 4 points.
PR10	<p>Separation of Dwelling Unit Entry from Vehicle Areas: This standard applies when there are at least four new ground floor dwelling unit entrances adjacent to a parking area. Doors leading to new 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 features 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 and a minimum dimension of 6 feet, where 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 pts	No comment

No.	Design Standard	Required	Optional Points	SMILE comment
PR11	Ground Floor Entry: For new development, ground floor entrances to commercial tenant spaces must have at least 6 feet of horizontal clearance from any free-standing columns, walls or other objects that project out from the building.	X		No comment
PR12	Seating Adjacent to Main Entrance: 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 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 pt	No comment
PR13	Pedestrian Access Plaza: Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 500 square feet with minimum dimensions of 20-feet. 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 pts	Support
Weather Protection				
PR14	Weather Protection Minimum Requirements: All canopies, awnings and other weather protection elements that are provided must project at least four feet from the adjoining building wall façade. The bottom of the weather protection structure must be at least 9 feet above the grade underneath it. Alterations to existing weather protection that does not meet the standard must either meet this standard or come closer to conformance with this standard.	X		Support
PR15	Weather Protection at the Main Entrance: The following applies to new buildings and new main entrances. Weather protection must be provided at one main entrance per street lot line. The weather protection must be an awning, building extension or other covered structure. The weather protection must have a minimum width of 5 feet or the width of the entrance, whichever is greater. The weather protection must meet the standard of PR14.	X		Support

No.	Design Standard	Required	Optional Points	SMILE comment
PR16	Weather Protection Along a Transit Street. For new buildings with more than 50-feet of street-facing facade adjacent to a transit street lot line, weather protection must be provided along 20 percent of the street facing facade. This requirement does not apply to street-facing facades more than 20 feet from the street lot line. The weather protection must meet the standard of PR14	X		Support
PR17	Weather Protection Along a Transit Street. For buildings with at least 30 feet of a street-facing facade within 20 feet of a transit street lot line, weather protection must be provided along at least 50 percent of the street-facing facade. The weather protection must meet the standard of PR14.		2 pts	We are disappointed this was decreased from 3 to 2 points. Award an additional point for 100% protection.
Utilities				
PR18	Location of Utilities. New electric meters, gas meters and HVAC equipment must be screened from the street by meeting one of the following standards: <ul style="list-style-type: none"> • The utilities or equipment are enclosed by a building; • The utilities are screened from the street by a wall that is as tall as the tallest part of the utility; • The utilities are mounted to a wall that does not face a street and are set back at least 5-feet from a street lot line; or • The utilities are set back at least 20-feet from all street lot lines. 	X		Support
Vehicle Areas				
PR19	Pervious Paving Materials: At least 50 percent of all new vehicle area must be surfaced with pervious pavement approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.		2 pts	No comment

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>	<u>SMILE comment</u>
PR20	Large Site Parking Area Setback: On sites that are at least 20,000 square feet in total site area, new surface parking must be set back at least 25-feet from street lot lines. Structured parking must be set back at least 10- feet from street lot lines.	X		No comment
PR21	Parking Areas: There are no parking areas on the site.		1 pt	We oppose this standard. This is basically common practice. Building a moderate sized building, you do not have to provide off street parking. Giving bonus points for a common practice is not acceptable.
PR22	Structured Parking and Vehicle Areas: At least 80 percent of proposed vehicle areas must be covered by a building. The development may meet PR22 or PR23, but not both.		2 pts	No comment
PR23	Alternative Shading of Vehicle Areas: At least 50 percent of proposed vehicle areas on the site must be covered by buildings, 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 development may meet PR23 or PR22, but not both.		1 pt	No comment
<i>Art and Special Features</i>				
PR24	Original Art Mural: Provide an original art mural that meets the requirements of Title 4. To meet this option, an application for an original art mural must be submitted to the Bureau of Development Services prior to the issuance of the building permit. The proposed mural must meet the following: <ul style="list-style-type: none"> • The mural is on a wall or structure that is visible from a public right-of-way; and • The mural is at least 32 square feet in area. 		1 pt	An original art mural appears to be a substantial amount of work, comparatively, for 1 point. We recommend increasing it to 2 points. It is the most expensive and impactful wall treatment. PR25 (2 pts) excludes murals approved by RACC. PR26 (1 pt) is more easily approved.

