



Interstate Corridor Redevelopment Scenarios
FOR THE INTERSTATE LIGHT RAIL CORRIDOR ZONING PROJECT
Portland, Oregon
August 9, 2007 Final Report





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WESTERN
MOTEL
NO VACANCY

DIRECT
DIAL
PHONE
COLOR TV

AIR
CONDITIONED

WALK

RESTAURANT

307

City Center

TRIMET

DO NOT CROSS TRACKWAY



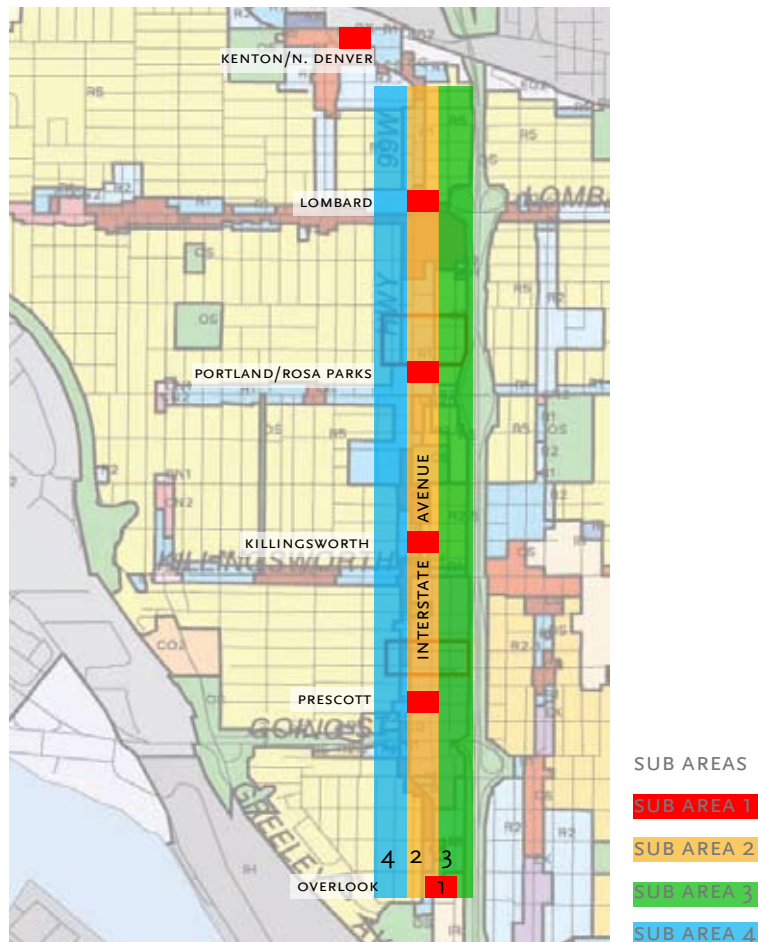
Summary

The Interstate Light Rail Corridor Zoning project revisits the zoning patterns and regulatory framework in the Interstate Light Rail Corridor to ensure that it will better implement the City's transit-supportive policies and create a favorable environment for public and private investment that increases neighborhood economic vitality, amenities, and services.

Prior to the arrival of light rail, the Albina Community Plan created the potential for additional housing and jobs along Interstate Avenue by placing high density zoning that could only be realized if light rail was constructed. Now that Light Rail has successfully been in operation for several years, this higher density zoning is recommended for implementation.

The purpose of this study is to assist city planning staff and the community to better understand the physical implications of higher density development in the Interstate Corridor. The results will be used to inform the larger community and stakeholders, and assist City staff in crafting additional development and/or design provisions as part of the Interstate Corridor Zoning Project.

This study recommends implementing the high density Comprehensive Plan designations of the Albina Community Plan, now that Light Rail is operational. These designations are shown in brackets on current Zoning maps and labeled “Where Comprehensive Plan differs from zoning.” In most cases, the new designations will include a ‘d’ for required Design Review. It is recommended that the following criteria, reviewed and discussed with the Community Advisory Group (CAG) on June 14, 2007, also be included when reviewing the zoning in this corridor.



Neon Motel Signs

SUBAREA 1 + 2

MINIMUM DENSITY on Interstate for new projects is recommended, including a minimum height and FAR. Projects along the Avenue should include Retail and Services on the Ground Floor that serve the community, and should have housing (in RH zones) or a mix of housing and commercial uses (in EX zones). Parking should be behind buildings. The few remaining, classic **NEON MOTEL SIGNS** on Interstate should preferably be preserved. Their preservation can be achieved through incentives or requirements. This will help maintain the historic character of Interstate and give this neighborhood a unique identity while it redevelops into a higher density neighborhood. Also, in addition to existing neon, it is recommended that neon be incorporated into new developments.

Area immediately adjacent to stations

Area along Interstate Avenue between stations

Area bounded by Interstate Avenue and I-5

Area from Interstate Avenue westward



Alleys



Higher Density on Interstate is advisable

Recommendations

SUBAREA 3

EXISTING ALLEYS on current residential streets are a large asset and all of them should be used for future vehicular access to projects, as well as service access. This would result in eliminating the need for many parking entry driveways off streets - resulting in pedestrian oriented ground floors along sidewalks, far more landscaping along sidewalks, and far more street parking for guests. A plan to improve the Alleys should be implemented.

LOBBIES, GROUND FLOOR LIVING ROOMS, TOWNHOUSES AND OTHER PEDESTRIAN FRIENDLY USES on residential streets should be encouraged in residential projects to enliven streets and put 'eyes on the street' for public safety.

SHARED ACCESS RAMPS on residential streets to underground parking for adjacent projects should be considered.

SUBAREA 4

R2.5 TO R2. In the area West of Interstate - R2.5 Zones should be considered for change to R2. R2.5 becomes fairly prescriptive - resulting in townhouses with garages in front of each townhouse - and many driveways, minimal street parking and minimal front yard landscaping. R2 gives flexibility for other solutions that could make for better streets while also increasing density slightly. **R2 ZONES:** Maximum density (1 unit/2000 SF) should be considered for amendment to 1 unit/1500 SF to allow 3 units on a 5000 SF lot.

FULL BLOCK ZONING should be considered in lieu of many current 1/2 block zoning boundaries so changes from dense zoning to less dense zoning occurs at streets rather than at rear property lines. **TRANSITION ZONING:** Lots with single family zoning (for instance R5) directly adjacent to dense zoning (for instance RH) might be considered for upzoning to R2 to reduce potential abrupt changes in building scale.



NEW SEASONS MARKET, INTERSTATE + PORTLAND



MARYLAND + SARATOGA



AFFORDABLE HOUSING - INTERSTATE + DEKUM



TOWNHOUSES - FENWICK + PORTLAND



INTERSTATE + PRESCOTT

Methodology

METHODOLOGY The study will result in realistic development scenarios for various size lots with the various zoning designations found in the district and identify related issues, challenges and opportunities such changes will bring. Additionally, the study will acknowledge the transitions to adjacent residential areas, primarily west of Interstate, and explore related transition issues. For example, in the R5 areas west of Interstate Avenue we will explore ways to increase density that respects the single family character of the neighborhood where appropriate.

COMMUNITY REVIEW The project team will seek input and recommendations from the Community Advisory Group (CAG) for zoning guidelines in the Interstate Corridor. This work will make recommendations that seek to respect the key aspects of Interstate Avenue's character while accommodating future high density and mixed-use developments.

DOWN-ZONING AND MEASURE 37 Potential property owner concerns will probably present challenges for down-zoning properties from their comprehensive plan designations. In addition, there should be no net housing loss from the Albina Community Plan.

SCHEDULE

| | |
|----------------|--|
| March 17, 2007 | Community Open House - <i>Listen to community comments</i> |
| April 12, 2007 | Community Advisory Group (CAG) Meeting 3 - <i>Present initial findings</i> |
| June 14, 2007 | CAG Meeting 4 - <i>Present findings, conclusions and recommendations</i> |
| June 25, 2007 | CAG Work Session - <i>Participate in small group discussions</i> |
| June 30, 2007 | Draft Report Issued |
| August 9, 2007 | Final Report Issued |







Interstate Character

Interstate Avenue was the main route between Seattle and Portland before Interstate 5 was built, in 1963. During the 1940's and 1950's, motels were constructed to serve the many travelers going up and down the west coast. Many of the motels still exist with many of their classic neon signs. To maintain some of North Interstate's history, it would be advisable to provide or require preservation of the motel signs and incorporating them into new developments along the Avenue.

History

Albina Community Plan 1993

The Albina Community Plan was the first comprehensive planning effort for North/Northeast Portland since the Portland Model Cities Program of the 1960s and 1970's. The plan went beyond land use and transportation planning and addressed social and educational programs including job training, family services and improvements in educational opportunities. The land use element of the plan changed the comprehensive plan designations and zoning patterns. The new pattern increased the developability of certain areas, increased housing opportunities, enhanced commercial areas, and provided for flexibility for institutional expansion.

The Albina Community Plan, adopted in 1993, set the City's policies for the Interstate Corridor to be a high density light rail corridor. At the time the Albina Community Plan was adopted, the potential light rail alignments had been narrowed to either Interstate Avenue or I-5 and the plan created the potential for additional housing and jobs along the corridor, primarily by placing high density zoning that could only be realized if light rail was constructed. As part of the Albina Community Plan the following zoning amendments were made in the Interstate Corridor:

HIGH DENSITY RESIDENTIAL (RH) Comprehensive Plan designations were placed in areas along Interstate Avenue and in almost the entire area north of Killingsworth Street between Interstate Avenue and the freeway; in the Kenton neighborhood between Interstate Avenue and Columbia Blvd. The purpose of this comprehensive plan designation was to provide opportunities for more housing and could only be approved if light rail was constructed.

CENTRAL EMPLOYMENT (Exd) zoning was applied south of Killingsworth Street along Interstate Avenue and in the area between Interstate Avenue and the I5 freeway.

COMMERCIAL ZONES along Interstate Avenue were General Commercial (CG). Because the locations of the light rail stations were not known, the commercial zones were not changed as part of the Albina Community Plan.

NEIGHBORHOODS TO THE WEST OF INTERSTATE AVENUE for the most part were not changed as part of the Albina Community Plan. These areas remained R5.

History

Interstate MAX Station Area Revitalization Strategy (SARS) 2002

The Interstate Corridor Urban Renewal Area (ICURA) completed a community planning and visioning process prior to the opening of light rail in 2004. The product of this work, the Interstate MAX Station Area Revitalization Strategy (SARS), 2002, included development concept plans for five stations along the Interstate Light Rail Line; Overlook, Prescott, Killingsworth, Portland and Lombard, along with recommended strategies for achieving the community's vision.

The SARS report was accepted by City Council as the framework for future development along the corridor. Identified in the report was the importance of revisiting the zoning pattern along the corridor and refining the zoning tools to ensure that the community's vision could be implemented.

| | R5² Single Dwelling Residential 5000 | R2.5 Single Dwelling Residential 2500 | R2 Multi Dwelling Residential 2000 | R1 Multi Dwelling Residential 1000 | RH¹ Multi Dwelling HighDensity Res. Employment | EX Central Employment | CG General Commercial |
|-----------------------------------|--|--|---|---|---|--|--|
| HEIGHT MAXIMUM | | | | | | | |
| Maximum height | 30 ft | 35 ft | 40 ft | 25/45 ft ³ | 65 ft | 65 ft | 45 ft. |
| Stories | 3 | 3 | 4 | 4 | 6 | 6 | 4 |
| DENSITY MAXIMUMS | | | | | | | |
| FAR | | | | | 2:1 | 3:1 | 3:1 |
| Max. Bldg Coverage | 20- 50% | 20-50% | 50% | 60% | 85% | 100% | 85% |
| Max. Density | | | 1 unit/ 2000 sf | 1 unit/ 1000 sf | | | |
| DENSITY MINIMUMS | | | | | | | |
| Min. Density | | | 1 unit/ 2500 sf | 1 unit/ 1450 sf | 1 unit/ 1000 sf | | |
| SETBACKS | | | | | | | |
| Min. Front Setback | 10 ft | 10 ft | 10 ft | 3 ft | 0 ft | 0 ft | 0 ft |
| Min. Side/Rear Setback | 5 ft | 5 ft | 5 - 14 ft ⁴ | 5 - 14 ft ⁴ | 5 - 14 ft ⁴ | 0 - 14 ft ⁴ | 0 - 14 ft ⁴ |
| ALLOWABLE USES selected | Residential | Residential | Residential | Residential | Residential Retail, Office | Residential Retail, Office Manufacturing | Residential Retail, Office Manufacturing |

- 1 Normally the **RH** zone has a height limit of 25/65' (6 stories) and an FAR of 2:1. In the Interstate Light Rail Corridor, all the RH Comprehensive Plan designations are in a special area that increases the maximum FAR from 2:1 to 4:1 and the height to 75'. However, within 1000 ft of a transit station the height is increased to 100' (Most, but not all RH development in the corridor is within 1000 ft of a light rail station). In 4:1 FAR areas there is no requirement for the 25' transition height.
- 2 for the **R5** zone, alternative design density overlay 'a' allows increased density of development that meets additional design compatability requirements.
- 3 **25/45**: 25 foot height limit within 10 feet of front property line, 45 feet beyond 10 feet of front property line.
4. For variable setbacks (**5-14** feet and **0-14** feet), see City of Portland Title 33 Planning and Zoning Code for explanation. This chart is a general summary of primary planning and zoning regulations for the predominant zones in the Interstate Light Rail Corridor and is to be used as a preliminary guide only. Consult the City of Portland Title 33 Planning and Zoning Code for detailed and complete planning and zoning regulations.

Zoning Code

Zoning Code determines the maximum sizes allowable for a project, setbacks from property lines, and other criteria. To the left is a summary of some zoning criteria pertinent to the Interstate Corridor. In the Appendix, illustrations and descriptions are provided to show how these requirements impact development on various sized lots. Please refer to the City of Portland Zoning Code Title 33 for exact requirements.

GLOSSARY OF TERMS

| | |
|-------------------|---|
| FAR | Floor Area Ratio |
| SF | Square feet |
| GSF | Gross square feet |
| NSF | Net square feet (Leasable or Saleable SF) |
| Parking Ratio | Ratio of parking spaces to housing units |
| Efficiency | Percentage of the building that is leaseable or saleable SF |
| Building Coverage | Percentage of structures and decks (30" over grade) on a site |

International Building Code (IBC)

OCCUPANCY CLASSIFICATION

R1: residential - transient (motels)

R2: residential - multi-dwelling (more than 2)

R3: residential - single/multi-dwelling (1 or 2 dwellings)

CODE SECTION

310.1

EXTERIOR WALL OPENINGS (WINDOWS) - MAXIMUM AREA

704.8 (table)

distance from property line

| Opening | 0 - 3 ft | 3 - 5 ft. | 5 - 10 ft. | 10 - 15 ft. |
|-------------|---------------|---------------|------------|-------------|
| Unprotected | Not Permitted | Not Permitted | 10% | 15% |
| Protected | Not Permitted | 15% | 25% | 45% |

EGRESS

Exit discharge location. Exterior balconies, stairways and ramps shall be located at least 10 feet from adjacent lot lines.

1024.3

BUILDING CONSTRUCTION TYPE

Five floors of wood frame construction for residential occupancy (complying with City of Portland requirements) over 1 floor of concrete allowable. [market conditions for multi-story condominiums may preclude wood-frame construction]

ACCESSIBILITY- PARKING

1104.1

Accessible Spaces required where parking is provided.

ORS 447.233 (2)a

One in every 25 spaces (but not less than one) to be accessible

ORS 447.233 (2)b

One in every 8 accessible spaces (but not less than one) to be van

ACCESSIBILITY- ADAPTABLE UNITS

1106.1.10.2

All Group R Occupancies shall have adaptable units except:

Exception 1

Group R Occupancies containing three or fewer dwelling units

Portland Department of Transportation (PDOT)

DRIVEWAY WIDTH (AT STREET)

3 units or less one way - 12 ft.

more than 3 units two way - 20 ft (18 ft allowable)

One Way ramps for projects with over 3 units may be considered by PDOT on a case by case basis according to street traffic volume.

Building Code and Transportation

In addition to the Zoning Code, the **International Building Code (IBC)** needs to be referenced to determine maximum size of project, setbacks from property line, construction type, exiting, accessibility (ADA), other life safety issues, structural issues and other important determinants. To the left are a few examples of code sections and language that would probably be pertinent to a project in the corridor. **Transportation** issues are also important to projects to determine driveway locations (typically at least 25 feet from an intersection), driveway width and how the traffic generated by a project interfaces with various types of streets. When considering a project, codes should be researched and City officials should be consulted for criteria interpretation.

GLOSSARY OF TERMS

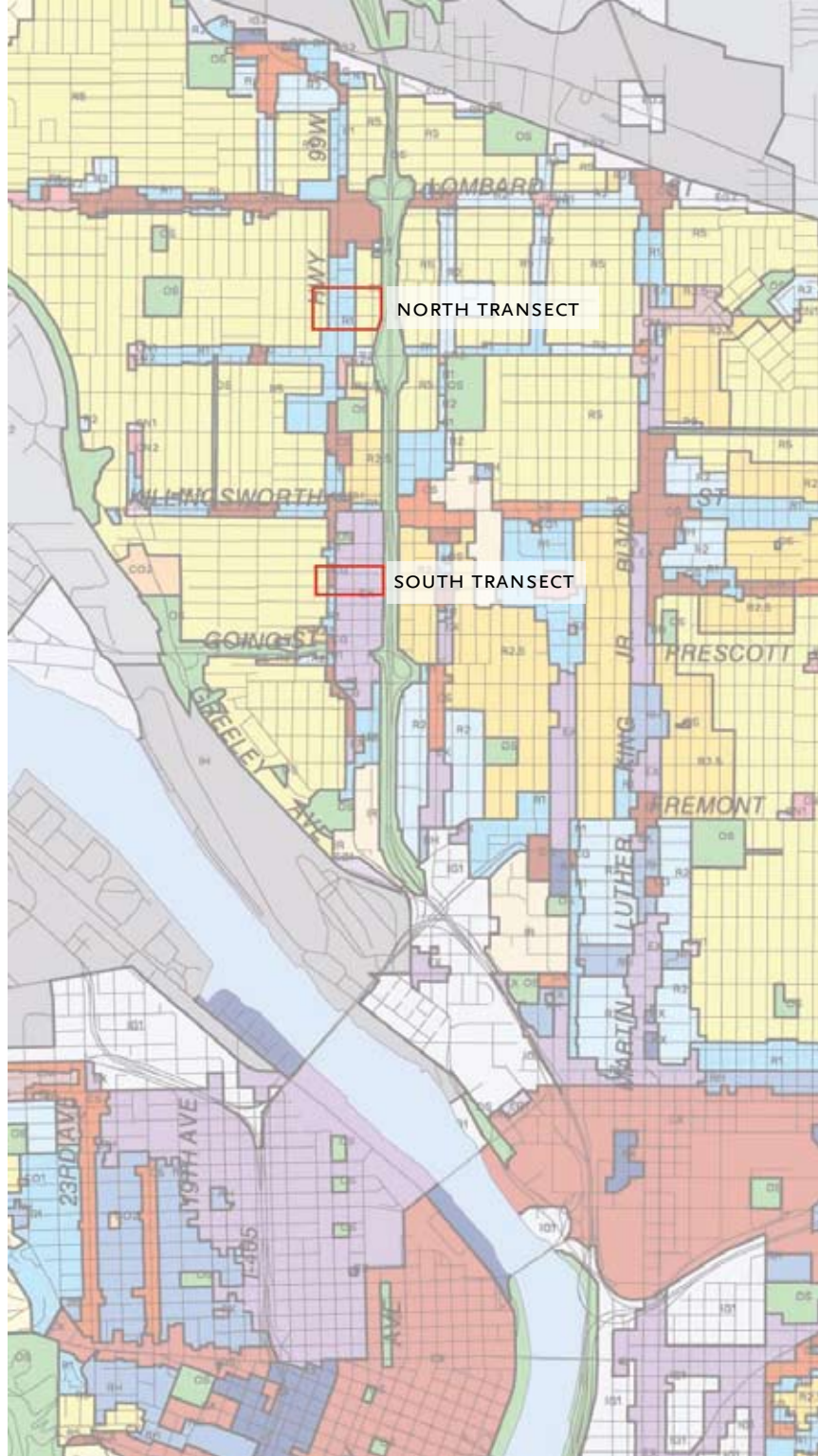
| | |
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Market Conditions

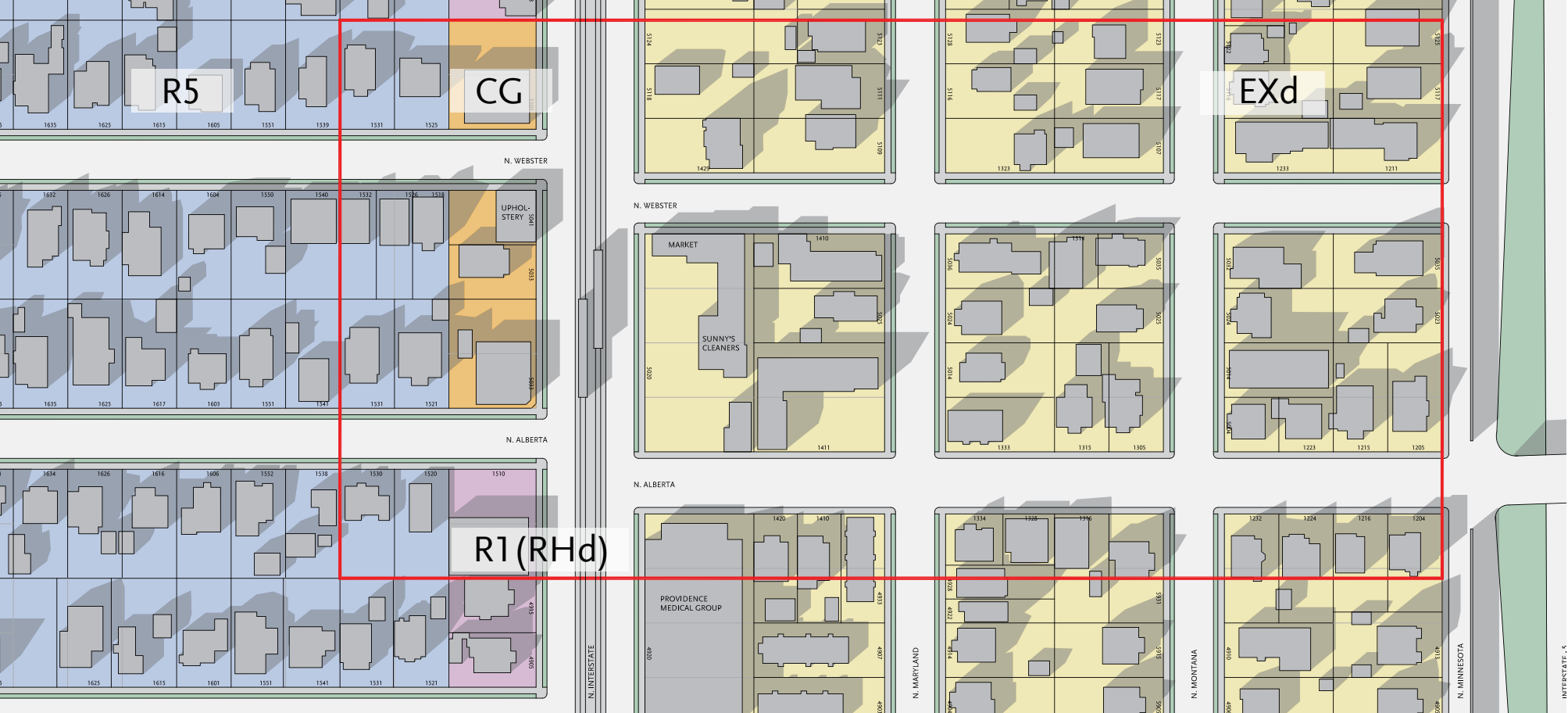
Market Conditions vary with time and location. Lenders look at comparable projects in a comparable area to help determine financial viability of projects. It is not the purpose of this project to determine exact market conditions or what lenders will be comfortable with, or to determine financial viability for projects. Instead, certain criteria are used for this project that are reasonably close to market conditions at this time in the Interstate Corridor. Specifically for market conditions: Parking is set at 1 parking space per unit, average sized unit is 850 SF, for either apartments or condominiums. For project economics: Parking can be semi-subterranean (in the case of under townhouses) or fully underground for projects on lots over 5000 SF.





