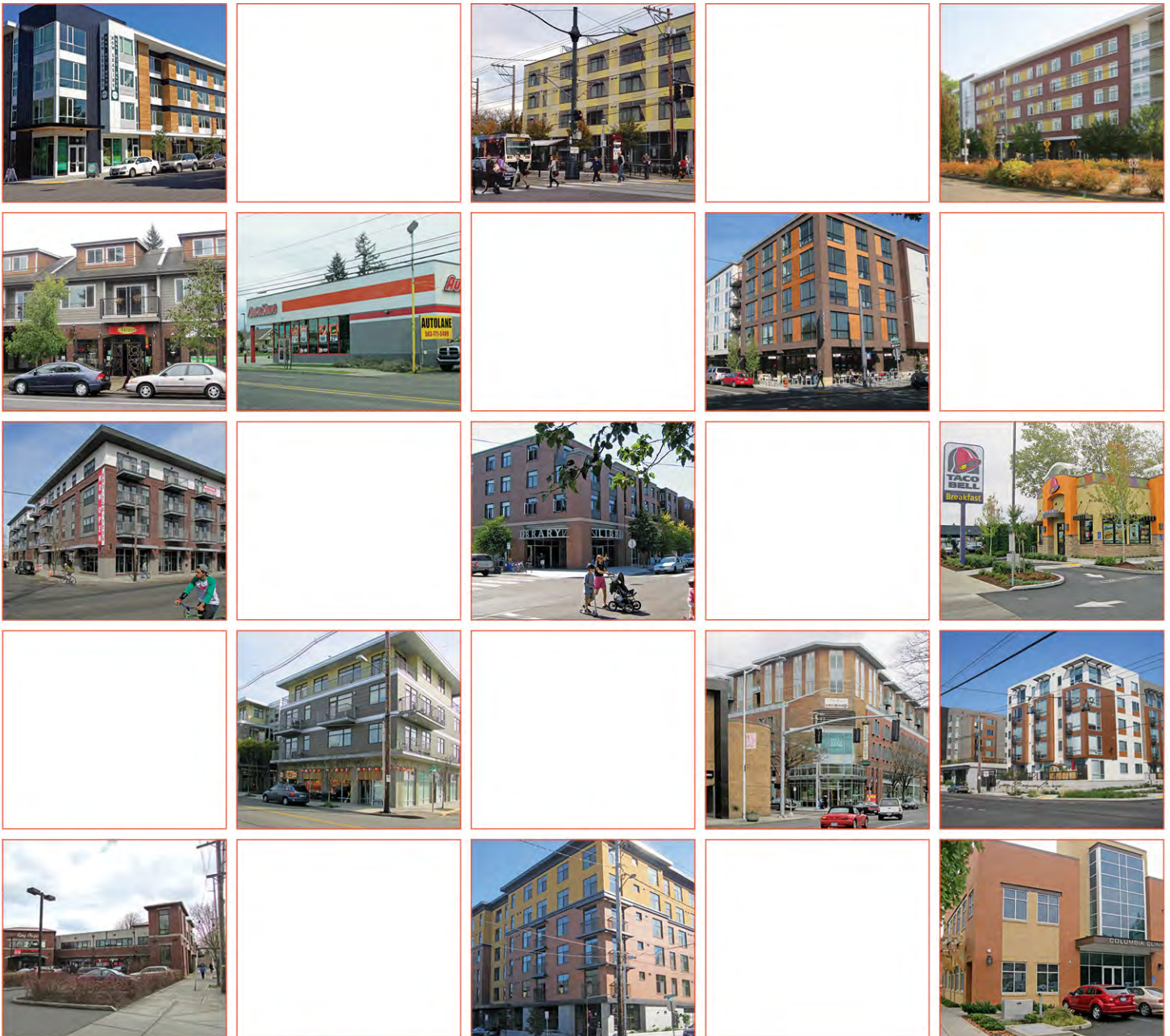


Mixed Use Zones Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

DISCUSSION DRAFT - SEPTEMBER 2015



Comments on the Discussion Draft accepted through November 16, 2015.



Discussion Draft

Proposed Draft

Recommended Draft

Adopted Plan

September 2015
www.portlandoregon.gov/bps/mixeduse



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
 Charlie Hales, Mayor • Susan Anderson, Director



Mixed Use Zones Project

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How to comment on this Discussion Draft:

Comments may be sent to:

City of Portland Bureau of Planning and Sustainability
Attn: Mixed Use Zones Project
1900 SW 4th Avenue Suite 7100
Portland, OR 97201
Email: mixedusezones@portlandoregon.gov
FAX: 503-823-7800

Comments on this Discussion Draft are due by November 16, 2015.

Staff will consider comments in the development of the *Proposed Draft* which will be presented to the Portland Planning and Sustainability Commission for review and consideration in early 2016.

A digital copy of this report and additional project background information can be found on the project website at: www.portlandoregon.gov/bps/mixeduse.

For more information or questions about the Mixed Use Zones Project please contact staff:

Barry Manning, 503-823-7965
Bill Cunningham, 503-823-4203
Email: mixedusezones@portlandoregon.gov

Acknowledgements

Portland City Council

Charlie Hales, *Mayor*

Nick Fish, *Commissioner*

Amanda Fritz, *Commissioner*

Steve Novick, *Commissioner*

Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission

André Baugh (Chair); Katherine Schultz (Vice Chair); Howard Shapiro (Vice Chair); Jeff Bachrach; Mike Houck; Gary Oxman; Michelle Rudd; Chris Smith; Teresa St. Martin; Margaret Tallmadge

<p>Bureau of Planning and Sustainability Charlie Hales, Mayor, Commissioner-in-charge Susan Anderson, Director Joe Zehnder, Chief Planner Eric Engstrom, Principal Planner</p> <p>Project Staff Barry Manning, Project Manager Tyler Bump, Economic Planner Shannon Buono, Senior Planner Bill Cunningham, City Planner II Lora Lillard, City Planner II</p> <p>With Assistance From Madeline Kovacs, CSA; Mary Heberling, CSA; Neil Loehlein, GIS Intern; Carmen Piekarski, GIS Analyst</p> <p>Technical Advisors Jason Richling, BDS Grant Morehead, PBOT Elizabeth Reese-Cadigan, BES Stephen Himes, BES Justin Douglas, PDC Barbara Shaw, PHB Julie Livingston, Home Forward Paul vanOrden, ONI Nate Takara, PF&R Kelli Sheffer, Police Tara Lingley, ODOT Meganne Steele, Metro Jay Higgins, TriMet</p>	<p>Project Advisory Group Jason Barnstead-Long Bob Boileau Lori Boisen Tim Brunner Eric Cress Daryl Garner Carol Gossett Brendon Haggerty Damien Hall Heather Hoell Duane Hunting Michael Hayes Sarah Iannarone Lauren Jones Doug Klotz Charlotte Larson Susan Lindsay James McGrath Jason Miner Dennis Petrequin Cora Potter Curt Schneider Vicki Skryha Yu Te Mike Warwick</p> <p>Previous Members: Steven Gilliam Frank Walsh Karen Ward</p>
--	--

Table of Contents

I.	Introduction.....	1
II.	Relationship to the Comprehensive Plan	9
III.	Public Involvement	21
IV.	Proposal and Analysis.....	29
V.	Amendments to the Zoning Code.....	39
	33.130 Commercial Mixed Use Zones	
	33.266 Parking, Loading, and Transportation Demand Management	
	33.415 Centers Main Street overlay zone	
	33.508 Cascade Station/PIC Plan District	
	33.520 Division Street Plan District	
	33.545 North Lombard Plan District	
	33.575 Sandy Boulevard Plan District	
	33.730 Quasi Judicial Procedures	
	33.852 Transportation Impact Review	
	33.860 Community Benefit Master Plan	
	33.910 Definitions	
VI.	Zoning Map Amendments..	263
VII.	Other Implementation Tools	301
VIII.	Appendices	311

Appendix A: City of Portland/TriMet Letter of Intent

Section I: Introduction

Project Summary

The Mixed Use Zones Project (MUZ) is an initiative to develop new mixed use zoning designations to implement Portland’s new Comprehensive Plan. Portland’s new Comprehensive Plan calls for managing growth and creating healthy, vibrant neighborhoods in part by focusing new housing, shops, and services into a network of centers and corridors located throughout Portland. These areas will serve as the anchors of neighborhoods; they will continue to evolve as places that meet the daily needs of nearby residents and are well served by shops, services, transit and other public services.

The Mixed Use Zones Project is revising Portland’s zoning codes applied in centers and corridors outside of the Central City. The current array of zones applied in these areas (CN1, CN2, CO1, CO2, CM, CS, CG, CX, EX) was created over 20 years ago when auto-oriented and low intensity commercial uses were common. The project addresses issues that arise with new more intensive mixed use buildings, such as: massing and design, transitions and step-downs, and ground floor uses. It also addresses other opportunities to realize Comprehensive Plan goals and policies through regulations and incentives in the development process. Issues the new zones address through incentives include: affordability of housing and commercial space; creation of small community gathering spaces; character of different areas; energy efficient buildings; and environmental issues. In addition to developing new zoning codes, the project also proposes a new zoning map using the new zoning designations. These map designations, which can be found in Section VI and on the Portland Map App (<https://www.portlandmaps.com/bps/mapapp>), specify which zones apply to specific properties.



As Portland grows, development in the commercial /mixed use zones will meet an increasing share of the city’s housing and employment needs.

