



West Portland Town Center Plan

Volume 2:

Zoning Code and Map Amendments,
Design Overlay Character Statement,
and Comprehensive Plan Policy and Map
Amendments

As Amended by
City Council

October 27, 2022



THE BUREAU OF **PLANNING
& SUSTAINABILITY**

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HOW TO GIVE FEEDBACK:

The Bureau of Planning and Sustainability thanks you for taking the time to review the Recommended Draft of the West Portland Town Center Plan. Your comments will inform the Portland City Council’s review of the Plan. Following hearings and consideration of any amendments to the proposal, the City Council will vote on adoption of the Plan.

Written comments/testimony on the Recommended Draft is **due by the time of the hearing at 2 p.m. October 12, 2022**, unless extended by City Council, and must include your name and address.

Written testimony may be submitted by:

- **MapApp:**

The MapApp is as easy as sending an email.

Go to: www.portlandmaps.com/bps/mapapp/

Select either “West Portland Town Center Plan” or “Self-Service Storage” and then **click “Testify”** at upper right

- **U.S. Mail:**

Council Clerk

West Portland Town Center Plan Testimony

1221 SW 4th Avenue, Room 130

Portland, OR 97204

In-person testimony:

Sign up to testify in-person or virtually via the project’s [events page](#).

More information and supporting materials can be found at

www.portland.gov/bps/wpdx-town-center

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Volume 2: Code, Policy and Map Amendments

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The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, interpretation or translation, please call 503-823-4086, the TTY at 503-823-6868 or the Oregon Relay Service at 1-800-735-2900 at least 48 hours prior to the event.

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Section I: Introduction

The draft Zoning Code amendments included in this document help implement the West Portland Town Center Plan vision. The draft amendments include additional Zoning Code incentives and regulations, many of which prioritize housing affordability and community benefits, to accompany the plan actions and proposed land use changes. These provisions and regulations will be incorporated into the Zoning Code as a new chapter called the **West Portland Multicultural Plan District**. The provisions of this plan district chapter will apply to properties within the town center boundary in addition to the base zone requirements of the Zoning Code. The plan district regulations, such as those addressing allowed land uses and building height, will supersede comparable regulations in the base zones. The Zoning Map in conjunction with the Zoning Code determines what regulations apply to which properties.

Besides the West Portland Multicultural Plan District regulations, this document also includes draft amendments to prohibit self-service storage uses close to light rail stations citywide. This limitation will help implement Comprehensive Plan policies that call for high-capacity transit station areas to be the location of concentrations of housing, jobs, and commercial services.

Concept-to-Code Crosswalk

The following provides a guide to where plan district concepts described in the West Portland Town Center Plan can be found in the West Portland Multicultural Plan District code amendments.

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Commercial and Mixed Use Development	
5. Prohibit Self-Service Storage, Quick-Vehicle Servicing	10-11
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 Citywide prohibition on Self-Service Storage uses near transit stations: Pages 60-63

Section II: Zoning Code Amendments

This section presents staff proposed zoning code amendments. The section is formatted to facilitate readability by showing draft code amendments on the right-hand pages and related commentary on the facing left-hand pages.

Commentary

33.595 West Portland Multicultural Plan District

This is a new Zoning Code chapter that implements the West Portland Town Center Plan.

Note: for readability, underlining is not used to indicate new text, as all the Chapter 33.595 text is new text.

33.595 West Portland Multicultural Plan District

595

Sections:

General

- 33.595.010 Purpose
- 33.595.020 Where These Regulations Apply
- 33.595.030 Neighborhood Contact
- 33.595.040 Initiating a Quasi-judicial Zoning Map Amendment

Use Regulations

- 33.595.100 Prohibited Uses
- 33.595.110 Retail Sales and Service
- 33.595.120 Commercial Parking
- 33.595.130 Required Ground Floor Active Use

Development Standards

- 33.595.200 Minimum Density
- 33.595.210 Floor Area Ratio
- 33.595.220 Floor Area Bonus Options
- 33.595.230 Bonus Height
- 33.595.240 Required Affordable Commercial Space
- 33.595.250 Commercial Corridor Standards
- 33.595.260 Residential Corridor Standards
- 33.595.270 Setbacks
- 33.595.275 Design Standards for RM1 and RM2
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Map 595-1 Plan District and Subdistricts

Map 595-2 Employment Focus Area

Map 595-3 Commercial Corridor and Residential Corridor Standards

Map 595-4 Maximum Floor Area Ratios

Commentary

Purpose

The draft plan district regulations in this chapter help implement the West Portland Town Center Plan vision and goals. The draft amendments include Zoning Code regulations and incentives, specific to the West Portland Town Center, to accompany the plan actions and proposed land use changes.

33.595.030 Neighborhood Contact

This regulation adds the SW Corridor Equity Coalition (SWEC) to the organizations (primarily neighborhood and business associations) that must be contacted and are included in meeting requirements outlined in Chapter 33.705 (Neighborhood Contact). This is intended to foster inclusive community engagement in conjunction with new development and help ensure that equity considerations are conveyed to developers in the West Portland Multicultural Plan District. The Neighborhood Contact requirement will provide a key opportunity for the SWEC and other community members to advocate for development approaches that can contribute to the achievement of the SW Corridor Equitable Development Strategy, SW Equitable Housing Strategy, and the West Portland Town Center Plan.

Current Neighborhood Contact requires notice posted onsite and notice sent to area neighborhood associations, district coalitions, and business associations. For projects larger than 25,000 square feet (10,000 square feet in d-overlay) a meeting is mandatory and the applicant must provide a letter explaining any changes to the proposal made as a result of public comments.

This is a new Chapter. For ease of readability, it is not underlined.

General

33.595.010 Purpose

The West Portland Multicultural plan district provides for an urban level of mixed-use development for a growing economically and culturally diverse population. The plan district shapes development to promote personal and community health and prosperity, and strengthens the West Portland Town Center's role as a multicultural center for Southwest Portland. These regulations:

- Accommodate additional housing and additional commercial, office, and recreational amenities and services at a level similar to other town centers in the city;
- Support opportunities for under-represented people and communities to inform new development;
- Promote equitable development that benefits rather than displaces households most at risk of displacement;
- Encourage new affordable and market rate multi-dwelling housing in formerly single dwelling areas to promote economic and racial integration.
- Promote healthy outcomes through development of green infrastructure and design of public spaces and streets for more recreational and physical activity;
- Discourage auto-oriented uses and prioritize the pedestrian experience over automobiles while promoting the use of transit and biking.
- Promote equitable opportunities for businesses, including immigrant, minority, and women-owned small businesses;
- Create defined commercial main streets and hubs that enhance conditions for more varied commercial and business services;
- Encourage the growth of quality jobs;
- Promote development of spaces for community and cultural events and services.

33.595.020 Where These Regulations Apply

The regulations of this chapter apply in the West Portland Multicultural plan district. The boundaries of the plan district and subdistricts are shown on Map 595-1 at the end of this chapter, and on the Official Zoning Maps.

33.595.030 Neighborhood Contact

When proposed development triggers the neighborhood contact steps in Chapter 33.705, Neighborhood Contact, the coalition manager of the SW Corridor Equity Coalition must also be contacted and sent meeting notes when the notification and meeting requirements of 33.705 stipulate that contact is required or sending notes is required. Contact information for the coalition manager is available from the Office of Community and Civic Life.

Commentary

33.595.040 Initiating a Quasi-judicial Zoning Map Amendment

This regulation prohibits requests for zone map amendments from single-dwelling or multi-dwelling zoning to higher zoning designations until further infrastructure planning is in place, including in many cases a stormwater disposal system plan for the area in which the site is located.

The prohibition will apply to areas in Subdistricts A and C where poor soil infiltration and inadequate public stormwater facilities, along with existing substandard street conditions, which will retain current zoning but will have higher Comprehensive Plan Map designations that allow for future up-zoning.

The prohibition will hold land use zoning changes back until such time as BES and PBOT have developed a plan and determined there can be a viable system to manage stormwater in deficient areas of the town center geography considering needed street improvements.

Once BES and PBOT can confirm there is a plan for a system to manage site and roadway stormwater for the area within which a site is located, the applicant may proceed to apply for a land use review to request a zone map amendment in compliance with the Comprehensive Plan and will need to address the approval criteria of 33.855. If system improvements are required to meet the approval criteria of 33.855, the applicant may be required to construct these improvements as a condition of the zoning map amendment decision.

Initially designed to limit nearer-term redevelopment in areas that have significant stormwater system deficiencies the prohibition now applies to additional areas as part of a strategy to phase redevelopment of the area in such a way that also allows more time for the development of the area's transportation infrastructure to be further planned, funded and implemented. This approach also helps manage impacts to the area's transportation networks in the nearer term while planned improvements are not yet in place.

This section also prohibits zoning map amendments in commercial/mixed use zones from CM2 or CE zoning to the larger scale CM3 zone for a ten-year period following adoption of the plan district regulations. This will encourage use of bonuses providing affordable housing units and community benefits (see pages 16-19) for the initial years of the plan district's implementation.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.040 Initiating a Quasi-judicial Zoning Map Amendment

Initiating a quasi-judicial zoning map amendment is prohibited within the West Portland Multicultural plan district as follows:

- A.** Initiating a quasi-judicial zoning map amendment to rezone a site from a single-dwelling or multi-dwelling base zone to any multi-dwelling or commercial mixed use base zone is prohibited until the Bureau of Environmental Services and Bureau of Transportation confirm that there is a stormwater disposal system plan, integrated with the transportation system plan, for the site area that either shows the site can be served with existing services or by system improvements called for in the plan; and
- B.** Initiating a quasi-judicial zoning map amendment to rezone a site from CM2 or CE to CM3 is prohibited until [INSERT DATE 10 YEARS FROM THE EFFECTIVE DATE OF THE ORDINANCE ADOPTING THIS PLAN DISTRICT].

Commentary

Use Regulations

33.595.100 Prohibited Uses

Prohibited Residential Uses. Residential uses are prohibited in the Employment Focus Area in Subdistrict A. This Residential use restriction, in conjunction with limits on Retail and Commercial Parking uses, is intended to prioritize this area for transit-oriented employment uses, including quality jobs to support the economic self-sufficiency of area residents. The Employment Focus Area is proposed for CM3 zoning to allow for the urban development intensities provided by this zone and the pedestrian-oriented design features intended for the area (such as requirements for ground-floor windows and limitations on auto-oriented development, which are not provided by the EG zones), while limiting the retail and residential uses otherwise allowed by the CM3 zone. The Comprehensive Plan Map designation for the area, Mixed Use - Urban Center, allows for zone changes to CM2 or CE, but the Residential Use prohibition will apply regardless of zone changes to these other commercial/mixed use zones.

Prohibited Commercial Uses. Self-Service Storage uses and Quick-Vehicle Servicing (such as gas stations) are prohibited in the plan district to promote pedestrian- and transit-oriented development. In the commercial/mixed use zones in the plan district area, the CM2 zone currently already does not allow Self-Service Storage, but such uses are allowed as a limited use in the CM3 and CE zones, where the ground floors of development along corridors such as Barbur and near transit stations must also include active uses. This code amendment places a stronger limitation on Self-Service Storage uses - no such uses would be allowed in the plan district.

Quick-Vehicle Servicing is currently allowed in the CE zone in the plan district. No new Quick-Vehicle Servicing Uses are currently allowed in the CM2 or CM3 zones, although existing uses such as gas stations are allowed to be reconfigured or expanded on a site. Prohibiting Quick-Vehicle Servicing will disallow any new gas stations and prevent reconfiguration or expansion of existing uses in the plan district (although existing gas stations could continue to function as non-conforming uses, with limitations on their reconfiguration). This prohibition is intended to contribute to the long-term vision of the West Portland Town Center as a pedestrian- and transit-oriented district.

This is a new Chapter. For ease of readability, it is not underlined.

Use Regulations

33.595.100 Prohibited Uses

- A. Purpose.** These regulations prioritize employment opportunities in certain areas close to transit, promote pedestrian- and transit-oriented development, and help reduce traffic congestion, especially in the commercial core of the plan district.
- B. Prohibited uses.**
 - 1. Residential uses are prohibited in the Employment Focus Area shown on Map 595-2;
 - 2. Self-Service Storage is prohibited within the plan district; and
 - 3. Quick Vehicle Servicing is prohibited within the plan district.

Commentary

33.595.110 Retail Sales and Service

Limitations on Retail Sales and Service uses apply in the West Portland Town Center's multicultural hub (Subdistrict B). The limitation on the size of most retail and service uses is intended to promote small-scale commercial spaces that are relatively affordable to facilitate opportunities for a broad range of small businesses, including opportunities for the area's immigrant and refugee communities (see also the mandatory affordable commercial space requirement that will also apply in this subdistrict, described in 33.595.240). Exemptions to the size limitation are provided for grocery stores to facilitate access to healthy food in the multicultural hub, and for shared retail spaces designed for multiple vendors. Shared retail spaces are an opportunity to provide relatively low-cost commercial opportunities that are affordable to a broad range of small businesses and would accommodate community interest in the creation of a shared multicultural marketplace that can support and serve the area's diverse communities.

In the Employment Focus Subarea (part of Subdistrict A), Retail Sales and Service uses are limited in size to 20,000 square feet. This is the same size limitation that applies in the general employment (EG) zones. This limitation, in conjunction with a prohibition on Residential uses (see 33.595.100), is intended to prioritize this area for transit-oriented employment uses, including quality jobs to support the economic self-sufficiency of area residents. The Employment Focus Area is proposed for CM3 zoning to allow for the urban development intensities provided by this zone and the pedestrian-oriented design features intended for the area (such as requirements for ground-floor windows and limitations on auto-oriented development, which are not provided by the EG zones), while limiting the retail and residential uses otherwise allowed by the CM3 zone.

33.595.120 Commercial Parking

The Commercial Parking limitation that applies in the multicultural hub (Subdistrict B), focused around the Barbur Transit Center, serves to prohibit Commercial Parking in the form of surface parking lots to prioritize transit-oriented development and efficient use of land near the transit center. Commercial Parking (which category includes shared parking arrangements) is, however, allowed when it is in the form of structured parking because of the more efficient use of land this provides and to allow for shared parking arrangements in which structured parking is shared by multiple properties. The park-and-ride facility at the Barbur Transit Center will not be affected by this limitation, as this public facility parking is a Community Service use. Commercial Parking is a conditional use in the Employment Focus Area to prioritize this area for transit-oriented employment uses (this is consistent with how Commercial Parking is treated in the general employment [EG] zones).

This is a new Chapter. For ease of readability, it is not underlined.

33.595.110 Retail Sales and Service

- A. Purpose.** These regulations limit the size of Retail Sales And Service uses in order to promote smaller retail spaces that are less expensive than large spaces, accommodate the need for grocery stores in the plan district, help reduce traffic congestion associated with large-scale retailers, and prioritize employment uses in specified areas.
- B. Retail Sales And Service use limitations.**
 - 1. Within Subdistrict B, Retail Sales And Service uses are limited to a maximum of 3,000 square feet of net building area per use. The following are exempt from this size limitation:
 - a. Grocery stores when at least 50 percent of the net building area is used for the sale of food items; and
 - b. Retail space designed for multiple individual vendors, such as indoor markets or food courts, for which individual vendor spaces are provided that are not fully walled from each other and that share circulation areas, seating areas, and restrooms. To be exempt, the retail space must be designed for at least three individual vendors.
 - 2. Within the Employment Focus Area shown on Map 595-2, the maximum amount of net building area plus any exterior display, storage, work or other exterior activity area allowed per site for Retail Sales And Service use is limited to 20,000 square feet or the square footage of the site area, whichever is less.

33.595.120 Commercial Parking

- A. Purpose.** These regulations promote transit-oriented development close to the Barbur Transit Center and prioritize transit-oriented employment in the Employment Focus Area.
- B. Commercial Parking use limitations.**
 - 1. Commercial Parking is prohibited on surface parking areas within Subdistrict B. Commercial Parking is allowed in structured parking.
 - 2. Commercial Parking is a conditional use in the Employment Focus Area shown on Map 595-2.

Commentary

33.595.130 Required Ground Floor Active Use

This regulation encourages a concentration of services and activity along streets that are intended to serve as mixed-use commercial corridors, supporting the role of the West Portland Town Center as a hub of community activity and services (see Map 595-3 at end of chapter). This regulation also applies to any future streets in the Barbur Transit Center. The requirement for ground-floor active uses will prevent a purely residential project along the streets where they apply, as it requires active uses - such as commercial, employment, or institutional uses - to occupy at least part of the ground floor in portions of sites that abut the mapped streets.