Transects

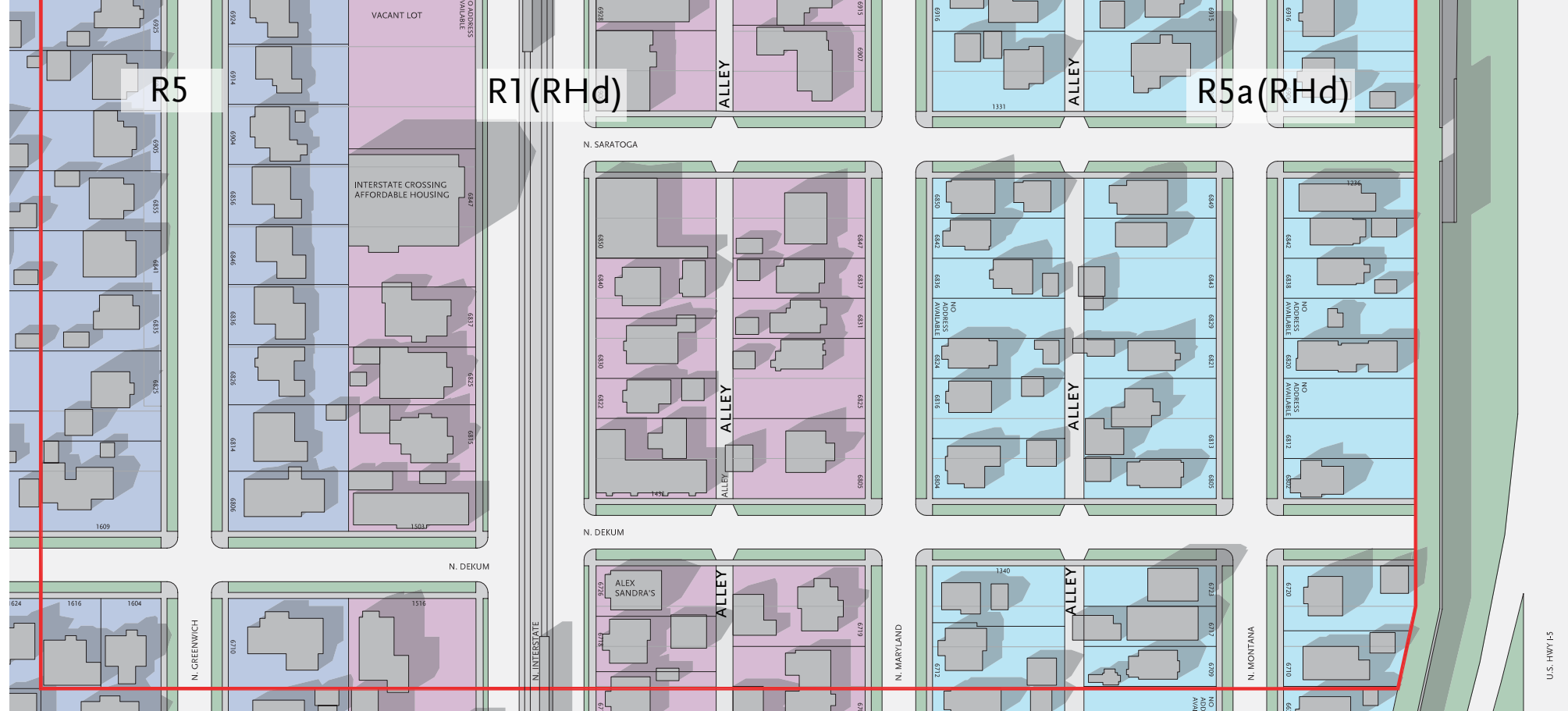
Transects are cross-sections in the Interstate Light Rail Corridor that encapsulate many of the Zoning designations and issues seen throughout the district. Transects encompass areas 2 blocks west of Interstate and east to I-5. Transects were chosen to include typical features in the corridor including: various lot configurations, alleys, and predominant zoning designations (EX and comp plan RH.) Generally, on the East side of Interstate, the northern areas are primarily R1 and R5 with an RHd Comprehensive Designation; the southern areas (north of the Kaiser Permanente area) are EXd. Along Interstate is primarily R1 with an RHd Comprehensive Plan Designation. West of Interstate is usually R5 with R2.5 Comprehensive Plan Designations in some areas. The next pages show plans of the transects with locations of the zoning designations, followed by 3d models of how they look today and how they might look in the future with the Comprehensive Plan Designations implemented.



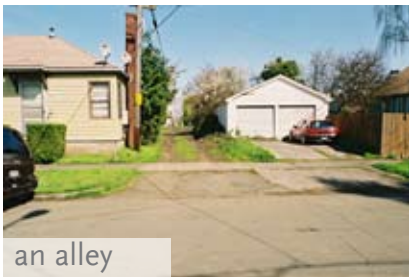
South Transect

This is a typical zoning pattern in an area in the southern section of the Interstate Light Rail Corridor: R5 in the western portion, CG and R1 with an RHd Comprehensive Plan designation on the west side of Interstate, and EXd on the east side, up to the I5 Freeway.

| | | | |
|-------|----------------------------|-----|-----------------------------|
| R5 | Maximum Height: 30' | R1 | Maximum Height: 45' |
| | Building Coverage: 45% lot | | Building Coverage: 60% lot |
| CG | Maximum Height: 45' | EXd | Maximum Height: 65' |
| | Building Coverage: 85% lot | | Building Coverage: 100% lot |
| (RHd) | Maximum Height: 100' | | |
| | Building Coverage: 85% lot | | |



North Transect



an alley

This is a typical zoning pattern in an area in the northern section of the Interstate Light Rail Corridor: R5 in the western portion, R1 with an RHd Comprehensive Plan designation on either side of Interstate, and R5a with an RHd Comprehensive Plan designation on the east side, up to the I5 Freeway. Please note the alleys.

| | | | | | |
|-------|--------------------|---------|-------|--------------------|---------|
| R5 | Maximum Height: | 30' | R1 | Maximum Height: | 45' |
| | Building Coverage: | 45% lot | | Building Coverage: | 60% lot |
| R5a | Maximum Height: | 30' | (RHd) | Maximum Height: | 100' |
| | Building Coverage: | 45% lot | | Building Coverage: | 85% lot |
| (RHd) | Maximum Height: | 100' | | | |
| | Building Coverage: | 85% lot | | | |



Typical Transect

Example of Existing Conditions

Above is a typical Transect through a 3 block wide area in the north/south direction bounded by the **I5 Freeway** on the east and approximately **Concord** on the West. Interstate Avenue runs through the Middle of the Transect. Currently, both areas East and West off of Interstate are single family houses or, occasionally, smaller multi-family dwellings. On Interstate Avenue, one and two story commercial and lodging buildings are prevalent.



Typical Transect Example of Future Redevelopment

ZONES

RH

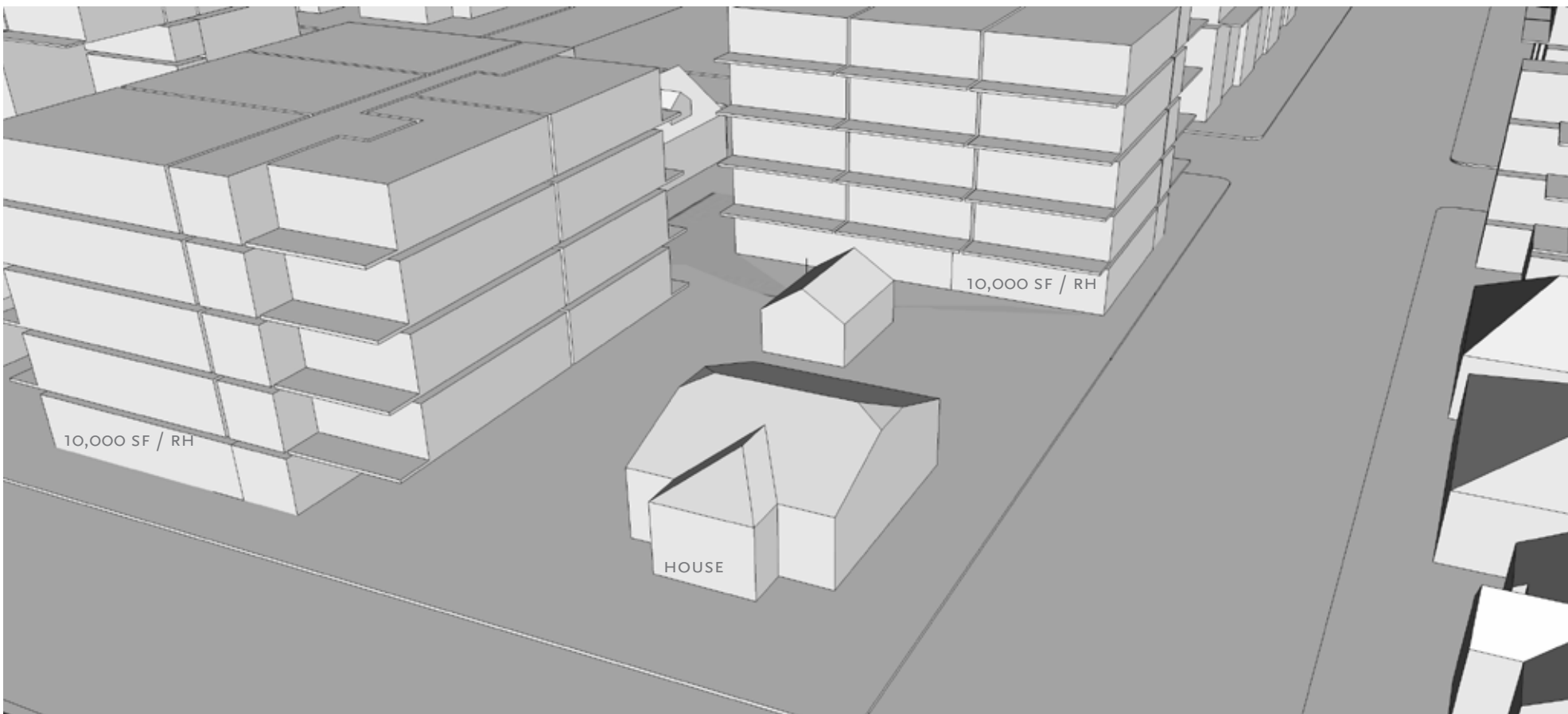
EX

R2

R2.5

It is not possible to predict exactly how development in the Interstate Light Rail Corridor will occur in the future. This is due to unknowns such as: lot ownership and ultimate size of developable lot, market conditions, desire of owner(s) to redevelop, financing accessibility and, when development will occur. But, future zoning designations will be known, and the above illustration is an example of how a typical transect might develop at a certain date in the future. For this demonstration to show as many zones as possible, zones are mixed in the same area - an atypical condition.

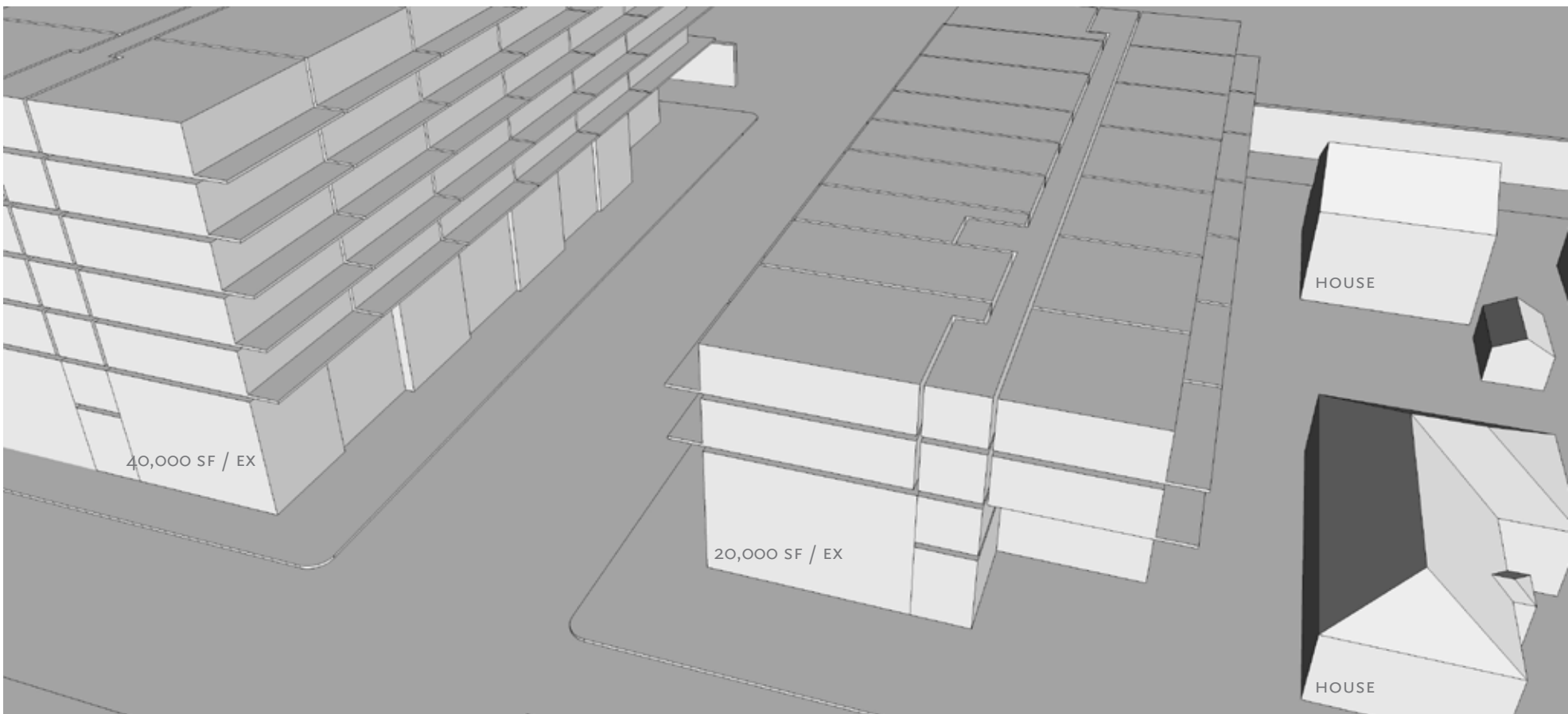
The numbers on buildings above: '5, 10, 20, 40' refer to sizes of lots (i.e. 5000 SF lot, 10,000 SF lot, etc.). The colors indicate the zoning. As can be seen above, lot size has a large impact on size of project. Refer to page 55 - Section 5 Appendix for more information on these prototypes.



Transect Zoom 1

Development Possibility

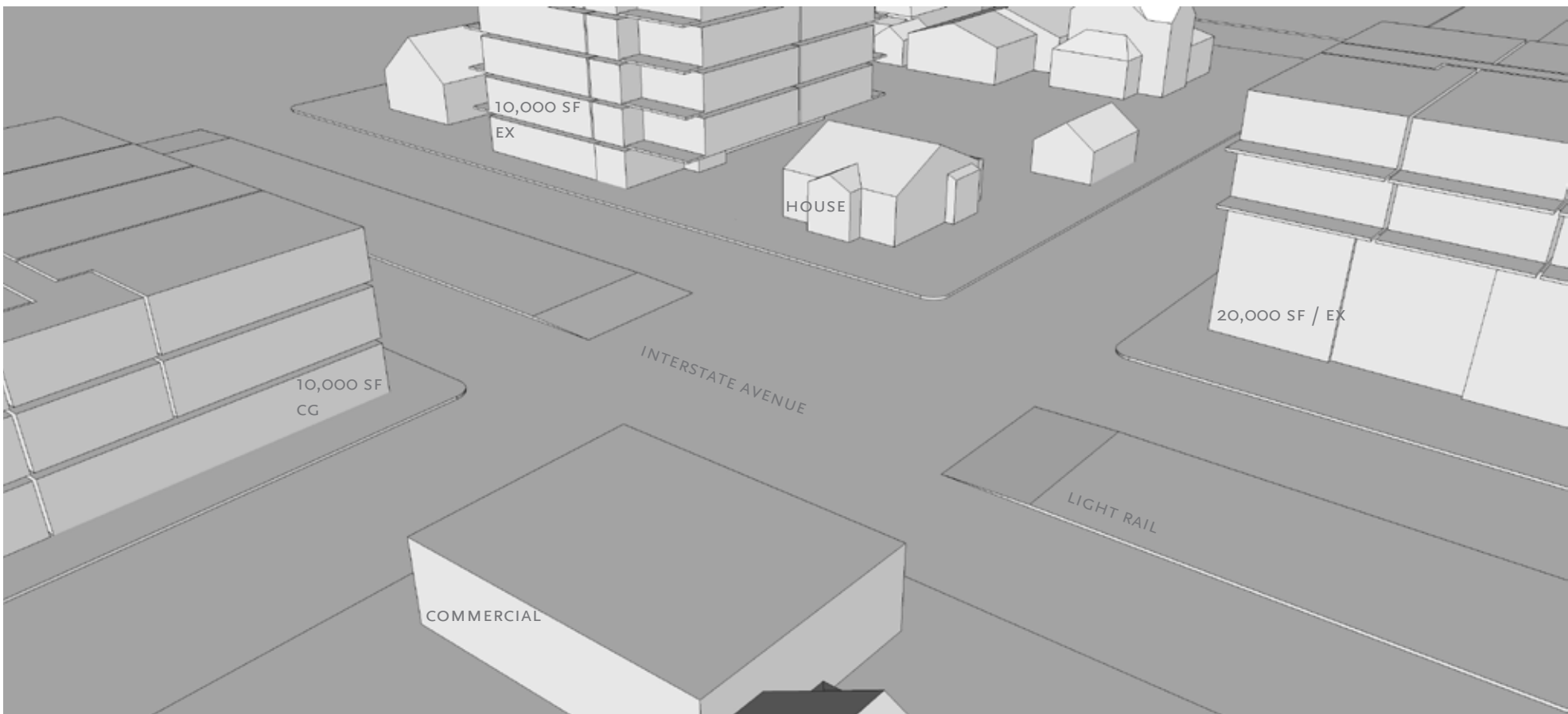
This is a potential development scenario on 10,000 SF lots in an RH zone, in relation to typical existing houses.



Transect Zoom 2

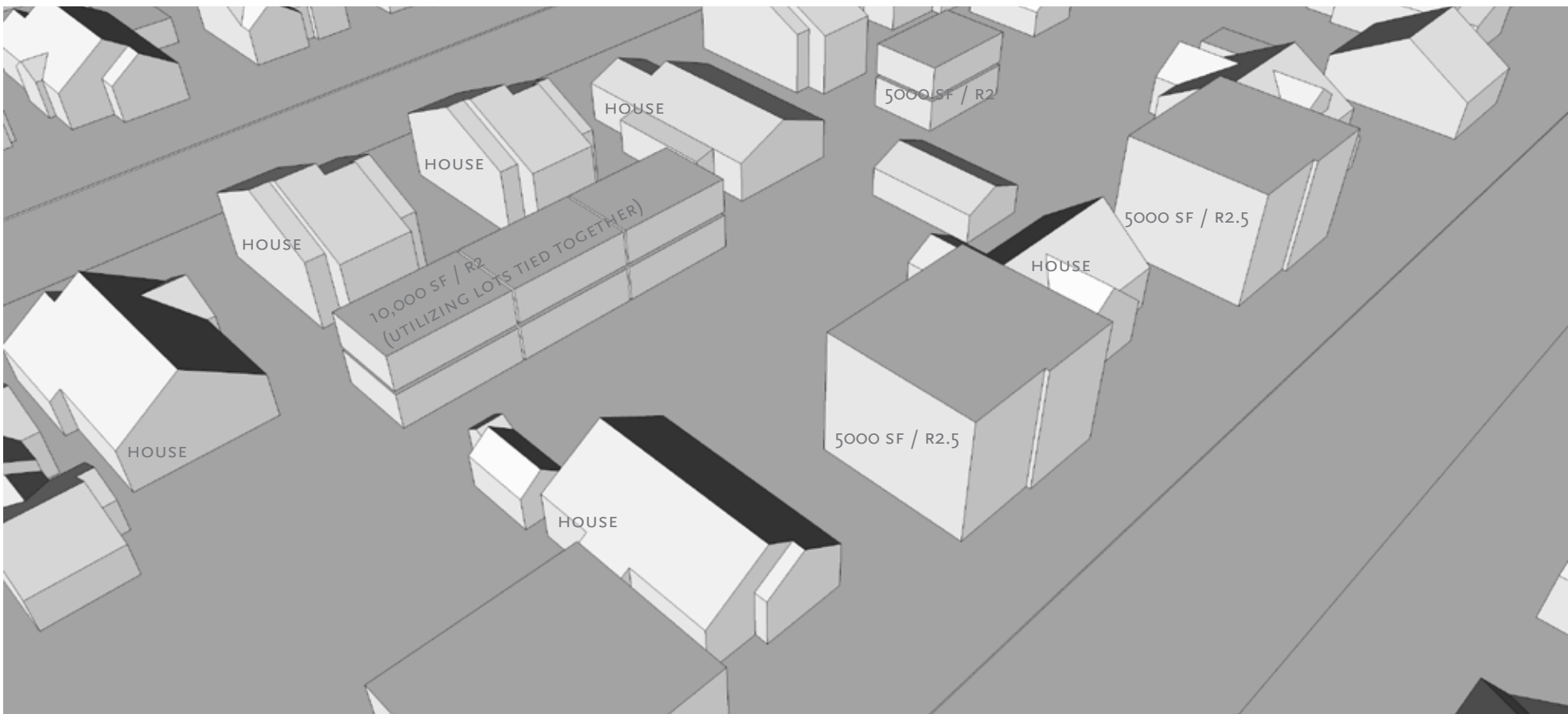
Development Possibility

This is a potential development scenario on 20,000 SF and 40,000 SF lots in an EX zone, in relation to typical existing houses.



Transect Zoom 3 Development Possibility

This is a potential development scenario on 10,000 SF and 20,000 SF lots in EX and CG zones, in a typical condition on Interstate Avenue.

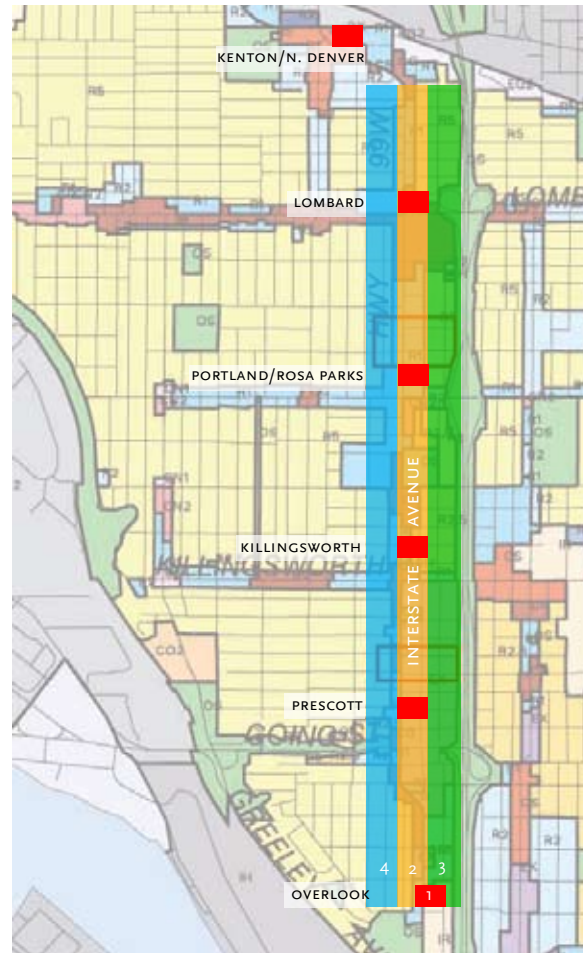


Transect Zoom 4
Development Possibility

This is a potential development scenario on 5000 SF and 10,000 SF lots in R2 and R2.5 zones, in relation to typical existing houses.



Section 4 . Sub Areas



SUB AREAS

- SUB AREA 1
- SUB AREA 2
- SUB AREA 3
- SUB AREA 4

CHARACTERISTICS

- Area immediately adjacent to stations
- Area along Interstate Avenue between stations
- Area bounded by Interstate Avenue and I-5
- Area from Interstate Avenue westward

GOALS

- High level of density and commercial activity
- High level of density and mixed-use residential
- Higher densities (RH, EX) than currently exist
- Transition from larger scale, mixed-use projects on Interstate to single family neighborhoods to the west

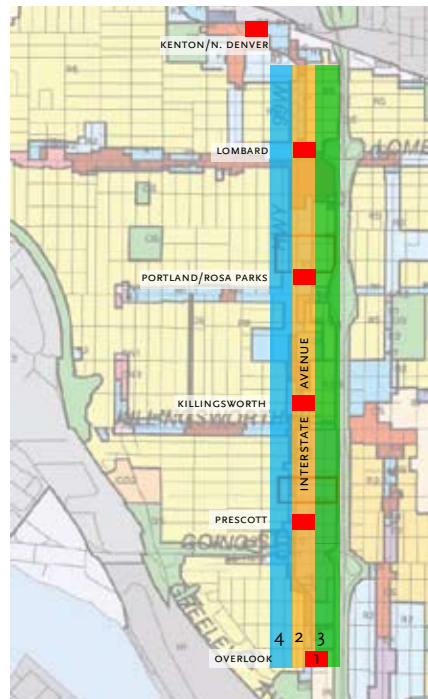
Sub Areas

Sub Areas in the Interstate Light Rail Corridor were determined due to their unique qualities, locations, and future zoning determined by the Albina Community Plan.



Sub Area 1

Sub Area 1 are areas directly adjacent to MAX Light Rail stops. These areas would optimally be more dense and include neighborhood services. Low density, one story buildings should not occur in this sub-area, nor should parking directly next to the Light Rail station street intersection.