<u>No.</u>	<u>Design Standard</u>	<u>Required</u>	<u>Optional Points</u>	<u>SMILE comment</u>
PR25	<p>City Approved Art Installation: Provide an art feature on the site that has been approved by the Regional Arts and Culture Commission (RACC) and is not a mural. The feature must be set back a maximum of 15 feet from the street lot line with the highest street classification. 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 install and maintain the art installation. 		2pts	Support.
PR26	<p>Water Feature: 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. <p>The feature can be part of a stormwater facility.</p>		1 pt	Support
New	Step-back design		4 pts	A step-back design, such as the Sellwood Library, should earn 4 points . See Appendix photo 3.
New	Prohibit partial-daylight basement windows along a sidewalk	X		Such windows, often for basement apartments, invade the privacy of both pedestrians and tenants and they break up the base of the building. See Appendix photo 1a.

No.	Design Standard	Required	Optional Points	SMILE comment
<u>Quality and Resilience (QR1 – QR24)</u>				
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 rooftops.				
<u>Site Planning and Pedestrian Circulation</u>				
QR1	On-site Building Separation: New buildings containing dwelling units on the ground floor must be set back 10 feet from other buildings on the site that contain dwelling units on the ground floor.	X		No comment
QR2	Vertical Clearance to Pedestrian Circulation System: For new buildings, building projections such as balconies or bay windows, or skybridges that project over the on-site pedestrian circulation system must have the bottom of the projection be at least 9 feet above the grade of the circulation system below.	X		No comment

No.	Design Standard	Required	Optional Points	SMILE comment
QR3	Pedestrian Connection to a Major Public Trail: <u>New development on a site located adjacent to a major public trail designation, that is not part of a street, must provide a connection from the trail to its pedestrian circulation system.</u>	X		No comment
QR4	Windows Facing a Pedestrian Walkway: For 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		1 pt	Support
On-site Common Areas				
QR5	On-site Outdoor Common Area: On sites in the Inner pattern area identified on Map 130-2, provide at least 600 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. On sites in the Western or Eastern pattern area identified on Map 130-2, provide at least 800 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. The outdoor area must meet one of the following: <ul style="list-style-type: none"> The outdoor area is hard-surface, 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. Up to 20 percent of the outdoor area may be landscaped to the L1 standard.		3 pts	RM1 will have 50% lot coverage and 35 foot height limit, so it seems too easy to meet this requirement, even on a 5000 sf lot. When combined with QR8, which is automatically satisfied in RM1, the required 5 points would be awarded for a 5000 sf lot. Close this loophole and identify and close others.

No.	Design Standard	Required	Optional	SMILE comment
QR6	Indoor Common Room. Provide an indoor common room with a minimum dimension of 20-feet by 20-feet and meets the requirements of 33.130.228.B.2.b(2).		2 pts	We support this and suggest that the bonus points be increased. Apartments are shrinking in size. In small apartments, having a common room to share with other neighbors and friends we consider to be a big plus for developing a community and should have stronger incentive.
QR7	Building Walls Adjacent to Outdoor Common Area. New buildings with facades facing, and within 10 feet of an outdoor common area must meet the following: <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. 	X		No comment
QR8	Buildings Surrounding Outdoor Common Area. Buildings walls 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 could be up to 40- feet above the grade of the open area.		2 pts	The outdoor area should be visible to the public (from a street). (see Appendix photos 5a and 5b). This is automatically satisfied in RM1 which has a 35 foot height limit.