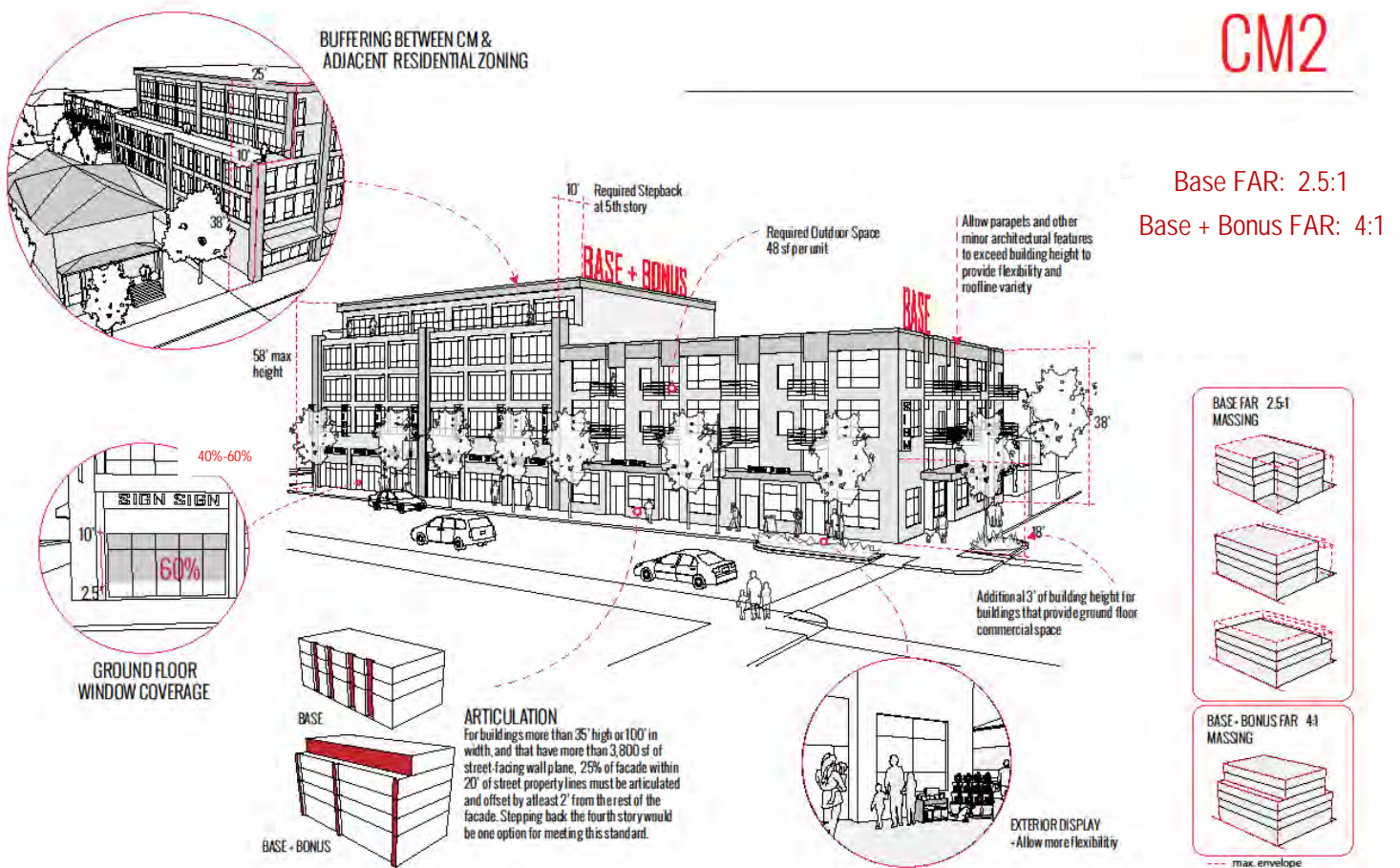
A description of the proposed zones is included in the *Mixed Use Zones Project: Code Concepts Report* (May 2015); the zones are also summarized below. Additional detail on the new development and design tools associated with the new zones, and other related changes and

implementing codes that are designed to enhance key main streets within centers identified in the Comprehensive Plan can be found in Sections IV and V of this report.

Below is a summary of fundamental changes to the Commercial Mixed Use zones:

- Creates new zones with varying scales: small (35’); medium (45’-55’); and large (65’-75’);
- Manages mass and bulk of new development by setting new Floor Area Ratios (FAR);
- Provides incentives for public benefits through bonuses that earn additional floor area;
- Reduces building mass by articulating façades and limiting building length at the street;
- Enhances street-level environment by increasing ground-floor window requirements;
- Requires outdoor area for new residential units;
- Improves transition to neighboring residential areas through a height “step down”;
- Sets building coverage and landscaping standards by place types (“pattern areas”);
- Provides flexible street setbacks to allow for gathering spaces;
- Addresses commercial-residential conflicts through landscaping and setbacks;
- Ensures active ground floor uses such as retail in the core commercial areas of centers;
- Allows flexibility on large sites through a master plan review process; and
- Requires neighborhood notification of most new development.

The diagram below depicts many of the features on the new zones.



Overall, the Mixed Use Zones Project proposal includes the following major elements:

- New Commercial/Mixed Use zones to replace existing Commercial zones (33.130);
- Rewrite of the Commercial chapter of zoning code (33.130);
- Creation of a new Zoning Map with new base zones;
- Expansion of Design Overlay Zone (33.420);
- Application of new Centers Main Street Overlay Zone (33.415); and
- New requirements for Transportation Demand Management for residential projects.

Why is this important?

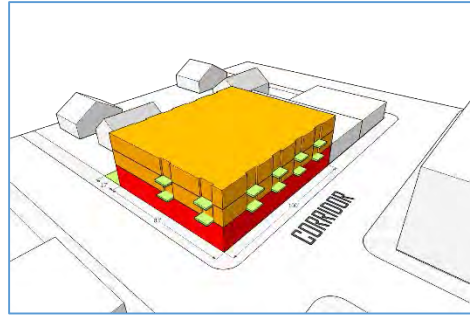
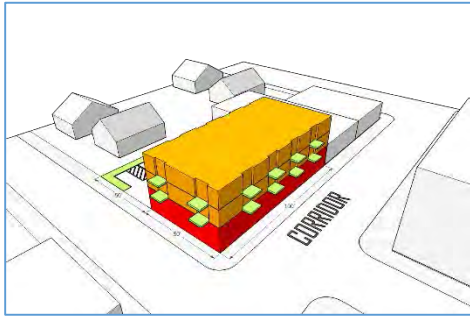
Portland is expected to grow significantly over the next 20 years – in both new households and new jobs. The development produced by this growth, if located and designed correctly, will support and enhance the qualities that help make Portland an attractive place. As Portland’s population grows, its households will also change. In the next two decades the size of households is expected to decrease, and more Portlanders will live alone, and live longer. Accommodating this need, roughly 80% of new housing built over the next 20 years is expected to be multifamily development, much of it in centers and corridors within the mixed use zones.

A description of the proposed Commercial/Mixed Use zones follows. An overview of development standards is in Section IV and implementing amendments to the zoning code are in Section V.

A New Commercial Mixed-Use Zoning Framework

The project creates a new framework that reduces the number of zones that will be applied to centers and corridors outside Portland’s Central City. It creates four new zones: three new Commercial/Mixed Use zones (CM1, CM2, CM3) that vary by the scale of development allowed and one medium-scale Commercial Employment (CE) zone with a commercial and employment emphasis that is primarily applied outside designated centers. The existing Central Commercial (CX) zone is retained for application in the Central City and the Gateway Regional Center. The zoning code for the new zones includes new development and design standards. These zones will replace the existing zones applied outside of Portland’s Central City. The new zones are applied based on a conversion to the most similar new zone. This approach is described in Section VI.

Commercial Mixed-Use 1 (CM1) This small-scale commercial mixed use zone is intended for sites in smaller mixed use nodes within lower density residential areas, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. This zone allows a mix of commercial and residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.



Example of CM1 zone development: basic allowance (left); with bonus (right)

Commercial Mixed-Use 2 (CM2) This medium-scale commercial mixed use zone is intended for sites in a variety of centers and corridors, and in smaller mixed use areas that are well served by frequent transit or within a larger area zoned for multi-dwelling development. The zone allows a mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones are generally expected to be up to four stories, unless height and floor area bonuses are used to provide additional community benefits. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.



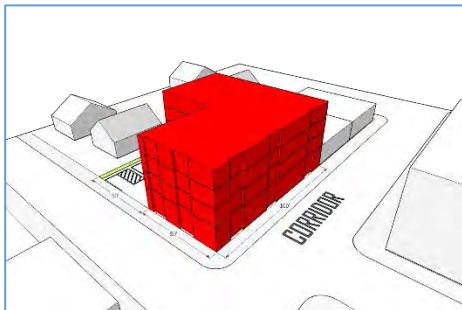
Example of CM2 zone development: basic allowance (left); with bonus (right)

Commercial Mixed-Use 3 (CM3) This large-scale commercial mixed use zone is intended for sites close to the Central City, in high-capacity transit station areas, town centers, and on Civic Corridors. The zone allows a wide mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings in this zone are generally expected to be up to six stories, unless height and floor area bonuses are used to provide community benefits or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, but buildings may be larger than those allowed in lower intensity mixed use and residential zones. Design review is typically required in this zone.



Example of CM3 zone development: basic allowance (left); with bonus (right)

Commercial Employment (CE) This medium-scale commercial employment zone is intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution/employment uses that have few off-site impacts. Buildings in this zone are generally expected to be up to four stories. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.



Example of CE zone development: basic allowance (left); with bonus (right)

The new zones update development and design standards in a variety of ways to meet the goals of the Comprehensive Plan, respond to different development and locational contexts, and address the needs and desires of a variety of community stakeholders. The new standards include approaches that incentivize development that provides public benefits and address other aspects of design in context. Details about the new development standards are included in Section IV, Analysis.