AT ROSA PARKS (PORTLAND) STREET STATION



AT PRESCOTT STREET STATION



Sub Area 1 Photos

5000 SF

10,000 SF

20,000 SF

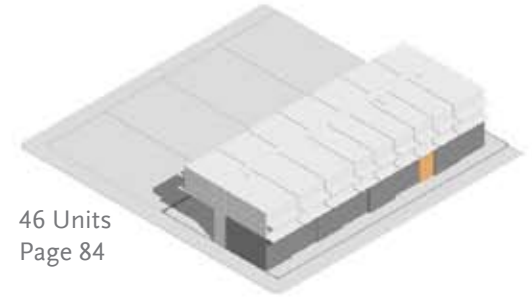
RH



5 Units
Page 64

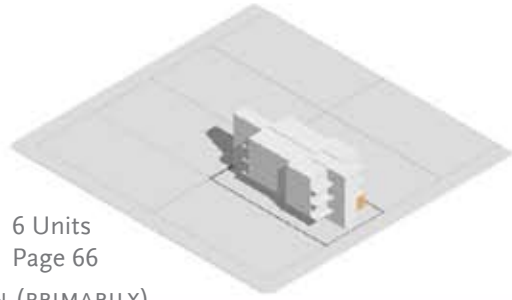


22 Units
Page 76



46 Units
Page 84

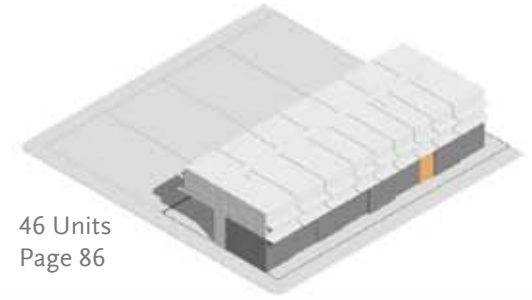
EX



6 Units
Page 66



22 Units
Page 78



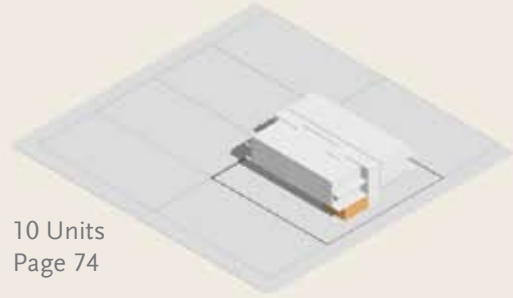
46 Units
Page 86

COMP PLAN (PRIMARY)
EXISTING (PRIMARY)

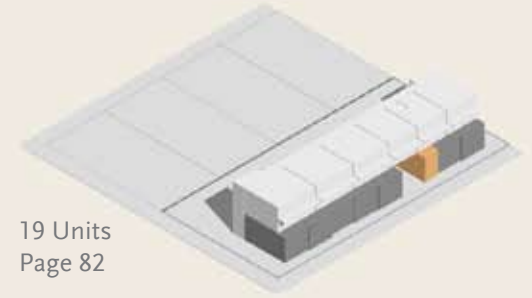
R1



5 Units
Page 62



10 Units
Page 74

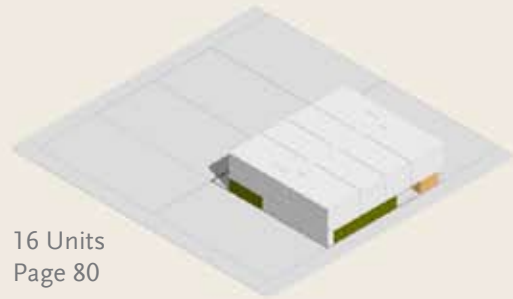


19 Units
Page 82

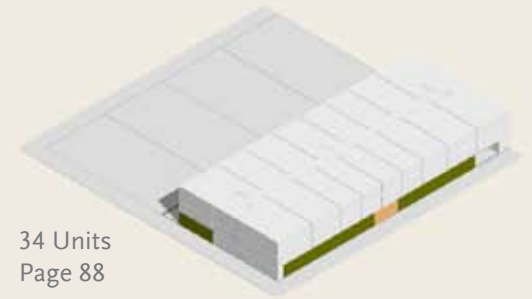
CG



4 Units
Page 68

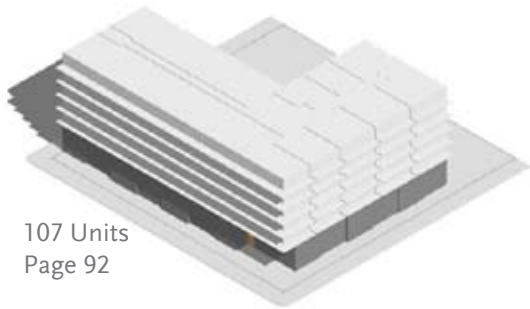


16 Units
Page 80



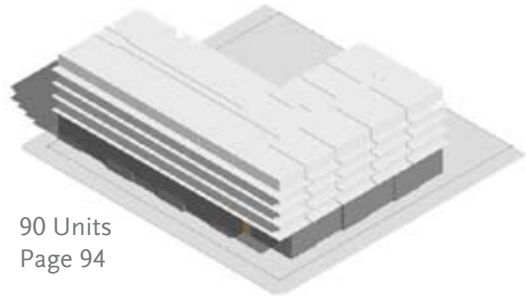
34 Units
Page 88

40,000 SF

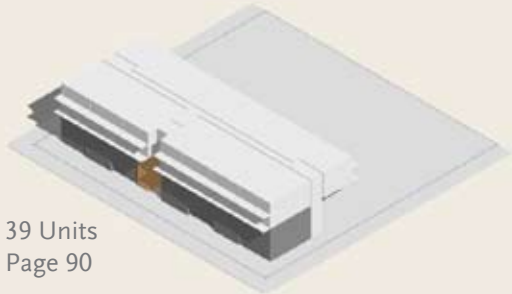


RH

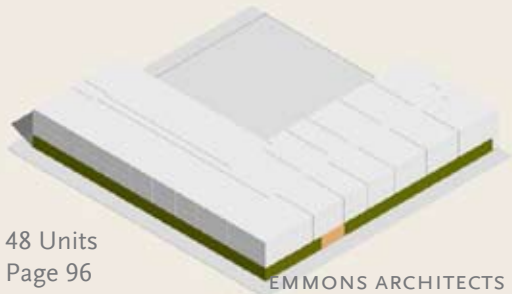
107 Units
Page 92



90 Units
Page 94



39 Units
Page 90

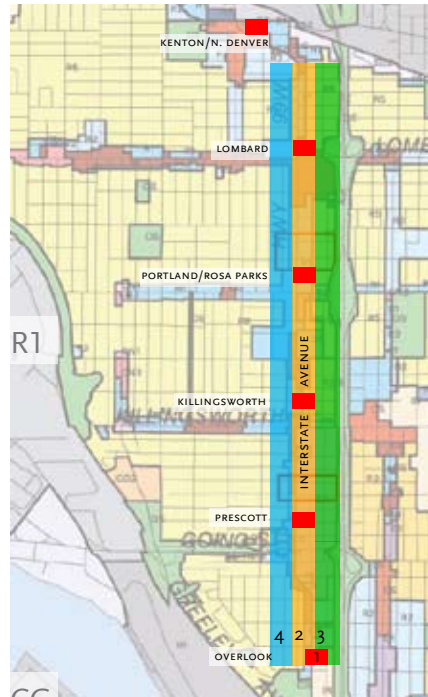


48 Units
Page 96

EMMONS ARCHITECTS

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EX **Sub Area 2**



CG

Sub Area 2 are the lots directly along Interstate between Sub Areas 1 – in other words, not directly adjacent to a light rail stop. This sub area currently has many small retail outlets, services and motels and would optimally be reasonably dense in the future with housing or commercial above neighborhood retail and services.



Sumner

INTERSTATE EAST

Webster



AT LIBERTY



AT ALBERTA



AT BRYANT

Humboldt

INTERSTATE WEST

Alberta





Alberta

Humboldt

Sub Area 2 Photos



Webster

Sumner

5000 SF

10,000 SF

20,000 SF

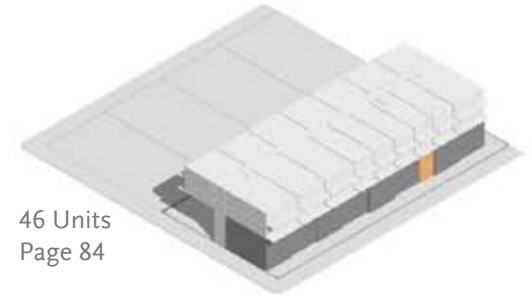
RH



5 Units
Page 64

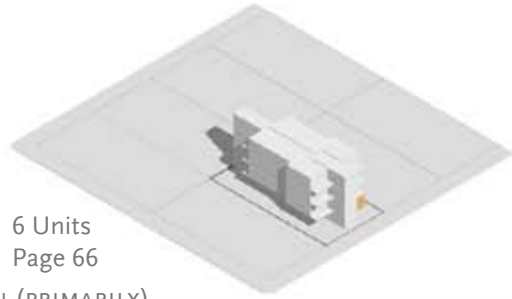


22 Units
Page 76



46 Units
Page 84

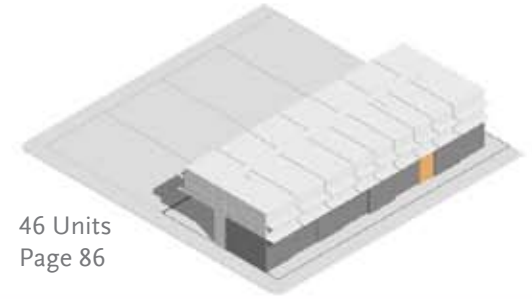
EX



6 Units
Page 66



22 Units
Page 78



46 Units
Page 86

COMP PLAN (PRIMARY)
EXISTING (PRIMARY)

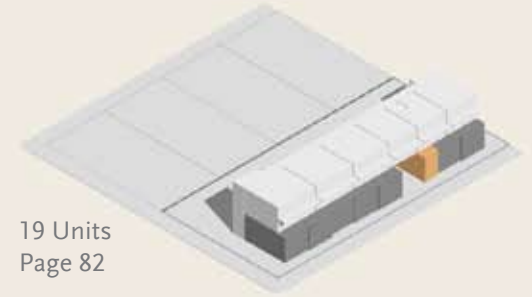
R1



5 Units
Page 62

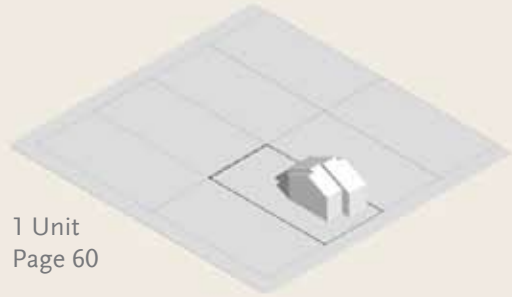


10 Units
Page 74



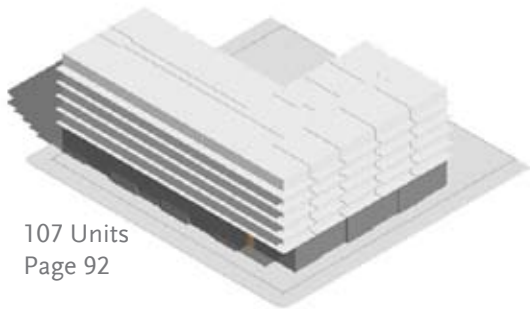
19 Units
Page 82

R5



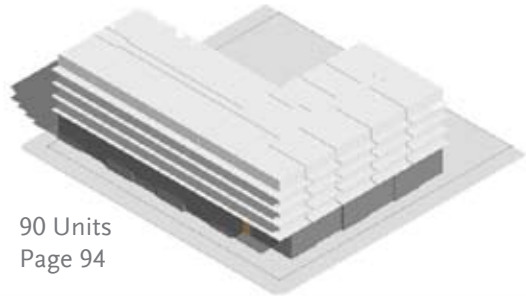
1 Unit
Page 60

40,000 SF

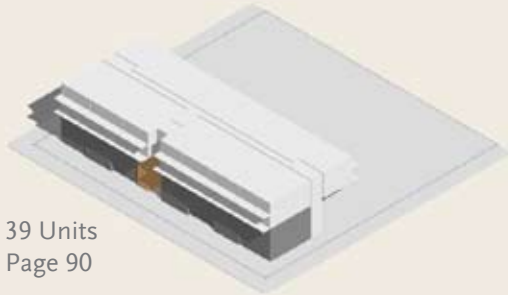


RH

107 Units
Page 92

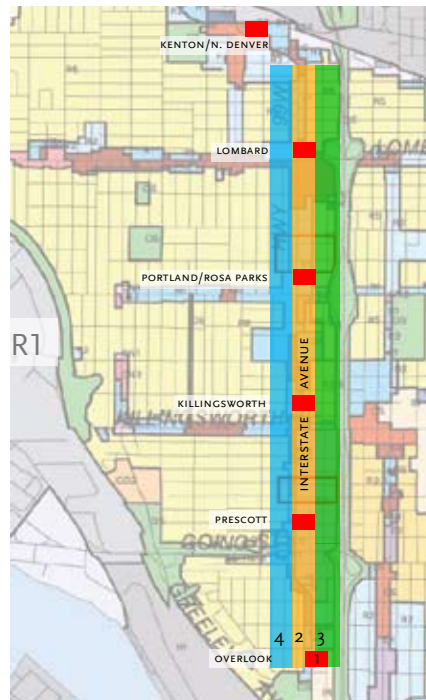


90 Units
Page 94



39 Units
Page 90

EX Sub Area 3



Sub Area 3 is currently mostly single family houses and smaller multi-family housing zoned mostly R5a, R2.5 or EXd. The Comprehensive Plan changes most of the lots zoned R5a and R2.5 to RHd, and the EXd is maintained. The Comp Plan zoning designations will have a very noticeable impact on the density of the current neighborhood. As the district evolves, single family homes will be replaced with multi-family projects in the RHd zone. In the EXd zone, many more uses are allowable. Design Review is required for all zones that have a 'd' after the zoning designation.





Sub Area 3 Photos

5000 SF

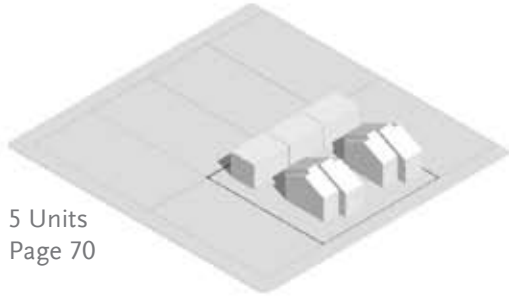
10,000 SF

R2

2 Units
Page 56

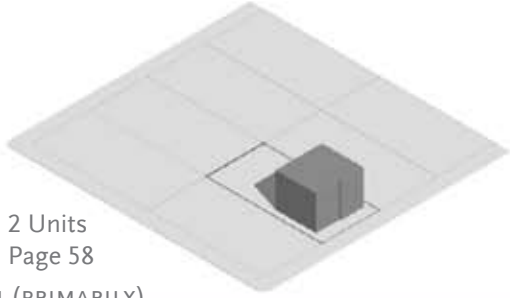


5 Units
Page 70

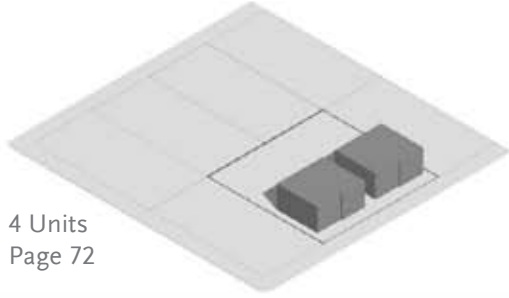


R2.5

2 Units
Page 58



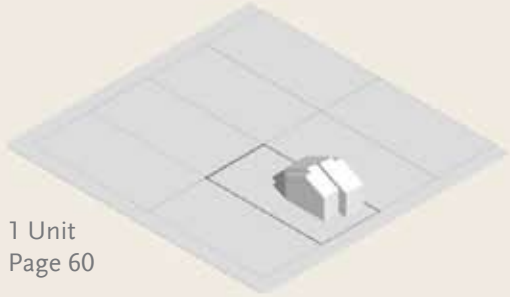
4 Units
Page 72



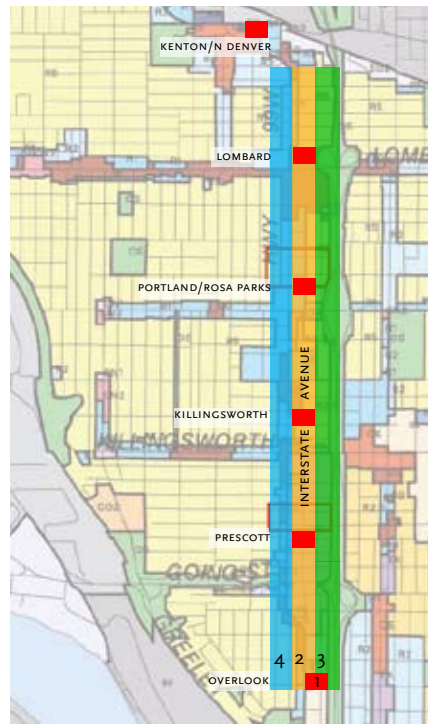
COMP PLAN (PRIMARY)
EXISTING (PRIMARY)

R5

1 Unit
Page 60



Sub Area 4



Sub Area 4 is west of Interstate behind the lots directly on Interstate. Usually, this area is zoned R5 or R5a (single family residential). In a few areas, there is a Comprehensive Plan Designation of R2.5 (townhouses allowable). Also, there are some areas very close to MAX Light Rail stations that are zoned R5.

It is recommended that lots very close to the MAX stations be considered for higher density. It is also recommended that some lots close to the lots directly on Interstate be considered for transition zoning between RH, R1, CG on Interstate and the R5 zones to the west. This could be a potential 'amended' R2 zone to allow for 3 units on a 5000 SF lot. One final recommendation: R2.5 in practice becomes fairly prescriptive – resulting in townhouses with garages usually. If R2.5 were to be changed to R2, there would be more options for development, **existing houses could sometimes be maintained** and units added behind them, or small apartment buildings could be built in addition to townhouses. Also, R2 would reduce driveways and add to street parking. In a word, changing from R2.5 to amended R2 would be an improvement to the streetscapes.





Sub Area 4 Photos



FLOOR 2
 1710 GSF
 1710 NSF

FLOOR 1
 1710 GSF
 1710 NSF

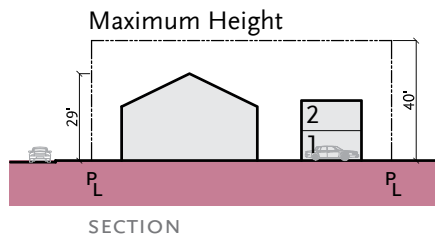
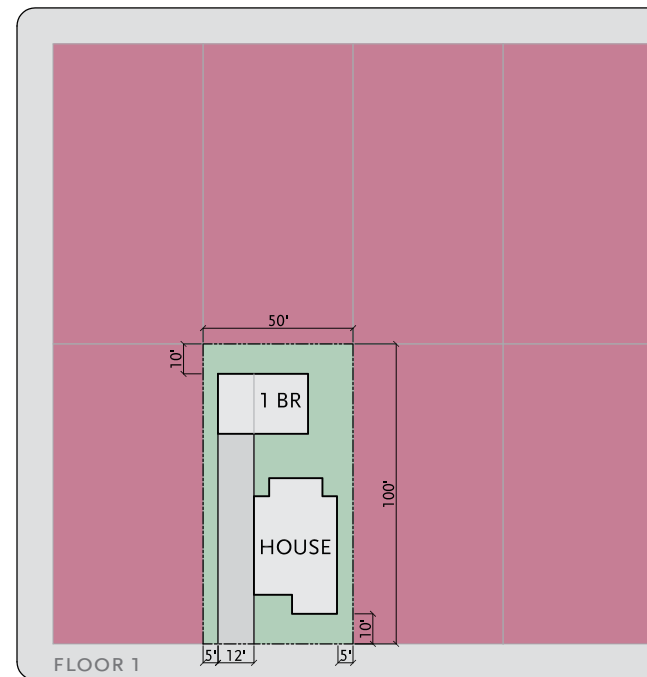
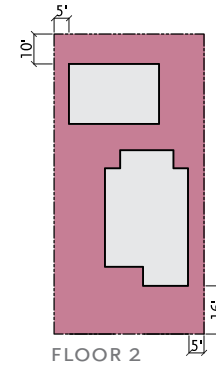
TOTAL
 3420 GSF
 3420 NSF
 0.7:1 FAR
 100% Efficiency

BUILDING COVERAGE
 34% (50% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

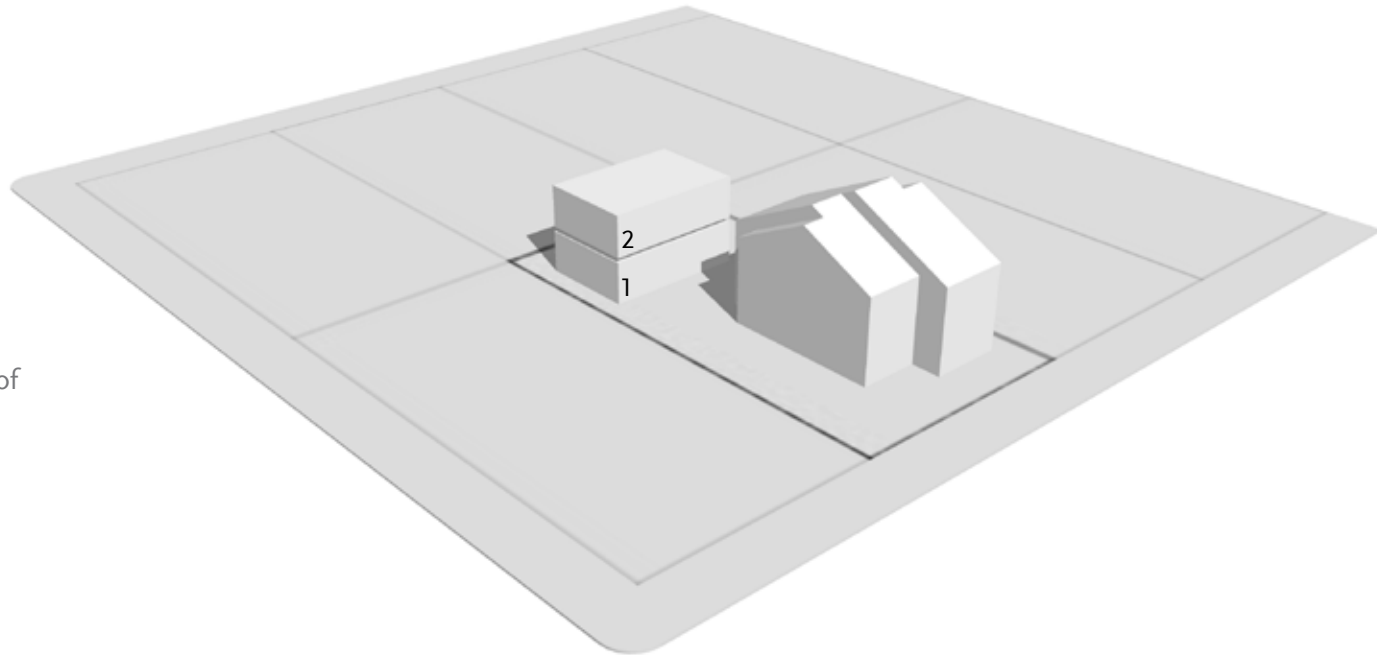
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF R2

Maximum Density required by the Zoning Code (1 unit / 2000 SF = 2) is the primary determinant for the size of this model. In this model the existing house is kept, and 1 additional unit is placed in the rear of the lot.