In other areas of the city an active ground floor use requirement is often implemented by the Centers Main Street 'm' overlay, standards for which are in 33.415. In order to customize related standards for this plan district, the 'm' overlay was not used, and some variations on the 'm' standards are proposed. Some of the standards that apply in the 'm' overlay, such as the active ground floor uses, are the same but use Map 595-3, Commercial Corridors and Residential Corridors, to indicate where the regulations apply.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.130 Required Ground Floor Active Use

- A. Where this regulation applies.** This regulation applies in commercial/mixed use zones.
- B. Required ground floor active use.** On sites that abut a commercial corridor shown on Map 595-3, and on sites that abut any street in the Barbur Transit Center shown on Map 595-3, 25 percent of any ground level floor area located within 100 feet of the lot line that abuts the corridor or street shown on Map 595-3 must be in one of the following active uses. Only uses allowed in the base zone may be chosen:
1. Retail Sales and Service;
 2. Office;
 3. Industrial Service;
 4. Manufacturing and Production;
 5. Community Service;
 6. Daycare;
 7. Religious Institutions;
 8. Schools;
 9. Colleges. If a College use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; library; food service; theatre; meeting area; or
 10. Medical Centers. If a Medical Center use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; waiting room; food service; out-patient clinic.

Commentary

Development Standards

33.595.200 Minimum Density

These standards establish different minimum densities to encourage transit supportive development types and density. On RM1 sites, the code requires a minimum density of one unit for every 2,000 square feet of site area, instead of the minimum density of one unit per every 2,500 square feet (the higher minimum density is equivalent to the maximum density of the former R2 zone, which was changed to the RM1 zone in March 2020).

This increased minimum density encourages transit-supportive density in the RM1 zone in the West Portland Town Center, supporting the center's role as the location for transit-oriented development. On a 5,000 square foot site, this minimum density will require a minimum of three units. This prevents a pair of detached houses from being built on such a site and instead encourages multi-unit housing types.

On CM1 sites a minimum density one unit per of 2,000 square feet of site area is established to supersede the no minimum density requirement of the base zone. In Subdistricts A and B, predominantly zoned CM2 and CM3, the minimum density is 1 unit per 500 square feet of site area (when there is residential development).

33.562.210 Floor Area Ratio

Maximum floor area ratios. In Subdistrict D, where the West Portland Town Center Plan encourages preservation the existing low-cost apartments in this area, the maximum floor area ratios shown on Map 595-4 are calibrated to be similar to the scale of the existing multi-dwelling housing development on each site. These reduced FAR levels are intended to promote the preservation of existing apartment buildings by limiting the scale of new development. Other plan district regulations limit the ability to use FAR transfers or bonuses on sites in this area for this same housing preservation purpose (see Transfer of Bonus Floor Area Bonus Options regulations). As part of the prioritization of affordable housing in this area, the only bonus option available for use in Subdistrict D is the Deeper Housing Affordability bonus per 33.120.211.C.2. In the RM1 zones this allows 10 feet of additional height and an FAR of up to 2 to 1 when at least half of units are affordable to households earning no more than 60% of regional median income. In the RM2 zones this allows 10 feet of additional height and an FAR of up to 3 to 1. Projects using the deeper affordability bonus can exceed the FAR limits noted in Map 595-4. See related illustration on page 18.

This is a new Chapter. For ease of readability, it is not underlined.

Development Standards

33.595.200 Minimum Density

- A. Purpose.** The minimum density standard is intended to encourage the efficient use of land and service capacity and to ensure that new development contributes to transit-supportive densities of housing in the West Portland Multicultural Plan District.
- B. Minimum density.**
1. In the RM1 zone minimum density is 1 unit per 2,000 square feet of site area.
 2. In the CM1 zone if residential uses are proposed minimum density is 1 unit per 2,000 square feet of site area.
 3. Within Subdistricts A and B shown on Map 595-1, if residential uses are proposed on a site in a commercial/mixed use zone, minimum density is 1 unit per 500 square feet of site area.

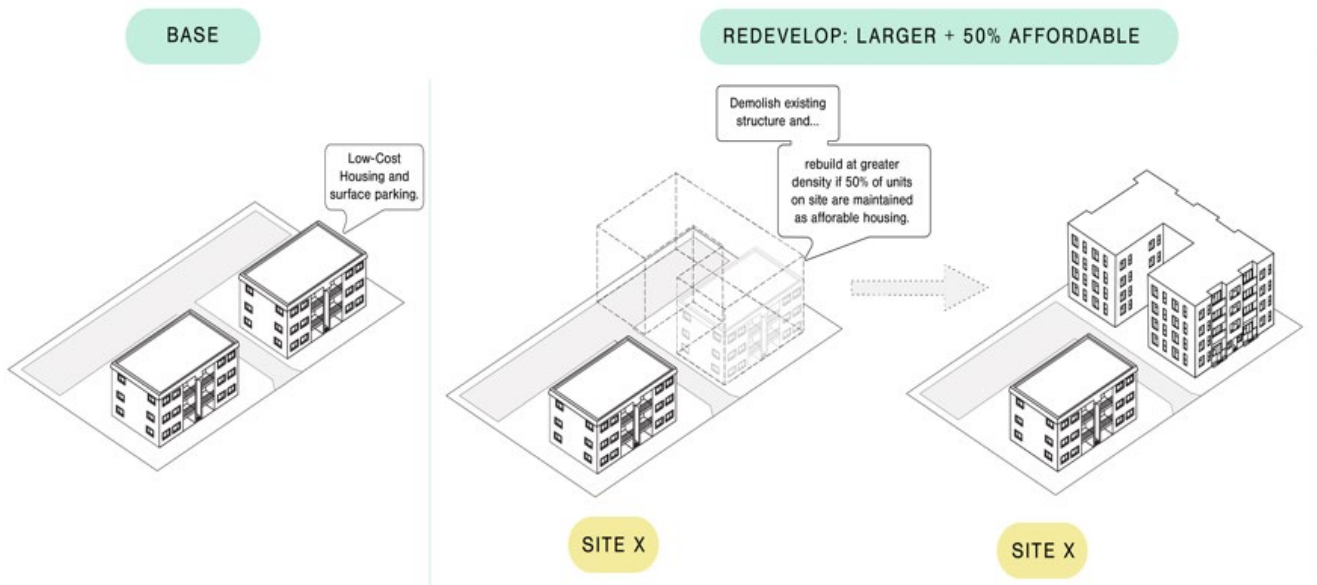
33.595.210 Floor Area Ratio

- A. Purpose.** Floor area ratios (FARs) work with the height, setback, and building coverage standards to control the overall bulk of development. The maximum FARs allowed in the West Portland Multicultural plan district:
- Encourage a transit-supportive level of development along SW Barbur Boulevard;
 - Promote the creation of community meeting and event spaces;
 - Limit the scale of development in areas with existing apartment buildings to encourage the retention of existing multi-family housing;
 - Encourage the preservation of existing multi-family units as affordable housing; and
 - Encourage the preservation of large trees and natural areas.
- B. Maximum floor area ratio.** Maximum floor area ratios are shown on Map 595-4.

Commentary

Minimum floor area ratio in Subdistrict A and B. This regulation requires a minimum FAR of 1.5 to 1 in Subdistrict A and B, which consists of commercial/mixed use zoning along Barbur, in order to foster an urban level of development along this important transit corridor. This minimum FAR level will require at least a three-story building covering half a site. This will prevent, for example, a new single-level commercial building surrounded by large amounts of surface parking, so that more efficient use of land is achieved in this transit-oriented area.

Incentives for Preservation of Existing Low-cost Housing



This is a new Chapter. For ease of readability, it is not underlined.

- C. Minimum floor area ratio in Subdistricts A and B.** Generally, there is no minimum required floor area ratio in the West Portland Multicultural plan district except in Subdistricts A and B, shown on map 595-1, where the minimum required floor area ratio is 1.5 to 1. The minimum required floor area ratio does not apply within single-dwelling residential or RM1 zones.

Commentary

Transfer of FAR

These plan district FAR transfer regulations replace FAR transfer provisions found in base zone chapter regulations. Transfers of FAR are allowed between sites within the West Portland plan district and can be transferred to sites outside the plan district, but FAR may not be transferred into the plan district. Limitations on FAR transfers into the plan district are intended to prioritize preservation objectives for affordable housing and trees within the plan district. FAR transfers to sites outside the plan district will be allowed through January 31, 2032 to facilitate their use and to help achieve preservation objectives. After that date, FAR transfers will only be allowed between sites in the plan districts so that development potential is not lost in the town center. The FAR transfer provisions available in the plan district are for the following types of preservation:

- **Preservation of large trees.** This FAR transfer provision allows FAR to be transferred to another site in the plan district in exchange for preserving large trees. This is intended to help preserve large trees as important features in the plan district that contribute to human and environmental health. The amount of floor area that may be transferred varies according to the number and size of preserved trees (see Table 595-1).
- **Preservation of existing multi-family units as affordable housing.** This allows FAR to be transferred to another site in the plan district in exchange for preserving existing housing as affordable units. This transfer allowance serves as an incentive for preserving the affordability of existing apartment and is targeted to Subdistrict D, where many low-cost apartment units are currently located. FAR may be transferred from a site when all units will be preserved to be affordable for households earning no more than 60 percent of regional median income. Compliance with the required unit affordability level must be documented to the satisfaction of BDS before the transfer of floor area can be completed. Sites receiving this FAR transfer qualify for 10 feet of additional building height (see 33.595.220) to accommodate the additional floor area. The intent of this FAR transfer option is to create a mechanism to encourage the preservation of existing affordable multifamily housing in the plan district, providing the owners of existing apartments value in exchange for keeping units affordable. The Housing Bureau will be involved in certifying compliance and determining the length of time the units must remain affordable.

Receiving sites. In the mixed-use areas (subdistricts A and B), sites are limited from receiving FAR transfers when they include residential uses, except when the residential uses meet inclusionary housing standards. This is intended to prioritize the inclusionary housing bonus as the means for obtaining greater development scale for projects that include residential units. For similar reasons, the FAR transfer regulations prevent most FAR transfers to areas with multi-dwelling zoning (subdistricts C and D) in order to prioritize bonuses for affordable housing as the means to gain greater development scale for residential development. The only FAR transfer allowed to sites in Subdistrict C is for preservation of existing units as affordable housing. No FAR transfers are allowed to sites in Subdistrict D to avoid providing an incentive for redevelopment of the existing multi-family housing in that subdistrict.

This is a new Chapter. For ease of readability, it is not underlined.

D. Transfer of FAR. FAR may be transferred as follows. Until January 31, 2032, FAR may be transferred from one site to another within the plan district and from sites located inside the plan district to sites located outside the plan district, but may not be transferred from sites located outside the plan district to sites located inside the plan district. After January 31, 2032, FAR may only be transferred from one site to another within the plan district. Transferring floor area is only allowed in the situations stated below. Use of the base zone transfer provisions is prohibited.

1. Sending site. FAR may be transferred from:
 - a. A site in the West Portland Multicultural plan district where trees that are at least 12 inches in diameter are preserved. The maximum amount of floor area that may be transferred for each preserved tree is indicated in Table 595-1, however the maximum amount of FAR that can be transferred may not exceed the total amount of unused FAR on the site. This transfer provision does not apply to dead, dying or dangerous, or nuisance trees. To qualify for this transfer, a report is required from the City Forester or a certified arborist documenting that the trees to be preserved are not nuisance trees and are not dead, dying or dangerous; or
 - b. A site in Subdistrict D where all existing dwelling units are affordable to those earning no more than 60 percent of the area median family income. The maximum amount of floor area that may be transferred is the unused FAR on the site up to the maximum FAR allowed on the site, plus an additional FAR of 1 to 1. In order to qualify for this transfer, the applicant must provide a letter from the Portland Housing Bureau certifying that this affordability standard and any administrative requirements have been met. The letter must be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.
2. Receiving site. FAR may be transferred to sites zoned multi-dwelling or commercial/mixed use. Until January 31, 2032, receiving sites located outside the plan district must be eligible to receive FAR as described in the sites base zone FAR transfer receiving site standards. See 33.120.210.D.2 or 33.130.205.C.2. Receiving sites located inside the West Portland Multicultural plan district must meet the following regulations:
 - a. Receiving sites located in subdistricts A or B must have no residential uses or must comply with the inclusionary housing standards of 33.245.040 and 33.245.050;
 - b. Transferring to a site located in Subdistrict D is prohibited;
 - c. Transferring to a site located in Subdistrict C is prohibited unless the sending site is located in Subdistrict D and all existing dwelling units on the sending site are being preserved as affordable housing per the requirements of Subparagraph D.1.b.

Commentary

Transfer of FAR (continued)

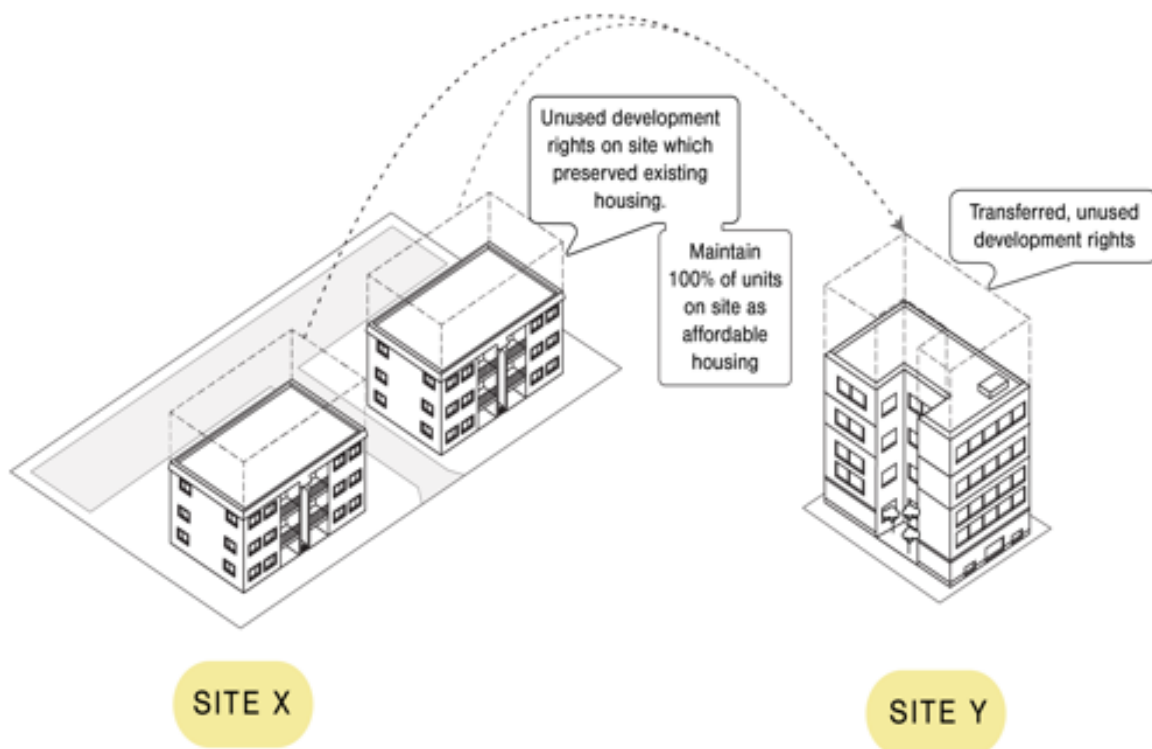
Maximum increase in FAR. The maximum increase on a receiving site from a transfer is equivalent to a 1 to 1 FAR, consistent with limits the multi-dwelling and commercial/mixed use base zones. The only departure for this is that there is no maximum FAR increase for sites in commercial/mixed use zones that receive FAR from a site where existing affordable housing is being preserved, to provide a further incentive for affordable housing preservation. The amount of FAR that can be accommodated, however, will be limited by maximum building height and coverage allowances.

Covenants. Properties involved in a transfer of FAR will require covenants to reflect the respective increase and decrease of FAR.

Table 595-1 shows the amount of FAR that can be transferred from sites preserving large trees (this table is identical to the tree preservation FAR transfer table in Chapter 33.120 (Multi-Dwelling Zones)). The amount of floor area that can be transferred varies by the number and size of preserved trees.

Transfer of Development Rights (TDR) Incentive - Preservation of Existing Low-cost Housing

PRESERVE: 100% AFFORDABLE + TRANSFER RIGHTS (TDR)



This is a new Chapter. For ease of readability, it is not underlined.

3. Maximum increase in FAR. Receiving sites located outside the plan district are subject to base zone FAR transfer limitations. See 33.120.210.D.3 or 33.130.205.C.3. Within the West Portland Multicultural Plan District, an increase in FAR on the receiving site of more than 1 to 1 is prohibited, except that there is no maximum increase in FAR on a receiving site in a commercial/mixed use zone when:
 - a. FAR is transferred from a site in Subdistrict D; and
 - b. All existing dwelling units on the sending site are being preserved as affordable housing per the requirements of Subparagraph D.1.b.
4. Covenants. The property owner must execute a covenant with the City that meets the requirements of Section 33.700.060 and is attached to, and recorded with, the deeds of both the site transferring and the site receiving the density. The covenant must reflect the respective increase and decrease of potential FAR. In addition, the covenant for the site where trees will be preserved must:
 - a. Require that all trees be preserved for at least 50 years; and
 - b. Require that any tree covered by the covenant that is dead, dying or dangerous be removed and replaced within a 12-month period. The trees must be determined to be dead, dying, or dangerous by the City Forester or a certified arborist. If a tree covered by the covenant is removed in violation of the requirements of this Section, or is dead, dying, or dangerous as the result of a violation, Tree Review is required.