How did we get to this Discussion Draft?

The Mixed Use Zones Project builds on the goals and policies of the Comprehensive Plan update. A Project Advisory Committee (PAC) was recruited in early 2014 and began monthly meetings. Seven community walks were conducted in spring 2014 to build on Comprehensive plan outreach and further identify community aspirations, issues and concerns around mixed use development. In addition, in summer 2014 roundtable discussions were held with developers, architects/designers, affordable housing providers/advocates and the small business community to gain their perspectives on development issues. The mixed use zones concept builds on this feedback.

A [Mixed Use Zones Project Assessment Report](#) was published in fall 2014. This background report includes information and data on Portland policy directives, zoning approaches, and development issues. It is augmented by the [Case Studies in Zoning for Mixed Use Development: Best Practices from Peer Cities](#) report by Dyett and Bhatia, which assesses national best practices for zoning. These reports culminated in a set of recommendations to consolidate Portland's current array of nine commercial and employment mixed use zones in to fewer zones. They also identified new development design directions and standards to explore.

A [Preliminary Zoning Concept](#) was developed and released in November 2014. The preliminary concept outlined a new zoning framework for commercial/mixed use zones, and several development design standards and approaches to policy objectives to test and model. Since then, building form prototype models were developed based on the preliminary concept, to better understand the urban form, economic, and development implications of the preliminary standards. Visual and economic models of "base" regulations and "performance bonuses" were developed. For this modeling, prototypes using bonus area were assumed to include a percentage of "affordable" residential units to meet the bonus. The results of that architectural and economic testing and modeling are included in the [Mixed Use Building form Prototypes and Financial Analysis](#) report by project consultants Dyett & Bhatia (included in *Code Concepts Report - Appendix*).

The results of the initial modeling were reviewed with the Project Advisory Committee, Technical Advisory Group, and city staff. Information was also shared with the public. Feedback about the physical form of the prototype models and the cost implications of the development standards led to further staff revision to features such as step backs, step downs, setbacks, lot coverage, and façade articulation. Floor area ratio recommendations were also refined in response to Advisory Committee comments and economic analysis.

A [Mixed Use Zones Project Code Concepts Report](#) was published in May 2015. The Code Concepts Report builds on the *Preliminary Zoning Concept* and adds detailed information about conceptual development and design standards, a structure of performance bonuses, and other information about the proposed approach to applying the new zones. The Code Concepts report is the basis for zoning code provisions designed to implement the concepts.

This *Discussion Draft* is the first public draft of new zoning code regulations and a Zoning Map designed to implement the zoning structure, development allowances, design features and standards and other components of the Mixed Use Zones Project outlined in the concept report. The code was developed by staff from the city of Portland Bureau of Planning and Sustainability in consultation with other bureau stakeholders and was informed by previous Mixed Use zones project feedback, assessments and research. Public comments received on the Discussion draft will inform staff in the development of a *Proposed Draft*.

The *Proposed Draft*, expected in early 2016, will be presented to the Portland Planning and Sustainability Commission. Public testimony on the proposed draft will be considered by the commission. The Commission's final recommendations will be incorporated into a *Recommended Draft* that will be considered by Portland City Council in 2016.

What is in the report?

This report contains:

- Background from the Portland Plan and Proposed Comprehensive Plan goals and policies that prompted the Mixed Use Zones Project work program (Section II).
- The relationship to other City analysis and policy documents (Section II).
- A review of key public involvement to date (Section III).
- A general description and analysis of the proposal (Section IV).
- Proposed Zoning Code (Title 33) language with accompanying commentary that helps explain the proposed text (Section V).
- Maps that identify the proposed application of the new zones (Section VI).
- Other implementation tools, including additional information on the approach to resolving outstanding issues with the proposed bonuses; additional information on transportation changes and programs; and additional zoning code issues to resolve (Section VII).

Comments and Next Steps

Public comments on this Discussion Draft will be evaluated by BPS staff and incorporated into a “Proposed Draft” that will be published in early 2016 and presented to the Portland Planning and Sustainability Commission (PSC) with a public hearing planned for February 2016. The PSC will review the Proposed Draft, consider additional public input at a public hearing and make a recommendation to City Council for their review and adoption.

City Council is tentatively scheduled hold additional public hearings and take formal public testimony on the recommended plan in spring 2016.

This page intentionally blank

Section II: Relationship to the Comprehensive Plan

The Mixed Use Zones Project is one of eight early implementation projects as part of the City's [Comprehensive Plan Update](#). It implements proposed Comprehensive Plan Guiding Principles and Policies to help provide adequate growth capacity in Portland's centers and corridors for about one-half of the approximately 123,000 new households and 142,000 new jobs which are projected by 2035.

Comprehensive Plan Guiding Principals

The Mixed Use Zones Project helps implement the following guiding principles of the City of Portland Comprehensive Plan.

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

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

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

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

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

The Mixed Use Zones Project supports these guiding principles in the following ways:

Economic Prosperity - by accommodating the projected job growth in retail and service sectors and providing locations for neighborhood business opportunities.

Human and Environmental health – by creating zones that are intended to increase access to services for residents, provide for on-site open areas for residents, and include incentives for plazas, landscaped areas and other public gathering spaces.

Equity – by designing incentives for provision of affordable housing and commercial spaces, and creating regulations for development that recognize the differences among the different geographies of the city.

Resilience – by providing additional opportunities for compact development at the neighborhood level, and by providing incentives for “green” features that reduce energy consumption in buildings, manage stormwater, create on-site green space, and help to address urban heat island effects and other climate challenges.

Goals and Policies

The proposed Comprehensive Plan Update includes goals and policy language designed to support and further the guiding principles. The Mixed Use Zones Project is primarily aimed at supporting the Urban Form policies of Chapter 3, which call for creating a city that better serves Portlanders by focusing growth, investment and development in centers and corridors throughout the city. The Mixed Use Zones Project also supports other goals and policies that are closely linked with development in centers and corridors. These span the breadth of the Comprehensive Plan, but most clearly relate to goals and policies of the following chapters of the Comprehensive Plan: Chapter 4, Design and Development; Chapter 5, Housing; Chapter 6, Economic Development.

Key Comprehensive Plan Goal and Policies supported by the MUZ project are listed below.

Urban Form

GOAL 3.A: A city designed for people

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

GOAL 3.B: A climate and hazard resilient urban form

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

GOAL 3.C: Focused growth

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

GOAL 3.D: A system of centers and corridors

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

GOAL 3.E: Connected public realm and open spaces

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

GOAL 3.F: Employment districts

Portland supports job growth in a variety of employment districts to maintain a diverse economy.

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

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

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

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

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

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

3.3.d. *Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts.*

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

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

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

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

Policy 3.8 **Leadership and innovation in design.** *Encourage high-performance design and*

development that demonstrates Portland’s leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

- Policy 3.13** ***Role of centers.** Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.*
- Policy 3.14** ***Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.*
- Policy 3.15** ***Housing in centers.** Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.*
- Policy 3.19** ***Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.*
- Policy 3.32** ***Role of Town Centers.** Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.*
- Policy 3.33** ***Housing.** Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning within a half-mile walking distance of a Town Center to accommodate 7,000 households.*
- Policy 3.36** ***Role of Neighborhood Centers.** Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.*
- Policy 3.37** ***Housing.** Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.*
- Policy 3.40** ***Growth.** Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.*
- Policy 3.41** ***Corridors.** Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.*
- Policy 3.42** ***Distinct identities.** Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use historic preservation and design review tools to accommodate growth in ways that preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.*

- Policy 3.53** ***Neighborhood Corridors.** Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.*
- Policy 3.54** ***Transit-oriented development.** Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.*
- Policy 3.57** ***Center stations.** Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.*
- Policy 3.59** ***Transit neighborhood stations.** Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.*
- Policy 3.89** ***Inner Neighborhoods main streets.** Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.*
- Policy 3.97** ***Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.*
- Policy 3.99** ***Western Neighborhoods village character.** Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.*

Design and Development

Goal 4.A: Context-sensitive design and development

New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.B: Historic and cultural resources

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

Goal 4.C: Human and environmental health

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

Goal 4.D: Urban resilience

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

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

- Policy 4.3** ***Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.*
- Policy 4.4** ***Natural features and green infrastructure.** Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.*
- Policy 4.5** ***Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.*
- Policy 4.6** ***Street orientation.** Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.*
- Policy 4.7** ***Development and public spaces.** Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.*
- Policy 4.10** ***Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.*
- Policy 4.11** ***Access to light and air.** Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.*
- Policy 4.12** ***Privacy and solar access.** Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.*
- Policy 4.13** ***Crime-preventive design.** Encourage building, site, and public infrastructure design approaches that help prevent crime.*
- Policy 4.20** ***Walkable scale.** Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.*
- Policy 4.21** ***Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.*
- Policy 4.22** ***Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.*
- Policy 4.24** ***Residential uses on busy streets.** Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.*
- Policy 4.25** ***Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social*

connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

- Policy 4.27** **Historic buildings in centers and corridors.** Protect and encourage the restoration and improvement of historic resources in centers and corridors.
- Policy 4.28** **Public art.** Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.
- Policy 4.29** **Scale transitions.** Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.
- Policy 4.30** **Land use transitions.** Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.
- Policy 4.33** **Auto-oriented facilities, uses, and exterior displays.** Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.
- Policy 4.45** **Historic and cultural resource protection.** Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.
- Policy 4.46** **Continuity with established patterns.** Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.
- Policy 4.63** **Energy efficiency.** Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.
- Policy 4.66** **Energy-producing development.** Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.
- Policy 4.77** **Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