2 Units (allowable by code: 2)
2 Parking Spaces (garage)



FLOORS 2, 3
 1400 GSF
 1400 NSF

FLOOR 1
 1400 GSF
 1400 NSF

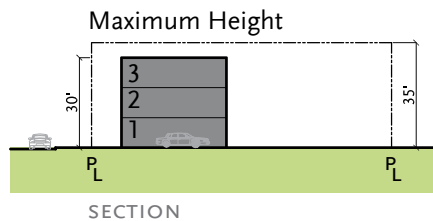
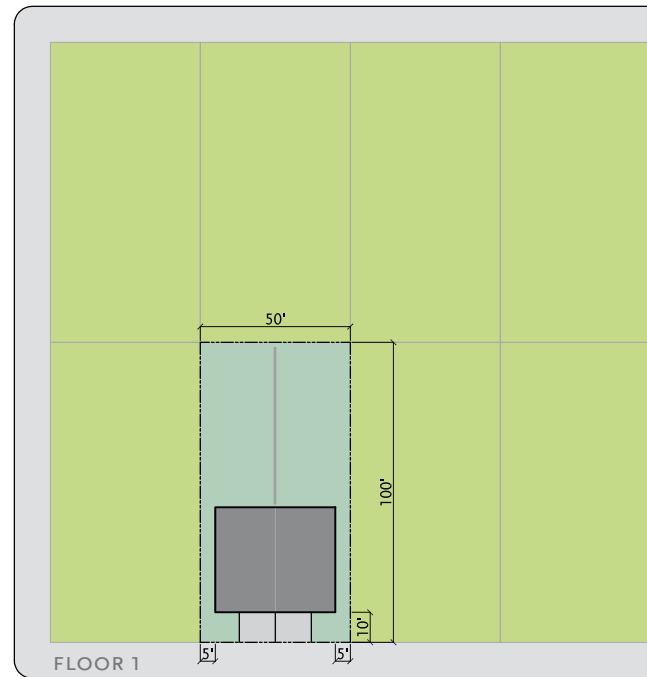
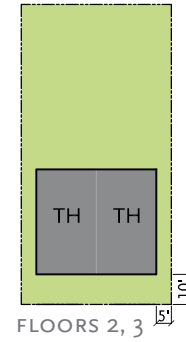
TOTAL
 4200 GSF
 4200 NSF
 0.8:1 FAR
 100% Efficiency

BUILDING COVERAGE
 28% (50% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

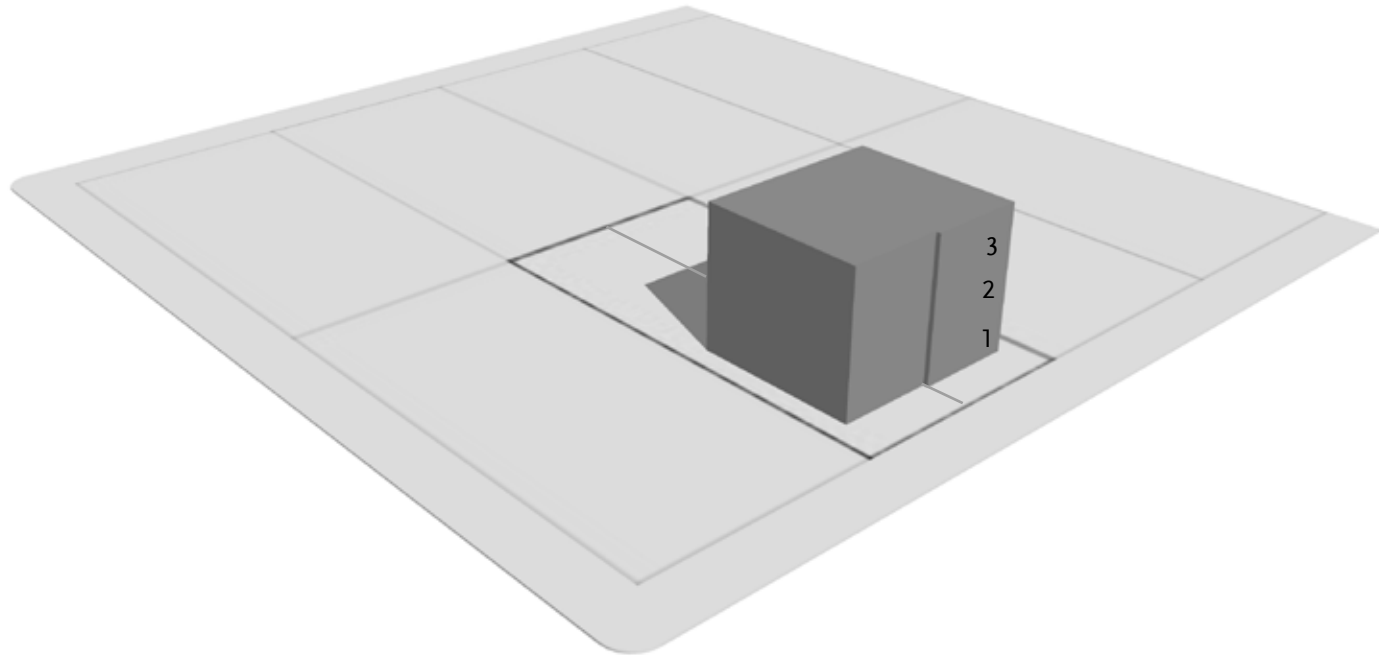
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF R2.5

Maximum Density required by the Zoning Code (Single Dwelling Zone) is the primary determinant for the size of this model. The 5000 SF lot is divided in 2, allowing for a townhouse each.

2 Units (allowable by code: 2)
2 Parking Spaces (garage)



FLOOR 2
 1100 GSF
 1100 NSF

FLOOR 1
 1100 GSF
 1100 NSF

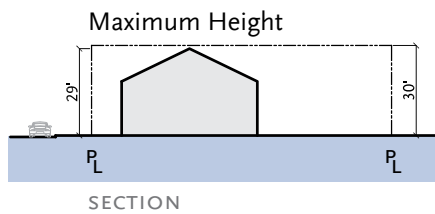
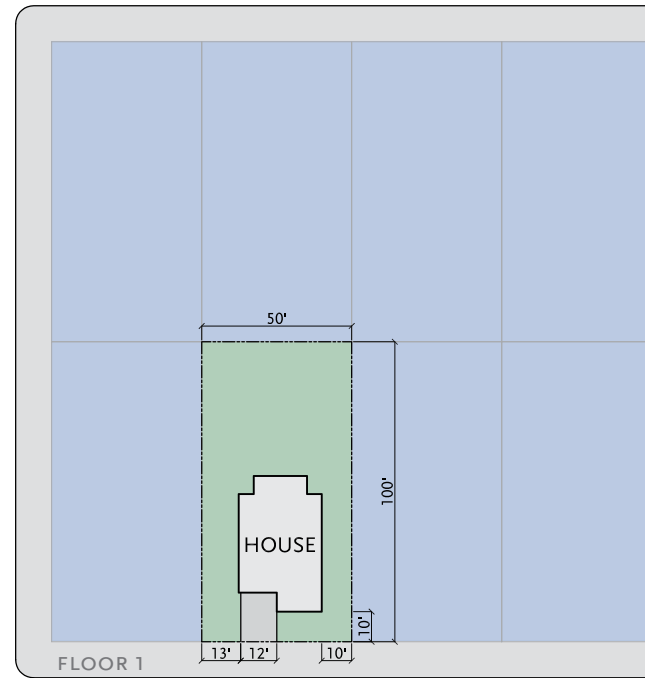
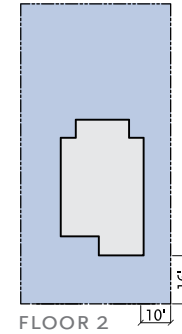
TOTAL
 2200 GSF
 2200 NSF
 0.4:1 FAR
 100% Efficiency

BUILDING COVERAGE
 22% (50% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

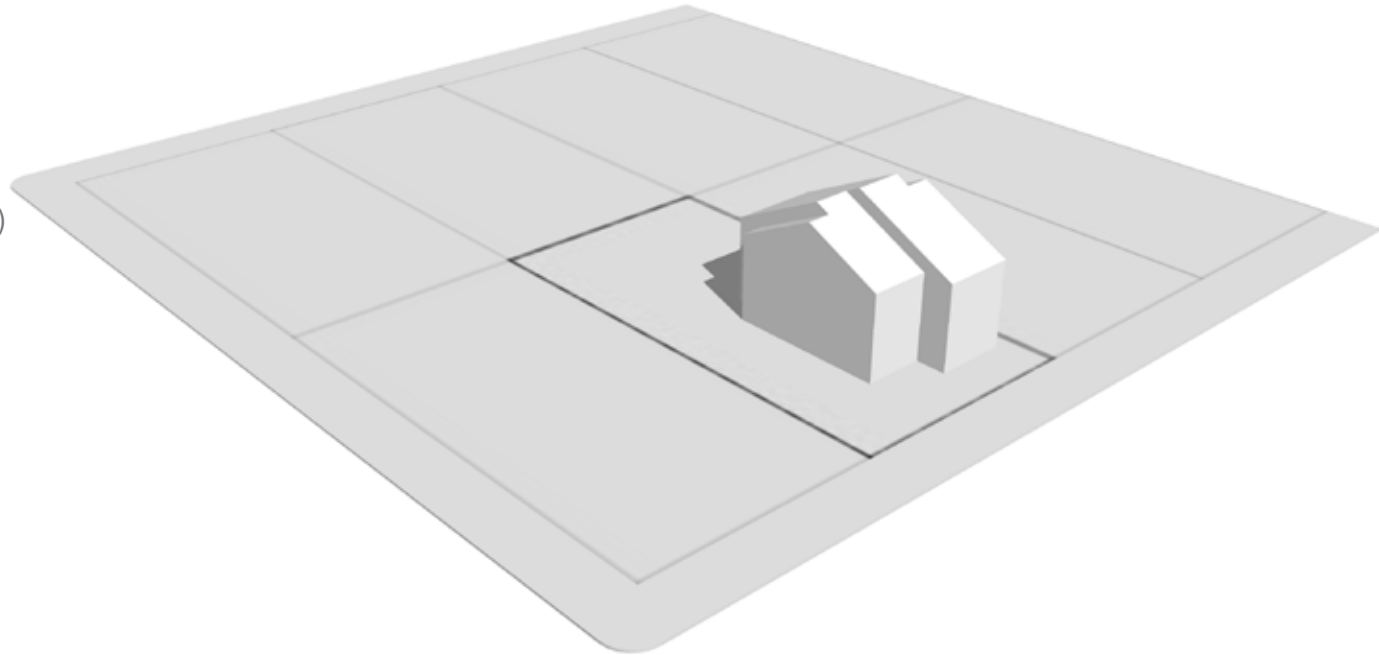
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF
R5

Maximum Density required by the Zoning Code (Single Dwelling Zone) is the primary determinant for the size of this model. Only a single family house is allowable.

- 1 Unit (allowable by code: 1)
- 1 Parking Space (garage)



FLOORS 2, 3
 2270 GSF
 1621 NSF

FLOOR 1
 838 GSF

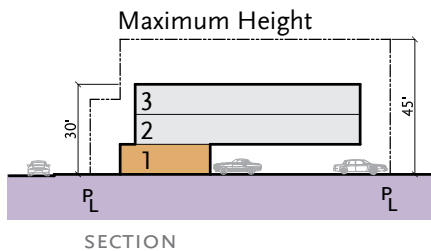
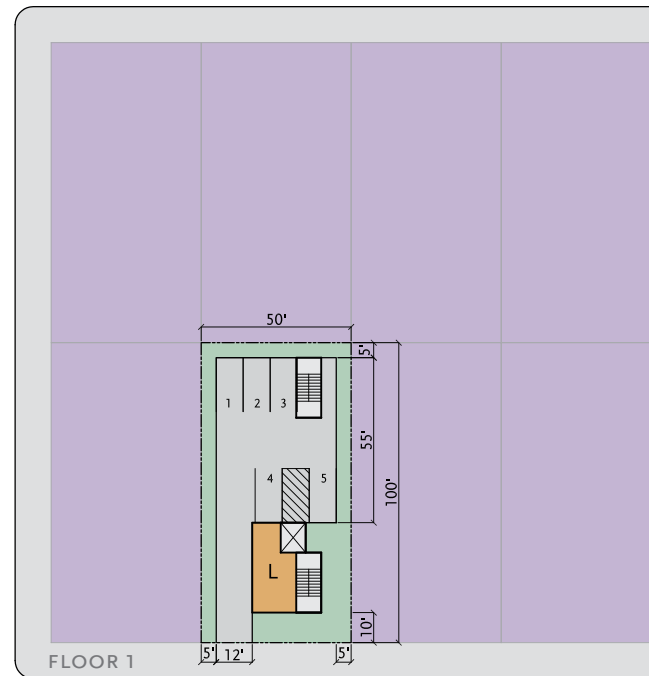
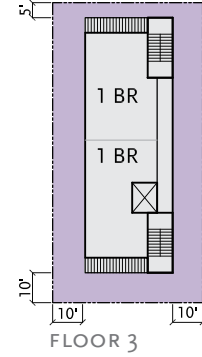
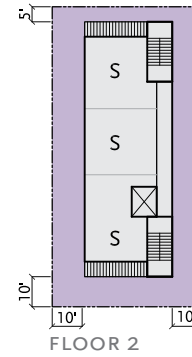
TOTAL
 5378 GSF
 3242 NSF
 1.1:1 FAR
 60% Efficiency

BUILDING COVERAGE
 50% (60% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

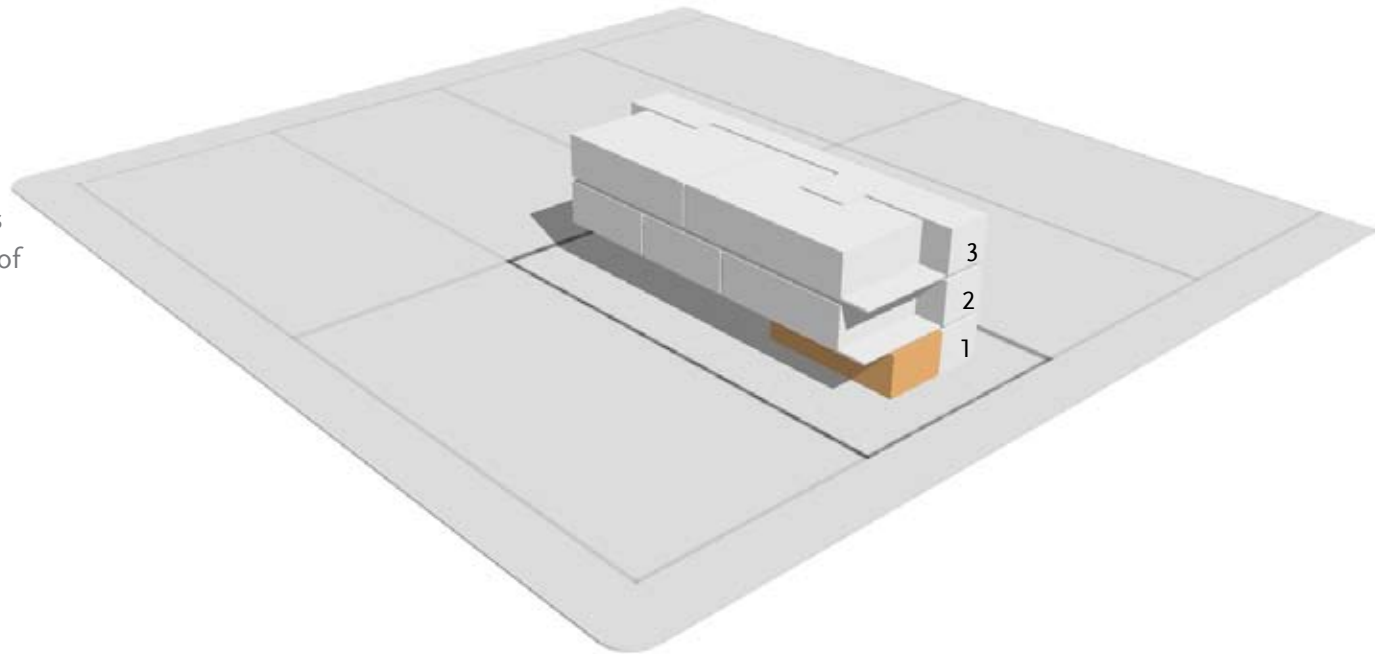
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF R1

Maximum Density required by the Zoning Code (1 unit / 1000 SF = 5) is the primary determinant for the size of this model. Parking is also a factor.

5 Units (allowable by code: 5)
5 Parking Spaces (above grade)



FLOORS 2, 3
 2270 GSF
 1621 NSF

FLOOR 1
 838 GSF

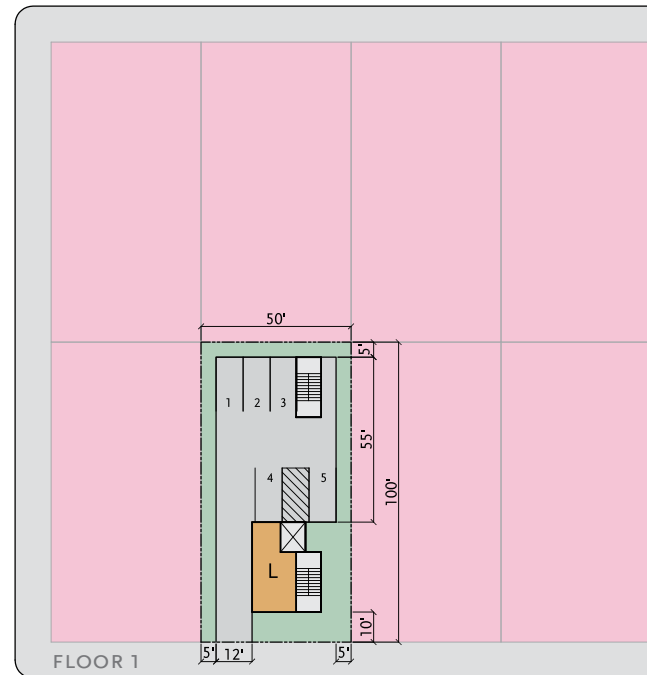
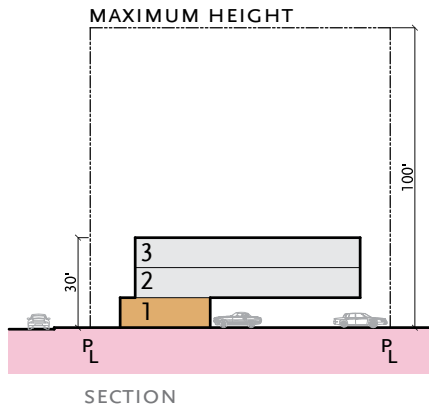
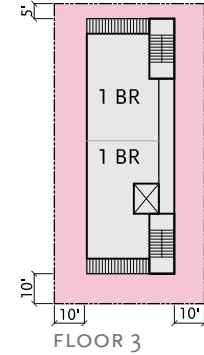
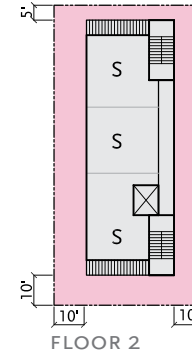
TOTAL
 5378 GSF
 3242 NSF
 1.1:1 FAR
 60% Efficiency

BUILDING COVERAGE
 50% (85% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

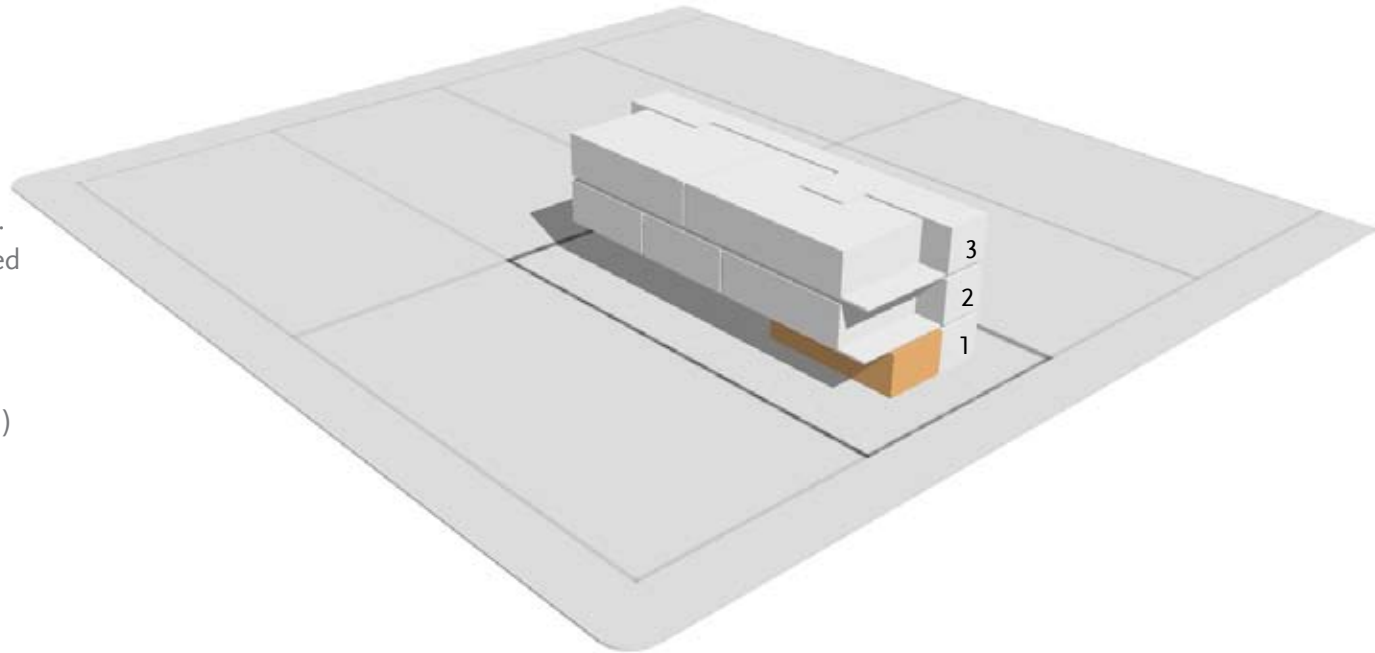
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF RH

Parking is the primary determinant for this model (assuming a 1:1 ratio). Underground parking was not deemed economically viable for this size project.

5 Units (allowable by code: unlimited)
5 Parking Spaces (above grade)



FLOORS 2 - 4
 2468 GSF
 1920 NSF

FLOOR 1
 960 GSF

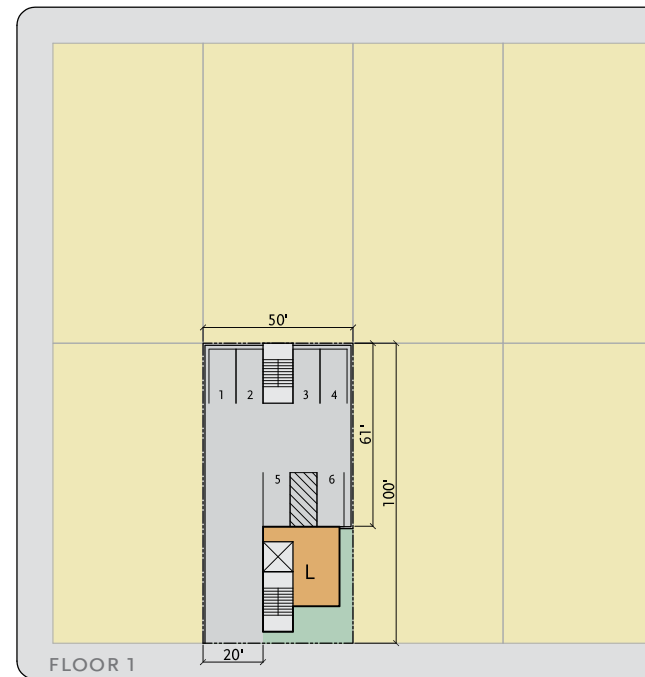
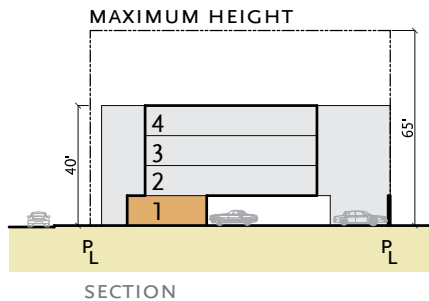
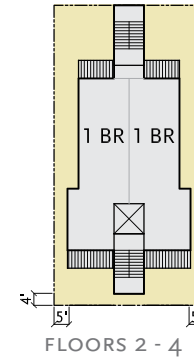
TOTAL
 8364 GSF
 5760 NSF
 1.7:1 FAR
 69% Efficiency

BUILDING COVERAGE
 56% (100% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

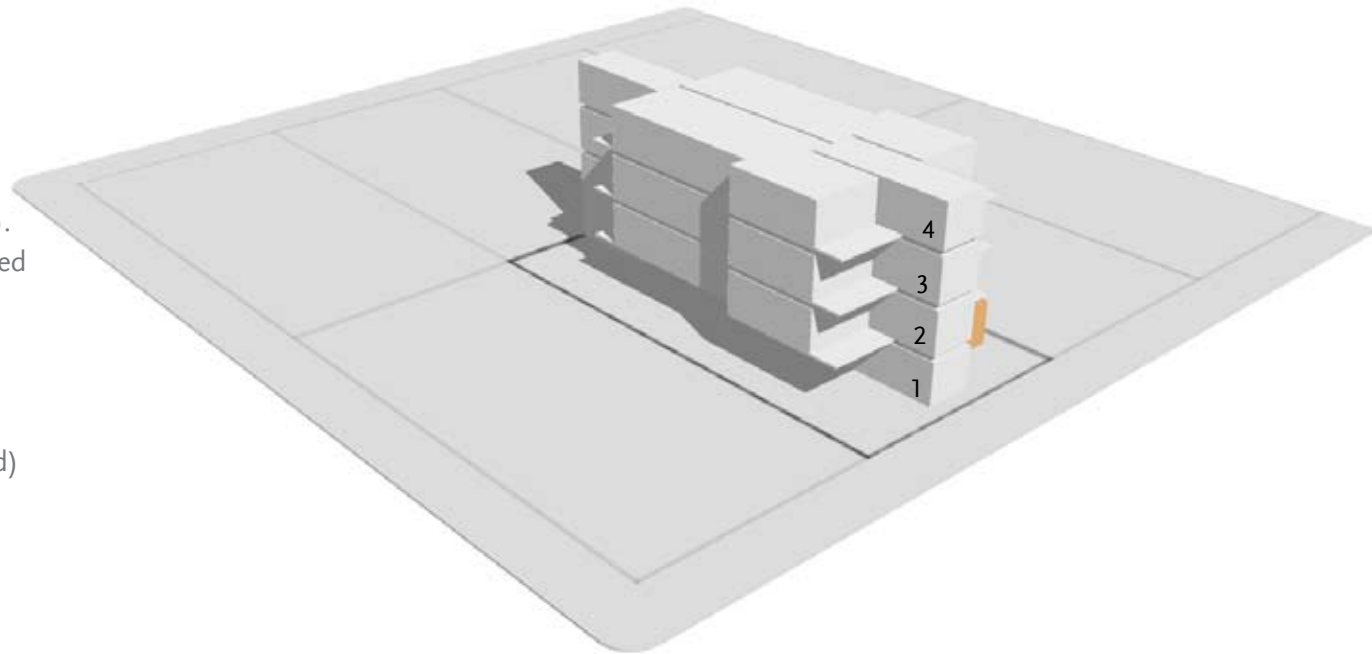
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



5000 SF EX

Parking is the primary determinant for this model (assuming a 1:1 ratio). Underground parking was not deemed economically viable for this size project. To achieve 6 parking spaces, parking needs to be enclosed.