Table 595-1				
Transferable Floor Area for Tree Preservation in Multi-Dwelling Zones				
Diameter of Tree Preserved	Transferable Floor Area for Each Tree (by zone)			
	RM1	RM2	RM3	RM4 & RX
12 to 19 inches	1,000 sq. ft.	1,500 sq. ft.	2,000 sq. ft.	4,000 sq. ft.
20 to 35 inches	2,000 sq. ft.	3,000 sq. ft.	4,000 sq. ft.	8,000 sq. ft.
36 inches or greater	4,000 sq. ft.	6,000 sq. ft.	8,000 sq. ft.	16,000 sq. ft.

Commentary

33.595.220 Floor Area Bonus Options

Floor area bonus options in subdistricts A and B (commercial/mixed use zones). The bonus option regulations in Chapter 33.130 (Commercial Zones) will apply in the plan district, except as indicated. The plan district regulations make inclusionary housing a “gateway bonus” that is required before other bonuses can be used (such as the bonuses for affordable commercial space and for daycares and community service uses). This is intended to prevent other bonuses from competing with inclusionary housing as the means to obtaining greater scale for development that includes residential units (purely commercial or employment projects would be exempt from the inclusionary housing gateway bonus requirement).

- **Maximum floor area increase.** In the commercial/mixed use zones in the plan district, the maximum increase in FAR is an increase of 3 to 1 above the base FAR, which is larger than the maximum bonus allowed in the base zones. This maximum 3 to 1 bonus FAR is consistent with mixed-use zone regulations in other plan districts with high-capacity transit and accommodates a combined use of the inclusionary housing bonus with other bonuses to achieve greater scale, while facilitating the provision of multiple types of community benefits.
- **Bonus option for Daycare and Community Service uses.** This bonus applies in the core commercial areas of the plan district (subdistricts A and B) and provides bonus floor area for projects that include Daycare or Community Service uses. This bonus is intended to encourage these uses as important parts of the range of services in the West Portland Town Center. Community Service uses include public or non-profit organizations that provide services to the community.
- **Bonus options limitation for large sites in Subdistrict B.** Large sites that are 2 acres or more in size in Subdistrict B will be limited to using the Planned Development bonus in Chapter 33.130. This large site bonus limitation will primarily apply to redevelopment of the Barbur Transit Center. The Planned Development bonus requires that projects meet inclusionary housing requirements, provide 15 percent of site area as publicly-accessible open space, and meet street connectivity requirements and high-performance energy standards. In exchange, this bonus provides bonus FAR and allows taller building heights (up to 75 feet in the CM2 zone). Projects on large sites in Subdistrict B could opt not to use the Planned Development bonus, but would be limited to base FAR and height allowances and would still be obligated to provide inclusionary housing units for buildings with 20 or more units. This prioritization of the Planned Development bonus promotes the inclusion of publicly-accessible open space on large, centrally located sites in support of the town center’s multicultural hub.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.220 Floor Area Bonus Options

- A. Purpose.** The regulations in this section modify bonus options provided in other Zoning Code chapters in order to prioritize desired outcomes for the West Portland Multicultural plan district. The regulations promote Daycare and Community Service uses, and publicly-accessible open space in the area’s commercial core; promote and prioritize the preservation of existing multi-family units as affordable housing; and encourage small sites to be combined into larger sites in multi-dwelling zones.
- B. Floor area bonus options in Subdistricts A and B.** Within Subdistricts A and B, shown on Map 595-1, the base zone floor area bonus regulations apply, except as follows. Adjustments are prohibited.
1. Maximum floor area increase. The overall maximum floor area increase that may be earned on a site through any combination of bonus options or FAR transfers is 3 to 1. The overall maximum FAR with bonus and transfer is stated in Table 595-2. Within Subdistricts A and B, Table 595-2 replaces the maximum FAR with bonus stated in Table 130-3.

Table 595-2			
Overall Maximum FAR with Bonus			
CM1	CM2	CM3	CE
3.5 to 1	5.5 to 1	6 to 1	5.5 to 1

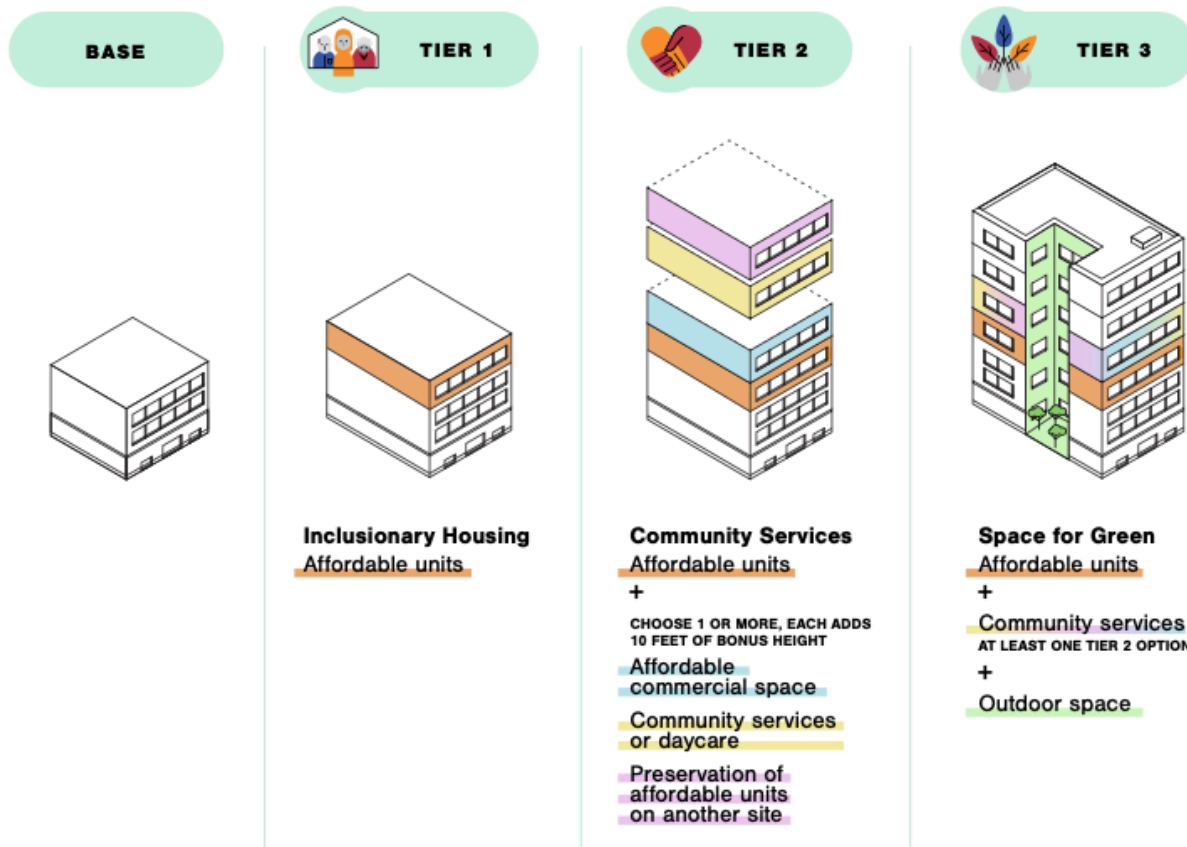
2. Daycare or Community Service use bonus option. This FAR bonus option is allowed in addition to the bonus options allowed in 33.130.212. Proposals that include a Daycare or Community Service use may increase maximum FAR. Floor area may be increased by 2 square feet for each square foot of net building floor area provided on site for Daycare or Community Service use up to the maximum increment of additional floor area allowed for affordable commercial space stated in Table 130-3. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this bonus. The property owner must execute a covenant with the City that meets the requirements of Section 33.700.060. The covenant must ensure that the floor area dedicated for Daycare or Community Service use remains dedicated to the use for the life of the building.
3. Limitation on use of the affordable commercial space bonus. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for the affordable commercial space bonus in 33.130.212.D.
4. Subdistrict B bonus option limitation. In Subdistrict B, the only bonus option that may be used on sites that are 2 acres or larger in total site area is the Planned Development bonus option described in 33.130.212.E. All other bonuses are prohibited.

Commentary

Floor area bonus options in subdistricts C and D (multi-dwelling zones) The bonus option regulations in Chapter 33.120 (Multi-Dwelling Zones) will apply in the plan district, except as indicating in these plan district regulations:

- **Inclusionary housing bonus option for large sites.** In multi-dwelling zone areas intended to accommodate new development (Subdistrict C), this regulation provides an additional increment of FAR bonus and 10 feet of additional building height for sites that are 15,000 feet or more in size and that are providing affordable units through inclusionary housing. This encourages small properties to be combined into larger sites that allow for better site design, as well as to provide an additional incentive for creating projects that are large enough to support inclusionary housing units.
- **Bonus option limitations in Subdistrict D.** In Subdistrict D, bonus options are limited to the deeper housing affordability bonus (qualifying projects must provide at least half of units affordable at 60 percent MFI) in order to prevent bonuses from serving as an incentive to redevelopment of the subdistrict's existing low-cost apartments. Mandatory inclusionary housing will still apply to development of buildings with 20 or more units in this subdistrict, but the inclusionary housing bonus will not be available.

Mixed Use Building Scale driven by Public Benefits



This is a new Chapter. For ease of readability, it is not underlined.

- C. Floor area bonus options in subdistricts C and D.** In subdistricts C and D, the base zone floor area bonus regulations apply, except as follows. Adjustments are prohibited.
1. Inclusionary housing bonus option for large sites. In Subdistrict C, on sites 15,000 square feet or more in total site area, the increment of additional floor area allowed for the inclusionary housing bonus and the overall maximum FAR allowed with other bonuses stated in Table 120-5 or Table 130-3 are increased by an amount equivalent to 25 percent of the maximum FAR stated in Table 120-3 or Table 130-2. Projects qualifying for this bonus are also allowed an additional 10 feet of building height beyond the base height stated in Table 120-3 or Table 130-2.
 2. Subdistrict D bonus option limitation. In Subdistrict D, the only bonus option that may be used is the deeper housing affordability bonus option described in 33.120.211.C.2. All other bonuses are prohibited.

Commentary

33.595.230 Bonus Height

The plan district regulations in the commercial/mixed use zones for bonus height prioritize affordable housing and allow for multiple bonuses to be used to increase the allowed height of development. These regulations make inclusionary housing a “gateway bonus” that is required before other height bonuses can be used. These regulations also allow height bonuses to be additive, allowing multiple bonuses to be combined. In the CM2 zone for example, which has a base height allowance of 45 feet, this will allow building heights of 75 feet or more to be achieved when multiple bonuses are used, each providing 10 feet of additional building height. In the CM2 zone, this allows projects to combine bonuses for affordable units, affordable commercial space, daycares, etc., to achieve development scale similar to what is allowed in the CM3 zone in exchange for providing these community benefits. In mixed-use areas of the plan district, this approach of linking increments of additional development scale to providing public benefits is being used instead of up-zoning to CM3. The same system of additive bonuses will also apply in the CM3 zone in the Employment Focus Area, where commercial or employment development will be able to use non-residential bonuses without having to first use the inclusionary housing bonus.

Bonus height for affordable housing preservation (subparagraph 4, next code page). As an incentive to encourage preservation of existing units as affordable housing, sites in commercial/mixed use zones that receive a transfer of FAR from a site where existing affordable housing is being preserved (see 33.595.200.D.1.b) are allowed an additional 10 feet of building height. This is the same increase in height provided in the CM2 and CM3 zones for projects utilizing FAR bonus options (such as for inclusionary housing). This additional scale facilitates the increase in FAR on the receiving site. Without additional building height the ability to receive additional FAR would be limited.

Bonus height for outdoor area (subparagraph 5, next code page.) For sites in the commercial/mixed uses zones in subdistricts A and B, this section provides an additional 10 feet of building height, beyond the usual base and bonus heights, in order to encourage the use of more site area for open space and natural features. To fully utilize base and bonus FAR within the usual height limits, most of a site will be covered by buildings. Without allowing flexibility for greater height, dedicating more site area as open space means a loss of potential building floor area and can mean that FAR bonuses for inclusionary housing cannot be utilized. However, to prioritize affordable housing and community services, projects that include residential units must first use two other bonuses (inclusionary housing plus one other bonus in the case of projects with residential units) to qualify to use this height bonus.

The commercial/mixed use zones in the plan district require at least 15 percent of site area to be landscaped, which can be met by small setbacks around the edges of the site, with no substantial area of outdoor space. To gain the additional 10 feet of building area, this bonus height allowance requires that a larger area of outdoor space be included. Projects opting to provide the native landscaping area or the large tree options of the Urban Green Options (see 33.595.280, below) also qualify for this additional bonus height. Providing open space and green features as part of development in the commercial/mixed use zones contributes to a distinct urban environment in the West Portland Town Center that supports human and environmental health and responds to the natural features of the surrounding area.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.230 Bonus Height

- A. Purpose.** The bonus height regulations prioritize affordable housing and encourage multiple height bonuses to be used to provide multiple community benefits. These regulations also provide flexibility in building height to accommodate FAR transfers to commercial/mixed use zone sites from sites where existing units are preserved as affordable housing, and encourage larger portions of site area in commercial/mixed use zones to be used for outdoor areas and natural features while still allowing for base and bonus floor area to be utilized.
- B. Where the bonus height standard applies.** The bonus height standard of this section applies in the commercial/mixed zones in Subdistricts A and B shown on Map 595-1. The height bonuses allowed by this standard supersede the incremental and overall maximum bonus height allowances shown in Table 130-3 except for the planned development bonus. The increment of additional height allowed and the overall maximum height with bonus allowed for planned development bonus shown in Table 130-3 continue to apply when the planned development bonus described in 33.130.212.E is utilized.
- C. Bonus height.** An increment of 10 feet of additional building height above the base height limits of the base zone is allowed in all commercial/mixed use zones in the plan district for each of the following. Base height is shown in Table 130-2 and Table 595-3. The 10-foot height increments allowed by this standard can be combined to provide multiple increments of 10 feet of additional height. The maximum overall height with bonus is shown in Table 595-3. When a height bonus option listed below is used to increase the base height, the step-down height limits do not increase. Adjustments are prohibited.
1. Proposals utilizing the inclusionary housing bonus in 33.130.212.C.
 2. Proposals utilizing the affordable commercial space bonus in 33.130.212.D. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this height bonus.
 3. Proposals utilizing the FAR bonus for Daycare or Community Services uses described in 33.595.220.B.2. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this height bonus.
 4. Sites receiving a transfer of FAR from a site where all existing dwelling units are being preserved as affordable per the requirements of 33.595.210.D.1.b;
 5. Sites meeting one of the following outdoor area or urban green standards. In order to qualify for this height bonus, sites must utilize at least two of the other height bonuses in this Subsection:
 - a. At least 25 percent of total site area is preserved as outdoor area and is landscaped to at least the L1 standard. The outdoor area may be preserved in more than one individual area, but at least one outdoor area must be at least 1,000 square feet in total size and no part of the 1,000 square feet measures less than 30 feet in dimension;
 - b. The native landscaping area standard described in 33.595.280.C.1 is met; or
 - c. The space for large trees standard described in 33.595.280.C.2 is met.

Commentary

33.595.240 Required Affordable Commercial Space

In the commercial/mixed use zones in subdistricts A and B, except for the Employment Focus Subarea, all development that adds 10,000 square feet or more of commercial space to a site will be required to include at least one affordable commercial space. This is intended to implement goals for fostering the West Portland Town Center as a place that provides a range of business opportunities, including a range of affordability levels that can support access to opportunity for the area's diverse communities as well as space for small businesses. Projects subject to the affordable commercial space requirement will need to provide commercial space that meets affordability requirements and rules in the Affordable Commercial Space Program administered by Prosper Portland (referred to as the Portland Development Commission in the code). As an offset, projects providing affordable commercial space may qualify to use the affordable commercial space bonus, which provides 2 square feet of additional floor area for each square feet of affordable commercial space and 10 additional feet of building height.

This is a new Chapter. For ease of readability, it is not underlined.

Table 595-3					
Summary of Subdistrict A and B Bonus Height					
		CM1	CM2	CM3	CE
Overall Maximums Per Zone					
Base height		35 ft.	45 ft.	65 ft.	45 ft.
Maximum height with bonus		85 ft.	95 ft. 75 ft. [1]	115 ft. 120 ft. [1]	95 ft. 75 ft. [1]

[1] This overall maximum is only allowed through the Planned Development bonus option and required Planned Development Review. See 33.130.212.E.

33.595.240 Required Affordable Commercial Space

- A. Purpose.** This standard promotes an inclusive business district in West Portland’s commercial/mixed use zones that provides a diversity of business opportunities at a range of affordability levels. Diverse affordability levels in turn support pathways to opportunity, innovation, and long term social and economic resilience locally and regionally.
- B. Where this standard applies.** The required affordable commercial space standard applies in subdistricts A and B, excluding the Employment Focus Area shown on 595-2
- C. Required affordable commercial space.** When new development or alterations to existing development will add more than 10,000 square feet of net building area to the site, and at least 10,000 square feet of the new or additional net building area will be in at least one commercial use, a minimum of 1,000 square feet of affordable commercial space must be provided on the site. To comply with this standard, the following must be met:
 1. The applicant must provide a letter from the Portland Development Commission certifying that any program administrative requirements have been met; and
 2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as affordable commercial space will meet the administrative requirements of the Portland Development Commission or qualified administrator.