Housing

Goal 5.B: Equitable access to housing

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

Goal 5.C: Healthy connected city

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

Goal 5.D: Affordable housing

Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

- Policy 5.1** **Housing supply.** *Maintain sufficient residential development capacity to accommodate Portland’s projected share of regional household growth.*
- Policy 5.2** **Housing growth.** *Strive to capture at least 25 percent of the seven-county region’s residential growth.*
- Policy 5.3** **Housing potential.** *Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.*
- Policy 5.5** **Housing in centers.** *Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.*
- Policy 5.14** **Gentrification/displacement risk.** *Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.*
- Policy 5.15** **Involuntary displacement.** *When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.*
- Policy 5.21** **New development in opportunity areas.** *Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.*
- Policy 5.22** **Higher-density housing.** *Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.*
- Policy 5.25** **Regulated affordable housing target.** *Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.*
- Policy 5.31** **Affordable housing in centers.** *Encourage income diversity in and around centers by allowing a mix of housing types and tenures.*

Policy 5.34 ***Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.*

Policy 5.35 ***Impact of regulations on affordability.** Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.*

Economic Development

Goal 6.C: Business district vitality

Portland implements land use policy and investments to:

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

Policy 6.17 ***Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:*

***6.17.b.** Promote certainty for new development through appropriate allowed uses and "clear and objective" standards to permit typical development types without a discretionary review.*

***6.17.c.** Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.*

Policy 6.61 ***Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts.*

Policy 6.65 ***Neighborhood-serving business.** Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.*

Policy 6.67 ***Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.*

Policy 6.68 ***Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.*

6.68.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.68.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

Policy 6.71 **Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

6.71.a. Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

6.71.d. Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

Transportation

Goal 9.B: Multiple goals

Portland's transportation system is funded and maintained to achieve multiple goals and measureable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

Policy 9.53 **New development.** Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

Policy 9.54 **Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.56 **On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.57 **Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58 **Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.59 **Cost and price.** Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning

Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code

Policy 10.1 Land use designations. *Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.*

13. Mixed Use — Dispersed. *This designation allows mixed use, multi-dwelling, or commercial development that is small in scale, has little impact, and provides services for the nearby residential areas. Development will be similar in scale to nearby residential development to promote compatibility with the surrounding area. This designation is intended for areas where urban public services are available or planned. Areas within this designation are generally small nodes rather than large areas or corridors. The corresponding zones are Commercial Mixed Use 1 (CM1) and Commercial Employment (CE).*

14. Mixed Use — Neighborhood. *This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented and are predominantly built at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), and Commercial Employment (CE).*

15. Mixed Use — Civic Corridor. *This designation allows for transit-supportive densities of commercial, residential, and employment uses, including a full range of housing, retail, and service businesses with a local or regional market. This designation is intended for areas along major corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service. The Civic Corridor designation is applied along some of the City's busiest, widest, and most prominent streets. As the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed-use development. They need to become places that are attractive and safe for pedestrians while continuing to play a major role in the City's transportation system. Civic Corridors, as redevelopment occurs, are also expected to achieve a high level of environmental performance and design. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), Commercial Employment (CE).*

16. Mixed Use — Urban Center. *This designation is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian-oriented with a strong emphasis on design*

and street level activity, and will range from low- to mid-rise in scale. The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), and Commercial Employment (CE).

Section III: Public Involvement

The Mixed Use Zones Project outreach is an extension of efforts begun as early as VisionPDX, and furthered during policy development in the Portland Plan and later in conjunction with the Centers and Corridors Policy Expert Group undertaken during Task 4 of the Comprehensive Plan Update.

VisionPDX

The VisionPDX process engaged thousands of Portlanders in a process to determine Portlanders' priorities for the future. The foundational ideas for building healthy and complete neighborhoods around key hubs of activity, for incorporating diverse viewpoints and priorities, and for advancing resiliency and equity issues arose from this effort.

Portland Plan

The [Portland Plan](#) is the result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits. The plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Healthy Connected City integrated strategy is another foundational element of the Comprehensive Plan and Mixed Use Zones Project. The strategy contains a goal to:

“Improve human health and environmental health by creating safe and complete neighborhood centers linked by a network of city greenways that connect Portlanders with each other. Encourage active transportation, integrate nature into neighborhoods, enhance watershed health and provide access to services and destinations, locally and across the city.”

The Portland Plan established a number of Guiding Policies and a 5-Year Action Plan around the topic of “Vibrant Neighborhood Centers” to help achieve the goals. Selected Guiding Policies and Action Items are called out below.

Guiding policy H-7: *Preserve the distinctive characteristics and history of Portland's neighborhoods and districts when making decisions regarding growth, urban design and the design of improvements.*

Guiding policy H-9: *Use investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development and economic change in established communities.*

Guiding policy H-16: *Encourage development of high-quality, well designed housing in and around neighborhood centers and near transit – at a variety of sizes and cost ranges.*

Guiding policy H-19: *Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.*

Guiding Policy H-23: *Invest in underserved areas with disadvantaged populations, incorporating tools to reduce displacement.*

Action 106: Quality Affordable Housing: *Complete the citywide housing strategy and use it as a basis for regulations, location policies, incentives and public-private partnerships that help locate new well-designed, energy efficient, affordable housing in service-rich, transit accessible locations in and around neighborhood hubs.*

Comprehensive Plan Update

As part of its [Comprehensive Plan Update](#), the City assembled a Neighborhood Centers Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and possible Comprehensive Plan map changes relevant to the Equity Framework and Centers and Corridors development strategies of the Portland Plan. Issues related to development in neighborhood and town centers and development along Portland's neighborhood and civic corridors were the primary focus of this group. Interest in the Urban Form, Design and Development, and Housing policy areas has remained strong throughout the Comprehensive Plan process, and the city has received thousands of comments on these issues.

In July 2015 the Portland Planning and Sustainability Commission finalized deliberations on the Comprehensive Plan and has sent its Recommended Comprehensive Plan to Portland City Council for consideration in late 2015.

Mixed Use Zoning Project

BPS initiated the [Mixed Use Zones Project](#) in late 2013 to develop zoning amendments designed to address Comprehensive Plan goals and policies, as well as to respond to other community stakeholder concerns. The project is partially funded by a Metro Construction Excise Tax grant. The project includes a Project Advisory Committee comprised of professionals and neighborhood stakeholders with expertise and interest in Portland's mixed use and commercial development issues. This group began meeting in February 2014 and has continued to meet at key points through release of the Discussion Draft. Agendas, meeting notes and materials from these meetings are available on the project webpage at: <http://www.portlandoregon.gov/bps/63621>.

What We've Heard So Far

The Mixed Use Zones Project conducted significant public outreach in the development of zoning code concepts. This included regular meetings with a Project Advisory Committee (PAC); public walks and roundtables during the assessment phase; and public workshops, information sessions and other group presentations during the concept development phase.

In the assessment phase of the project, the project team conducted seven community walks and several roundtable conversations with developers, designers, affordable housing specialists and local businesspeople. Those comments are documented thoroughly in the [Mixed Use Zones Project Assessment Report](#), and summarized below.

Assessment Phase

Seven community walkabouts were conducted in spring 2014 to gather information and feedback from the community on mixed use and development issues through a local lens. About 170 folks

participated in these events. A full report is under separate cover. A summary of the key issues heard on the Community Walk follows.

1. Address building scale/articulation: height and mass/length

- Scale/height was especially important in locations adjacent to lower-density residential areas, with larger buildings more acceptable in other locations.
- Variation, especially building in height, helps add character, and avoids the “canyon” feeling some neighbors are concerned about.
- Higher density around transit stops may be appropriate.

2. Provide scale transition to low density residential zoned areas

- Step downs and setbacks are key tools in helping transition to residential neighborhoods, and should be employed more frequently.
- Generally, attempting to focus growth and density along corridors is a good strategy, rather than pushing this development by default back into neighborhoods.

3. Encourage continuity of retail in centers and corridors

- Activate streets and ground floors; storefronts close to sidewalks can help with continuity and cohesion of commercial areas; Small businesses tend to do better together in nodes.
- Don’t try and force outcomes/retail that the market won’t support.

4. Preserve or protect significant buildings and key places

- Make concerted effort to keep and support what’s already working; preserve key shops/services that serve local residents and places that serve as hubs for communities.
- Find ways to keep beautiful and older structures - this provides benefits such as lower rent rates and variation along the street.



Participants discuss new development in Hollywood on the April 26, 2014 walk.

5. Provide incentives for open space/plazas that are open to the public

- Consider development allowances such as a height allowance for a courtyard or open space.
- Spaces need to remain truly public, not just be outdoor extensions of private businesses.

6. Improve the design of buildings and sites; use quality materials

- Pedestrian-friendly design is important at ground level.

- Incorporate desirable characteristics of other streets, like setbacks and irregularity.
- Design review and/or standards are critical for neighborhoods experiencing rapid growth.
- Features to improve buildings: façade articulation; varied roof lines; open spaces.
- Features to avoid: Inexpensive-looking materials; dark/ non-transparent windows; Ill-defined front entrances; small balconies; large blank walls.

7. Encourage housing for a range of household types and incomes

- Accommodating families, seniors, and others is very different than singles/couples – consider broader needs of community.

8. Promote affordability – for housing and commercial space

- Affordability is a goal – explore FAR/ height bonuses, other incentives in exchange for provision of affordable housing units.
- Consider whether an area will continue to be affordable for long-standing residents. Allow people to be able to “age in place”.
- Concern over increasing rents for long-standing small businesses along many corridors, which have been providing critical neighborhood services.

9. Address parking issues: on-site; shared; management

- Parking is an ongoing challenge for some neighborhoods, commercial area parking and traffic can spill back into residential neighborhoods.
- Consider creative parking solutions, including: mid-level, rooftop, and underground parking; car sharing services; metered parking; permits; shared parking.
- Prioritize transit and access to closer employment opportunities; transit service/access can affect how well density in centers and corridors works.