6 Units (allowable by code: unlimited)
6 Parking Spaces (above grade)



FLOORS 2 - 3
 2500 GSF
 2000 NSF

FLOOR 1
 1432 GSF
 351 NSF (Retail)

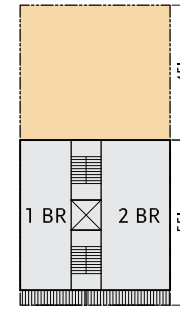
TOTAL
 6432 GSF
 4351 NSF
 1.3:1 FAR
 68% Efficiency

BUILDING COVERAGE
 55% (85% Allowable)

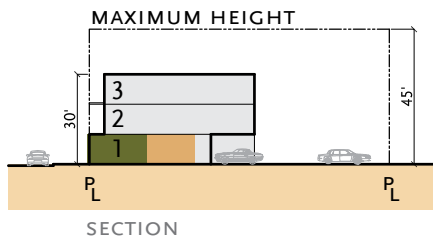
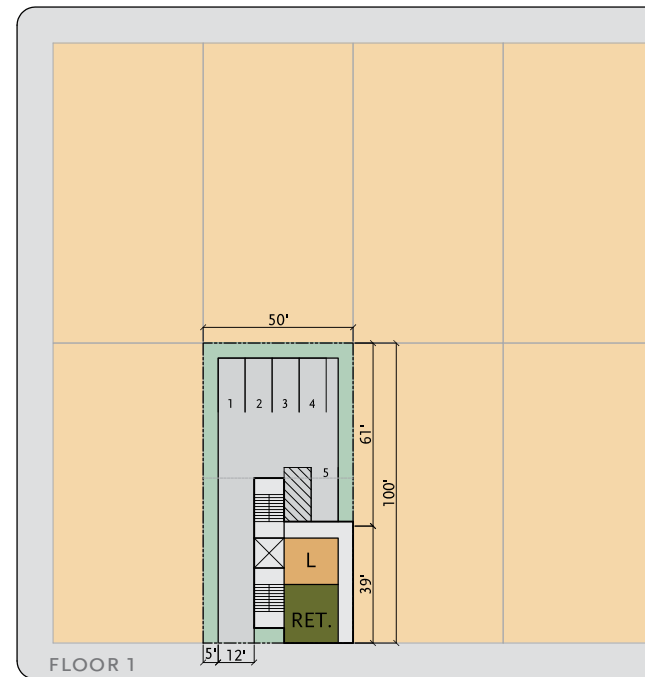
MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



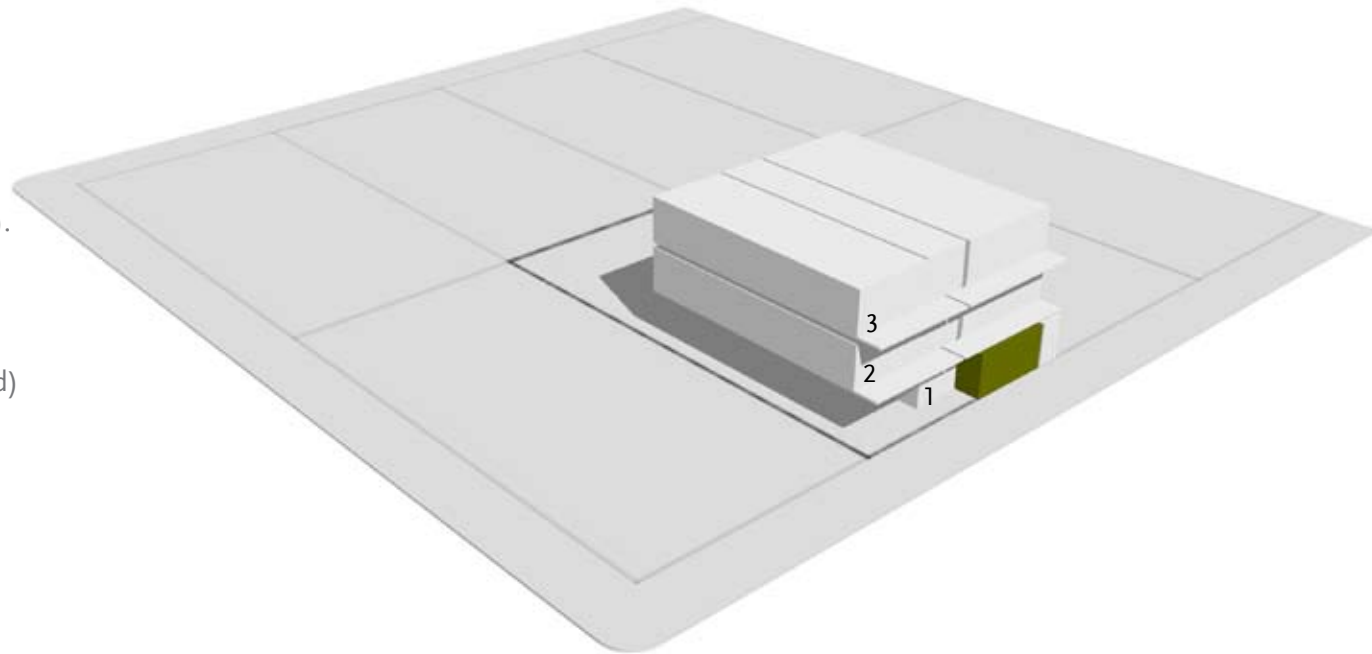
FLOORS 2 - 3



5000 SF CG

Parking is the primary determinant for this model (assuming a 1:1 ratio). A single parking space is dedicated to retail.

4 Units (allowable by code: unlimited)
5 Parking Spaces (above grade)



FLOOR 2
 4021 GSF
 4021 NSF

FLOOR 1
 4021 GSF
 4021 NSF

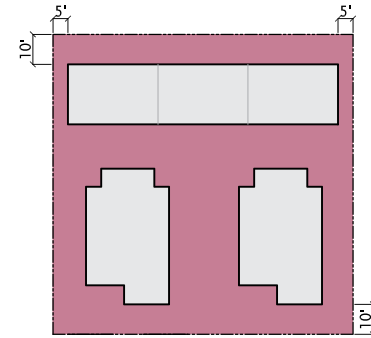
TOTAL
 8042 GSF
 8042 NSF
 0.8:1 FAR
 100% Efficiency

BUILDING COVERAGE
 34% (50% Allowable)

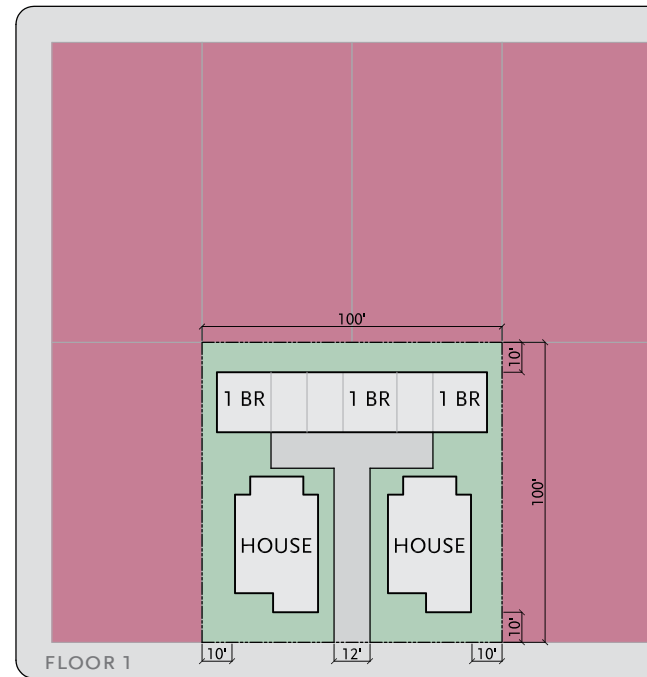
MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

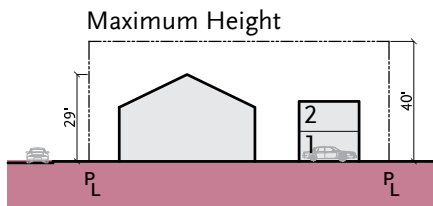
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



FLOOR 2



FLOOR 1

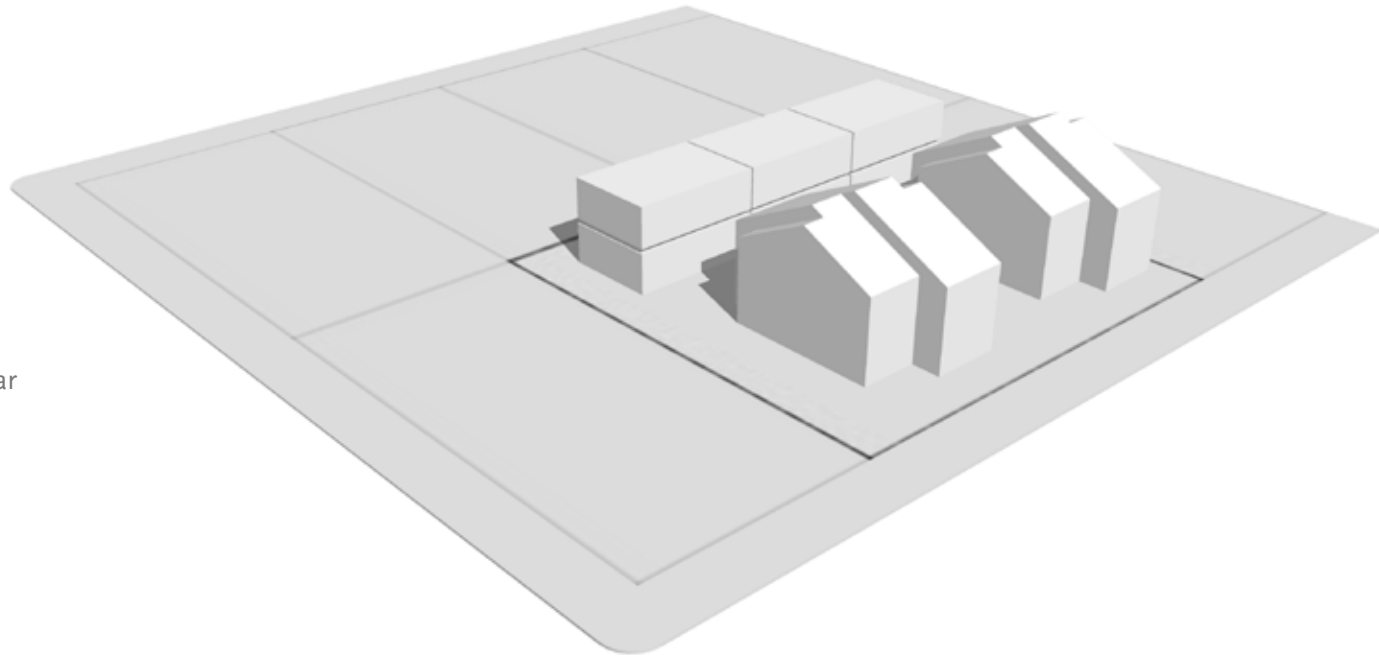


SECTION

10,000 SF R2

Maximum Density required by the Zoning Code (1 unit / 2000 SF = 5) is the primary determinant for the size of this model. In this model the existing houses are kept, and 3 additional units are placed in the rear of the lot.

5 Units (allowable by code: 5)
5 Parking Spaces (garage)



FLOORS 2, 3
 2800 GSF
 2800 NSF

FLOOR 1
 2800 GSF
 2800 NSF

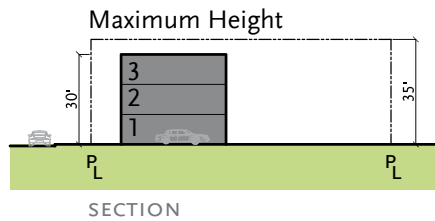
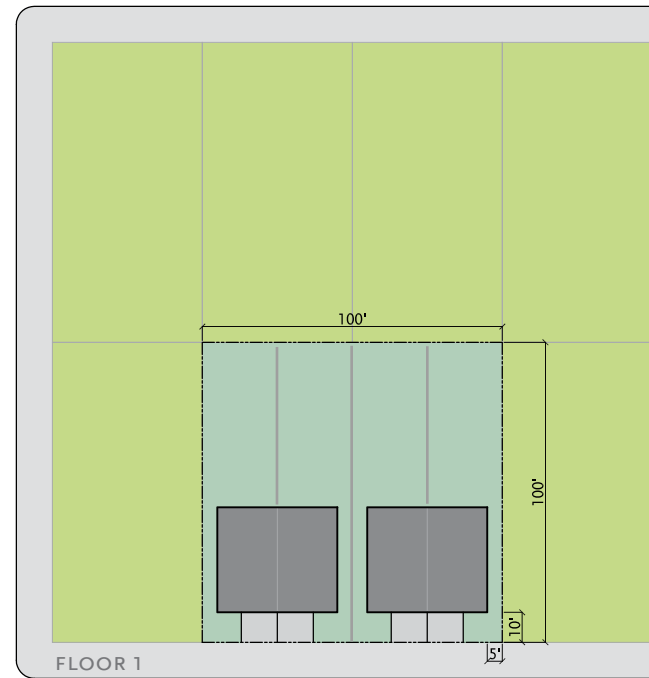
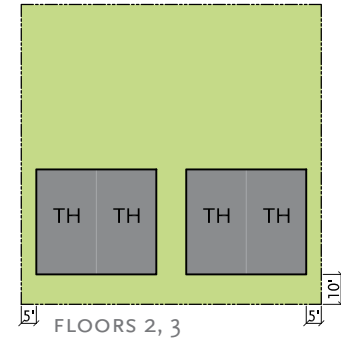
TOTAL
 8400 GSF
 8400 NSF
 0.8:1 FAR
 100% Efficiency

BUILDING COVERAGE
 28% (50% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

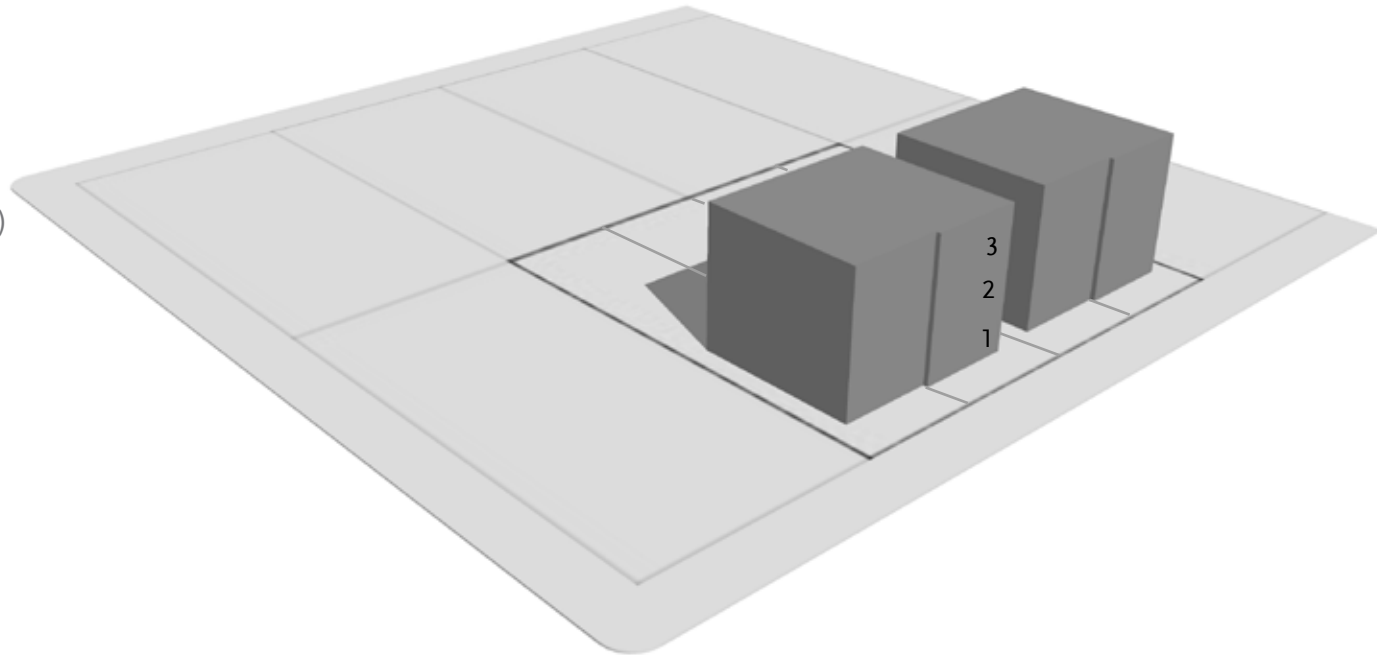
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



10,000 SF R2.5

Maximum Density required by the Zoning Code (Single Dwelling Zone) is the primary determinant for the size of this model. The 10,000 SF lot is divided in 4, allowing for a townhouse on each new lot.

4 Units (allowable by code: 4)
4 Parking Spaces (garage)



FLOORS 2, 3
 4580 GSF
 3875 NSF

FLOOR 1
 900 GSF

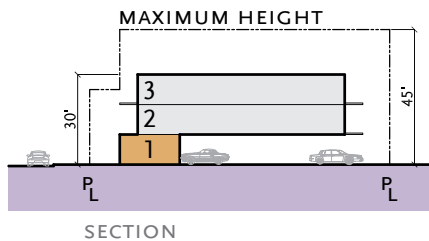
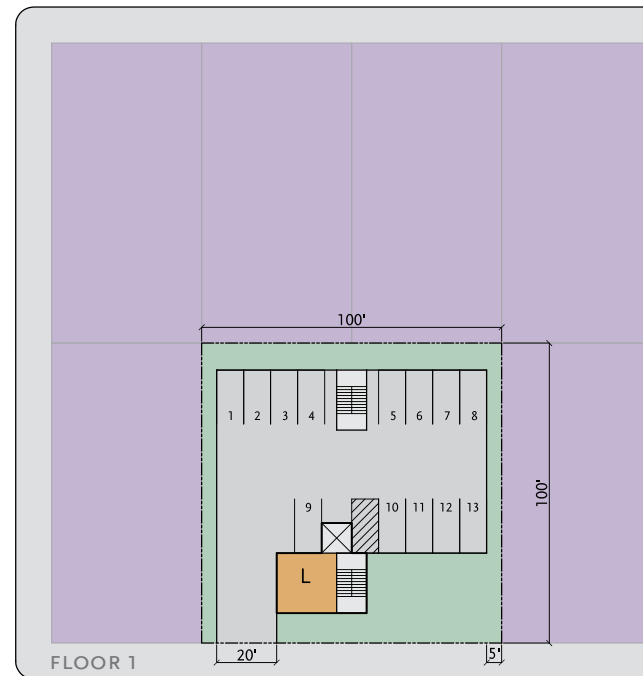
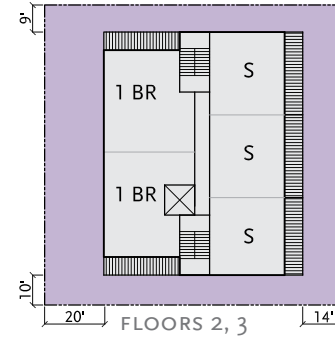
TOTAL
 10,060 GSF
 7750 NSF
 1:1 FAR
 77% Efficiency

BUILDING COVERAGE
 54% (60% Allowable)

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

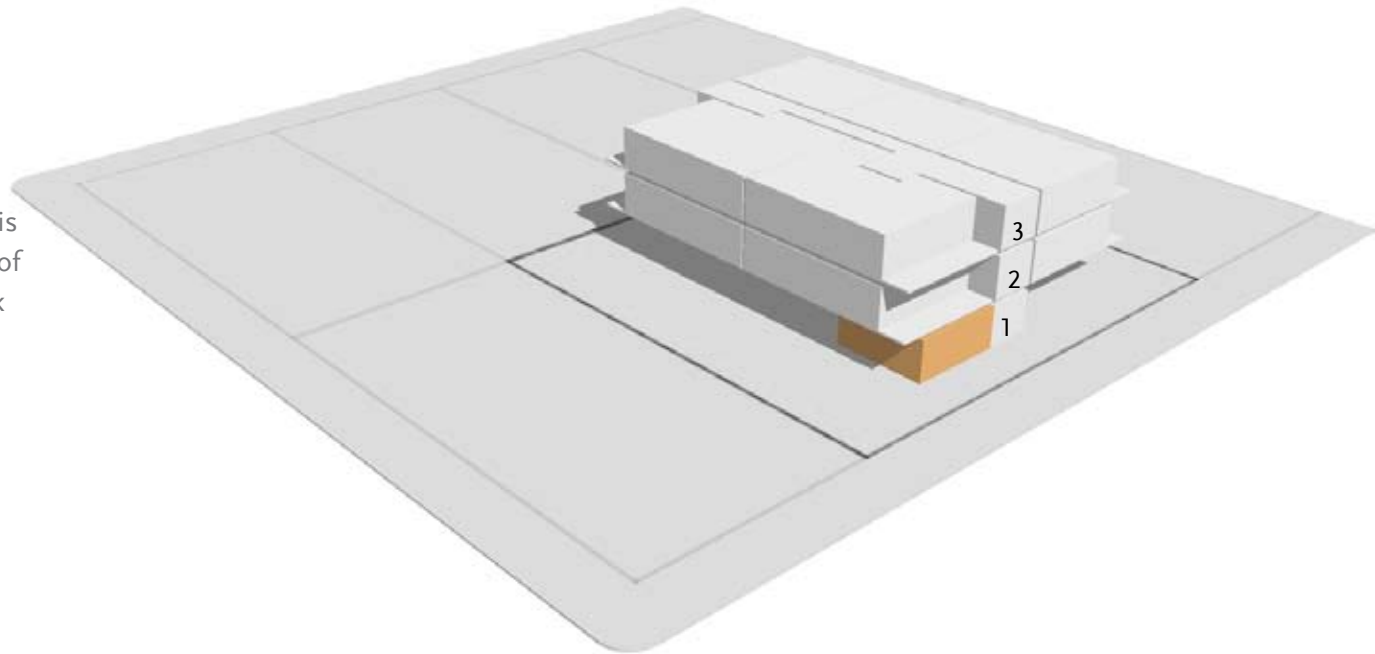
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

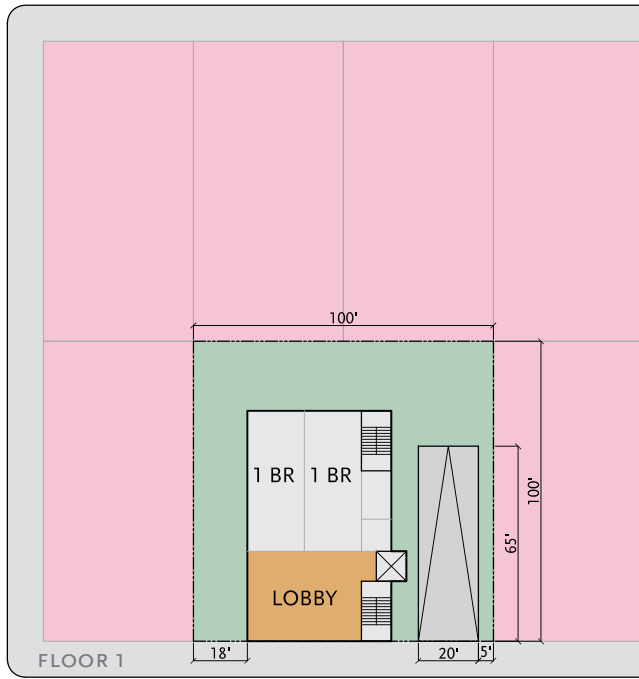


10,000 SF R1

Maximum Density required by the Zoning Code (1 unit / 1000 SF = 10) is the primary determinant for the size of this model. The side and rear setback requirements are also a factor.