Commentary

33.595.250 Commercial Corridor Standards

These regulations foster mixed-use, main street development along commercial corridors intended to be a focus for pedestrian activity, including sections of Barbur, Capitol, Collins, 41st, Taylors Ferry and Huber (see Map 595-3). The regulations will also apply to new streets created in the Barbur Transit Center to cultivate a street environment that supports pedestrian activity. To foster an active main street environment, the regulations limit front parking, require larger amounts of ground-floor windows (60 percent coverage, instead of the standard 40 percent), and require frequent entrances (at least one entrance for every 100 feet of building length). They work in conjunction with requirements for ground-floor active uses that will also apply to these streets (see 33.595.130 Required Ground Floor Active Use).

In addition, the Trees in Street Setbacks standards support the creation of envisioned WPTC Plan Greenscapes shown on the Circulation Growth Concept diagram and corresponding with the commercial corridors on Map 595-3. The standard has common elements with optional design standard C12.

In many cases development along these streets will provide street trees within the right-of-way. This standard requires that an additional set of trees be planted within the front setback which creates an enhanced amenity along the commercial corridor. The intent is that a linear row parallel to the roadway be provided within street setbacks.

The trees can be within a landscaped strip or in tree-wells as part of an extension of a plaza or sidewalk, but it does not count if the trees are part of the perimeter parking lot landscaping. The number of trees planted must be sufficient to extend over at least 60 percent of the frontage and meet the L1 spacing standard (1 per 30 linear feet). Where there is less than 60 feet of frontage at least 2 trees must be planted.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.250 Commercial Corridor Standards

- A. Purpose.** These standards encourage street frontages lined by buildings with storefront windows and frequent entrances to encourage pedestrian activity along the plan district's primary commercial corridors. Where setbacks are required or proposed they also promote a pleasant and comfortable pedestrian realm with the inclusion of additional trees.
- B. Where the standards apply.** The commercial corridor standards apply to CM2 and CM3 sites that abut a commercial corridor shown on Map 595-3, and the standards apply to sites that abut any street in the Barbur Transit Center shown on Map 595-3.
- C. Location of vehicle area.** No more than 30 percent of the commercial corridor frontage or street frontage in the Barbur Transit Center may be used for vehicle area.
- D. Trees between the building and the street.** For sites with frontage on the Barbur Boulevard commercial corridor, a row of trees must be planted between the building and the lot line abutting Barbur Boulevard when buildings are set back at least 10 feet. The row of trees must meet the following.
 - 1. The row must extend along at least 60 percent of the street frontage.
 - 2. The number of trees must be sufficient to meet the L1 standard for tree spacing, using medium or large trees, but may not be grouped. Where there is less than 60 feet of frontage at least 2 trees must be planted.
 - 3. Trees planted to meet perimeter parking lot landscaping do not count toward meeting this standard.
- E. Ground floor windows.** The ground floor window standards of the base zones apply, however the percentage of ground floor window required by 33.130.230.B.2.a(1) is increased to 60 percent.
- F. Entrances.**
 - 1. Entrance frequency. At least one entrance is required for every 100 feet of building length for portions of buildings subject to the maximum street setback.
 - 2. Entrance design. Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

Commentary

33.595.260 Residential Corridor Standards

As indicated in the purpose statement, these regulations apply to major streets with multi-dwelling zoning and limit vehicle driveways to limit interruptions of the pedestrian environment of sidewalks and minimize conflicts between vehicles and pedestrians. While these regulations limit the maximum number of driveways allowed per site, the City Engineer/Bureau of Transportation (PBOT) will still review curb-cut locations for safety and other factors and retains final authority in their location.

Along the street frontages of the mapped residential corridors, the regulations prevent attached houses (also known as rowhouses) with individual front driveways, which create multiple curb cuts and interruptions to the sidewalk that can bring conflicts with pedestrians, compromise the pedestrian environment, limit opportunities for street trees, and reduce opportunities for on-street parking.

33.595.270 Setbacks

Residential area deep rear setback. This standard, applicable to residential areas with multi-dwelling zoning in Subdistrict C, requires a rear setback equal to 25 percent of the depth of sites. This promotes creation of useful common outdoor areas for the use of residents. It also promotes continuation of some of the area's mid-block characteristics, which are typically the locations for rear yards and trees. Exemptions are provided for smaller sites up to 100 feet deep and for corner sites, and for projects providing large common areas, such as a central courtyard, elsewhere on the site.



Without deep rear setback requirement:
development extends to rear of site



Proposed approach: *development arranged to provide a deep setback at rear of site.*

This is a new Chapter. For ease of readability, it is not underlined.

33.595.260 Residential Corridor Standards

- A. Purpose.** These standards limit interruptions of the pedestrian environment along sidewalks and minimize conflicts between vehicles and pedestrians.
- B. Where the standards apply.** The residential corridor standards apply to sites that abut a residential corridor shown on Map 595-3.
- C. Driveway limitation.** On sites with residential uses, only one driveway is allowed providing access from the residential corridor, except on sites larger than 10,000 square feet that contain multi-dwelling development or at least one multi-dwelling structure, in which case two driveways are allowed providing access from the residential corridor if each driveway provides one-way ingress or egress.
- D. Attached houses.** All parking and vehicle access provided for attached houses must be from an alley or shared court.

33.595.270 Setbacks

- A. Purpose.** These standards promote the continuation of mid-block outdoor areas and other outdoor spaces in residential areas and ensure buffers with trees adjacent to the I-5 freeway to limit noise and visual impacts.
- B. Minimum rear building setback.**
 - 1. Where the standard applies. The minimum rear building setback standards apply to sites zoned RM1, RM2 or RM3 in Subdistrict C.
 - 2. Minimum rear building setback. The required minimum rear building setback is an amount equal to 25 percent of the total depth of the site. Outdoor and common areas are allowed within this setback. No more than 50 percent of this setback can be vehicle area.
 - 3. Exemptions. The following are exempt from the minimum rear building setback. When a site is exempt from the minimum rear building setback, the base zone required minimum rear building setback stated in Table 120-3 applies:
 - a. Corner lots and lots that are up to 100 feet deep are exempt from the minimum rear building setback; and
 - b. Sites where at least 10 percent of the total site area is outdoor common area with no dimension less than 30 feet are exempt from this minimum rear building setback.

Commentary

Freeway setback and screening. Applicable to sites in subdistricts A and B along the I-5 freeway, this regulation requires a buffer planted with large evergreen trees adjacent to the freeway to limit noise and visual impacts. The intent is to have the entire 20-foot setback area meet the L3 standard for trees. The trees don't have to be in a row so long as the canopy largely covers the area.

This is a new Chapter. For ease of readability, it is not underlined.

C. Minimum freeway setback.

1. Where the standard applies. The freeway setback and screening standard applies in subdistricts A and B. Properties that are less than 15,000 square feet or do not extend beyond 100 feet from the I-5 freeway right of way are exempt from this standard.
2. Minimum freeway setback. The minimum setback from a property line that abuts the I-5 Freeway is 20 feet. The minimum freeway setback area must be landscaped with trees in the quantities required by the L3 standard. Trees provided to meet this standard must be large evergreen trees. Existing large trees that are not diseased or dying may be used to meet this standard. Large trees are defined in Section 33.248.030, Plant Materials.

Commentary

33.595.275 Design Standards in RM1 and RM2 Standards -

Sites in the multi dwelling zones will be required to meet these development standards to support healthy, people centered and climate resilient development in the more residentially focused areas predominantly within Subdistricts C and D.

Over time these standards are intended to support a cohesive and positive character around people centered development which in turn supports social cohesion and positive relationship to place and community, enhancing long term health outcomes.

These standards apply to all development in RM1 and RM2 zones across the plan district because there will be some RM1 or RM2 sites remaining in Subdistrict A or B due to current infrastructure limitations.

Development of these standards considered the context of the plan district, areas where they would apply and that when applied across the town center, they provide opportunity for uniform amenities and qualities that will help shape the resilience and health of the center's population.

These standards are based largely on the Design standards in 33.420, adopted with the Design Overlay Zone Amendments (DOZA) project but go beyond these standards in some cases.

Residential Entrance The intent of this standard is to provide separation and a softer edge between residential entrances and the public street realm, while still encouraging residential entrances to activate these streets. It provides livability standards that include physical features, landscaping or outdoor space between the public and private realms. In addition, to meet the standard, bedroom windows on the ground floor cannot face the street, since bedrooms situated next to the ground-level street reduce resident livability and limits the activity between the public and private realm.

In the West Portland Multicultural Plan District, the residential entrance standard does apply to sites along Neighborhood Corridors. This is the same as Design standard PR10 in Table 420-2 of 33.420.050.C, with the exception that it applies to neighborhood corridors and references Map 120-1 instead of 130-3.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.275 Design Standards for RM1 and RM2

- A. Purpose.** These standards promote healthy, climate resilient and people-centered development through features that support opportunity for relationship with the outdoors, the street, and fresh air, as well as countermeasures to heat impacts throughout the more residentially focused areas of the town center.
- B. Where the design standards apply.** The design standards listed below apply to new development in the RM1 and RM2 zones.
- C. Residential entrances.** This standard applies to buildings with ground floor dwelling unit main entrances adjacent to a street that is not identified as a civic corridor on Map 120-1.
 - 1. At least 50 percent, or four, whichever is more, of the dwelling units on the street-facing ground floor of the building must have a pedestrian connection between the street and the main entrance of the dwelling unit.
 - 2. 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:
 - a. A wall or fence that is 18 to 36 inches high;
 - b. Landscaping that meets the L2 standard;
 - c. A tree within the small tree category identified in 33.248.030;
 - d. Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it. The floor of the open space is between 18 and 36 inches above the grade of the right of way; or
 - e. A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way.
 - 3. No windows into bedrooms located on the ground floor may face the street.

Commentary

Operable windows on upper-level units This standard requires that upper floor dwelling units provide at least one operable window for the unit to allow natural ventilation. Operable windows support air circulation and options for cooling, both of which are supportive of climate resilience. The standard only applies on the upper floors of buildings. This standard is the same as Design standard QR13 in Table 420-2, 33.420.050.C.

Building Walls Adjacent to Outdoor Common Area. This standard applies to new development with required outdoor common area. Improves accessibility and views of onsite resources. This standard is the same as Design standard QR6 in Table 420-2, 33.420.050.C.

Reflective Roof Structure. This standard requires treating the roof area with a reflective surface, which can reduce energy consumption and the heat-island effect. The standard requires that 90 percent of the roof area not utilized for accessory features such as rooftop equipment, solar panels, vents, skylights, stairwells, or elevator enclosures. This standard is the same as QR23 in Table 420-2, 33.420.050.C.

This is a new Chapter. For ease of readability, it is not underlined.

- D. Operable windows on upper-level units.** For each dwelling unit or commercial tenant space located above the ground floor, provide at least one operable window in an exterior wall of the dwelling unit or tenant space. Each window meeting this standard must provide an operable opening of at least 6 square feet.
- E. Building Walls Adjacent to Outdoor Common Area.** This standard applies to new development with required outdoor common area with facades facing and within 10 feet of an outdoor common area. To comply with this standard, the following must be met:
1. 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
 2. Pedestrian access must be provided between the outdoor common area and at least one entrance for a lobby, tenant space or dwelling unit.
- F. Reflective Roof Structure.** At least 90 percent of the roof area not covered by the following must meet the Energy Star requirements for solar reflectance:
1. Solar energy system
 2. Mechanical equipment, housing for mechanical equipment, and required access to, or clearance from, mechanical equipment;
 3. Stairwell and elevator enclosures;
 4. Vents; or
 5. Skylights.

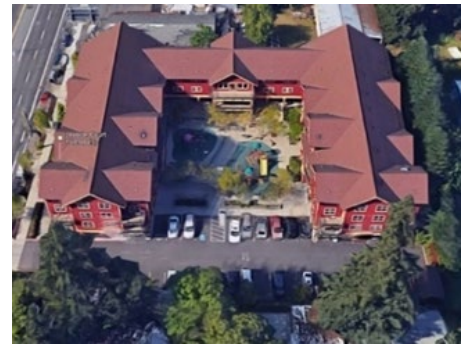
Commentary

33.595.280 Urban Green Features

This section applies in commercial areas (subdistricts A and B) and requires the inclusion of green, climate resilient elements in the urban environment and encourages new development to include features that respond to and enhance the natural features of the area. To accommodate having a larger amount of site area set aside as outdoor space, options 1 and 2 are accompanied by a possible height bonus that allows for 10 feet of additional building height if two other bonus provisions per 33.595.230 Bonus Height are used.

Development that adds more than 10,000 square feet of building floor area must choose from one of several options:

1. **Native landscaping area.** This option requires a larger outdoor area with native plantings, promoting urban development that includes elements that reflect the area's natural heritage.
2. **Space for large trees.** This option requires an outdoor area or courtyard that includes large trees. Both this and the native landscape option require a larger outdoor area than would otherwise be required in the commercial/mixed use zones (which allow buildings to cover up to 85 percent of the site - unbuilt area is often in the form of small, landscaped setbacks at the edges of the property).
3. **Ecoroof.** This option requires ecoroofs that cover the majority of building roof area to help manage stormwater, limit urban heat islands, and incorporate green elements. Areas covered by solar panels on a roof are exempt from the calculation of ecoroof coverage.



Development with outdoor space occupying about 10 percent of the site area.



Urban development with native plantings.



Space for large trees



Ecoroof

This is a new Chapter. For ease of readability, it is not underlined.

33.595.280 Urban Green Features

- A. Purpose.** This standard requires features in commercial and mixed-use areas that integrate green elements into the urban environment and responds to the natural features in and around the West Portland Multicultural plan district.
- B. Where these options apply.** The urban green features standard applies in Subdistricts A and B when more than 10,000 square feet of floor area will be added to a site.
- C. Urban green features standard.** Development must include at least one of the following features:
 - 1. **Native landscaping area.** At least 10 percent of total site area must be provided as outdoor area with no dimension less than 30 feet in all directions. Up to 30 percent of the outdoor area may be hard surfaced for use by pedestrians or may include a water feature, such as a fountain, waterfall, reflecting pool, or pond. The remainder of the outdoor area must be landscaped to at least the L1 level and all plantings must be native species listed on the Portland Plant List.
 - 2. **Space for large trees.** At least 10 percent of total site area must be provided as outdoor area with no dimension less than 30 feet in all directions. At least half of this outdoor area must be landscaped to at least the L1 level and the remainder may be hard surfaced for use by pedestrians. At least half of the trees provided to meet the L1 standard must be large tree species. Large trees are defined in Section 33.248.030, Plant Materials.
 - 3. **Ecoroof.** An ecoroof must be provided that is equivalent in total area to at least 60 percent of the total building footprint of new buildings on the site. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual's *Ecoroof Facility Design Criteria*. Area covered by solar panels is exempt from the calculation.

Commentary

- 4. Solar panels and reflective surfaces.** This option requires a minimum coverage for solar panels on the roof area. Areas that are not covered in solar panels or used for rooftop equipment, stairwells, skylights, elevator enclosures, or vents must be covered in reflective surfaces, meeting the Energy Star requirements for solar reflectance.

This is a new Chapter. For ease of readability, it is not underlined.

4. Solar panels and reflective surfaces.
 - a. At least 40 percent, or 2,000 square feet whichever is greater, of the building roof area must be covered by a solar energy system ; and
 - b. Areas that are not covered by the following must be covered by a reflective surface meeting the Energy Star requirements for solar reflectance:
 - (1) Solar energy system;
 - (2) Mechanical equipment, housing for mechanical equipment, and required access to, or clearance from, mechanical equipment;
 - (3) Stairwell and elevator enclosures;
 - (4) Vents; or
 - (5) Skylights.

Commentary

33.595.290 Retaining Walls

These regulations foster a welcoming pedestrian environment where topography necessitates inclusion of retaining walls along property lines. This is intended to apply to retaining walls on all street frontages, including alongside street frontage lines.

This is a new Chapter. For ease of readability, it is not underlined.