10. Consider allowing more intensity on large opportunity sites

- Potentially allow more intensity/height on key opportunity sites, but carefully consider transitions to the surrounding neighborhood.
- Concentrate higher scale in the center so that the edges can step down in scale.

Roundtables were held with groups of developers, architects and designers, affordable housing developers/provides, and representatives of the neighborhood business community. About 70 folks participated in these sessions. A full report is under separate cover. A summary of the key issues heard during the Roundtables follows.

Developers

- Strive for certainty, flexibility, and code simplicity.
- Public goods such as affordability, open area/plaza, etc. should be encouraged with additional height or floor area, fee waivers, or reduced permit times.
- Code should be sensitive towards size of lots.
- Requiring only retail/commercial uses at ground floor is problematic; prefer “active use” which allows flexibility throughout life of building.
- Design system does not work well now, and needs to be more predictable.
- City requirements sometimes conflict with zoning standards - need for better alignment.

Architects/Designers

- Be clear about what is allowed vs what is negotiable.
- Issues such as material choices and on-site open areas should be left to market.
- Provide more flexibility to allow taller building heights - strict height limits result in blocky buildings and make it difficult to create good ground-floor spaces.
- FAR and height can work together to help sculpt buildings.
- Consider “setback budget” or a flexible build-to line that allows for articulation, recesses and areas for people to pause or gather.
- Design system needs overhaul; community design standards are not appropriate/workable.

Affordable Housing Developers

- Strive for certainty, flexibility, and code simplicity.
- Program determined by funding – does not respond to incentives same as private for-profit.
- Bonuses and incentives such as additional height or FAR may work for private developers to provide affordable housing.
- Concerned about costs of expanding design review and requiring outdoor spaces – use incentives and simple, flexible regulations to achieve desired outcomes.
- Requiring ground floor commercial uses add costs - BOLI wage regulations apply for commercial development.

Neighborhood Businesses

- Parking concerns; adding households is good, but people often frequent business by car.
- Explore shared, public or other community parking resource.
- Design and context is important to many districts – some support regulations that encourage compatibility, including design review.
- Not every place is a pedestrian/mixed-use district – some places will/should remain flexible for auto-oriented uses.
- Concerned about loss of affordable commercial space.
- Desire for commercial/active ground floor uses in key places.

Concept Phase

During the concept development phase, additional public outreach was conducted, and monthly meetings were held with the Mixed Use Zones Project Advisory Committee. This led to development of a revised zoning concept.

The Preliminary Zoning Concept was released in November 2014 and coincided with two citywide public meetings on November 5, 2014 and November 6, 2014. In summary, attendees supported many of the proposed mixed use concept features, with an emphasis on the following issues:

- Pedestrian-friendly street frontages
- Building articulation and massing
- Accommodate ground-floor active use and roofline variety
- Relate building height to street width
- Height transitions and buffering
- Bonus for community benefits

During fall 2014 the MUZ project team worked with the project consultants to refine draft code parameters for development, as well as a structure for performance bonus incentives. This entailed the development and analysis of prototype models for “base” and “bonus” levels of development in each of the proposed zones. This work is detailed in the *Mixed Use Building Form Prototypes and Financial Analysis* report. Initial prototype models and financial feasibility information was shared with the PAC in December 2014. Additional prototypes were developed and refinements were made; these were presented to the PAC in January. Initial PAC feedback on the prototypes was mixed, with questions and concerns expressed about:

- the relative small scale of development under base allowances in CM1 and CM2 zones;
- the development costs as a result of form-shaping requirements (step downs; open area);
- the capacity trade-offs for step downs to corridors and residential areas;
- the bonus structure, particularly the financial viability of the affordable housing bonus;
- the ability to accommodate growth forecast under scenarios that limit floor area ratios;
- the impact of bonus-scale development on community livability in different contexts.

Based on PAC feedback, the project team conducted further exploration of approaches to form-shaping development standards and development floor area allowances. The team also worked with Johnson Economics on further analysis of base and bonus floor area ratio relationships to better understand the implications on residual land values/development feasibility and to establish base and bonus floor area limits that would enhance the feasibility of bonus utilization, particularly in scenarios providing affordable housing. Based on PAC comments and further analysis, revisions were made to the concept.

Public outreach was conducted between February and April 2015 to share information and gather feedback on the Revised Zoning Concept. Public Information sessions were held on February 25 and 26, 2015 with about 80 people attending. A public open house was also held on March 10, 2015. Surveys were distributed to attendees and available online. The results of that survey showed general support for most of the revised concepts.

Additionally, the project team presented the revised concept to a number of community and stakeholder groups, including the following:

- Venture Portland
- Northeast Coalition of Neighborhoods
- Central Northeast Neighbors
- Southeast Uplift
- Multnomah Neighborhood Association
- Southwest Neighbors, Inc.
- Northwest District Association
- Neighbors West/Northwest
- North/Northeast Business Association
- Hollywood Boosters
- Division Design Initiative
- Hollywood Neighborhood Association
- Richmond Neighborhood Association
- 82nd Avenue Improvement Coalition

- Beaumont Business Association
- Representatives from: Coalition for a Livable Future; Upstream Public Health; 1000 Friends of Oregon; Living Cully; Audubon Society of Portland

Resident and shopper surveys were also conducted in April 2015 to better understand how mixed use areas are working. The Bureau of Planning and Sustainability contracted with Angelo Planning and DHM Research to conduct surveys of shoppers and residential tenants in five mixed use study areas – SE Division, NE 28th, Hollywood, N. Mississippi, and St. Johns. Shoppers were reached through an intercept survey, and asked questions their purpose in the district, travel mode, and parking. Apartment and condominium residents were surveyed through an online survey mechanism, and asked questions about car ownership, commuting, building amenities, shopping patterns, and design preferences. Follow-up informational meetings were held to get qualitative feedback from people who have direct experience living in buildings developed under the City’s commercial/mixed use zoning codes. The results of this work are found in the [Mixed-Use Center and Corridors Livability and Parking Analysis Final Report](#).

Discussion Draft

Several outreach events are planned in October 2015 to coincide with release of this Discussion Draft to provide information and take community and stakeholder input. Visit the project website for dates and locations: <https://www.portlandoregon.gov/bps/63621>.

City Service Bureaus

Portland’s development and service bureaus support development code options that achieve policy goals and are straightforward to administer. Members of bureaus have been involved as Technical Advisors on the zoning project and have commented on an internal review version of the proposal. A summary of ongoing bureau work and feedback follows.

Portland Bureau of Transportation: The Portland Bureau of Transportation (PBOT) is interested in better managing transportation system impacts and addressing the need for parking on-site and on public streets. PBOT has conducted a Centers and Corridors Parking Strategy to determine appropriate ways to address and manage on-street parking demand (<http://www.portlandoregon.gov/transportation/63980>). In addition, PBOT is proposing that many types of new development, including residential development in mixed use zones, be required to develop Transportation Demand Management plans to address vehicle trips and parking issue. More information on these topics is in Section VII.

Bureau of Environmental Services: The Portland Bureau of Environmental Services (BES) oversees environmental issues, specifically sanitary and stormwater management. The BES supports solutions and approaches to stormwater management that generally uses natural materials and approaches rather than highly engineered solutions. Feedback from BES supported features to reduce stormwater impacts, including lot coverage standards that address building coverage, and innovative solutions such as eco-roofs, green walls, and other features to better manage on-site stormwater.

Portland Development Commission: The Portland Development Commission (PDC) is interested in supporting economic and small business development in Portland. They provided feedback on the

bonus structure and will engage with BPS in further exploration of the bonus for affordable commercial space.

Bureau of Development Services: The Portland Bureau of Development Services (BDS) is the agency that permits development in Portland and administers the Zoning Code. Code clarity and consistent application of code are of key importance to BPS. The bureau provided extensive commentary on the codification of the concept and amendments to current code. BDS also staffs the Portland Design Commission; staff and the design commission have provided additional feedback on the project.

Portland Housing Bureau: The Portland Housing Bureau (PHB) is engaged in the housing needs of the city, and specifically addresses programs that work to provide affordable housing for Portlanders. The PHB has been extensively involved in the development of the bonus for affordable housing both in the Mixed Use Zones project and in a parallel effort for the Central City.

Section IV: Proposal and Analysis

The Mixed Use Zones Project establishes a new framework of Commercial Mixed Use Zones designed to help implement the varied goals and policies of the Portland Comprehensive Plan. Roughly 50 percent of Portland’s future household growth is expected to occur in commercial mixed use zones located outside of the Central City. Recent development trends show that the development community is responding to the opportunity to develop housing and mixed use projects in the areas currently zoned for commercial use. The current commercial zones have been successful in accommodating development, however the development is not fully realizing the goals and policies of the new Comprehensive Plan, including goals for affordable housing, affordable commercial space, context sensitive design, design quality, and the desire for creating community services in key locations. As part of the Mixed Use Zones Project, BPS staff is proposing a new Commercial Mixed Use zoning framework coupled with the following changes to development and design standards within the zones as the means of addressing Comprehensive Plan objectives enumerated in Section III.

Key changes and notable features of the changes being proposed are detailed below along with a brief analysis where appropriate. The relevant zoning code sections found in Section V of this report are listed.

More detailed information on the new mixed use zones and analysis of the approach can also be found in the *Mixed Use Zones Project: Code Concepts Report* and Appendix (<https://www.portlandoregon.gov/bps/66199>), and the *Mixed Use Zones Project: Assessment Report* and Appendix (<https://www.portlandoregon.gov/bps/65113>).