10 Units (allowable by code: 10)
13 Parking Spaces (above grade)





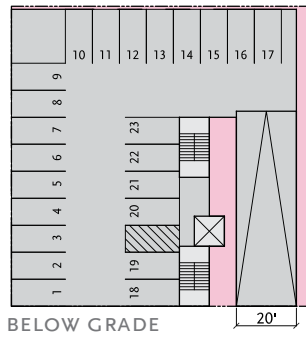
FLOORS 2 - 5
 4982 GSF
 4300 NSF

FLOOR 1
 3736 GSF
 1778 NSF

BELOW GRADE
 8888 GSF

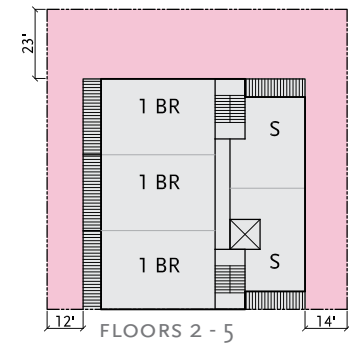
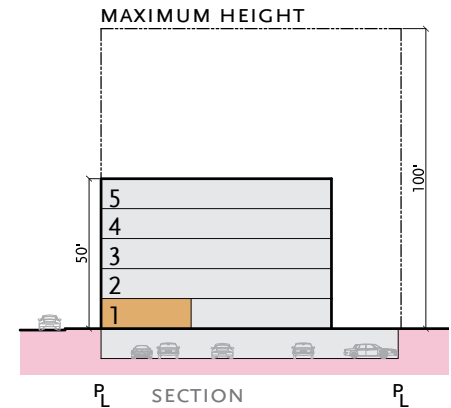
TOTAL
 23,664 GSF
 18,978 NSF
 2.4:1 FAR
 81% Efficiency

BUILDING COVERAGE
 57% (85% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

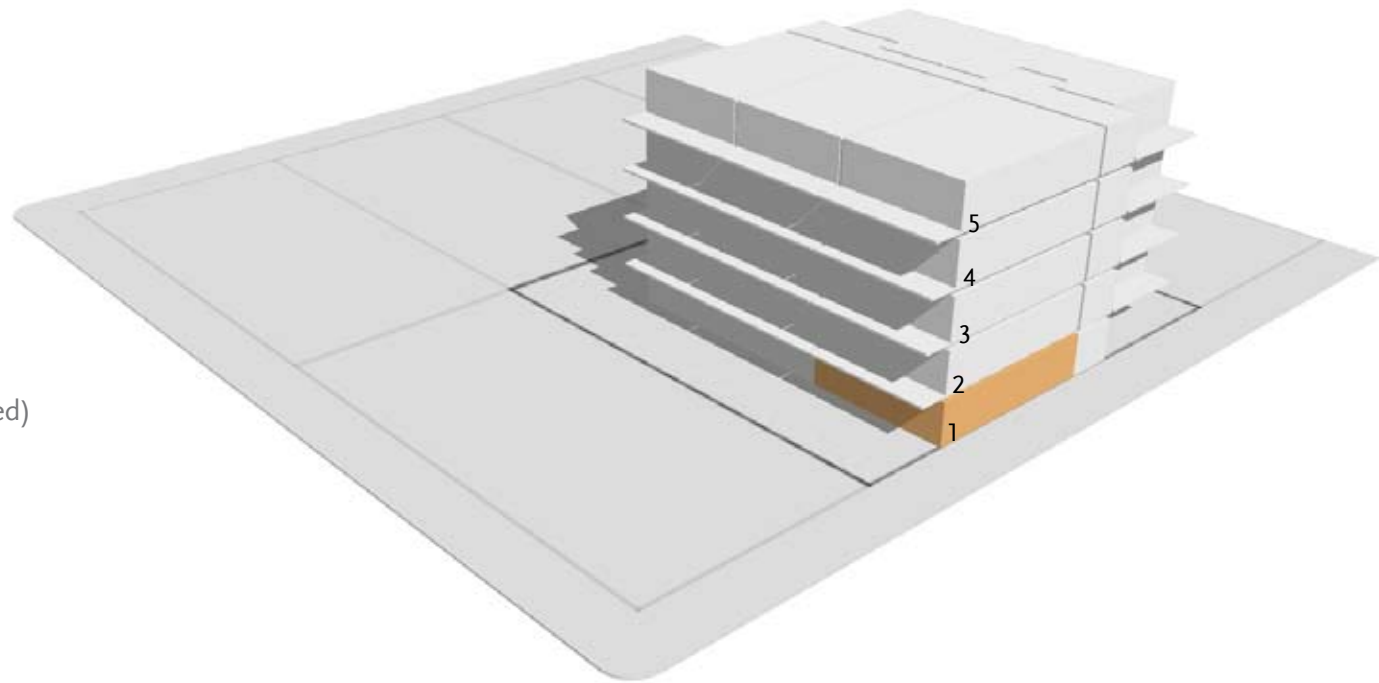


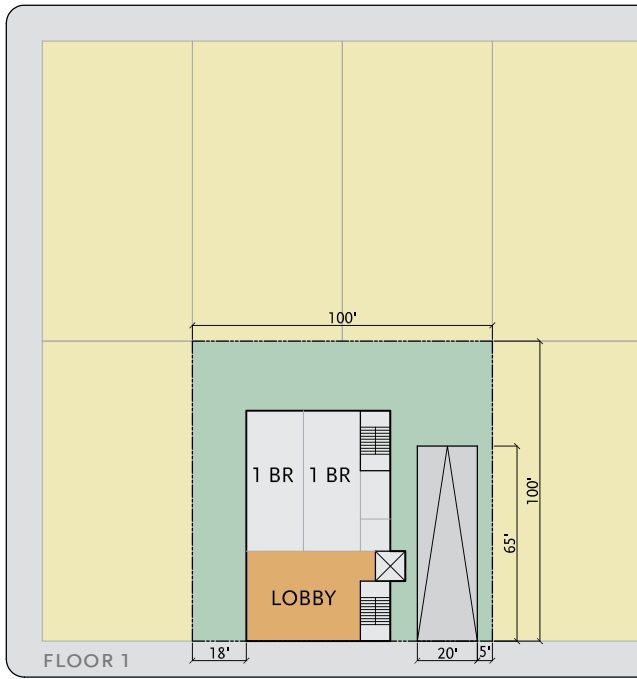
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

10,000 SF
RH

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking).

22 Units (allowable by code: unlimited)
23 Parking Spaces (below grade)





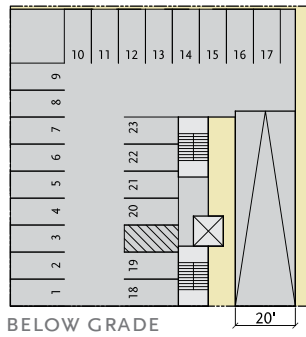
FLOORS 2 - 5
 4982 GSF
 4300 NSF

FLOOR 1
 3736 GSF
 1778 NSF

BELOW GRADE
 8888 GSF

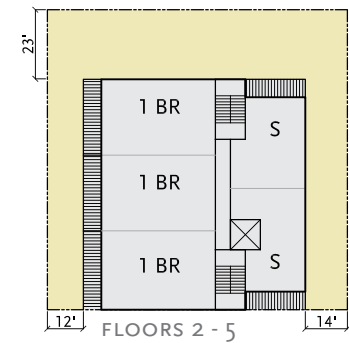
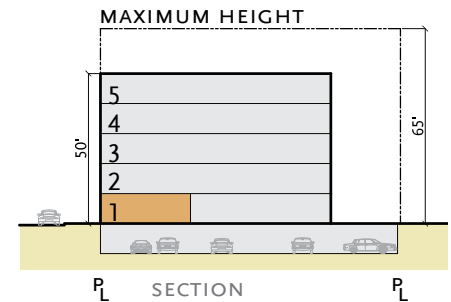
TOTAL
 23,664 GSF
 18,978 NSF
 2.4:1 FAR
 81% Efficiency

BUILDING COVERAGE
 57% (100% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

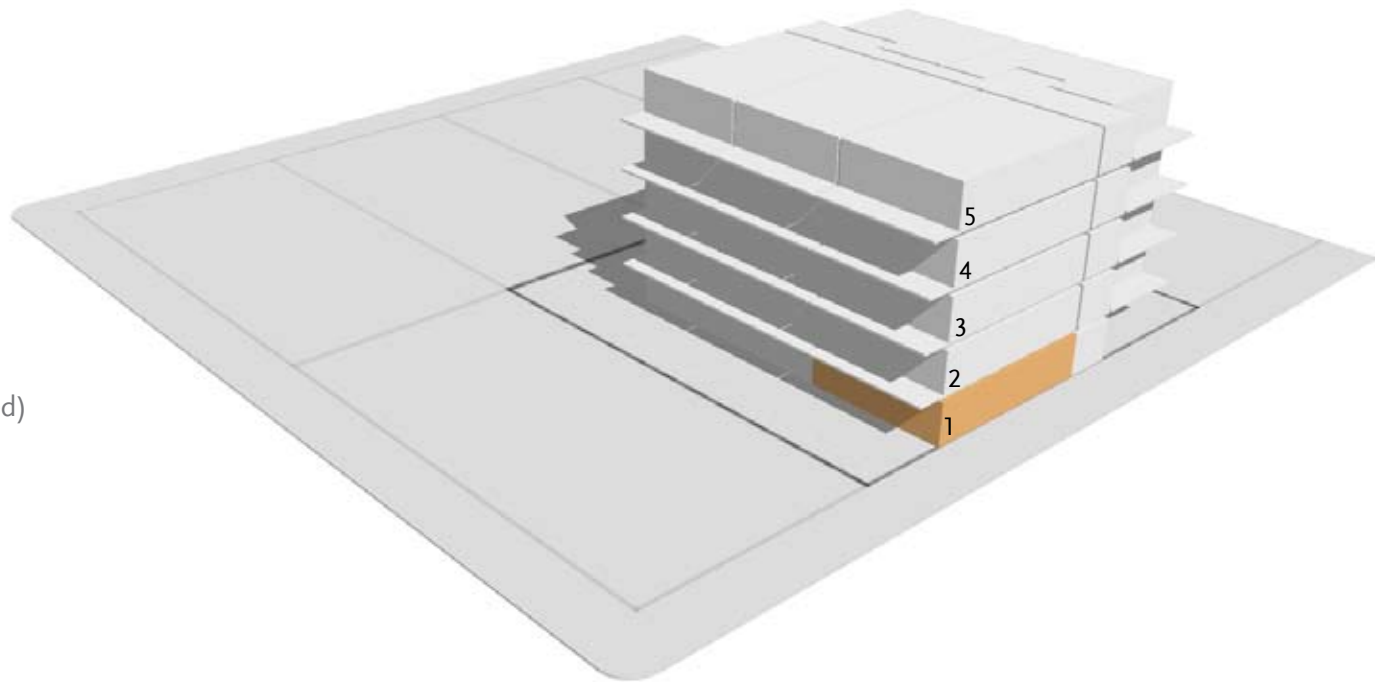


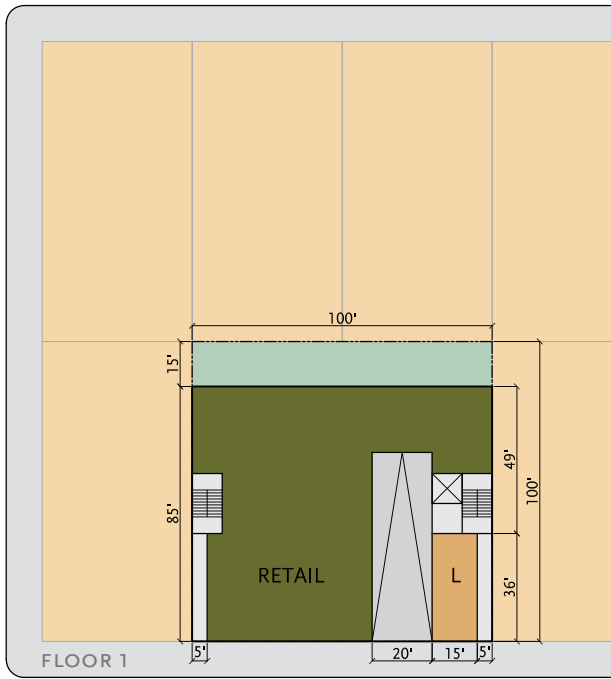
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

10,000 SF EX

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking).

22 Units (allowable by code: unlimited)
23 Parking Spaces (below grade)





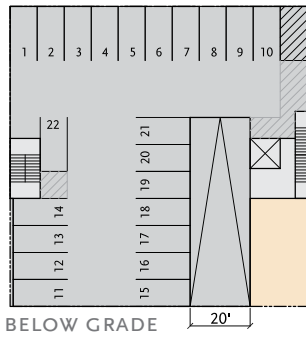
FLOORS 2 - 3
 8500 GSF
 7547 NSF

FLOOR 1
 8500 GSF
 5740 NSF (Retail)

BELOW GRADE
 9044 GSF

TOTAL
 25,500 GSF
 20,834 NSF
 2.6:1 FAR
 82% Efficiency

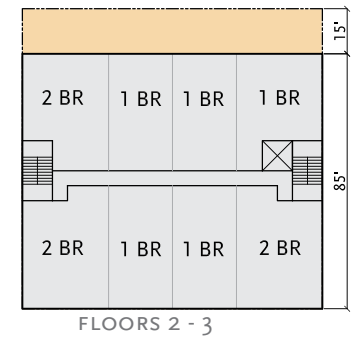
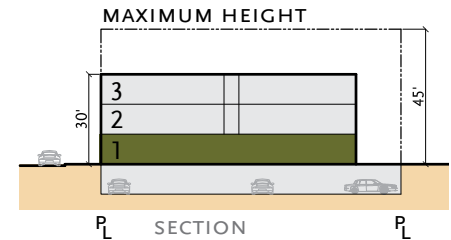
BUILDING COVERAGE
 85% (85% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

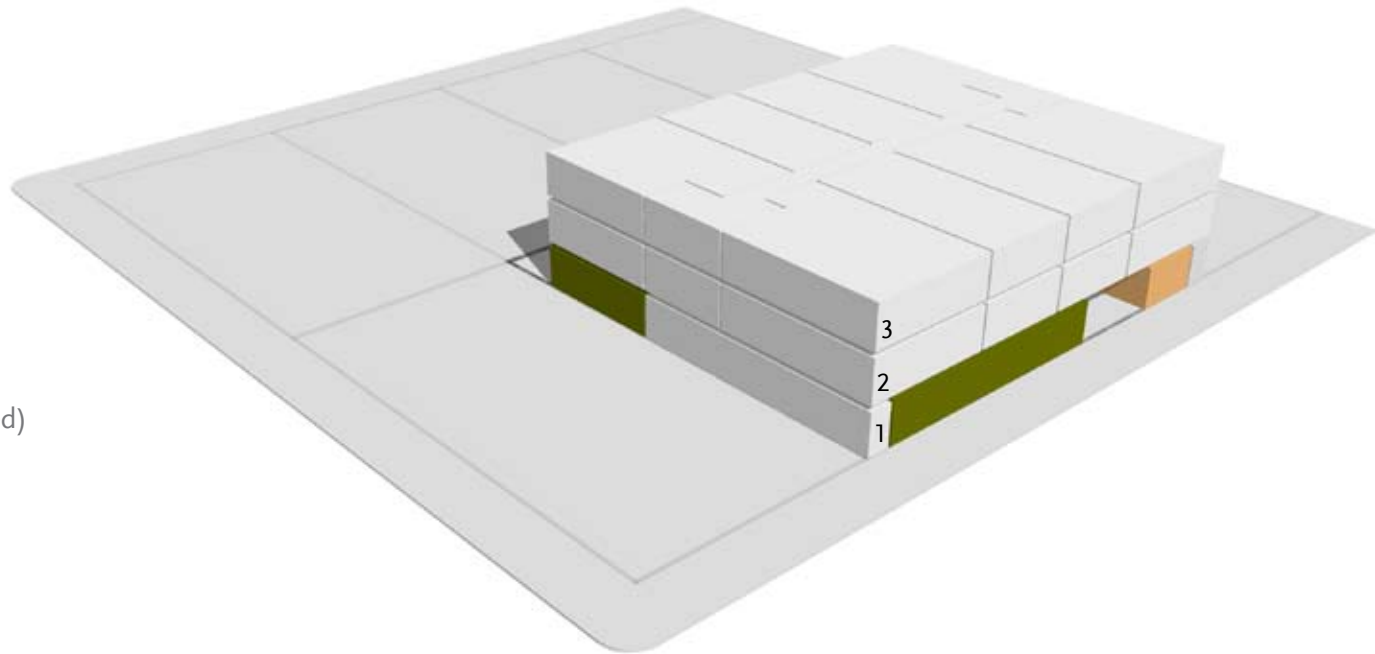
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



10,000 SF
CG

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking). 6 parking spaces are dedicated to retail.

16 Units (allowable by code: unlimited)
22 Parking Spaces (below grade)



FLOORS 3, 4
 6220 GSF
 5060 NSF

FLOOR 1
 5720 GSF
 4900 NSF

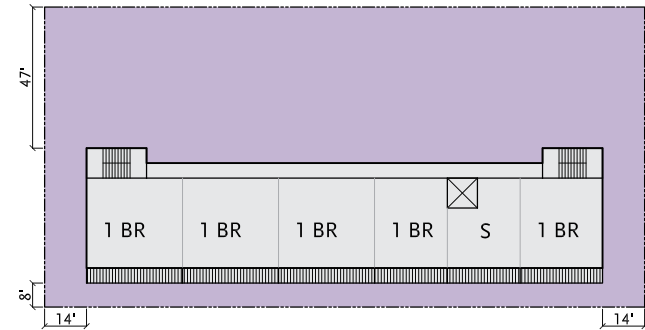
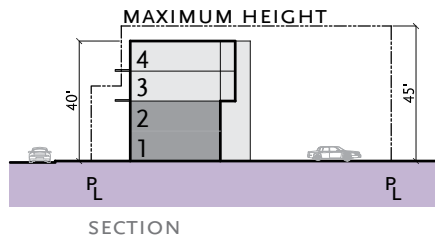
TOTAL
 23,880 GSF
 19,920 NSF
 1.2:1 FAR
 83% Efficiency

BUILDING COVERAGE
 35% (60% Allowable)

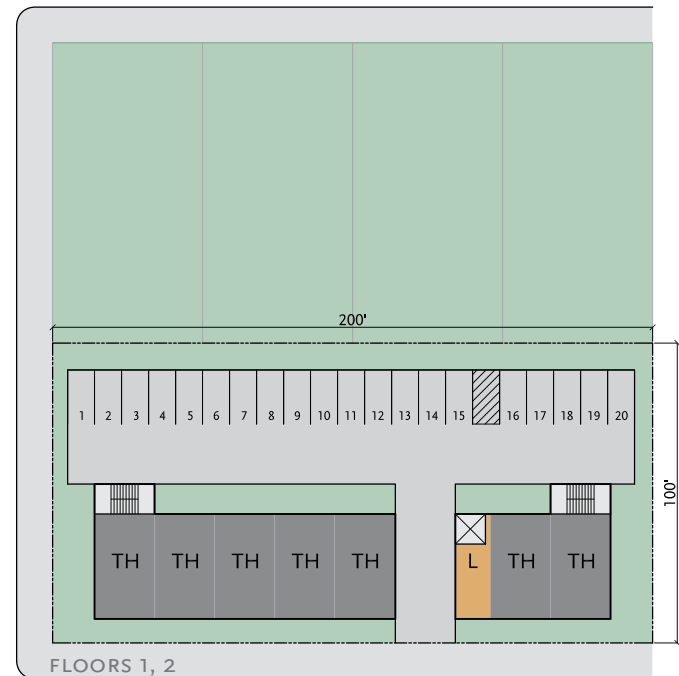
MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



FLOORS 3, 4



FLOORS 1, 2

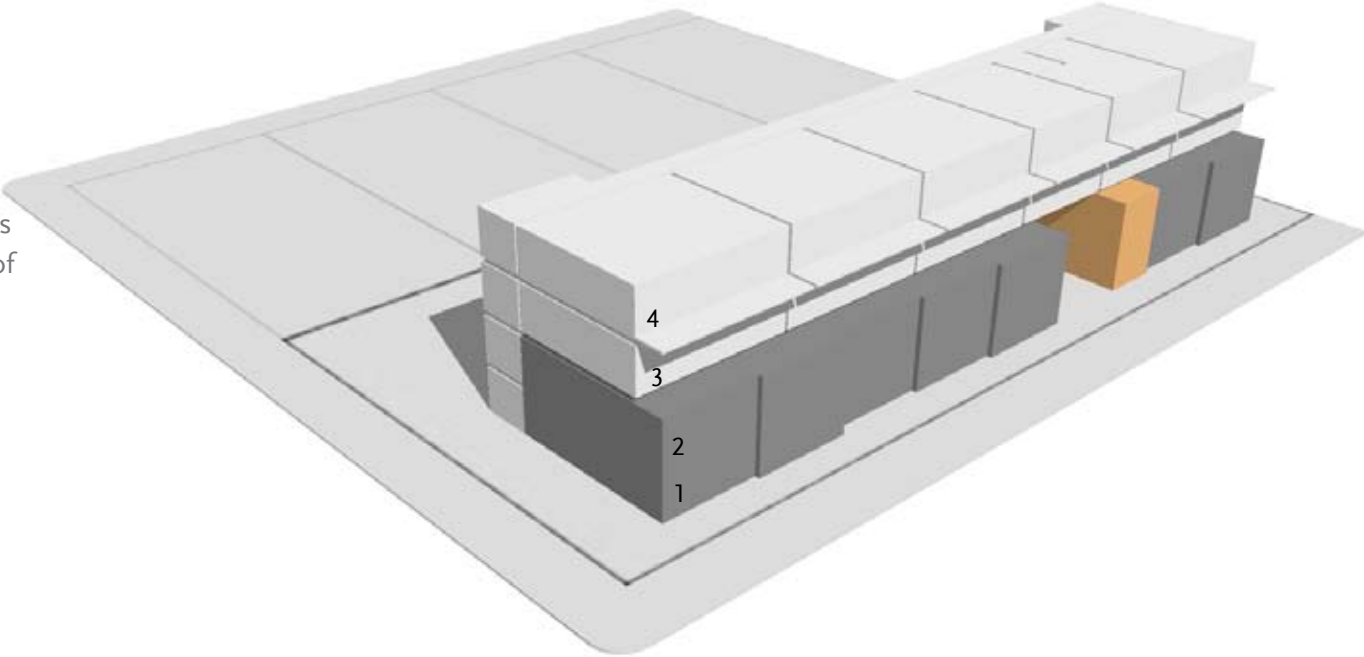
20,000 SF

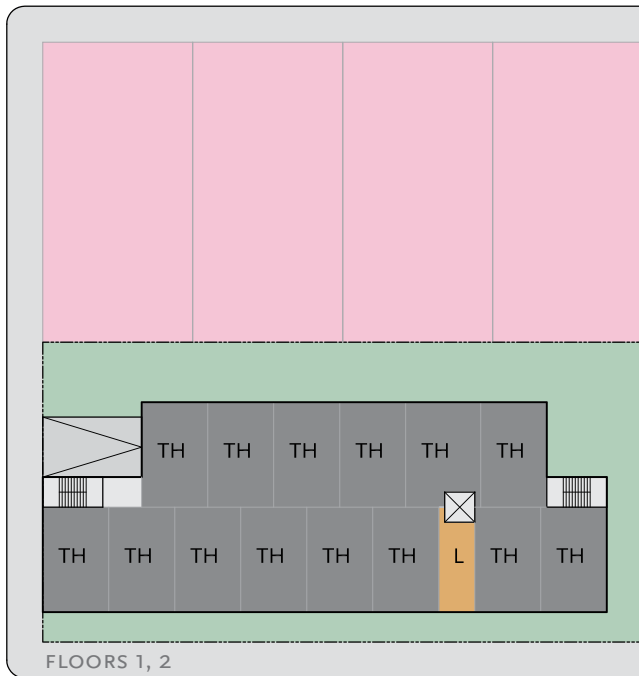
R1

Maximum Density required by the Zoning Code (1 unit / 1000 SF = 20) is the primary determinant for the size of this model.

19 Units (allowable by code: 20)

20 Parking Spaces (above grade)





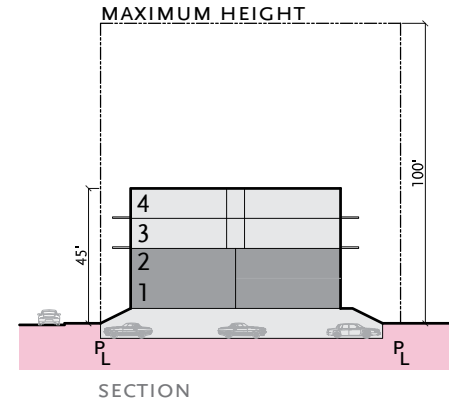
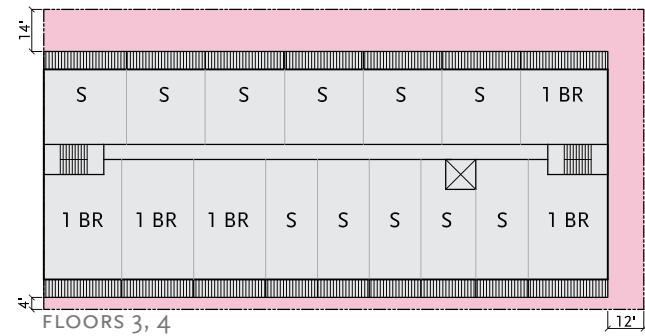
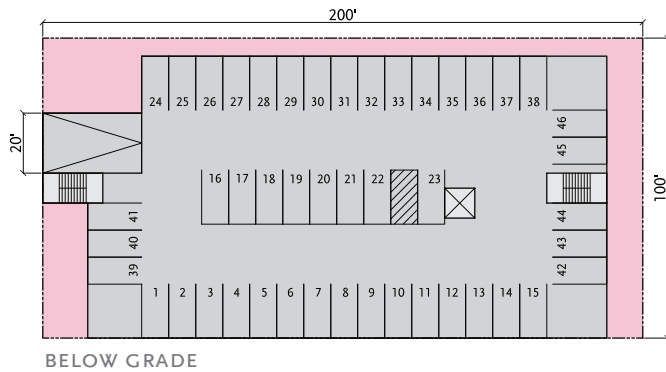
FLOORS 3 - 4
 13,160 GSF
 11,930 NSF

FLOORS 1 - 2
 11,835 GSF
 10,825 NSF

BELOW GRADE
 16,370 GSF

TOTAL
 49,990 GSF
 45,510 NSF
 2.5:1 FAR
 91% Efficiency

BUILDING COVERAGE
 77% (85% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

A 'Townhouse' is a 2 story,
 2 bedroom unit that is
 located on the ground floor.
 It has direct outside access.