33.595.290 Retaining Walls

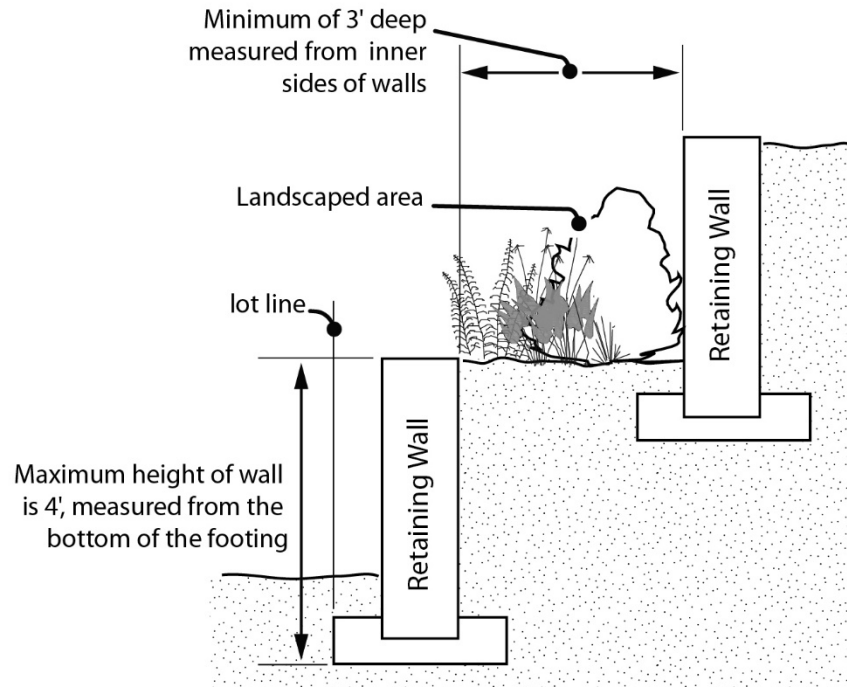
- A. Purpose.** The standards of this section help mitigate the potential negative effects of large retaining walls along street frontages. Without mitigation, such walls can create a fortress-like appearance and unwelcoming street environment. By requiring large walls to step back from the street and provide landscaping, the wall is both articulated and visually softened.
- B. Where these regulations apply.**
1. Generally. These regulations apply to the portions of street-facing retaining walls that are in required setbacks along street lot lines. Where there is no required setback, or the setback is less than 10 feet, the regulations apply to the first 10 feet from the line.
 2. Exceptions. The following are not subject to the regulations of this section:
 - a. Retaining walls in the areas described in B.1 that are less than four feet high, as measured from the bottom of the footing.
 - b. Retaining walls on sites where the site slopes downward from a street in the area described in B.1.
 - c. Retaining walls on sites where the site slopes upward from a street and the existing slope within the area regulated by B.1 is 50 percent or more.
 - d. Replacing an existing retaining wall, where the replacement will not be taller or wider than the existing wall.
 - e. Retaining walls on sites where any portion of the site is in an environmental overlay zone.
- C. Standards.**
1. Retaining walls are limited to 4 feet in height measured from the bottom of the footing, as shown in Figure 595-1.
 2. Retaining walls must be set back at least 3 feet from other street-facing retaining walls, as shown in Figure 595-1. The 3 foot setback area must be landscaped to at least the L2 standard, except that trees are not required. A wall or berm may not be substituted for the shrubs.

Commentary

Figure 595-1 - Illustrates details from the code section.

This is a new Chapter. For ease of readability, it is not underlined.

**Figure 595-1
Retaining Walls**



Commentary

Map 595-1 Subdistricts

This map shows the boundaries of subdistricts, each of which has distinct regulations. The subdistricts are:

Subdistrict A: commercial/mixed-use areas

Subdistrict B: areas with standards to support a multicultural hub

Subdistrict C: multi-dwelling areas

Subdistrict D: multi-dwelling areas where preservation of existing low-cost apartments is prioritized

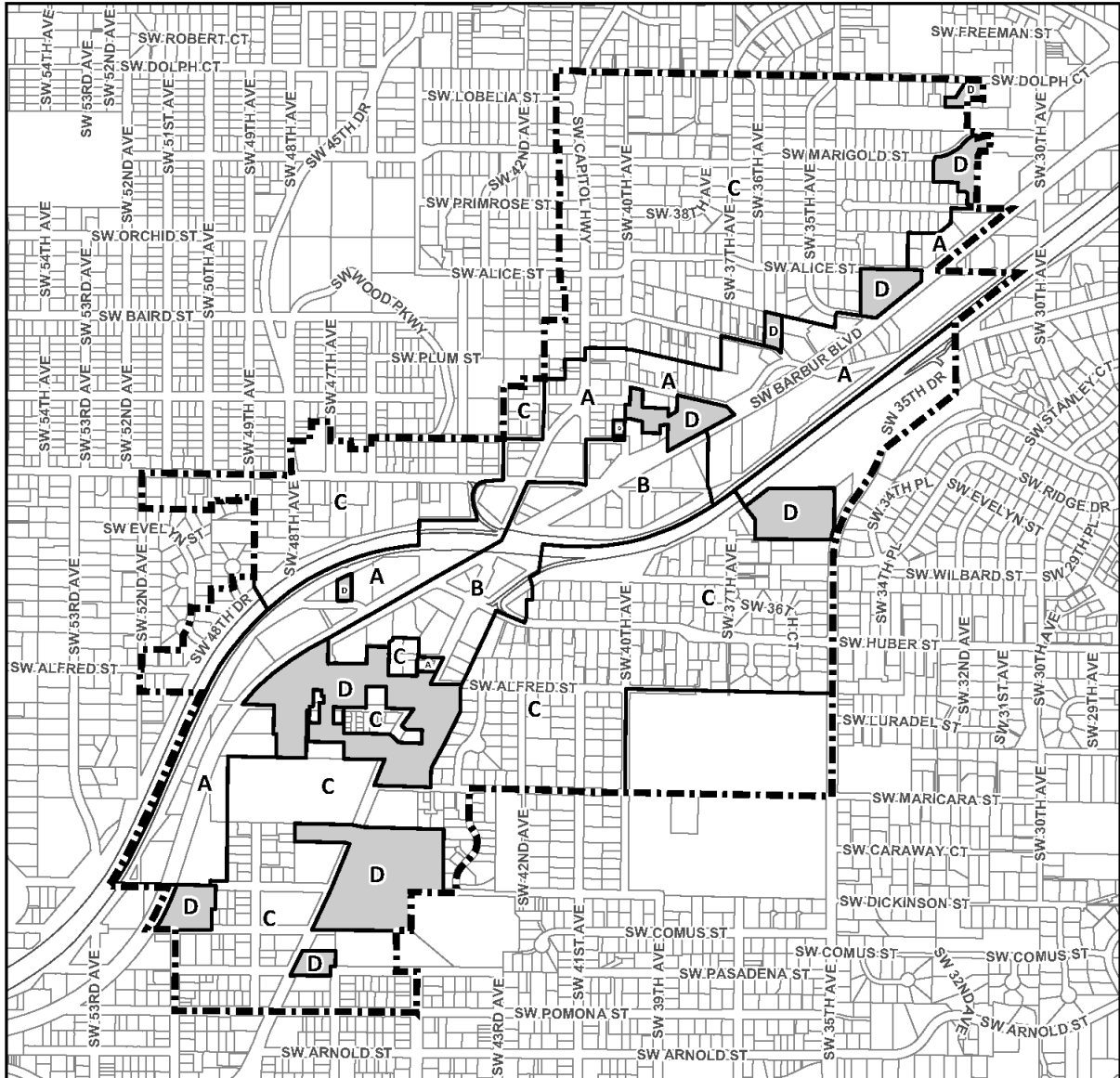
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West Portland Multicultural Plan District and Subdistricts

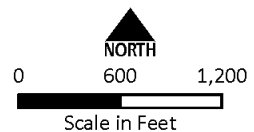
Map 595-1

Map 1 of 4

Map revised Xxxxx X, 20XX



- Plan District Boundary
- Subdistricts A, B, and C
- Subdistrict D



Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 595-2 Employment Focus Area

This map shows the Employment Focus Area where employment uses are prioritized. Use Regulations that apply in this area prohibit Residential uses, limit the size of Retail Sales and Service uses, and limit Commercial Parking uses (see pages 6 to 9).

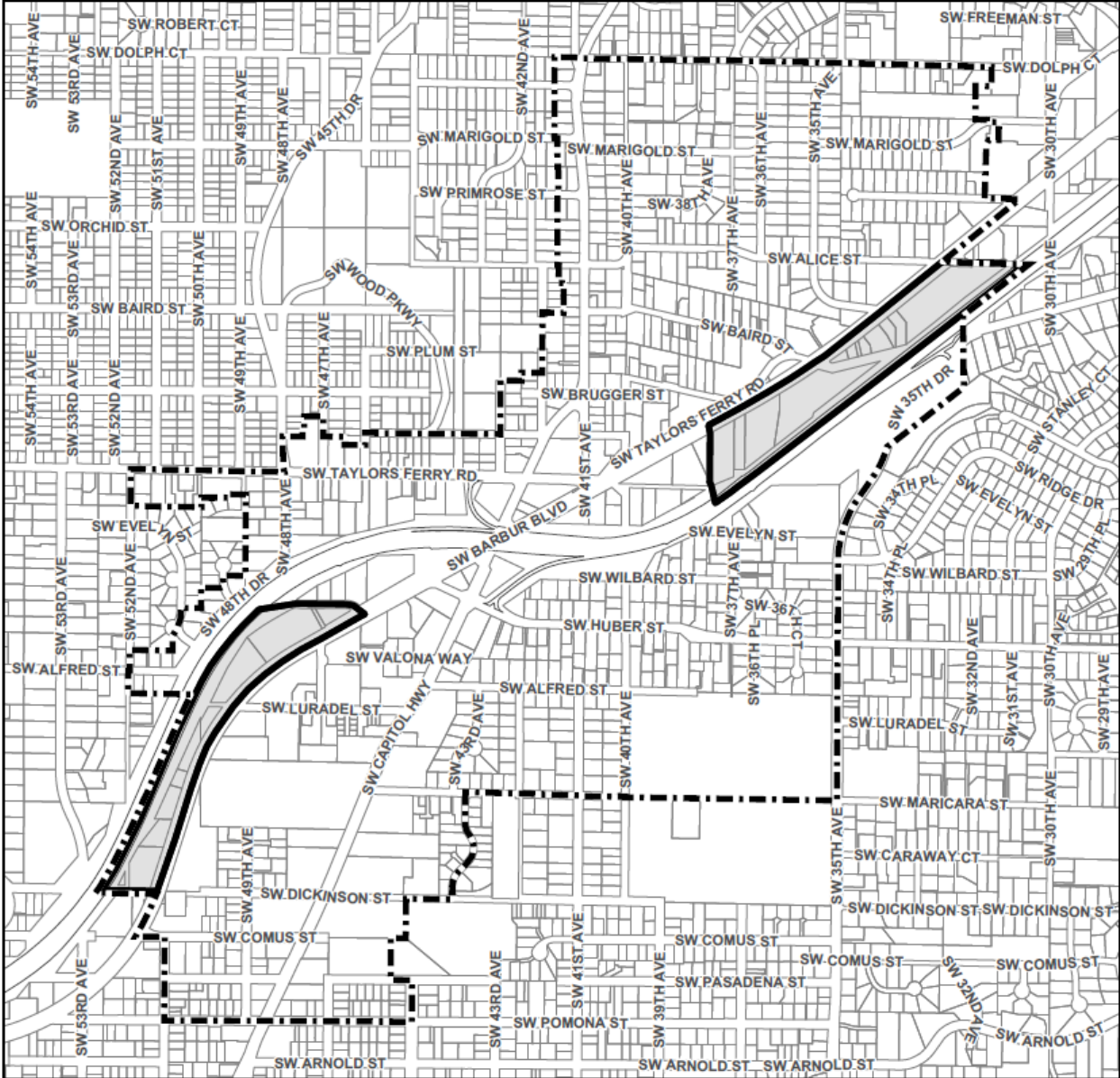
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West Portland Multicultural Plan District Employment Focus Area

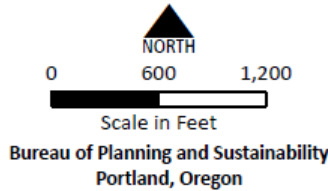
Map 595-2

Map 2 of 4

Map revised Xxxxx X, 20XX



- Plan District Boundary
- Employment Focus Area



Commentary

Map 595-3

Commercial Corridor and Residential Corridor Standards

This shows commercial corridors and residential corridors that have special development standards that apply to development located along them. The commercial corridor standards will apply to any existing or future streets in the Barbur Transit Center. See sections 33.595.250 and 33.595.260 on pages 22 to 23.

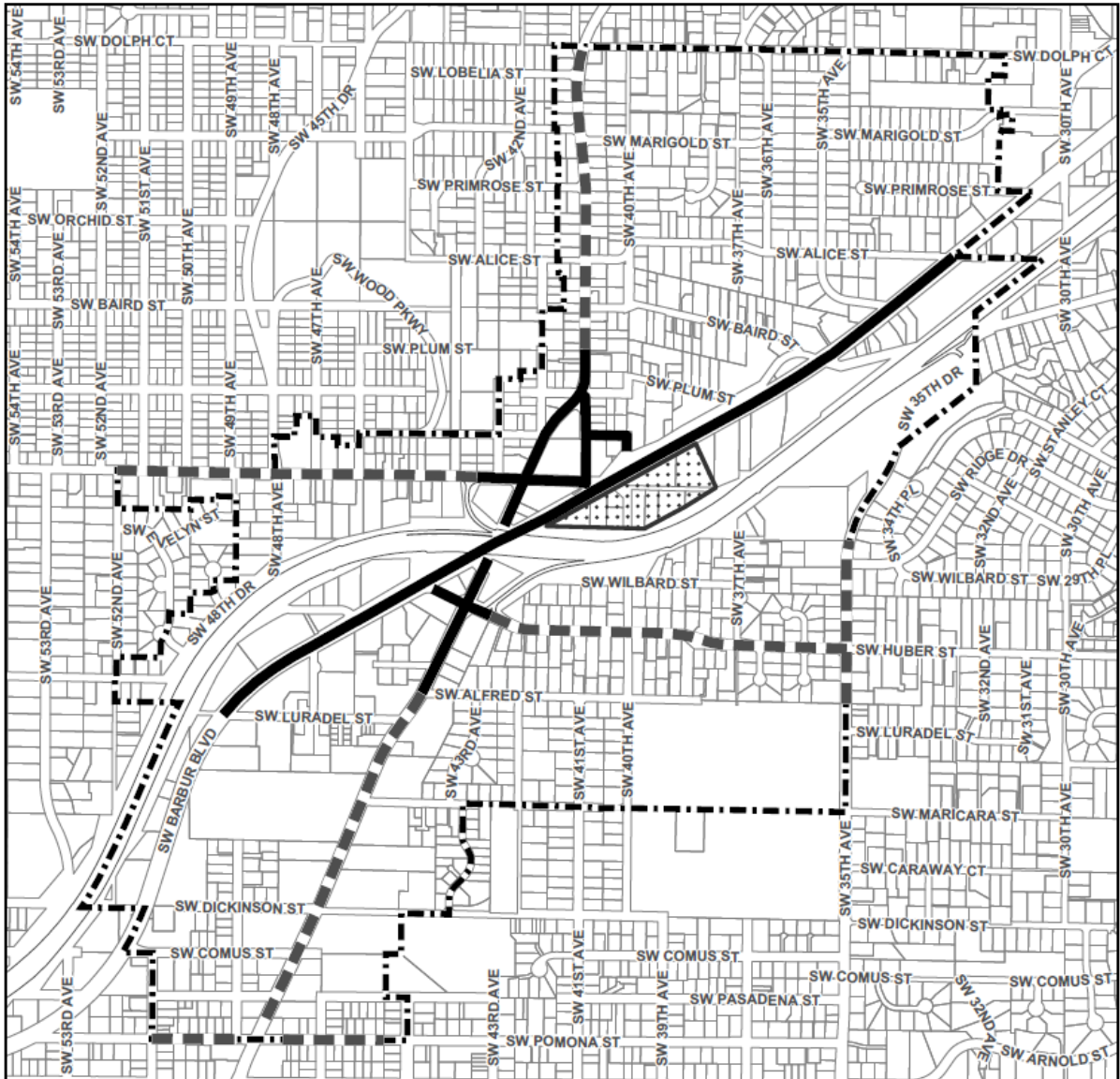
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West Portland Multicultural Plan District Commercial Corridor and Residential Corridor Standards

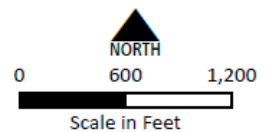
Map 595-3

Map 3 of 4

Map revised Xxxxx X, 20XX



-  Plan District Boundary
-  Barbur Transit Center
-  Commercial Corridor
-  Residential Corridor



Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 595-4

Maximum Floor Area Ratios

This map shows areas where maximum floor area ratios differ from the base zone floor area ratios. The areas where these maximum floor areas apply are all located in Subdistrict D and primarily are zoned RM1, which is otherwise assigned a floor area ratio of 1 to 1 in the base zone regulations in Chapter 33.120. The maximum floor area ratios shown on this map are calibrated to be similar to the scale of existing multi-dwelling housing in Subdistrict D, where the West Portland Town Center Plan calls for encouraging the preservation of existing low-cost apartments in this area. These reduced FAR levels are intended to promote the preservation of existing apartment buildings by limiting the scale of new development (see pages 10 to 11).