A. New Zoning Framework (33.130.010 – 33.130.210)

The project changes the framework for commercial zones, reducing the array of Commercial zones from eight to five. As noted in Section I, four new mixed use zones are being developed. The four zones include three Commercial/Mixed Use (CM) zones that vary by the scale of development allowed (CM1, CM2, CM3) and one medium-scale Commercial Employment (CE) zone focused primarily on commercial and employment uses located outside of centers. The zoning code for the new zones builds on the existing code but also includes new and revised development and design standards. See Section V Code and Commentary for Chapter 33.130 for details.

A significant change with the new zoning approach is the way the size of housing and mixed use development is measured. Today, in commercial zones, the amount of *commercial* development possible on a site is limited by a maximum floor area ratio (FAR). However, the amount of *residential* development is currently limited only by the height and bulk limits allowed by the zone. Hence, development with residential units may exceed the stated floor areas of the existing commercial zones. The new mixed use zones concept sets a new maximum floor area ratio (FAR) for the zones that includes all uses – residential and non-residential. The amount of development would be limited based on the maximum floor area for all uses on site. The size and form of the building would also be shaped by the maximum height limit and other base zone development standards.

Changing the framework creates a simpler array of base zones to regulate Commercial Mixed Use development outside of central Portland. The new array is designed to work in conjunction with the new Comprehensive Plan's *Urban Design Framework* and *Mixed Use Designations* that are applied in a hierarchy which relate to place type. Each new mixed use comprehensive plan designation allows more than one zone; the new zones feature clear statements about the characteristics of the zones and their appropriate contextual application to provide clarity for stakeholders in zone change situations.

The approach to floor area measurements for residential uses is designed to provide greater control and certainty about development intensity, and allows for use of a bonus system to gain greater floor area in exchange for public benefits. This is described below. This approach generated discussion among public and advisory group members concerned about the city's ability to accommodate future growth and the effect on property development. Economic modeling and architectural analysis led to several changes in the proposed allowances for development to "fine tune" results to address these concerns.

B. Development Bonuses - Incentives to provide public benefits (33.130.212)

A goal of the Comprehensive Plan is to achieve community objectives through public and private investments, including through the development process. To aid in this, the new mixed use zones include opportunities for bonuses that provide additional amounts of development above zoning entitlements when the developments include key public and community benefits. The bonuses allow additional floor area, and in some cases additional height, in return for meeting performance and design standards. Bonuses are proposed for provision of affordable housing, affordable commercial space, public plazas, high-performance "green features" and preservation of historic resources through a transfer of floor area. The amount of bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

For each Commercial Mixed Use zone, there is an allowed maximum floor area ratio (FAR) and height limit without using the bonus. Projects using bonuses may earn up to the maximum allowed FAR and height limit with bonus. Affordable housing is eligible to earn 100% of the maximum bonus FAR allowed. Other bonuses are allowed to earn up to 50% of the maximum FAR each, but can be combined up to the maximum as shown in Table IV-1: Summary of Commercial/Mixed Use Development Standards. The bonus parameters under consideration are:

- Affordable Housing: Earn up to 100% of bonus floor area when 25% of floor area in excess of base allowance is housing affordable to households earning less than 80% of the area Median Family Income (MFI).
- Affordable Commercial Space: Earn up to 50% of bonus floor when commercial space is provided at below-market rents. Two square feet is earned for each square foot provided.
- Publicly Accessible Plaza: Earn up to 50% of bonus floor when a publicly accessible plaza is provided. Five square feet is earned for each square foot provided.
- High Performance Green Feature: Earn up to 50% of bonus floor when buildings on-site meet a low-carbon building standard and one of the following are provided: trees and landscaping on 15% of site; or an eco-roof.

Table IV-1: Summary of Key Commercial/Mixed Use Development Standards

	CM1	CM2	CM3	CE	CX
Base Height Limit (stories)	35' (3)	45' (4)	65' (6)	45' (4)	75' (7)
Base FAR	1.5:1	2.5:1	3:1	2.5:1	4:1
Maximum Height Limit with Bonus (stories)	35' (3)	55' (5)*	75' (7)	45' (4)	n/a
Maximum FAR with Bonus	2.5:1	4:1	5:1	3:1	n/a
Additional Height Allowed for Active Ground-Floor Uses	3'	3'	3'	3'	3'
Maximum Building Coverage % Inner/East/West Pattern Area	85/75/75	100/85/85	100/85/85	85/75/75	100/100/100
Required Landscaping % Inner/East/West Pattern Area	0/15/15	0/15/15	0/15/15	0/15/15	0/0/0

* The 55' height limit is allowed only in areas with a Mixed Use – Urban Center Comprehensive Plan designation and in areas with the Mixed Use – Civic Corridor Comprehensive Plan designation where the Design overlay zone is applied.

The development bonus structure will be administered by the Bureau of Development Services (BDS), with significant participation from bureau partners including the Portland Housing Bureau (affordable housing); Portland Development Commission (affordable commercial); Bureau of Environmental Services and Bureau of Planning and Sustainability (high-performance green features). The details of the parameters of the bonus program standards and administration are currently under development.

BPS expects to continue work on the bonuses to test the economics, proportions and administrative procedures during the next several months. If bonus options appear infeasible to administer or lack the performance expected, the structure may change and bonuses may be changed or eliminated. More information on the bonus purpose, approach and outstanding issues for resolution is included in Section VII.

Along with the zoning framework and allowances issues noted above, the approach to bonuses has generated significant discussion among public and advisory group members about the viability of this approach and effects on development and capacity. Economic modeling and architectural analysis led to revisions of the bonus allowances during their creation, and refinement will continue through the code development and adoption process. The bonus floor area structure is calibrated to make utilization of the affordable housing bonus economically attractive in some situations. Additional economic work will be conducted to further calibrate other bonuses so that they are relatively balanced in their values and do not create unintended results. Additional questions about administration of bonuses, viability and values of bonuses, review procedures, tracking and monitoring will need to be resolved prior to adoption. However, if effective, the bonuses could achieve numerous Comprehensive Plan goals through the development process.

C. Large Site Master Plan Bonus with Public Benefits (33.130.212; 33.860)



The Discussion Draft proposal also includes a special bonus available only on large sites (over 2 acres) when approved through a Large Site Master Plan Review - see new zoning code chapter 33.860 in Section V. (This feature was previously referred to as Large Site Flexibility and Public/Community Benefits.) Development projects in CM2, CM3, and CE zones on sites over two acres in size may seek this bonus. The bonus allows substantial increases in height and increases in floor area for projects that meet a set of prescribed bonus requirements and are approved through a Type III Large Site Master Plan Review process. The allowable FAR and height are shown in Table IV-2 below.

Table IV-2: Large Site Master Plan Bonus

	CM2	CM3	CE
Base Height Limit (stories)	45' (4)	65' (6)	45' (4)
Base FAR	2.5:1	3:1	2.5:1
Maximum Height Limit with Master Plan Bonus (stories)	75' (7)	120' (11-12)	75' (7)
Maximum FAR with Master Plan Bonus	4:1	5:1	4:1

A project seeking this bonus would meet the following requirements:

- 1) Meet the affordable housing bonus target (25% of bonus floor area at 80% MFI);
- 2) Provide 15 percent of site area as a publicly accessible plaza or park; and
- 3) Meet the Low-Carbon Building bonus standard.

In addition to the land use review and meeting the bonus requirements above, subsequent to the review, all buildings on-site would be subject to the design overlay zone.

Development prototype modeling revealed that it may be difficult to achieve allowed or bonus floor area ratios on large sites due to required parking, circulation, and other features inherent in larger scale development. Additional height is needed to achieve the allowed floor areas. Also, during neighborhood walks, many community members expressed acceptance of larger buildings on large opportunity sites, provided that they provide some benefit to the community and the impacts of added height could be mitigated through thoughtful site design and transitions, and that any additional impacts (transportation, infrastructure, etc.) of the larger development could be addressed. The Large Site Master Plan Bonus addresses these issues by allowing additional height and floor area when the development includes a prescribed set of public and community benefits, and is approved through a quasi-judicial land use review with opportunity for public comments.

D. Development Design Standards

New development and design standards are proposed to address Comprehensive Plan goals and policies and address concerns raised by community stakeholders. Detailed information about the concepts is available in the Mixed Use Zones Project - Code Concepts Report. Specific information about proposed development standards is found in the Code and Commentary of Section V of this report. The following is a list of the key features being addressed.

1. Relate Building Height to Street Scale/Transit Function (33.130.210)



Establish the allowed heights for the front street wall of buildings based on street width. Generally, taller building street walls are most appropriate along wider streets. However, where the CM3 zoning is applied along narrower streets, such as in central locations and close to high-capacity transit stations, reduce maximum allowed street wall heights to five-stories along the corridor frontages.

2. Increase Heights for Ground-Floor Active Uses and Roofline Variety (33.130.210)

Allow an additional 3 feet of building height to promote ground-level commercial spaces with high ceilings, which provide more long term flexibility for active ground floor uses. Also, provide allowances for limited height increases to encourage architectural variety in rooflines and on prominent corners.

3. Building Articulation/Massing (33.130.222)



Create standards that promote building form and massing that better fits into and enhances the character of centers and corridors. This includes requirements for façade articulation, and limits on overall building length.

4. Height Transitions and Buffering (33.130.210)



Apply setbacks, height transitions and buffering for mixed use zones adjacent to lower density residential zones to foster more gradual transitions. This would require buildings in the commercial/mixed-use zones to “step down” to the allowed heights of adjacent lower-scale residential zones and provide building setbacks.

5. Full-Block Zoning Transitions (33.130.216)

Apply building height transitions and landscaping standards to mixed-use areas that are located off of corridors and have street frontage adjacent to residential zones. The standards would encourage residential development as part of this interface.