<i>Windows and Balconies</i>			
QR9	<p>Street-Facing Window Detail. The following window standard must be met on all new street-facing facades. <u>Ground floor storefront or curtain wall glazing systems are exempt from this standard:</u></p> <ul style="list-style-type: none"> • <u>Provide trim that is at least 3 inches wide around 80 percent of the windows; or</u> • <u>Recess the window glazing at least 3 inches behind the exterior wall or window frame for 80 percent of the windows.</u> <p><u>Alterations must either meet this standard or match the window trim and recess of the existing building for all new windows.</u></p>	X	Support. Why were trim width and recessed depth reduced?
QR10	<p>Upper Floor Windows: For new buildings and expansions of existing buildings above the ground floor, <u>at least 30 percent of the area of the new street-facing facade above the ground floor must be:</u></p> <ul style="list-style-type: none"> • <u>Windows; or</u> • <u>Doors opening up to balconies.</u> 	<u>2 pts</u>	Support

No.	Design Standard	Required	Optional	SMILE comment
			Points	
QR11	Street-Facing Balconies. Provide balconies for at least 50 percent of the dwelling units with facades that face a street lot line and are located above the ground floor. There must be a minimum of six balconies to qualify. The balconies must have a minimum dimension of 4- feet by 6-feet. 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.		<u>3 pts</u>	We feel that street facing balconies are critically important to a neighborhood. They are an apartment or condo's front porch and should be encouraged strongly. Extended balconies, which are consistent with street car era design, should be awarded an extra point. If the balconies extend over the sidewalk, then weather protection shall be provided on the ground floor level.
QR12	Sunshades for Windows. Windows above the ground floor on facades that face south or west must provide sunshades over at least 50 percent of the window openings. The sunshades must be awnings or eaves directly above the window that project out at least 3 feet.		<u>2pts</u>	Support
QR13	Bird-Safe Glazing for Windows. On façades that contain more than 30 percent glazing, at least 90 percent of the windows must incorporate bird-safe glazing. Treatment patterns and application techniques must be from the <i>Portland Bird Safe Windows</i> list.		<u>2 pts</u>	The committee felt there were many options for providing bird safety. Decrease from 2 to 1 points
QR14	Windows on Upper Level Units with Multiple Exterior Walls. For dwelling units or commercial tenant spaces located above the ground floor that have two or more walls located at building exteriors, provide at least one operable window in each of two or more exterior walls. Each window meeting this standard must provide an operable opening of at least 6 square feet.		<u>2 pts</u>	Explain why area was reduced from 7 to 6 feet. 3 points should be awarded if ALL of the windows are operable.
QR15	Ground Floor Windows: The percentage of ground floor window required by the base zone is increased to 60 percent. This standard does not apply on sites within the Centers Main Street Overlay Zone.		<u>2 pts</u>	Should this apply to commercial and not residential ground floors? Required area reduced from 80% to 60%, so reduce points from 2 to 1.

No.	Design Standard	Required	Optional	SMILE comment
			points	
<u>Building Materials</u>				
QR16	<p>Exterior Finish Materials: The following apply to new buildings that have a net building area of at least 5,000 square feet:</p> <ul style="list-style-type: none"> The exterior finish materials on 80 percent of the building must be materials listed in approved materials list in Table 420-3 excluding windows, doors and trim. No more than 3 exterior finish materials listed in Table 420-3 may be used per façade. <p>Alterations to buildings with a net building area of at least 5,000 square feet may choose to use this list or use materials which are the same as, or visually match the appearance of, those on the existing building.</p>	X		Support. Should the restrictions on Fiber Cement Wall Cladding in Table 420-3 apply to Neighborhood Centers also?
QR17	<p>Exterior Finish Materials: The exterior finish materials on 100 percent of the building must be materials listed in the approved materials list in Table 420-3 excluding windows, doors and trim. No more than 3 exterior finish material listed in Table 420-3 may be used per façade.</p>	2pt		The material list appears to be extensive: is this standard too easy to obtain?
QR18	<p>Building Materials Application to Side Walls of Building: The following apply to buildings 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 10 feet of the adjoining, but not street-facing, facades must be the same exterior finish materials.</p>	1 pt		Support t
QR19	<p>Environmental Assessment of Building Materials. New buildings must provide one of the following assessments:</p> <ul style="list-style-type: none"> A Life-Cycle Assessment (LCA) of the Building Materials. If concrete is use, an Environmental Product Declaration. 	1 pt		Oppose. This provides no information or benefit to the public. The developer is educated only if they read the computer-generated report.