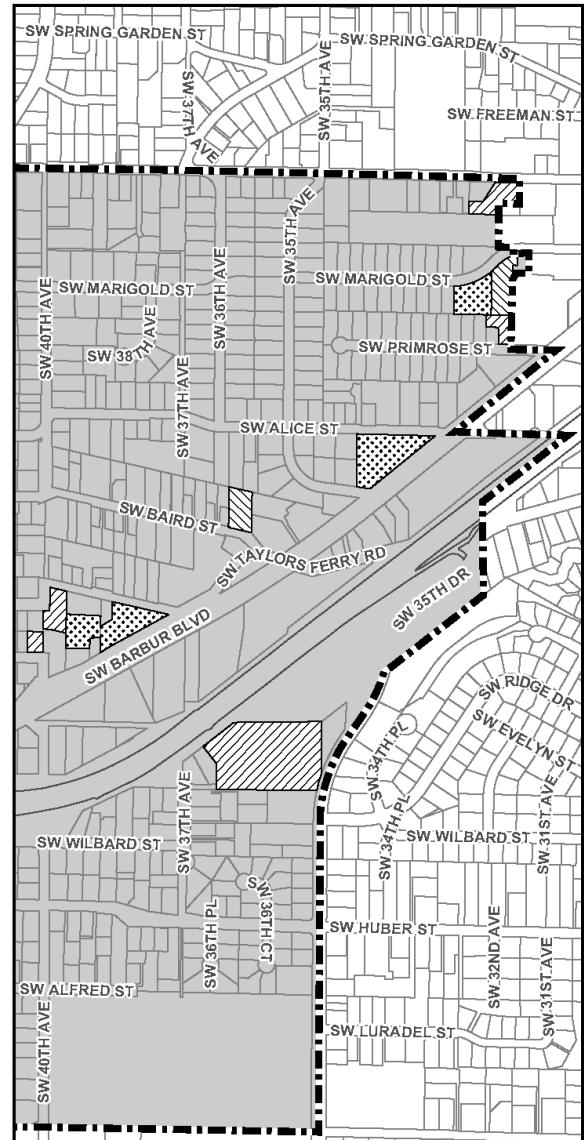
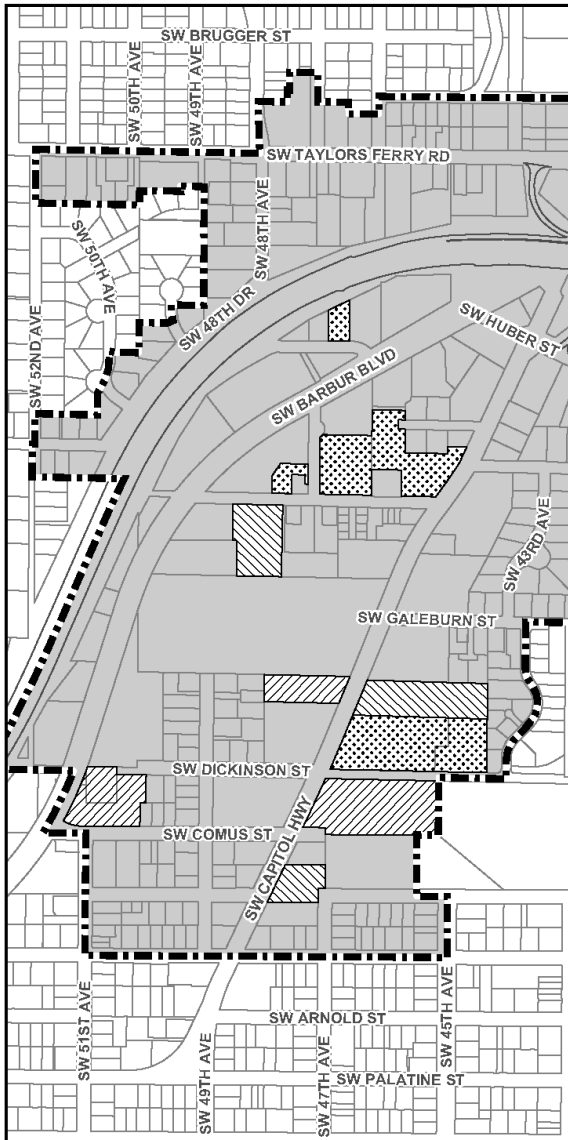
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



West Portland Multicultural Plan District Maximum Floor Area Ratios

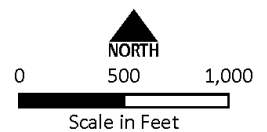
Map 595-4

Map 4 of 4

Map revised Xxxxx X, 20XX



-  Plan District Boundary
- Multi-dwelling Preservation FAR areas
-  0.5:1 FAR
-  0.6:1 FAR
-  0.8:1 FAR
-  Area where FAR determined by base zone



Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Other Zoning Code Amendments

This section presents amendments to the following other chapters:

- Chapter 33.140 (Employment and Industrial Zones): minor corrections to Table 140-1.
- Chapter 33.284 (Self-Service Storage): prohibition of Self-Service Storage Uses in locations close to transit stations.
- Chapter 33.815 (Conditional Uses): new approval criteria for review of commercial parking uses in Subdistrict A of the proposed West Portland Multicultural Plan District.

The section is formatted to facilitate readability by showing code amendments on the right-hand pages and related commentary on the facing left-hand pages.

Commentary

Chapter 33.140 Employment and Industrial Zones

The amendments to Table 140-1 correct an error. Self-Service Storage uses in EG1, EG2, and EX zones are subject to the same limitations in Chapter 33.284 (Self-Service Storage - see following pages), but this is not accurately reflected in the current table. This is being corrected to indicate that Self-Service Storage is a limited use in the EG1 and EG2 zones (the limitations apply along transit corridors and near transit stations). There are no other changes to this table (the second portion of which is not shown here).

33.140 Employment and Industrial Zones

**Table 140-1
 Employment and Industrial Zone Primary Uses**

Use Categories	EG1	EG2	EX	IG1	IG2	IH
Residential Categories						
Household Living	N	N	Y	CU [1]	CU [1]	CU [1]
Group Living	N	N	L/CU [2]	N	N	N
Commercial Categories						
Retail Sales And Service	L/CU [3]	L/CU [3]	Y	L/CU [4]	L/CU [5]	L/CU [6]
Office	Y	Y	Y	L/CU [4]	L/CU [5]	L/CU [6]
Quick Vehicle Servicing	Y	Y	N	Y	Y	Y
Vehicle Repair	Y	Y	Y	Y	Y	Y
Commercial Parking	CU [15]	CU [15]	CU [15]	CU [15]	CU [15]	CU [15]
Self-Service Storage	Y L [7]	Y L [7]	L [7]	Y	Y	Y
Commercial Outdoor Recreation	Y	Y	Y	CU	CU	CU
Major Event Entertainment	CU	CU	CU	CU	CU	CU
Industrial Categories						
Manufacturing And Production	Y	Y	Y	Y	Y	Y
Warehouse And Freight Movement	Y	Y	Y	Y	Y	Y
Wholesale Sales	Y	Y	Y	Y	Y	Y
Industrial Service	Y	Y	Y	Y	Y	Y
Bulk Fossil Fuel Terminal	L [17]	L [17]	N	L [17]	L [17]	L [17]
Railroad Yards	N	N	N	Y	Y	Y
Waste-Related	N	N	N	L/CU [8]	L/CU [8]	L/CU [8]

Y = Yes, Allowed

L = Allowed, But Special Limitations

CU = Conditional Use Review Required

N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [] are stated in 33.140.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Commentary

Chapter 33.284 Self-Service Storage

The amendments on this page prohibit Self-Service Storage uses on sites in commercial/mixed use and employment zones close to transit stations (primarily light rail stations). Current regulations require ground-floor active uses in conjunction with Self-Service Storage near transit stations, but allow the majority of the site to be storage units. This prohibition implements Comprehensive Plan policies that call for station areas to be places with high-densities of housing or employment to allow more people and destinations to be close to high-capacity transit.

The amendments retain but restructure current regulations that require ground-floor active uses as part of Self-Service Storage uses along a neighborhood corridor, civic corridor or streetcar line.

33.284 Self-Service Storage

284

33.284.020 Use Regulations

- A. Prohibited Use.** Outside of the Central City Plan District, Self-Service Storage is prohibited on a site where any portion of the site is within 500 feet of a transit station.
- B. Required Ground Floor Active Use.** The following ground floor active use regulations apply outside of the Central City Plan District in the CM3, CE, CX, EG1, EG2 and EX zones on the following sites:
- ~~1.A.~~ When ground floor active use is required. The ground floor active use standard applies when a Self-Service Storage use is located within 100 feet of a neighborhood corridor, civic corridor or streetcar line.
 - ~~1.~~ Within 100 feet of a neighborhood corridor, civic corridor or streetcar line; or
 - ~~2.~~ Within 100 feet of the longest street frontage on a site where any portion of the site is within 500 feet of a transit station.
 - ~~2.B.~~ Ground floor active use standard. At least 50 percent of the ground-level floor area located within 100 feet of the following a neighborhood corridor, civic corridor or streetcar line must be in one or more of the ground floor active uses listed in Subsection Paragraph CB.3, where allowed by the base zone. Parking areas do not count toward the required amount of ground floor active use~~are not included in active floor area~~. Areas shared among the active uses listed below are included in active floor area. Areas shared by a use not listed below are not included in active floor area.
 - ~~1.~~ A neighborhood corridor, civic corridor or streetcar line; or
 - ~~2.~~ The longest street frontage on a site where any portion of the site is within 500 feet of a transit station.
 - ~~3.C.~~ Ground floor active uses:
 - ~~a.1.~~ Retail Sales and Service;
 - ~~b.2.~~ Office;
 - ~~c.3.~~ Vehicle Repair;
 - ~~d.4.~~ Industrial Service;
 - ~~e.5.~~ Manufacturing and Production;
 - ~~f.6.~~ Wholesale Sales;
 - ~~g.7.~~ Daycare;
 - ~~h.8.~~ Community Service;
 - ~~i.9.~~ Religious Institutions.

Commentary

Chapter 33.815 Conditional Uses

The amendments add new approval criteria for review of commercial parking facilities in the Subdistrict A, Employment Focus Area. The criteria are modeled on existing criteria used for other plan districts with commercial parking. The new section is 33.815.122 Commercial Parking Facilities in the Employment Focus Area of West Portland Multicultural Plan District,

33.815.122 Commercial Parking Facilities in the Employment Focus Area of West Portland Multicultural Plan District

These approval criteria serve to control Commercial Parking Facilities in the Employment Focus Area of Subdistrict A in the West Portland Multicultural Plan District to prioritize and support transit-oriented employment uses. The approval criteria are:

- A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly detract from the overall intent or desired character of the area. Intent and desired character are determined by the plan district, the West Portland Town Center Plan, and the West Portland and Barbur Boulevard Character Statement.
- B. The design of the site, and in particular the locations of vehicular ingress and egress, minimizes the impact of traffic circulation on local service streets; and
- C. The design of the site provides for safe operation of motor vehicle access and does not significantly degrade the safety of pedestrians, or other modes, using the streets near the site.
- D. Transportation system:
 - 1. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated.
 - 2. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements, adjacent to the development and in the vicinity, needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

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Section 6 – West Portland Town Center Character Statement

A CHARACTER STATEMENT FOR WEST PORTLAND TOWN CENTER

Town Centers are expected to be areas of growth and high activity. In recognition of this important role, additional consideration of how these centers look and feel is implemented through use of a Design overlay (d-overlay) zone. In addition to the proposed plan district provisions, all mixed use and multi dwelling zoned sites in the town center will be designated with the d-overlay zone. (The d-overlay zone currently applies to properties within the existing town center boundary.)

What is the Design Overlay Zone?

The Design overlay (d-overlay) strives to ensure that new development forwards the goals and policies Portlanders set out in the 2035 Comprehensive Plan: to strengthen Portland as a city designed for people. It is applied to areas of high growth and activity, such as centers and corridors, but does not apply to most low-density residential areas. The Design overlay zone provides two options for development proposals: the objective track (using design standards) or the discretionary design review track (using design guidelines).

Under the objective track, a development must meet additional development standards. In some cases a project may not qualify to use the objective standards. In this case, design review is required, and decision-makers use design guidelines adopted by City Council to approve projects. Design guidelines give direction for each project that offers flexibility in how to meet them. The guidelines are based on a framework of three design-related core values, or “tenets” in Portland:

- Build on CONTEXT
- Contribute to the PUBLIC REALM
- Promote QUALITY AND RESILIENCE

What is the purpose of the Character Statement?

The Design Overlay Zone Amendments (DOZA) project is proposing new d-overlay regulations. As part of this effort, character statements were introduced as an additional tool to help guide future design reviews for each center.

The WPTC Plan includes a proposal for a West Portland Town Center Character Statement. The statement will help ensure that development proposals undergoing design review are responsive to the unique context of this center and its residents. Ultimately, the goal of this statement is to provide future design reviews with a richer, more specific context description to guide how new development should address the area’s character-defining features, ecological context, resources, and social and cultural values.

HOW ARE

CONTEXT AND CHARACTER USED IN THE GUIDELINES?

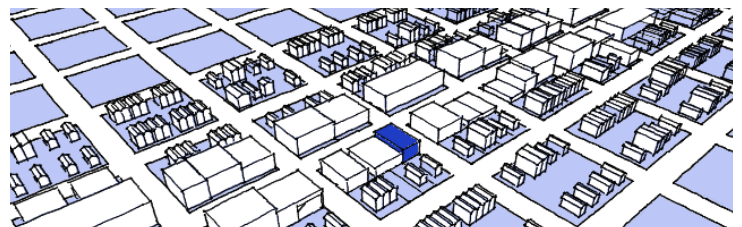
Help us identify what makes this place unique...



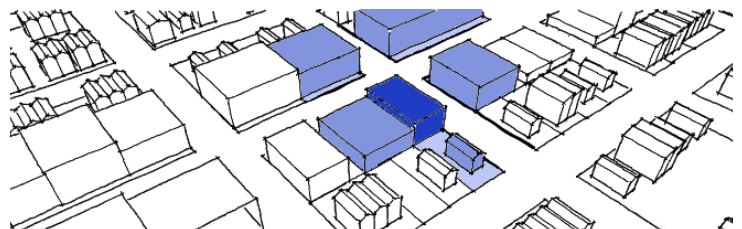
What are its special areas or features?
Hillsdale, SW Spring Garden Street



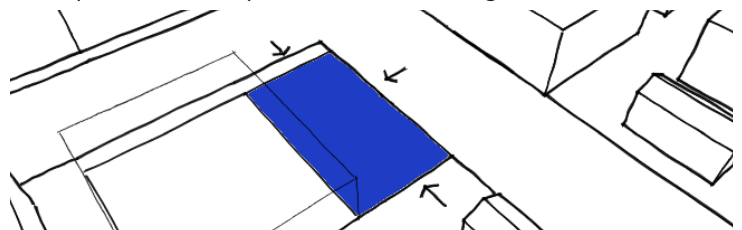
What are its community spaces and resources?
Hillsdale, SW Sunset Blvd and SW Dewitt



Build on the character and local identity of the place.



Create positive relationships with adjacent surroundings.



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

Commentary on West Portland Town Center Character Statement

All area plans, including town center plans, must include a Character Statement to comply with the Citywide Design Guidelines. In accordance with this requirement the West Portland Town Center Plan includes a Character Statement. As new buildings and public spaces in the West Portland Town Center develop, the Character Statement will support the Guidelines in contributing to the area's emerging character. The role of the Character Statement is to articulate the existing and emerging character, as dictated by the community.

At the project open house in March 2020 and the through the online Discussion Draft survey in Fall 2020 the community expressed a desire for future development to be designed to support and foster the area's diversity and multi-lingual and multi-generational community. They also requested support for reducing the area's auto-centric conditions, improving safe connections area's natural and green spaces, and considering how topography can shape the built environment. This feedback has informed the development of this Character Statement and helped to identify what specific qualities in the area's community, architecture and nature contribute to this character.

Included here before the Character Statement is also a general "Guide to the Document" which provides more information on the various elements and layout of character statements in the Guidelines.

The following Draft West Portland Town Center Character Statement is proposed for inclusion as an amendment into the Citywide Design Guidelines.

As the Character Statement is required for the Citywide Design Guidelines, the Design Commission will be the body making the recommendation to City Council on this component of the Town Center Plan. The Design Commission will be briefed about the proposed Plan and Character Statement on September 2, 2021. The Design Commission will also participate in a joint public hearing with the Planning on Sustainability Commission on September 28, 2021 in addition to reviewing written public testimony. Design Commission work sessions to deliberate on the proposed Character Statement will be held after the Planning and Sustainability Commission has made their recommendations. These work sessions have not been scheduled yet. Information about future meetings dates will be posted on the project events page when they are scheduled.

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A GUIDE TO THE DOCUMENT

Each character statement addresses an area's history and future desired character and has the same structural components.

THE CHARACTER STATEMENT PAGES:

- **Title** serves to inform on statement area location and designation
- **Diagrammatic Map** serves to complement the text by diagramming an area's current and future defining features (i.e. connections, landmarks, natural resources, etc.)

CHARACTER STATEMENT: MACADAM CIVIC CORRIDOR & RIVERFRONT NEIGHBORHOOD CENTER

BACKGROUND

HISTORY & EXISTING CONDITIONS

Located between Portland's West Hills and the Willamette River, the Macadam area is shaped by its proximity to the river, abundant natural resources and the Central City. For centuries Native Americans, primarily the Kalapuya peoples, lived and thrived here. The Willamette River was a primary transportation corridor and the riverfront area that is now Willamette Park was part of a large network of wetlands and a popular camping location during the salmon runs. Native Americans also hunted and collected berries, nuts and plants along the riverfront for sustenance and medicinal and cultural purposes. These activities remain central to Native cultures, but development has degraded vital resources and adversely affected Tribal customs, wildlife habitat and watershed health. Buildings have been located too close to the river, vegetation has been removed and the use of impermeable building materials has been unchecked.