6. Ground Floor Windows (33.130.230; 33.415)



Strengthen design-related standards that address the relationship of buildings to public street frontages by requiring more ground floor window coverage, especially in the core commercial areas of centers. Window coverage requirements on key streets are 40% of ground floor area generally; 60% of ground floor area in areas with the new Centers Main Street overlay zone.

7. Ground Floor Residential Development (33.130.230)

Provide setback and design options for residential uses, while supporting cohesive commercial areas, ensuring appropriate urban density, and addressing the interface between ground-level residences and public streets. Allow landscaped setbacks or raised ground floors as an option to the required 40% ground-floor window coverage outside of the centers main street overlay zone area.

8. Main Entrances (33.130.242; 33.415)

Strengthen design-related standards that address the relationship of buildings to public street frontages by establishing requirements for a minimum frequency of front entrances.

9. Street Setbacks and Parking Location (33.130.215; 33.415)

Simplify maximum setback regulations and offer more flexibility for providing outdoor spaces and landscaping. Relax requirements that require 100 percent of street-facing façades to be located within required maximum setbacks. While providing flexibility in street frontage characteristics, prevent parking areas from being located between buildings and streets to foster a pedestrian-friendly sidewalk environment.

10. Outdoor Space (33.130.228)



Require private or shared outdoor space for residents to be provided in conjunction with mixed use or residential development.

11. Residential Window Setbacks (33.130.215)

Ensure that residential windows have separation from interior property lines, providing access to light and air.

12. Pattern Area Standards (33.130.215; 33.130.220; 33.130.225)

Create design-related standards specific to the three major neighborhood pattern areas (Inner, Eastern and Western neighborhoods), such as variations on building lot coverage, setbacks and landscaping.

13. Neighborhood Contact Requirements (33.130.050)

Expand requirements for neighborhood notification of new development in mixed use zones and encourage dialogue between developers and the community.

14. Exterior Display (33.130.245)

Allow more flexibility for exterior display of merchandise.

15. Shared Parking (33.130.100.B.9)

Provide more flexibility for shared and commercial parking to manage parking demand.

The proposed development and design standards are intended to better address contextual compatibility of development while achieving multiple Comprehensive Plan goals. The height limits which decrease adjacent to residential zones will create better transitions to these areas; height limitations in CM3 zones on narrow streets address street width proportions; setback standards allow for flexibility to create public/private spaces along key corridors; outdoor area requirements provide more amenity for residents in residential and mixed use building; building coverage and landscaping standards address the differences within Portland’s development pattern areas; and features such as neighborhood contact will help to inform the community about development and encourage dialog. See commentary in Section V for more detailed analysis and rationale related to these code amendments.

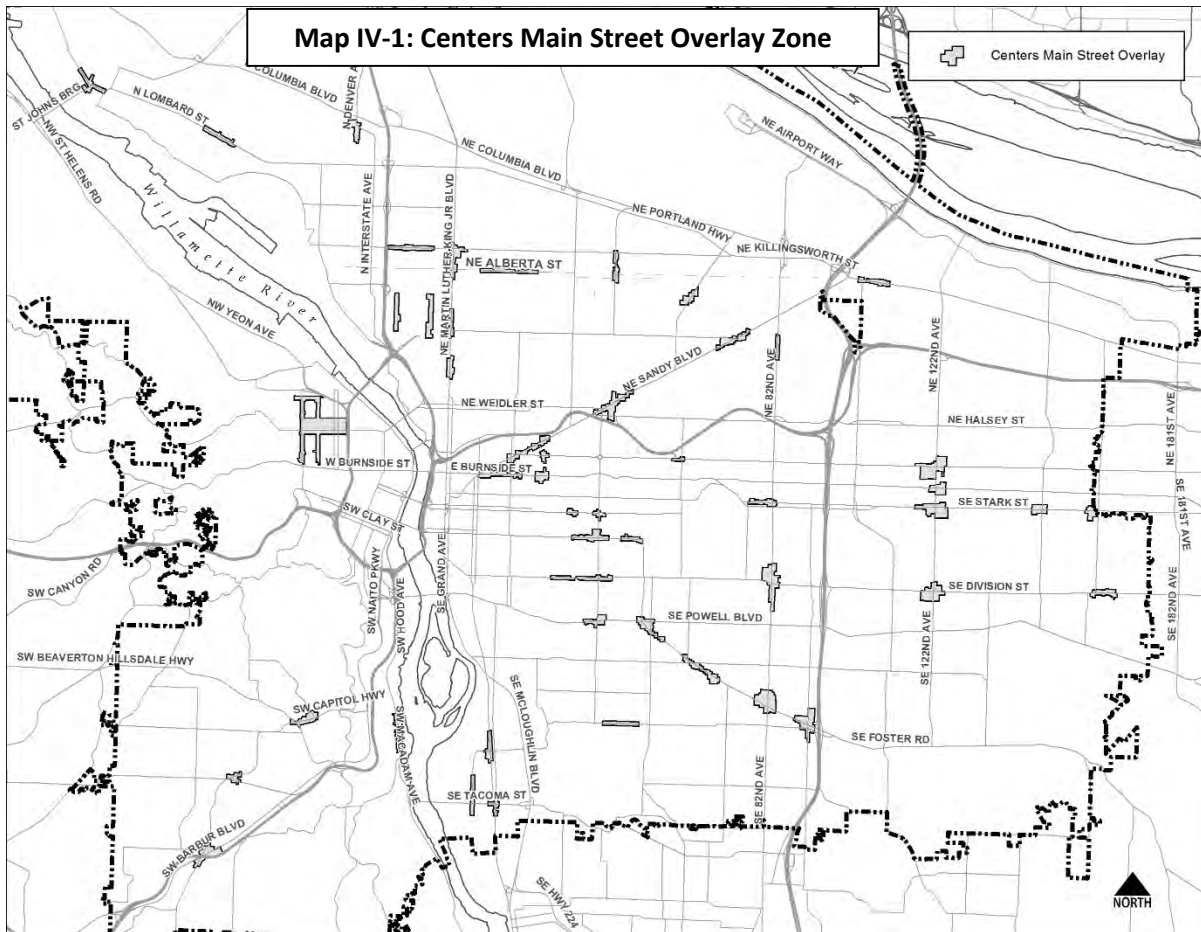
E. Tools to Enhance Key Places

1. Centers Main Street Overlay (33.415)

A new overlay zone has been developed to enhance key places within centers. The overlay zone calls for active land uses and a more continuous commercial main street for the mutual reinforcement of public investments and private development. Uses and development are regulated to create a built-up pedestrian-oriented environment, support hubs of community activity, and foster development intensities that are supportive of transit. The overlay zone is proposed to be mapped along key main streets within neighborhood centers and town centers designated in the Comprehensive Plan. Map IV-1: Centers Main Street Overlay Zone shows application of the overlay citywide. Additional details are in Section VI. This overlay zone is applied to areas that currently have a built-up commercial main street character, or where such a character is desired. Active ground floor uses are required in order to encourage a high degree of activity in these places, helping to meet Comprehensive Plan policies for centers.

2. Design Overlay Zone expansion (map change only - no changes to zoning code)

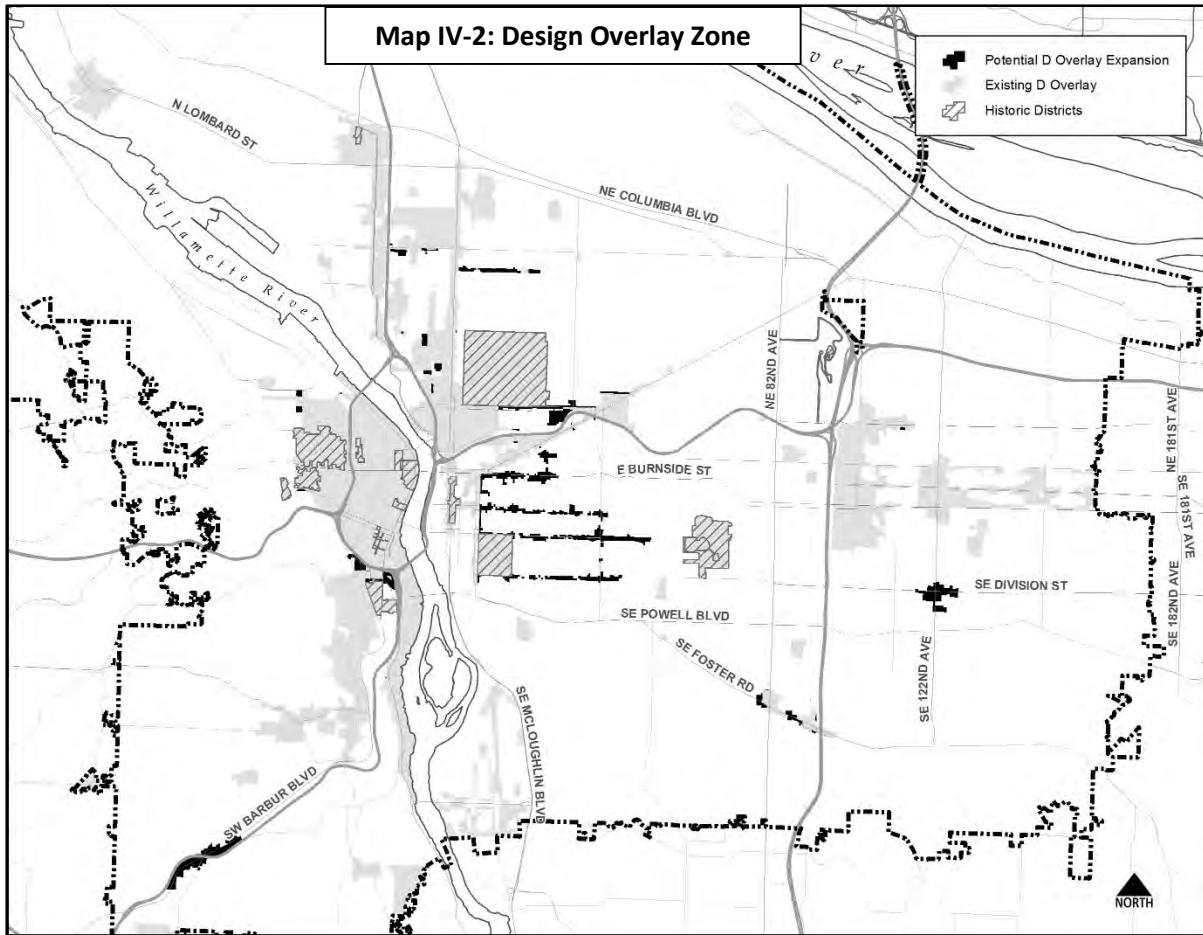
In Portland, design review has traditionally been required for areas where a special design character is specified and for zones which allow intense or large scale development. The Mixed Use Zones proposal continues this approach by extending the design overlay zone to areas designated as “Mixed Use – Urban Center” on the Comprehensive Plan map. This designation includes Town Centers and the most urban Neighborhood Centers and Corridors surrounding the Central City. These areas are expected to see the greatest amount of development and change, and warrant additional design oversight. The Design Overlay Zone is currently applied to most of the area designated as Mixed Use - Urban Center; these