No.	Design Standard	Required	Optional Points	SMILE comment
Roofs				
QR20	Roof Pitch: The following applies to sites located adjacent to a Civic Corridor in the Inner Pattern area shown on Map 130-2. The roof pitch of new buildings that are more than 35 feet high must not be more than a 1/12 pitch.	X		This standard would not apply in the Sellwood-Moreland neighborhood.
QR21	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.	X		Clarification needed: does this apply only to the front or the sides and rear? We support if it applies to rear and sides if there is no adjacent building as tall (Appendix photos 2a and 2b).
QR22	Ecoroof: 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 pts	Recommend that only 1 point be given. An eco-roof has no publicly visible improvement to the building. We like the concept of eco-roofs, but they should not be used in lieu of design features that contribute to the public realm. Energy standards already encourage eco-roofs. (see Appendix photo 2).
QR23	Solar Energy System: 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 pts	Recommend that only 1 point be given. A solar energy system has no publicly visible improvement to the building. We like the concept of solar energy systems, but they should not be used in lieu of design features that contribute to the public realm. Energy standards already encourage solar energy systems.
QR24	Reflective Roof Surface: At least 90 percent of the roof area not covered by rooftop equipment, vents, skylights, stairwells or elevator enclosures must meet the Energy Star requirements for solar reflectance. This standard does not apply if either standard QR22 or QR23 are used.		1 pt	Oppose. No publicly visible improvement to the building. We like the concept of reflective roofs, but they should not be used in lieu of design features that contribute to the public realm. Energy standards already encourage reflective roofs.

Single dwelling zones

We oppose removing the Design Overlay requirements of the single dwelling zones. Such a policy change will result in our inability to reduce negative outcomes for our neighborhood environment. These damaging consequences include loss of distinctive neighborhood building characteristics and the loss of our green space and tree canopy. The cost of the R2.5 design overlay appears to be minimal and thus minimally affects housing affordability; please analyze the cost of the R2.5 design overlay. In our neighborhood, R2.5 is often adjacent to our centers and thus is where better walkability promoted by the design overlay is most desired. 83% of our R.2.5 lots are 5000 sf or larger, so the proposed changes by the Residential Infill Project would allow up to a 4500 sf four-unit building on a standard R2.5 lot which is much larger than the older single family homes now on many of these lots. These oversized buildings need the additional design standards and guidelines provided by the design overlay to make them as compatible with the neighborhood as possible. The R2.5 and R2 zones will be very similar upon completion of the Residential Infill and Better Housing by Design Projects so why R2 can have a design overlay and R2.5 could not is unclear and arbitrary. Finally, in the 1996 Comprehensive Plan, the d-overlay was applied to the R2.5 zone in SMILE to compensate for increased density south of Tacoma Street. The City should honor its commitments.

This testimony was discussed at public meetings of the SMILE Land Use Committee on October 2, 2019 and the SMILE Board of Directors on October 16, 2019. The SMILE Board of Directors unanimously approved this testimony on October 16, 2019. If you have any questions, please contact David Schoellhamer, Chair of the SMILE Land Use Committee, at land-use-chair@sellwood.org. Thank you for the opportunity to testify.