From the mid-1800s to the early 1900s, European Americans settled along the north-south S Macadam Avenue and constructed a parallel railroad line. During Portland's early growth much of the land between the Willamette River and S Macadam Avenue was occupied by industries that benefited from easy access to the river and the railroad. Commercial businesses emerged along the west side of S Macadam to support the industrial uses and residential neighborhoods developed to the west of the commercial corridor—in the hills with views of the river. As a result, the east side of S Macadam Avenue has large, irregular shaped lots and the west side has a traditional, well-connected block pattern.

Following World War II, much of the industry in the Macadam area relocated as technology improved and demand declined. Building boomed in the flat land between S Macadam Avenue and the river, as it was doing downtown and other close-in residential neighborhoods in the 1970s and 1980s former industrial sites were transformed into multi-dwelling residential buildings, commercial office spaces and small shopping centers. These large sites focused their attention on the river and very few provided east/west connections that improved the district's riverfront access.

Planning policies of the period emphasized new residential and commercial uses and encouraged auto-oriented, "campus-like" environments with many trees, deep street setbacks and public access to and along the river. This led to the creation of several significant waterfront residential developments, the greenway trail and Willamette Park, but it also resulted in buildings oriented toward large surface parking lots rather than the street and an unsafe, unwelcoming pedestrian environment.

CURRENT POLICY FRAMEWORK

The 2035 Comprehensive Plan (2018) identifies the Macadam area as a Neighborhood Center and part of the River Pattern Area, and S Macadam Avenue as a Civic Corridor. These designations recognize the area's opportunities for growth, redevelopment, a safe and attractive pedestrian environment, and strong riverfront access.

The following sections align with and are derived from content in the Portland Citywide Design Guidelines, specifically Guideline 01. They will each focus on characteristics specific to this Neighborhood Center.

COMMUNITY CHARACTER

The riverfront is culturally significant to the regions' Tribal Nations and the local Native community, and nearby residents and visitors enjoy the nearly two miles of accessible Willamette River shoreline with an accessible greenway trail, Willamette Park, Heron Point Wetlands and the Cottonwood Bay natural area. New development should acknowledge and address the cultural, social, ecological and recreational value of the riverfront.

South Portland provides residents and the city with a green gateway to downtown. It's topography and proximity to the river creates three distinct geographies: 1) Northern S Macadam Avenue, 2) Southern S Macadam Avenue (South of S Broadway) and 3) the Willamette Greenway. Future development needs to respond to each area's distinct topography, scale, lot size, density, heights and uses. The northern section is dense and mid-rise, providing a transition from the high-rise South Waterfront. It is characterized by multi-family residential and office commercial buildings. In contrast, the south section exemplifies a more main street character with small-scale residential areas and businesses. This area is constrained by steep hills to the west, and the river. New development here should be designed to limit scale impacts to the residential community to the west.

S Macadam Avenue, along with the train tracks, surface parking areas and large irregular lots have created east-west barriers to the river. New development should improve both the quality and quantity of public connections – both physical and visual. Strategic access points should be based on the typical Portland block pattern of 200 feet and should align with streets on the west side of S Macadam Avenue. Alignment will provide unimpeded visibility from public streets and sidewalks to the riverfront and ensure it is accessible to everyone in the district.

ARCHITECTURE + URBAN DESIGN CHARACTER

Past City policies envisioned S Macadam Avenue as a tree-lined boulevard with safe routes for both pedestrians and cars. Existing development—a mixture of river-oriented businesses, suburban-style shopping centers, office parks, and apartment buildings—does not support a public realm focused on the comfort and safety of pedestrians and cyclists. Future site and building design should be responsive to this vision for S Macadam Avenue and the context of the Willamette Riverfront.

On S Macadam Avenue, a few buildings from the area's industrial past have been renovated with high quality, durable materials, such as masonry or stucco. New buildings should use texture, color, scale and proportion to complement this existing fabric. Features such as ample glazing, covered entries and integrated landscaping are appropriate to this environment. When used at corner sites, they strengthen and solidify the connections across S Macadam Avenue, and down to the river.

Successful landscaping is particularly important along identified public view streets and where rights of way have limited planting areas. Along the Willamette Riverfront, existing development has traditionally used balconies, terraces and communal open spaces to promote safety and create visual interest along the greenway and river. To enrich the experience of all residents, new development should incorporate these elements along the riverfront and throughout the district, reinforcing public views to the greenway, wildlife and the river. Locate significant outdoor spaces contiguous with the greenway trail. Transition buildings away from the river setback, using step downs and step backs to erode building mass to preserve access to light and air along sidewalks and the trail and create a pleasant pedestrian experience. Design and orient buildings to facilitate east-west connections to the riverfront and promote its accessibility within the district.

NATURAL RESOURCES + SCENIC RESOURCES

The Macadam area's location along the Willamette River's South Reach is a key factor in the continued health of endangered and threatened fish, wildlife and plants. This riverine corridor is part of the Pacific Flyway for migrating and nesting birds. Future development along the river and trails should both activate the river frontage and minimize impacts from noise and lighting on the trail and riverfront habitat. Include climatic responsive plantings to enhance wildlife habitat, soften building edges, and screen parking areas.

Natural features along the riverfront are valuable community assets, central to the cultural practices of local Tribal Communities and with lush vegetation and views of the mountains, hills, and river. Pay special attention to landscaping within the river setback and protect natural areas by preserving and planting trees along the Willamette River. Development should capitalize on this unique location by incorporating environmentally friendly building practices and techniques to preserve and protect the defining riverfront environment of the district.

Residents and visitors' value direct public access to the Willamette River from neighborhoods and businesses to the west. To strengthen this access, use landscape features to emphasize east/west connections between the greenway, the river, and the interior of the neighborhood. Scenic view streets can strengthen their visual ties to the river by becoming "green" streets. Visual connections to the Willamette and other natural features from both sides of S Macadam Avenue also portend to appreciate the area's scenic beauty. In response, building roofs and rooftops need to be carefully designed to enhance the public views. Maintaining connections ensure permeability within the district and improves air quality, health, and livability. Preserve public viewpoints close to the river and view streets that are referenced in the Macadam Plan District and the South Reach Scenic Resource Protection Plan.

Background & Additional Resources

Provide a summary of the area's history and future policies to inform the character sections and provide a better understanding of how current conditions were created. Resources in the grey box are intended provide applicants with easier access to information, prompting more research (and outreach) during the project's development, encouraging a better understanding of how to address past harms and harness the area's most valued assets for all residents.

Quotes

Reminder of the community voices which helped shape this document.

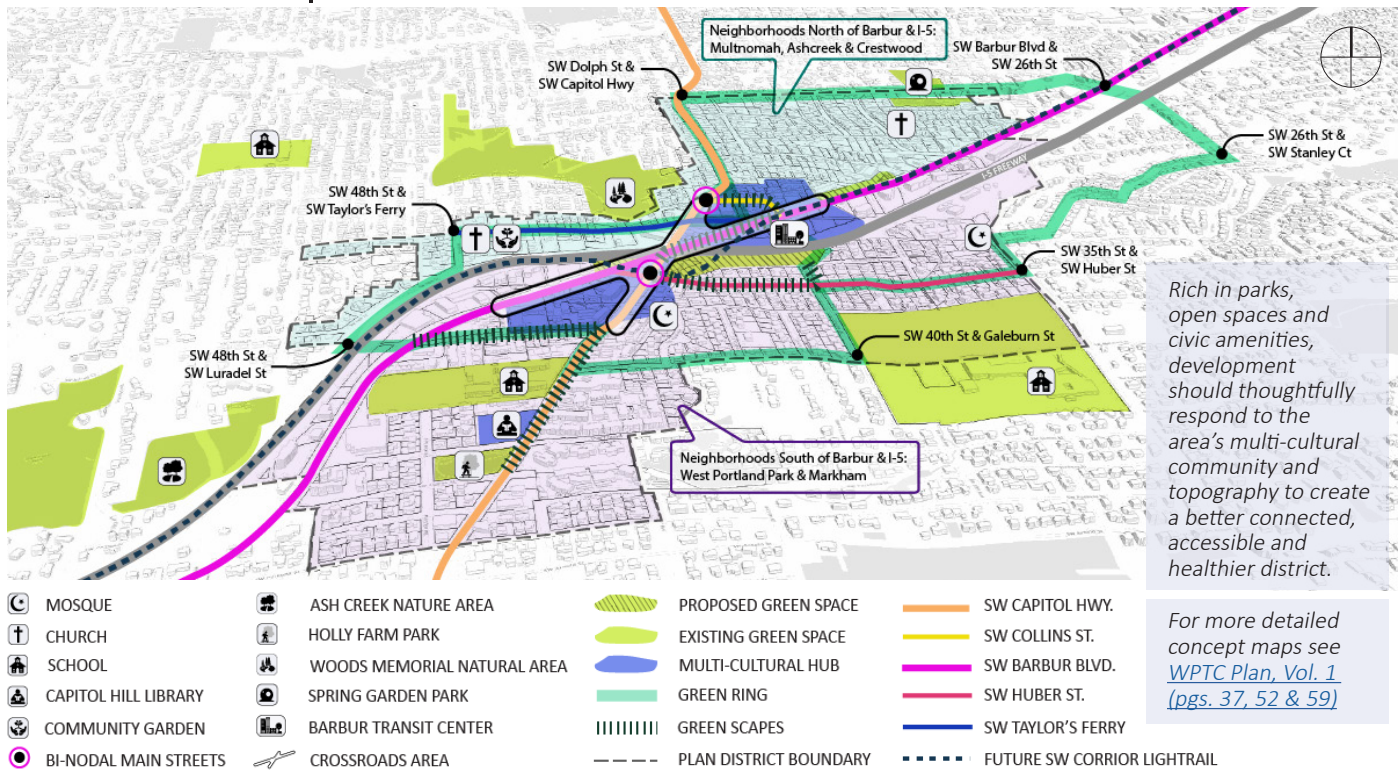
Photos

Supports each character section by illustrating existing context and potential design approaches.

Character Sections

Highlight an area's distinctive and unique qualities or issues. They provide ways to address them to meet Guideline 01. These approaches function as an extension of the Guidelines and are not intended to be used as a checklist of recommended solutions. Other approaches not listed may also be used.

CHARACTER STATEMENT: WEST PORTLAND & BARBUR BOULEVARD TOWN CENTER | CIVIC CORRIDOR



Rich in parks, open spaces and civic amenities, development should thoughtfully respond to the area's multi-cultural community and topography to create a better connected, accessible and healthier district.

For more detailed concept maps see [WPTC Plan, Vol. 1 \(pgs. 37, 52 & 59\)](#)

BACKGROUND

HISTORY & EXISTING CONDITIONS

West Portland Town Center (WPTC) is located in outer southwest Portland. It is centered by the crossing of SW Capitol Highway and Barbur Boulevard, and extends north and south of that intersection. West Portland Park, to the south, is one of the southwest's most racially diverse neighborhoods and home to long-established East African and Arab Islamic communities. These groups contribute to the center's multiple nationalities and lived experiences and today the area houses many of the region's important cultural resources serving Islamic communities.

Southwest Portland, inhabited by many Indigenous Peoples, was adjacent to one of the largest collections of villages on the nearby Tualatin Plains (modern-day Beaverton, Hillsboro, Forest Grove). The site served as a communal and celebratory gathering place, where goods were traded and stories shared. Today, the Portland area is home to a large and thriving Indigenous community, made up of several tribes from the Pacific Northwest region and throughout the country, though existing development has done little to provide them with inclusive and accessible spaces.

In the mid-1800's, the Oregon California Railroad began plans for the South Pacific Railroad through this area. That right-of-way eventually became Barbur Blvd in 1934, with commercial activity springing up along it in the years that followed. In the 1960's construction of Interstate 5 and its associated ramps divided the area physically, contributing to a more uninviting and dangerous place for people.

Barbur remains the key arterial for southwest Portland. The character of the commercial areas continues to be defined by the roadway, along with development that prioritizes automobile traffic and businesses separated by large parking lots and driveways. Commercial activity remains concentrated, yet disconnected from the rest of the Town Center, at the intersection of SW Barbur Blvd and Capitol Hwy an area known as "the crossroads". Overall, many of the area's civic and cultural resources, including parks and natural areas, lack a safe and comfortable network of pedestrian and bicycle connections.

CURRENT POLICY FRAMEWORK

Portland's Comprehensive Plan identifies West Portland as a Town Center, Barbur Blvd as a Civic Corridor, and Capitol Hwy. as a Neighborhood Corridor. These designations give WPTC a key role in accommodating future development, recognizing that despite the spatial divisions within "the crossroads", its terrain, system of trails and habitat areas can physically set the stage for how to shape future growth. The WPTC Plan organizes the area for growth through a bi-nodal commercial and civic center¹ both north and south of Barbur Blvd, various housing opportunities within the center, and a Green Ring¹ circulation network. The plan encourages development to consider health equity outcomes, recognizing the impact that the social and physical environments can have on creating healthy lives.

ADDITIONAL RESOURCES

The following resources offer more information on the history and community that define this center:

- [Southwest Community Plan Vision \(2000\)](#)
- [Barbur Concept Plan \(2013\)](#)
- [WPTC Plan \(2023\)](#)
- [WPTC Plan, Vol.1 Glossary, Pg. 35 \(2023\)](#) (Terms featured in Glossary are indicated with ¹)
- [SW Corridor Tenant Engagement Project Report \(2020\)](#)

"...Mitigate impacts and bridge the divide caused by I-5 and Barbur to reconnect neighborhoods and improve the environment..."

The following sections align with and are derived from content in the Portland Citywide Design Guidelines, specifically Guideline 01. They will each focus on characteristics specific to this Town Center.

COMMUNITY CHARACTER



This courtyard entryway creates an inclusive space allowing for colorful artwork and community connection.

WPTC is home to ethnically, racially and economically diverse communities but lacks diverse public spaces to support their needs, including spaces that acknowledge the past and present contributions of the area’s Indigenous Communities. Design of the area’s architecture and public spaces should be inviting to all. Particularly, spaces within the Multi-Cultural Hub (MCH)¹ and Barbur Transit Center (BTC)¹ should be designed to reflect the community’s desire for multi-generational gathering and the fostering of community and cultural connections.

A few ways to support these issues include:

- Providing multi-functional plaza spaces within the MCH¹ with features allowing for market stalls, sheltered gathering spaces, age and family-friendly seating, spaces for strollers and bikes, and areas for free-form play.
- Incorporating flexible community programming that provides indoor spaces for community activities or small businesses.
- Integrating intimate courtyard spaces

between buildings for neighbors to engage one another, particularly on Capitol Hwy, Collins and Huber Streets.

- Incorporating art on sites along Barbur Blvd, on pedestrian and bikeways and within the MCH¹ and other open spaces. Features to consider include functional sculptures, landscape murals or artworks commissioned by Native Artists.
- Integrating water features recognizing the Islamic community, offering reprieve from the heat and serving young children and families. Consider including shallow reflective pools or waterfalls with seating, and interactive and functional water features, like splashpads and drinking fountains.
- Considering designs that emulate (not imitate) the vernacular reflective of the current multi-cultural communities.
- Utilizing multi-lingual signage as both a wayfinding measure and art to showcase diverse cultures such as the area’s Islamic and Indigenous communities.

ARCHITECTURE + URBAN DESIGN CHARACTER



Storefront utilizes a set-back frontage to extend the public realm, providing hardscaped areas, seating and large operable doors.

A “crossroads” of major arterials has created an unwelcoming intersection and pedestrian environment in the Town Center, dividing it into three distinct geographies: central (Barbur and crossroads area), North of and South of Barbur Blvd. Neighborhoods North of Barbur are defined by a large natural area, views to Mt. Hood, steep topography, and a network of unimproved streets, while the South of Barbur neighborhoods feature a rich network of diverse communities, civic and cultural institutions. Although distinct, each area is transitioning away from auto-oriented development and new development should respond by creating opportunities for a better connected, resilient and people-centered public realm.

A few ways to support these issues include:

- Providing accessible connections from sites on Collins St to nearby Woods Natural Area, Taylor’s Ferry Plaza and BTC¹.
- Providing accessible connections on sites South of Barbur Blvd to the civic/cultural institutions along and nearby Capitol Hwy.
- Supporting north-south connections with a

circulation network providing physical and visual access between the bi-nodal main streets¹, BTC¹ and the MCH¹.

- Creating space for people along Barbur Blvd by incorporating larger, set-back frontages with hardscaped areas, trees and weather protection.
- Incorporating wide, flexible openings at the ground floor level of buildings along Barbur Blvd, Capitol Hwy, Collins and Huber Streets.
- Improving conditions caused by noise pollution, on sites adjacent to Barbur Blvd and I-5 by utilizing sound absorbing materials, and orienting buildings towards views or public spaces.
- Incorporating features, such as balconies, porches or terraces, within buildings on Capitol Hwy, Collins and Huber Streets.
- Encouraging active spaces and programming, with physical and visual access, to sites on and adjacent to the Green Ring¹.
- Utilizing landscaping, plazas or green design features to buffer pedestrians from traffic on sites adjacent to Green Scapes¹.