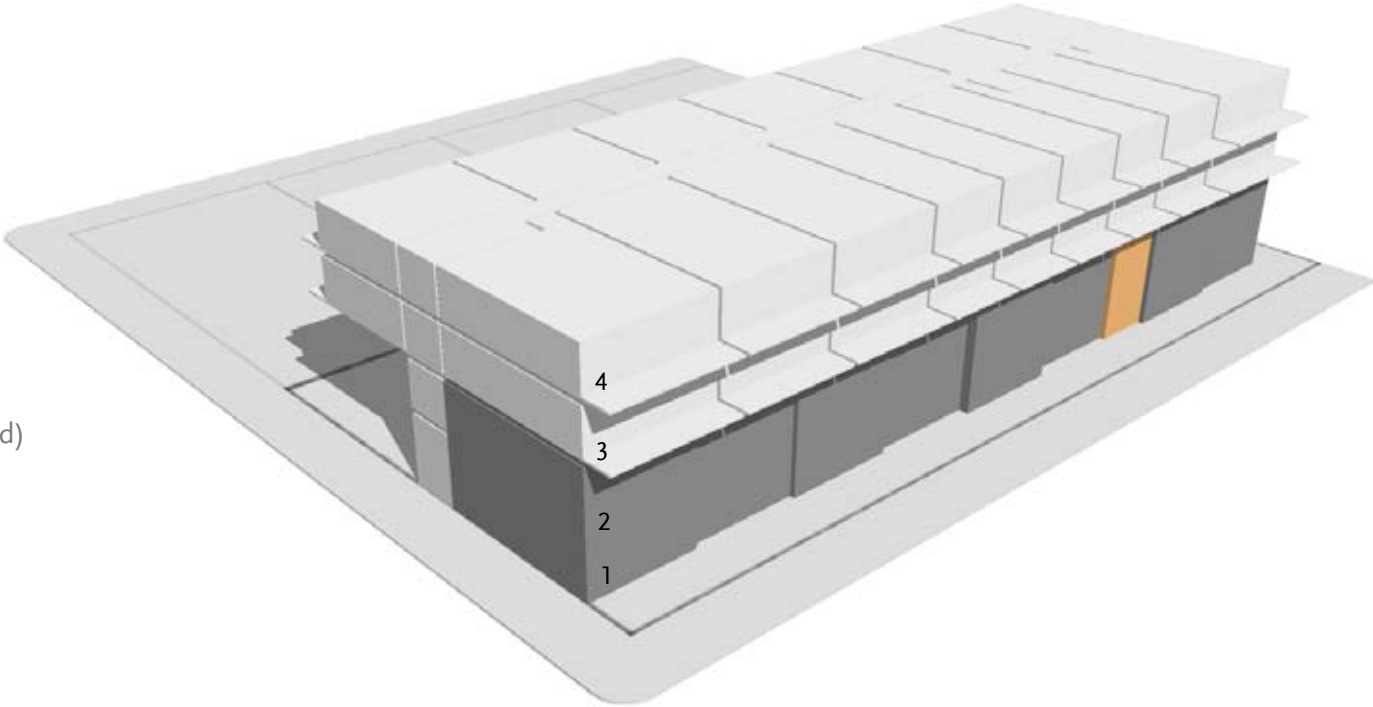
20,000 SF

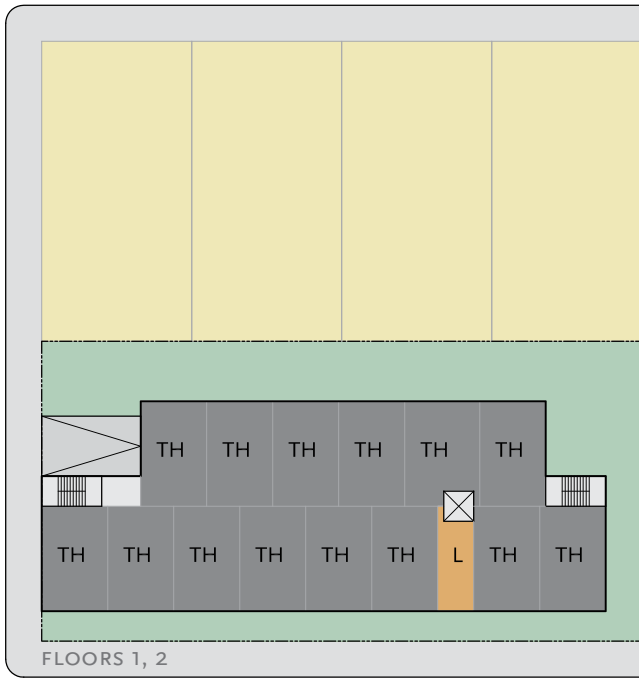
RH

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking).

46 Units (allowable by code: unlimited)

46 Parking Spaces (below grade)





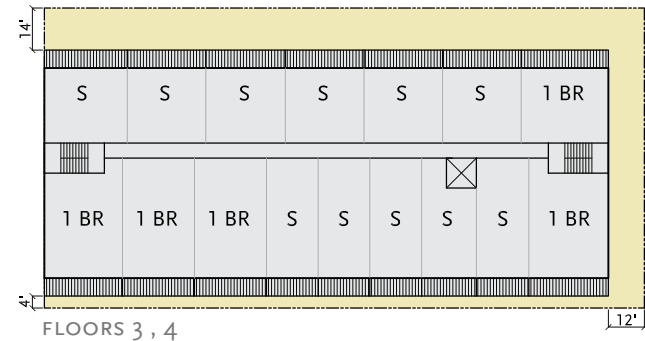
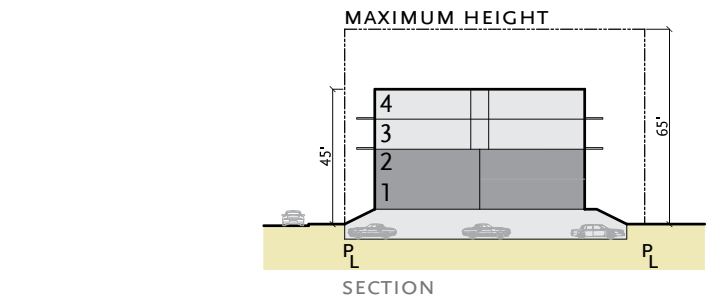
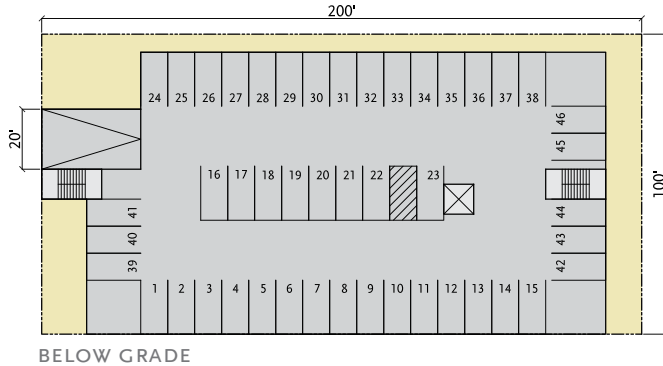
FLOORS 3 - 4
 13,160 GSF
 11,930 NSF

FLOORS 1 - 2
 11,835 GSF
 10,825 NSF

BELOW GRADE
 16,370 GSF

TOTAL
 49,990 GSF
 45,510 NSF
 2.5:1 FAR
 91% Efficiency

BUILDING COVERAGE
 77% (100% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

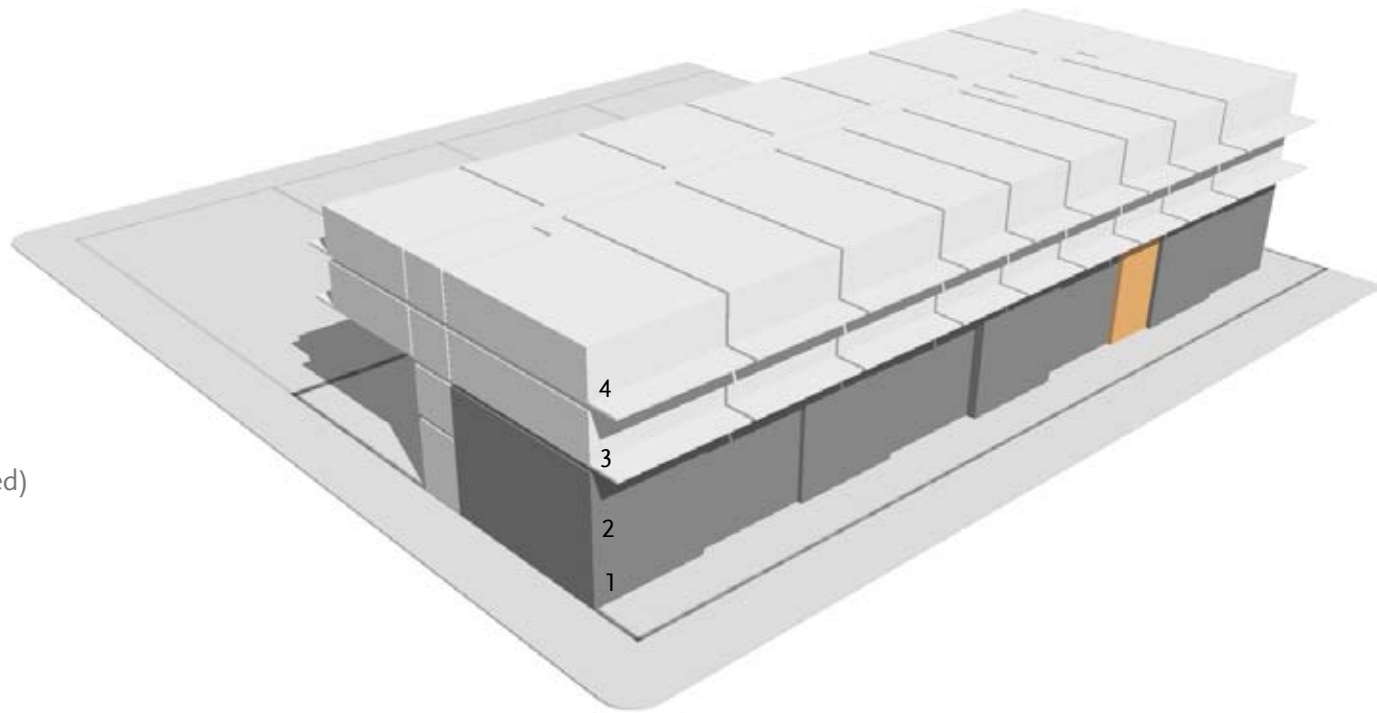
ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

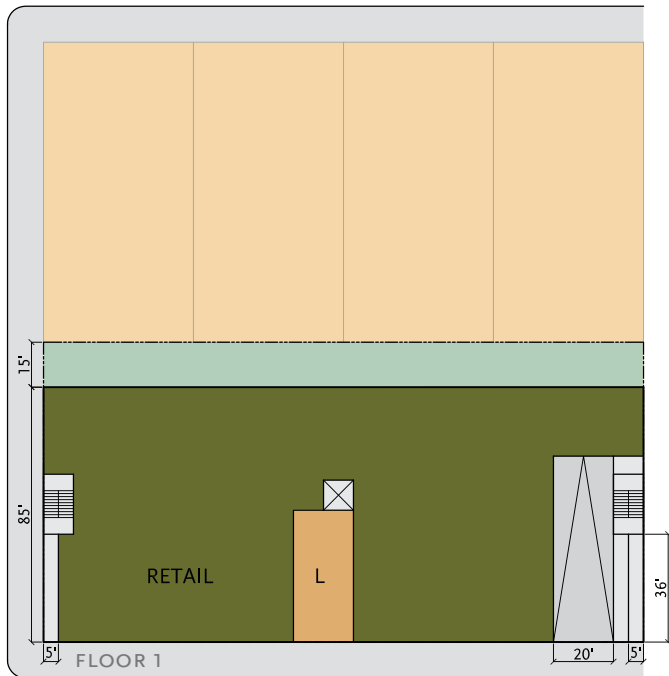
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

20,000 SF EX

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking). Maximum FAR (3:1) is somewhat close to being reached.

46 Units (allowable by code: unlimited)
46 Parking Spaces (below grade)





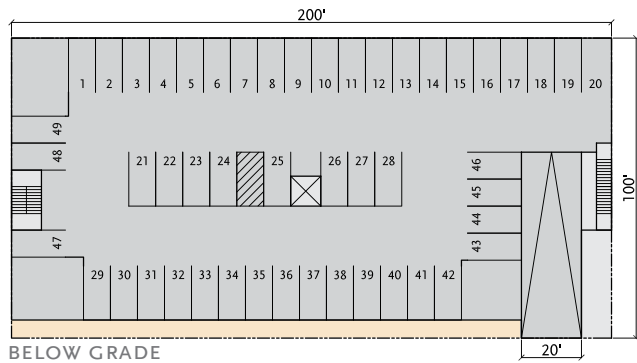
FLOORS 2 - 3
 17,000 GSF
 15,330 NSF

FLOOR 1
 17,000 GSF
 13,780 NSF (Retail)

BELOW GRADE
 18,620 GSF

TOTAL
 51,000 GSF
 44,440 NSF
 2.6:1 FAR
 87% Efficiency

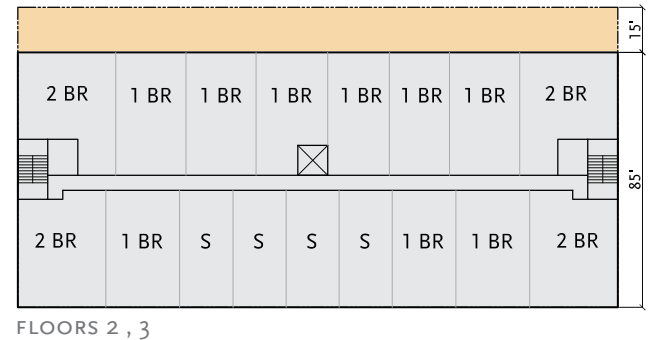
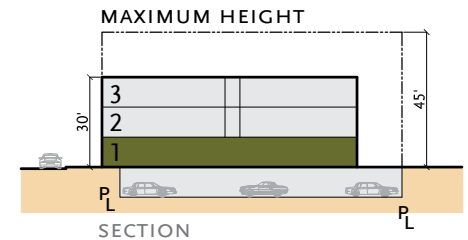
BUILDING COVERAGE
 85% (85% Allowable)



MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

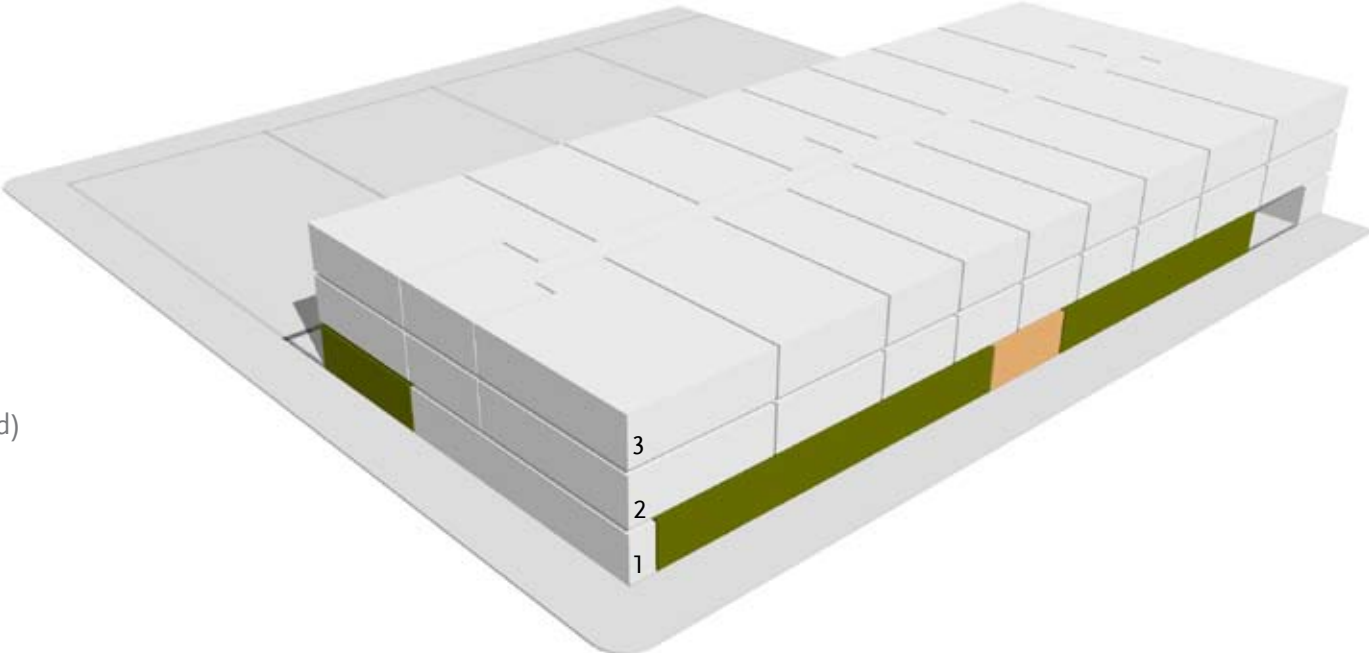
A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

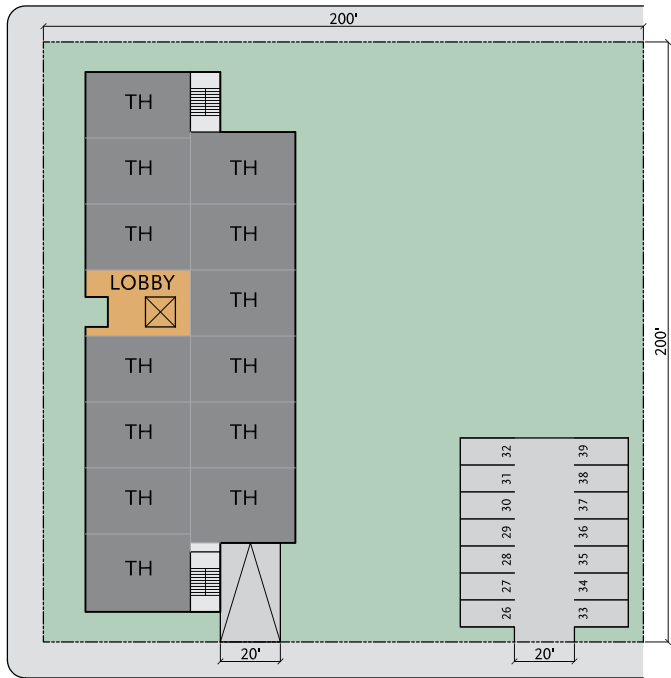


20,000 SF
CG

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking). 15 parking spaces are dedicated to retail.

34 Units (allowable by code: unlimited)
49 Parking Spaces (below grade)





FLOORS 1, 2

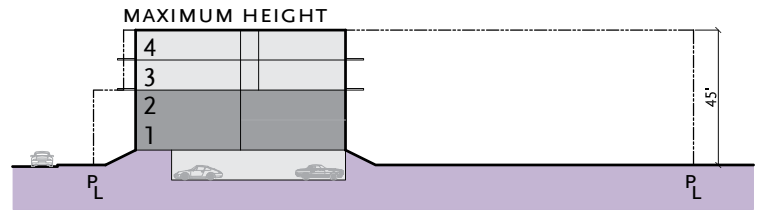
FLOORS 3, 4
 12,525 GSF
 11,185 NSF

FLOORS 1, 2
 11,450 GSF
 10,325 NSF

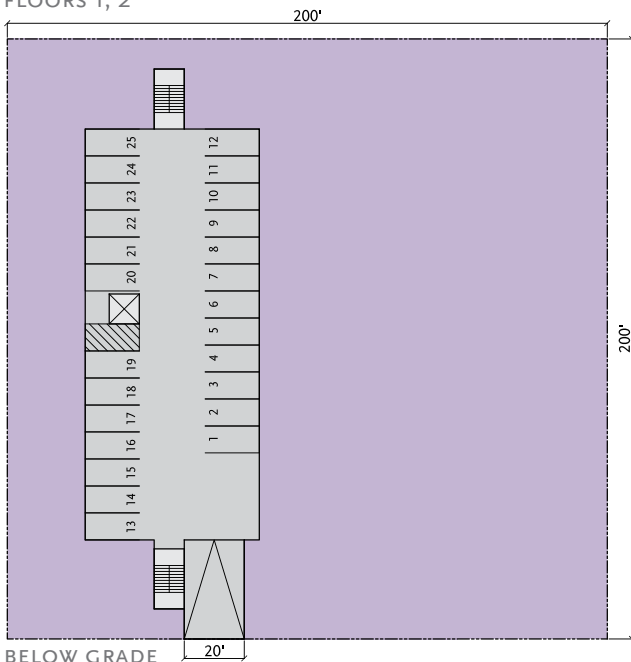
BELOW GRADE
 9036 GSF

TOTAL
 47,950 GSF
 43,020 NSF
 1.2:1 FAR
 90% Efficiency

BUILDING COVERAGE
 37% (60% Allowable)



SECTION



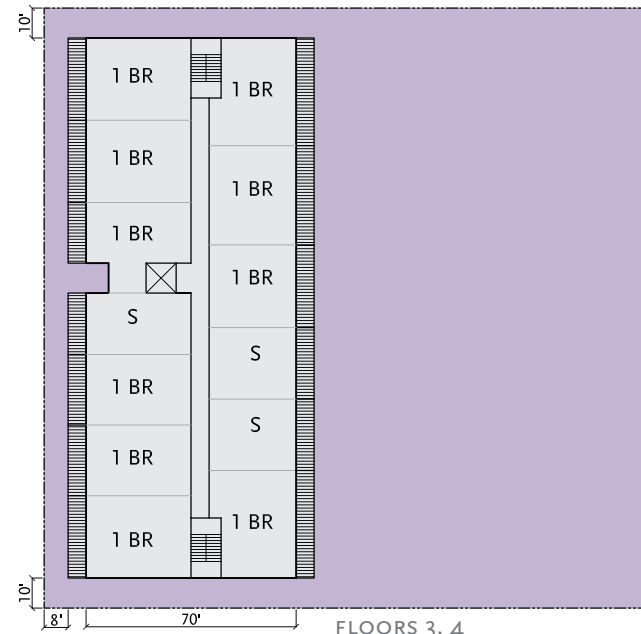
BELOW GRADE

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS

- S Studio
- 1 BR Single Bedroom
- 2 BR Double Bedroom
- TH Townhouse
- L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



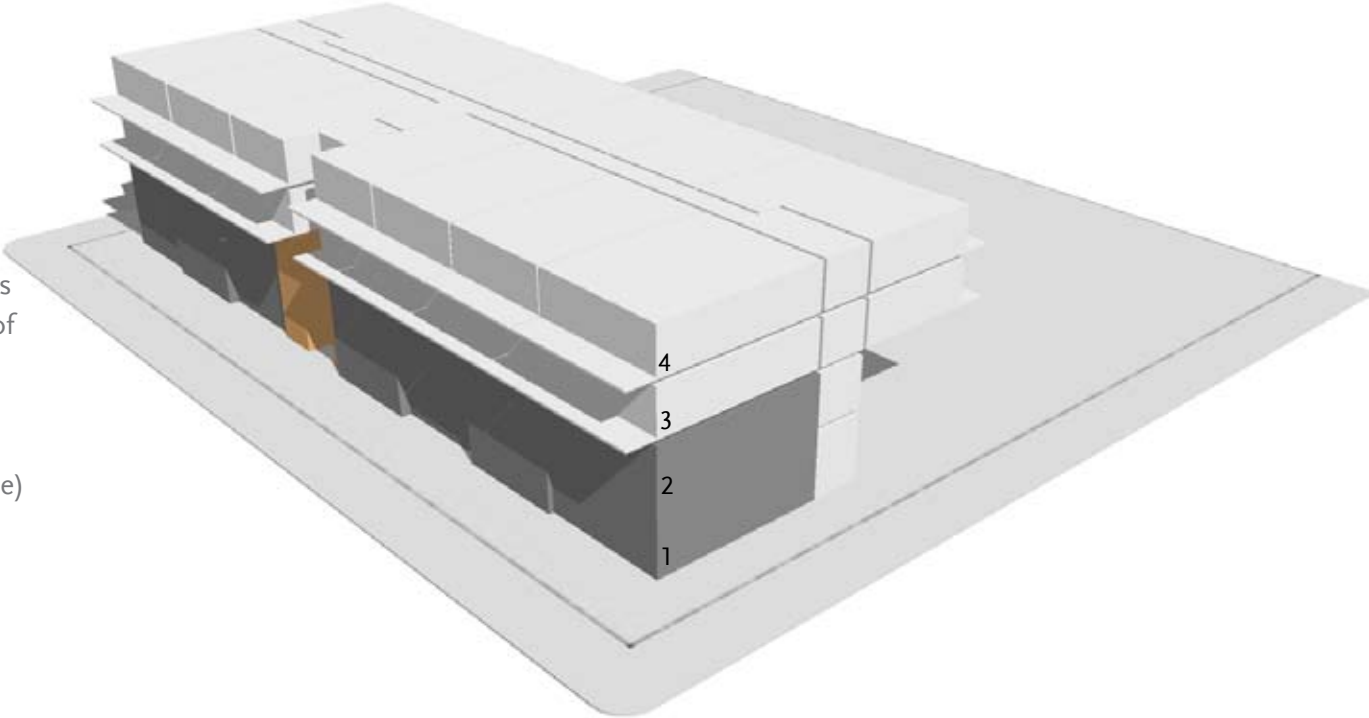
FLOORS 3, 4

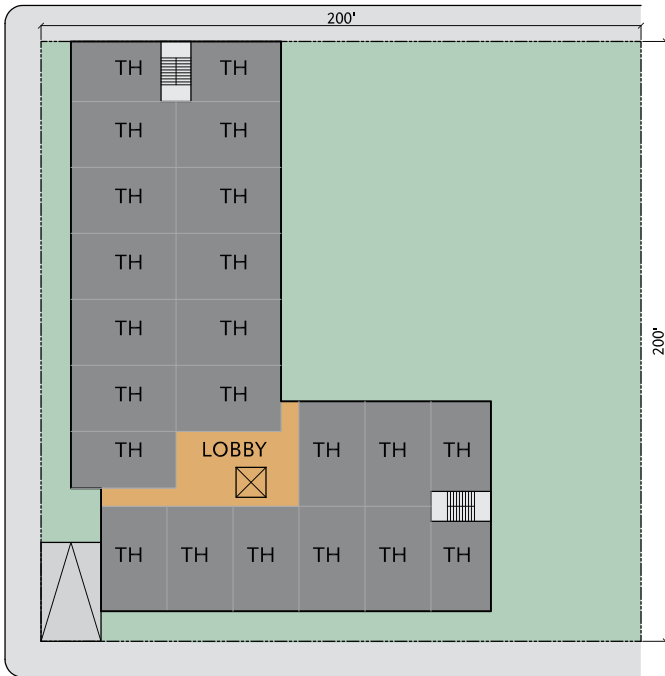
40,000 SF

R1

Maximum Density required by the Zoning Code (1 unit / 1000 SF = 40) is the primary determinant for the size of this model.