Sincerely,



Tyler Janzen
President, Sellwood-Moreland Improvement League

Appendix

Photos of example buildings

Photo 1. Partial daylight basement windows along the sidewalk detract from the building and the public realm. SE 17th and Umatilla. We propose to prohibit partial-daylight basement windows along a sidewalk (new Public Realm requirement, see table 420-2).



Photo 2a (east side) and 2b (north front and west side). Morgan building, SE Tacoma and 17th. Visible rooftop structures on the side of a building increase building mass (QR21). On the sides at the property line color and texture are used to avoid a blank wall (proposed new Public Realm standard). The building advertises that there is an ecoroof, which is not visible to the public (QR22).



Photo 3. Sellwood Library. Perhaps the most liked large building in Sellwood, the Library building is stepped back from the street and corner. The optional standard for building massing at the corner (C1-2) would discourage construction of this building. We propose that construction of stepped-back buildings like this should be encouraged (proposed new Public Realm standard). Potted trees on the patios provide more greenery in the public realm than the ecoroof shown in photo 2. The chamfered corner is a common element at corners in our neighborhood that reduces building mass and improves pedestrian safety (C1-4).



Photo 4. A building façade (in shadow) under construction facing a local service street (SE 13th and Lambert). More articulation would improve the façade (C2).



Photo 5a. A publicly visible outdoor area under construction with surrounding building on 3 sides (SE 13th and Lambert). Standard QR8 would improve this open space in the public realm.

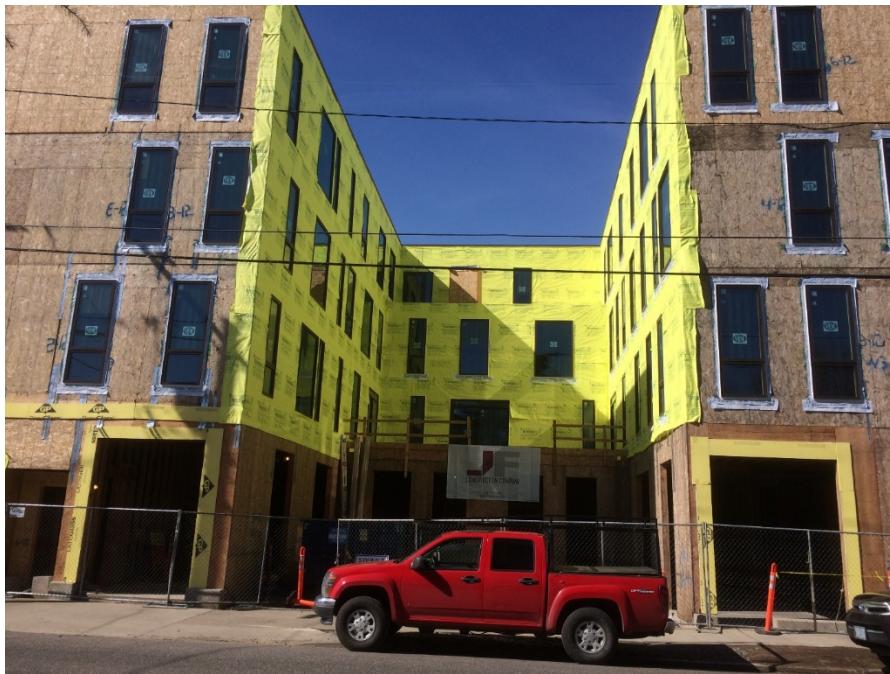


Photo 5b. A private outdoor courtyard with surrounding building on 4 sides, adjacent building above not shown and no photo possible. Standard QR8 would provide points for a space hidden from the public. 8222 SE 6th Ave.