NATURAL + SCENIC RESOURCES



Multnomah Village uncovered and restored Tryon Creek headwaters, supporting natural habitat and functions.

Along with its varied topography, abundant tree canopy and significant woodland remnants, the Town Center has many parks and open spaces; however, connections to these places are often not accessible or intuitive. New development should address the desire of community to, “weave in parks and nature into development” and “integrate buildings with topography”, to improve health equity outcomes for it’s most vulnerable communities.

A few ways to support these issues include:

- Responding to changing grades and steep topography with stepped or layered siting of buildings.
- Incorporating abundant vegetation to provide a buffer from the noise and pollutants along main corridors like Barbur Blvd, Capital Hwy and the Green Scapes¹.
- Strengthening and preserving connections to

nature, parks and open spaces by orienting shared spaces, public views and pedestrian pathways to resources, including views of Mt. Hood on Collins St and access to the Woods Memorial Natural Area and the Green Ring¹.

- Enhancing natural resources and habitat value, to reduce heat island impacts and ease stormwater system demand, by preserving and adding trees, native vegetation, and open spaces on sites throughout the town center.
- Planting and preserving larger canopy trees, particularly along and near Barbur Blvd and the freeway, to offer better habitat linkages and create a “green lung”¹ in the heart of the center.
- Designing prominent surface stormwater facilities that are functional, attractive and enhance the Tryon and Fanno creek watersheds.

Section 7

PROPOSED COMPREHENSIVE PLAN GOALS AND POLICIES

The Portland 2035 **Comprehensive Plan** policies and map guide how the city will grow and change over the next 20 years to accommodate anticipated population and job growth.

The Portland *Comprehensive Plan's* Healthy Connected Communities growth framework is used to coordinate the West Portland Town Center Plan's policy and investments in the built environment to achieve our city's goal of neighborhood hubs, linked by a network of civic corridors and greenways. The Comprehensive Plan's equitable development and community engagement policies guide the WPTC Plan's actions to achieve equitable outcomes and mitigate potential unintended impacts, such as any involuntary economic and cultural displacement as the town center becomes more desirable for investment. These existing policies are identified in the beginning of Sections 2 and 3 in Volume 1.

New Comprehensive Plan policies are needed to address the town center's unique environmental health challenges and barriers to healthy living and strengthen its multi-cultural assets and identity. The Comprehensive Plan will be amended include the following goals and policies specific to the West Portland Town Center.

WPTC PLAN GOALS

Vision 1: Great Places with Equitable Access

1A - Increase new housing choices, tools and programs for all household types and incomes throughout the Town Center. Emphasize efficient use of the land closest to the Barbur Transit Center.

1B - Fund and build a multi-modal and multi-ability circulation system across the town center area that is safe, comfortable, accessible and useful for meeting daily needs.

1C - Create defined main streets and commercial areas. Enhance conditions for more robust and varied commercial and business services in these areas.

1D - Design public spaces that consider the physical and social infrastructure needed to support people, businesses, and healthy outcomes, while responding to the natural, topographic, and scenic qualities of the area.

Supporting policies:

POLICY #	WPTC PLAN POLICIES
1	Make mobility investments and designate district street classifications that give priority to pedestrian access over automobiles
2	Apply policies from the SW Corridor Equitable Housing Strategy when land use and affordable housing investment decisions are made in the West Portland Town Center
3	Encourage the redevelopment of publicly owned land to include affordable housing for households with incomes at or below 60% area median income
4	Use zoning tools and City economic development programs to support employment opportunities in professions that provide quality jobs
5	Apply zoning in high housing cost areas to encourage affordable housing and market-rate multi-dwelling housing to promote racial and economic integration
6	Explore co-location of new affordable housing with libraries and/or culturally specific health and human services for the area's growing immigrant and refugee communities
7	Incorporate environmental education for sustainability curriculum into City educational settings with community partners
8	Include analysis of the links between cultural, socio-economic, and the physical environment aspects of sustainability in planning and implementation efforts
9	Meet identified parks, open space, and recreation needs that enhance the physical, mental, and social determinants of health for all people
10	Use a Health Equity Assessment or Health Impact Statement for all planning projects, that provides an action plan to reduce racial disparities in health outcomes while improving health outcomes for all

Vision 2: Strong People and Communities

2A - Prevent residential and cultural displacement by providing households historically excluded from economic opportunities and communities of color the choice to remain in place and build wealth.

2B - Create opportunities for community and cultural spaces to thrive.

2C - Promote opportunities for businesses and employment, including immigrant, minority, and women-owned small businesses and workers, that reflect the diverse cultures of the area.

2D - Support community engagement and outreach to under-represented groups. Increase their capacity for involvement in issues that affect them.

2E - Improve mental and physical health outcomes for people living and working in the area through improved services and more connections to nature.

Supporting policies:

POLICY #	WPTC PLAN POLICIES
11	Residents in West Portland Town Center who are people of color or experiencing poverty have meaningful participation and representation in City decision making processes and structures such as future processes to plan for the redevelopment of the Barbur Transit Center and the transportation solution to the Crossroads
12	Residents in West Portland Town Center who are people of color or experiencing poverty have access to capacity building resources to develop relationships, knowledge, and skills to effectively participate in development processes
13	Use the public investments in transportation improvements such as new high capacity transit service to mitigate the impacts of displacement pressures through provision of publicly owned land for affordable housing
14	Use planning tools and investments to protect the socioeconomic diversity and cultural stability of the established immigrant and refugee communities by encouraging retention of existing unregulated affordable rental housing in apartment buildings and incentivize their long-term affordability.
15	Leverage plans and accompanying investments to encourage contracting with minority-owned and woman-owned businesses
16	Engage broad and collaborative economic development partnerships to achieve the town center's equitable development goals

17	Prioritize employment uses in parts of the town center to support employment types that provide quality jobs
18	Support equitable access to workforce training and employment opportunities for black, indigenous and people of color (“BIPOC”) and immigrant residents in the town center
19	Encourage and support development of affordable commercial space for small businesses owned by immigrants and refugees
20	Use land use regulations and public resources to support development of a Multi-cultural Hub of culturally relevant services, affordable housing and human services, and businesses to complement the area’s multi-cultural identity and growing residential character. Examples of cultural attractions could include a multi-cultural center and/or multi-ethnic food and marketplace
21	Local government’s investments to reduce carbon emissions and increase the town center’s resilience to climate change benefit low-income people and communities of color
22	Seek co-location of community gardens with public school campuses.
23	Support existing grocers to stay in the town center and provide affordable healthy food choices that meet the residents’ diverse cultural needs.
24	Integrate green infrastructure into public infrastructure projects and private development along Barbur and I-5 to buffer residents and workers from noise and air pollution.

Section 8

COMPREHENSIVE PLAN MAP AND ZONING MAP AMENDMENTS

The **Comprehensive Plan Map** depicts a long-term vision of how and where the city will accommodate anticipated population and job growth. Its designations are tied to policy statements in the Comprehensive Plan and they specify, by site, where various land uses can be located.

Each Comprehensive Plan Map designation corresponds with one or more implementing “zones.” The zones are defined in the Portland **Zoning Code**, which also contains regulations that specify the permitted uses and intensity, and required standards, on any given site. In short, zoning directs how land can be used and what can be built on any given property today. A **Zoning Map** depicts where the zones apply.

The WPTC Plan Land Use Growth Concept has been refined and translated into both a Comprehensive Plan Map and a Zoning Map. The changes to the Comprehensive Plan and Zoning maps proposed includes areas where:

- The Zoning Map and the Comprehensive Plan Map designations are both proposed to change
- The Zoning Map designation will stay the same, but the Comprehensive Plan Map designation is proposed to change to a higher designation.

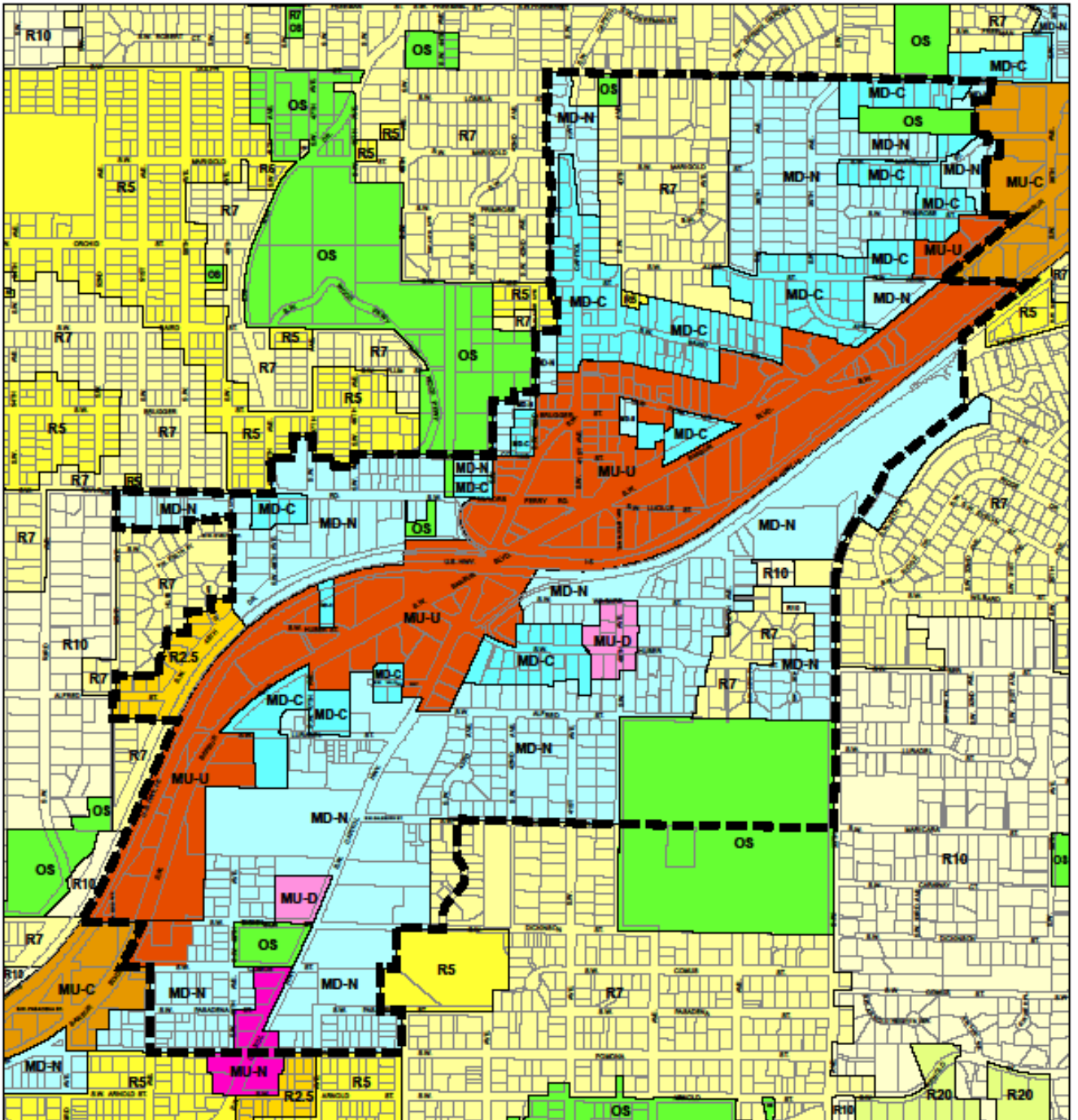
In the case of properties where the zoning is proposed to remain as it is today, the zoning may change in the future either through a quasi-judicial zone change requested by an individual property owner or through a legislative process.

Upon WPTC Plan adoption, both the citywide 2035 Comprehensive Plan Map and the Zoning Map will be updated and modified to integrate the newly adopted land use designations for the area within the West Portland Town Center boundaries.

The following two maps show the proposed Comprehensive Plan Map for the area including designation changes and the proposed Zoning Map for the area, including changes.

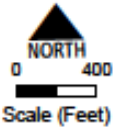
See Volume 1 Section 4 for simplified and annotated maps of what map designations are proposed to change within the town center boundary area. The online [MapApp](#) also has an interactive map where you can enter a property address or click on areas to see existing and proposed zoning along with other details of the proposal.

Recommended Draft - West Portland Town Center Plan Proposed Comprehensive Plan Map



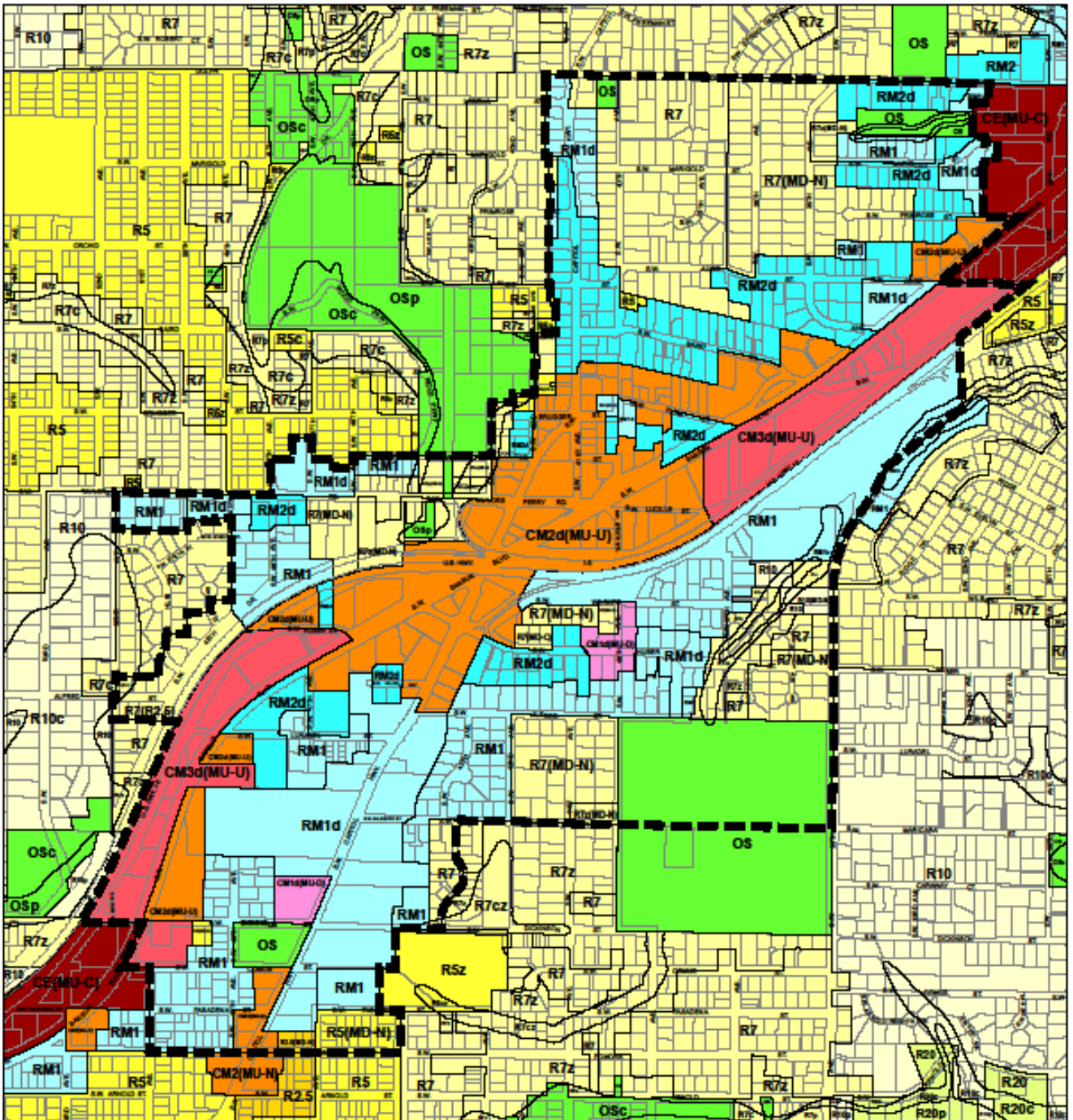
MU-U Draft Comprehensive Plan Designation
--- West Portland Town Center and Plan District boundary

Map 1/4 Section



Bureau of Planning and Sustainability
 City of Portland, Oregon
 August, 2022

Recommended Draft - West Portland Town Center Plan Proposed Zoning Map



CM2 Draft Zoning

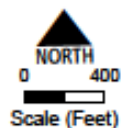
(MU-U) Comprehensive Plan designation where either a higher designation is assigned to the site or there are other corresponding zones

West Portland Town Center and Plan District boundary

Environmental Overlays
 c - Environmental Conservation
 p - Environmental Protection

Other Overlays
 d - Design
 z - Constrained Sites

Map 1/4 Section



Bureau of Planning and Sustainability
 City of Portland, Oregon
 August, 2022