39 Units (allowable by code: 40)
39 Parking Spaces (above/below grade)





FLOORS 1, 2

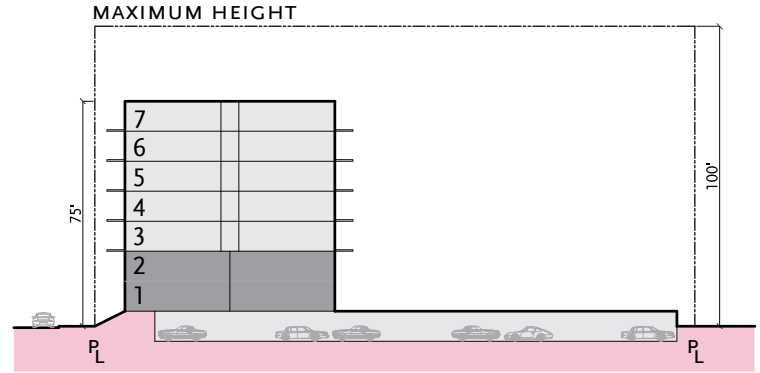
FLOORS 3 - 7
 18,200 GSF
 15,766 NSF

FLOORS 1 - 2
 17,749 GSF
 15,700 NSF

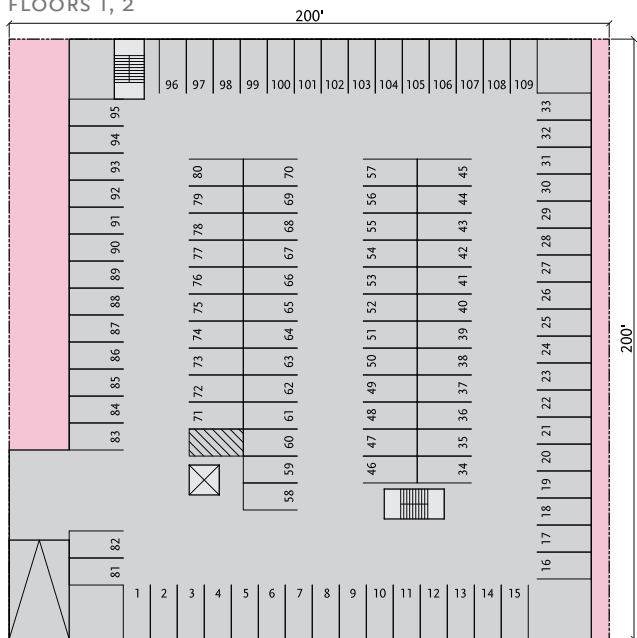
BELOW GRADE
 36,060 GSF

TOTAL
 126,498 GSF
 110,230 NSF
 3.2:1 FAR
 87% Efficiency

BUILDING COVERAGE
 53% (85% Allowable)



SECTION

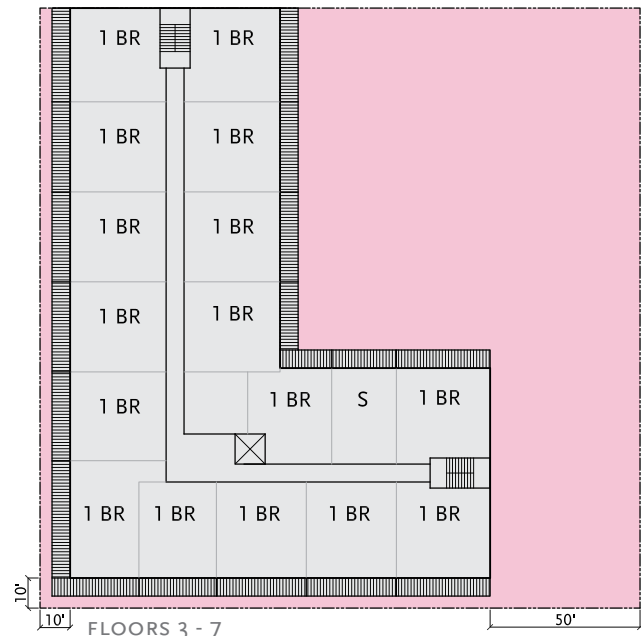


BELOW GRADE

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

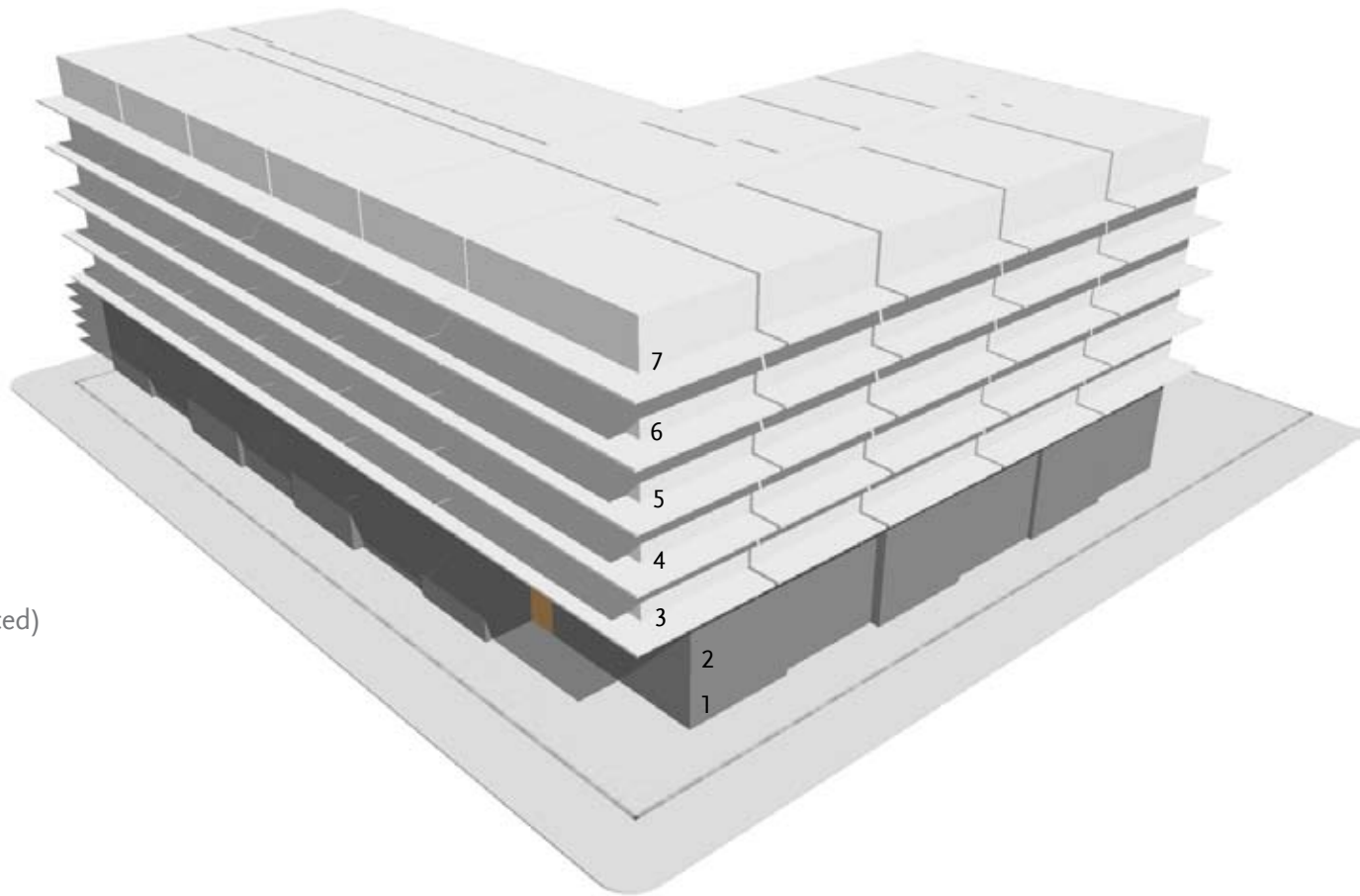


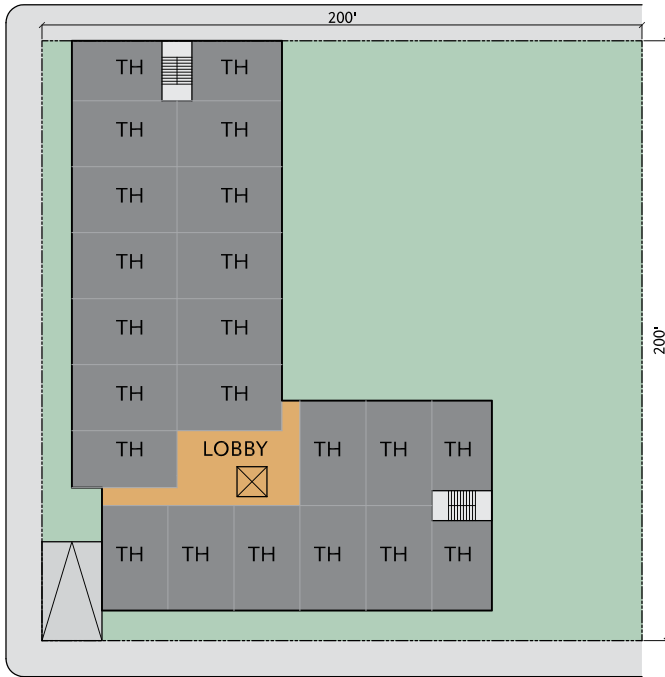
FLOORS 3 - 7

40,000 SF
RH

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking). Maximum FAR (4:1) is somewhat close to being reached.

107 Units (allowable by code: unlimited)
109 Parking Spaces (below grade)





FLOORS 1, 2

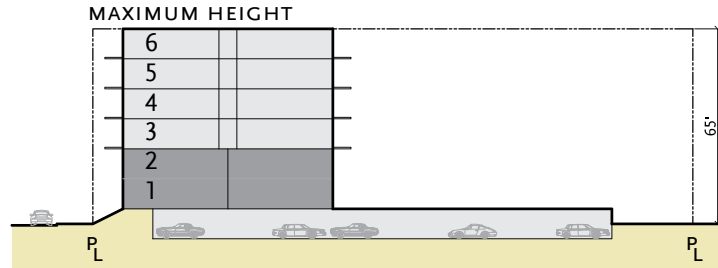
FLOORS 3 - 6
 18,200 GSF
 15,766 NSF

FLOORS 1 - 2
 17,749 GSF
 15,700 NSF

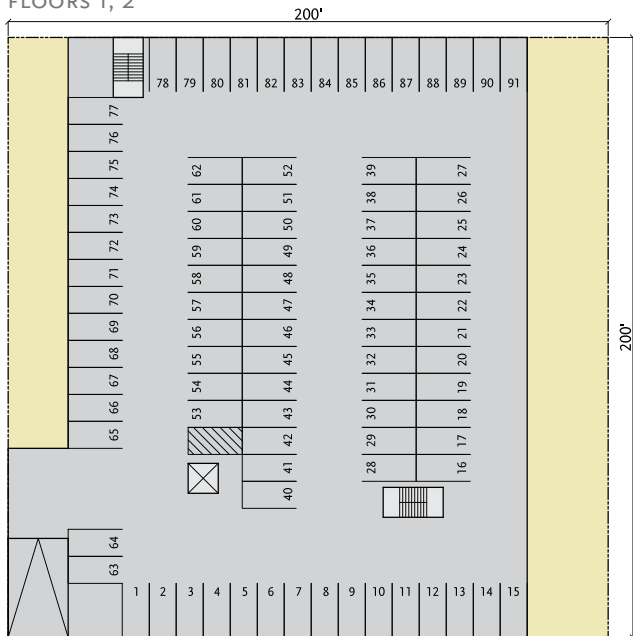
BELOW GRADE
 31,860 GSF

TOTAL
 108,298 GSF
 94,464 NSF
 2.7:1 FAR
 87% Efficiency

BUILDING COVERAGE
 53% (100% Allowable)



SECTION



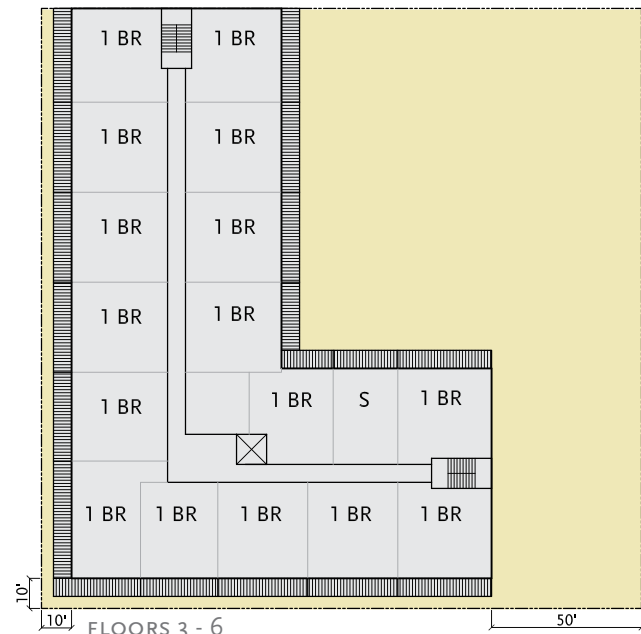
BELOW GRADE

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS

- S Studio
- 1 BR Single Bedroom
- 2 BR Double Bedroom
- TH Townhouse
- L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.

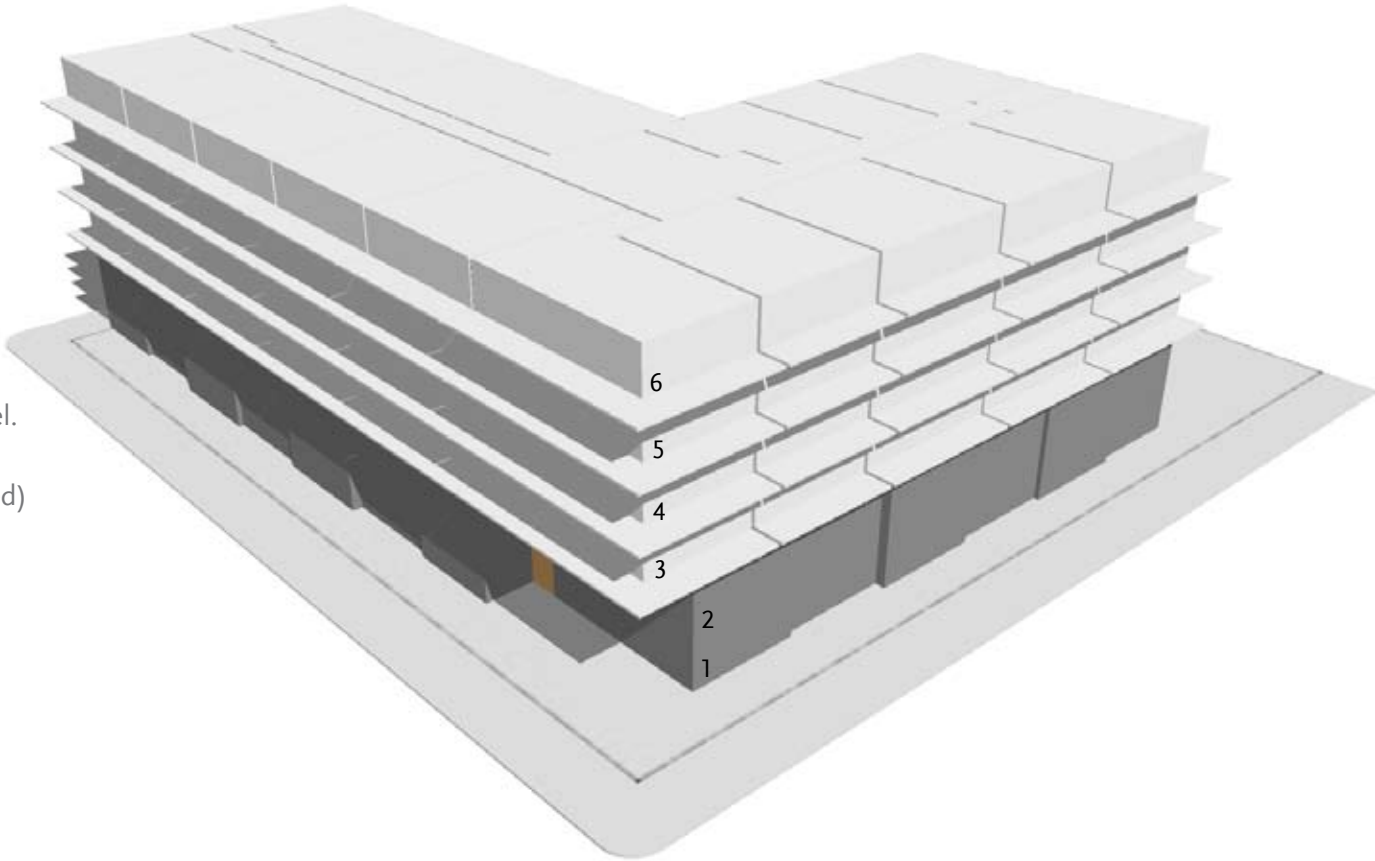


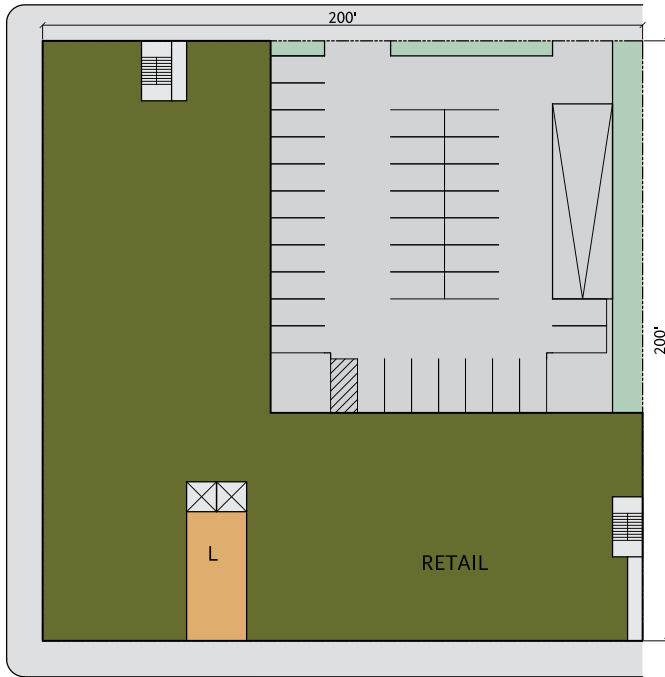
FLOORS 3 - 6

40,000 SF
EX

Maximum Height required by the Zoning Code is the primary determinant for the size of this model.

90 Units (allowable by code: unlimited)
91 Parking Spaces (below grade)





FLOOR 1

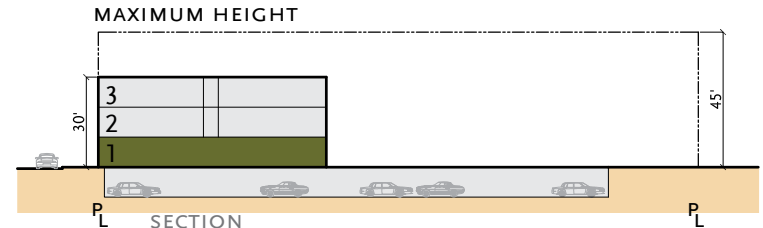
FLOORS 2 - 3
 24,624 GSF
 21,556 NSF

FLOOR 1
 24,624 GSF
 22,924 NSF (Retail)

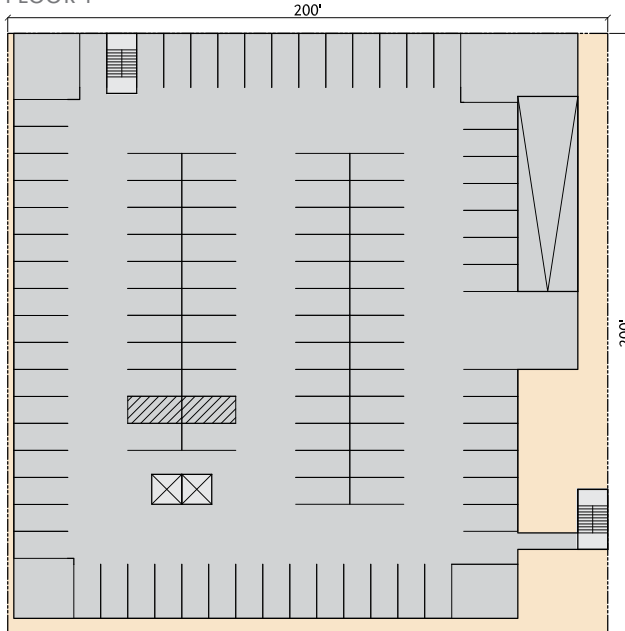
BELOW GRADE
 34,787 GSF

TOTAL
 73,872 GSF
 66,036 NSF
 1.8:1 FAR
 87% Efficiency

BUILDING COVERAGE
 62% (85% Allowable)



SECTION

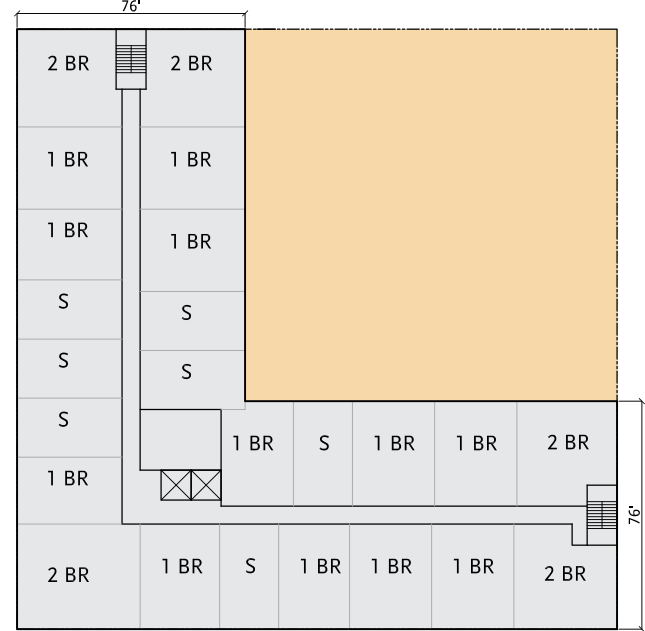


BELOW GRADE

MARKET ASSUMPTIONS
 Average Unit Size 850 SF
 Parking Ratio 1:1

ABBREVIATIONS
 S Studio
 1 BR Single Bedroom
 2 BR Double Bedroom
 TH Townhouse
 L Lobby

A 'Townhouse' is a 2 story, 2 bedroom unit that is located on the ground floor. It has direct outside access.



FLOORS 2 - 3

40,000 SF
CG

Parking is the primary determinant for this model (assuming a 1:1 ratio and a single level of underground parking). 91 parking spaces are dedicated to retail.

48 Units (allowable by code: unlimited)
139 Parking Spaces (below grade)