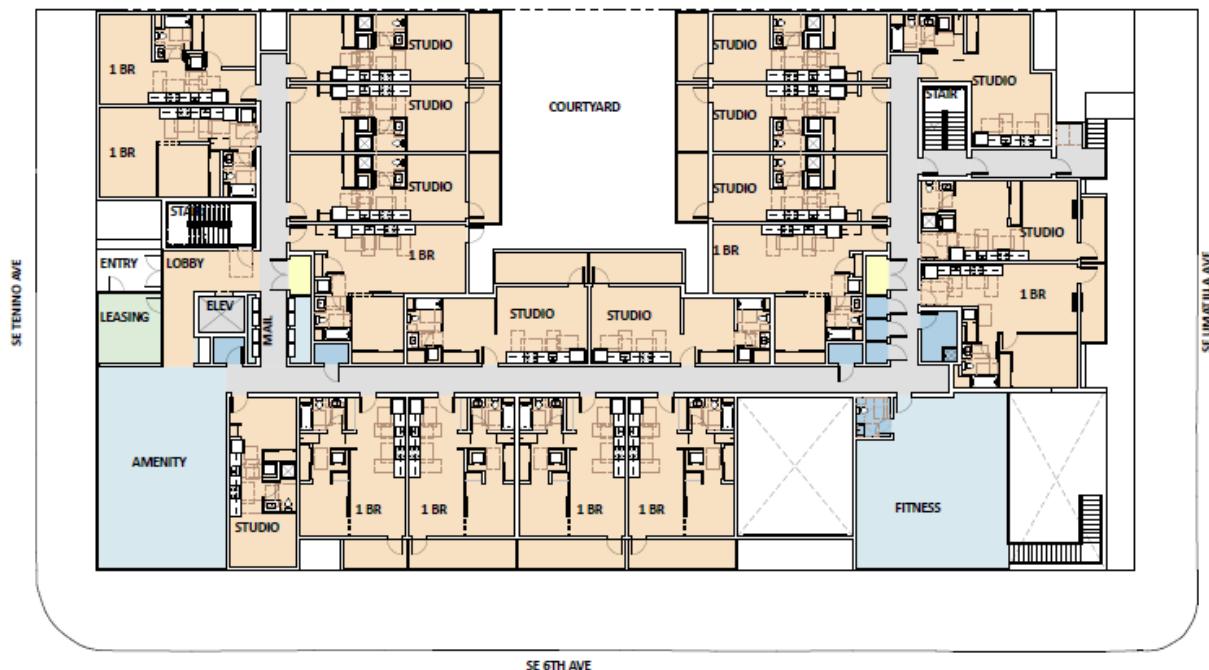


Photo 6. A gas meter for a new building along a busy commercial sidewalk at the corner of SE 13th and Spokane. We support screening of utility meters required by PR18.



Photo 7. A streetcar era building with a well-defined base, middle, and top. SE 13th and Umatilla. We propose a new public realm standard to encourage buildings with well-defined base, middle, and top. The chamfered corner is a common element at corners in our neighborhood that reduces building mass and improves pedestrian safety (C1-4). The windows are aligned (new proposed context standard) and recessed (QR9). This building would qualify for our proposed street car era bundle bonus (new context standard).



Photos 8a (SE 17th and Tacoma) and 8b (SE 13th and Lambert). We propose a new required context standard for a flat treatment on exposed building sides which are visible from up and down the street. The front of a building is less visible than an exposed side. Photo 7a shows fake windows on the building side which are commonly ridiculed. Photo 7b shows an exposed large planer side wall with no windows under construction. Fortunately, the building owner volunteered to add a mural. Also see photos 2a and 2b.



Michael Beirwagen

#42066 | September 24, 2019

Testimony to the Planning and Sustainability Commission on the Design Overlay Zone Amendments, Proposed Draft

Due to the high traffic count of the area near 131st and NE Glisan St, it makes sense to me to allow a higher density zoning in this area. This zoning amendment will allow a much more appropriate density with public transportation and bicycle traffic commuters. I support the zoning amendment allowing higher density in Multnomah County's east county area.

Testimony is presented without formatting.