designations will be retained and the overlay applied to areas where is currently not applied, including areas in inner Southeast Portland and other locations. Areas where the design overlay zone will be added are shown on Map IV-2: Design Overlay Zone. In addition, in keeping with current practice of applying the design overlay to zones that allow large scale or tall buildings, the design overlay zone will be applied to all sites zoned CM3, which replaces the CXd and EXd zones outside of central Portland.

3. Transportation Demand Management (33.266.430)

The management of travel demand and parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases trips and the demand for existing on-street parking. Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.



As part of the Mixed Use Zones Project, the Portland Bureau of Transportation is proposing to expand and standardize requirements for a performance-based TDM Plan for new development over certain impact thresholds. The proposal, currently under development, will include clear and objective performance-based TDM measures for larger multi-dwelling and residential mixed use buildings in the Commercial Mixed Use zones. See Amendments to Zoning Code Chapter 33.266 in Section V; for additional information about TDM proposals see Section VII.

4. Transfer of Floor Area for Historic Resources (33.130.205)

The new approach to regulation of floor area described in the zoning framework provides an opportunity for floor area bonuses for public benefits as well the opportunity for transfer of floor area from historic resources. This tool has been available in commercial zones to date, but because of the current approach to regulation of residential floor area, there is little incentive to use the transfer. Recalibration of the allowed FAR combined with allowances for a bonus floor area will allow better utilization of this existing tool.

This page intentionally blank

V. Amendments to the Zoning Code

The primary implementing mechanisms for the Comprehensive Plan policies described in this report are the revision of the following Zoning Code chapters:

- 33.130 Commercial Mixed Use Zones
- 33.266 Parking and Loading
- 33.415 Centers Main Street Overlay Zone
- 33.860 Large Site Master Plan Review

Many of the changes to Chapter 33.130 and 33.415 replicate or render redundant other chapters or sections of the Zoning Code. Chapter revisions are included because they contain substantive changes to either the standards or the procedural requirements of the code. Proposed amendments to the following chapters are the result of changes of this type:

- 33.455 Main Street Node overlay zone – repeal chapter, not included herein
- 33.460 Main Street Corridor overlay zone – repeal chapter, not included herein
- 33.505 Cascade Station/PIC Plan District
- 33.520 Division Street Plan District
- 33.545 Lombard Street Plan District
- 33.575 Sandy Boulevard Plan District
- 33.730 Quasi Judicial Procedures
- 33.852 Transportation Impact Review
- 33.910 Definitions

This page intentionally blank

33.130 Commercial/Mixed Use Zones

Commentary on draft Chapter 33.130 code amendments is in summary form. For more detail on the concepts and research related to the draft code amendments, see the *Mixed Use Zones Project Code Concepts Report* and its appendices.

Note: This is a substantial rewrite of an existing code chapter. For readability, ~~striketrough~~ and underline is not used. The use of **shading** indicates blocks of code text with no substantive changes.

Commentary

33.130 Commercial/Mixed Use Zones

130

Sections:

General

- 33.130.010 Purpose
- 33.130.020 List of the Commercial/Mixed Use Zones
- 33.130.030 Characteristics of the Zones
- 33.130.040 Other Zoning Regulations
- 33.130.050 Neighborhood Contact

Use Regulations

- 33.130.100 Primary Uses
- 33.130.110 Accessory Uses
- 33.130.130 Nuisance-Related Impacts

Development Standards

- 33.130.200 Lot Size
- 33.130.205 Floor Area Ratio
- 33.130.210 Height
- 33.130.212 Floor Area and Height Bonus Options
- 33.130.215 Setbacks
- 33.130.216 Additional Standards for Sites located Across a Local Service Street
from a Residential Zone
- 33.130.220 Building Coverage
- 33.130.222 Building Length and Façade Articulation
- 33.130.225 Landscaped Areas
- 33.130.227 Trees
- 33.130.228 Residential Outdoor Areas
- 33.130.230 Ground Floor Windows
- 33.130.235 Screening
- 33.130.240 Pedestrian Standards
- 33.130.242 Transit Street Main Entrance
- 33.130.245 Exterior Display, Storage, and Work Activities
- 33.130.250 General Requirements for Residential and Mixed-Use Developments
- 33.130.255 Trucks and Equipment
- 33.130.260 Drive-Through Facilities
- 33.130.265 Detached Accessory Structures
- 33.130.270 Fences
- 33.130.275 Demolitions
- 33.130.285 Nonconforming Development
- 33.130.290 Parking and Loading
- 33.130.295 Signs
- 33.130.305 Superblock Requirements
- 33.130.310 Recycling Areas

Commentary

33.130.010 Purpose

The purpose statement for the Commercial Mixed Use Zones is recast to capture their role in meeting Comprehensive Plan goals and policies, which include allowing commercial and mixed use development as key components of complete neighborhoods, as well as related goals for place making and creating innovative, high quality development.

33.130.020 List of the Commercial/Mixed Use Zones

The number of zones is reduced from eight to five: CM1, CM2, CM3, CE, and CX. The CM1 is small scale (35'), replacing CN1/2 and CO1; the CM2 is medium scale (45'), replacing CS, CM, CO2 and in some locations CG; the CM3 is large scale (65'), replacing CX and EX used outside of Central City and Gateway; the CE is medium scale (45'), with more auto-oriented and employment allowances.

33.130.030 Characteristics of the Zones

The new Comprehensive Plan changes the Comprehensive Plan designation-to-Zoning relationship from a nearly one-to-one relationship to a one-to-many relationship. Several new mixed use Comprehensive Plan Map designations will be associated with more than one zone (see table below), so more guidance is needed for when it is appropriate to apply one zone versus another. This is particularly true for quasi-judicial zone changes in conformance with the Comprehensive Plan Map designation. To help address this, the characteristics of the zones now include more detail about the types of places and situations in which they are appropriate to be used. These paragraphs will be used in conjunction with the criteria in Section 33.855.050 in the consideration of requests for zone changes.

New Comprehensive Plan Designation	Corresponding Allowed Zones
Mixed-Use Dispersed	CM1, CE
Mixed-Use Neighborhood	CM1, CM2, CE
Mixed-Use Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use Urban Center	CM1, CM2, CM3, CE
Central Commercial	CX

General

33.130.010 Purpose

The commercial/mixed use zones are intended for commercial and mixed use areas of the City as designated on the Comprehensive Plan map. These zones implement the vision, guiding principles, and goals and policies of the Comprehensive Plan, and encourage economic prosperity, human health, environmental health, equity, and resilience. These zones are primarily distinguished by the uses allowed and the intensity of development allowed. The zones allow a mix of commercial activities, housing, and employment uses that reflect the different types of centers and corridors described in the Urban Design chapter of the Comprehensive Plan.

The commercial/mixed use zones are intended to serve local neighborhood areas, larger districts, as well as broader citywide or regional markets. The regulations promote uses and development that support healthy complete neighborhoods—places where people of all ages and abilities have safe and convenient access to the goods and services they need in their daily life, and where people have the opportunity to live active lifestyles. The zones encourage quality and innovative design, and facilitate creation of great places and great streets.

The development standards are designed to allow development flexibility, within parameters, that supports the intent of the specific zone. In addition, the regulations provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.130.020 List of the Commercial/Mixed Use Zones

The full and short names of the commercial/mixed use zones and their map symbols are listed below. When this Title refers to the commercial/mixed use zones, it is referring to the zones listed here.

Full Name	Short Name / Map Symbol
Commercial/Mixed Use 1	CM1
Commercial/Mixed Use 2	CM2
Commercial/Mixed Use 3	CM3
Commercial Employment	CE
Central Commercial	CX

33.130.030 Characteristics of the Zones

- A. Commercial/Mixed Use 1 zone.** The Commercial/Mixed Use 1 (CM1) zone is a small-scale zone intended for sites in dispersed mixed use nodes within lower density residential areas, as well as on neighborhood corridors and at the edges of neighborhood centers, town centers and regional centers. This zone allows a mix of commercial and residential uses. The size of commercial uses is limited in some locations to minimize impacts on adjacent residential uses. Buildings in this zone will generally be up to three stories tall. Development is intended to be pedestrian-oriented and generally compatible with the scale of adjacent residentially zoned areas.

Commentary

33.130.030 Characteristics of the Zones (continued)

See previous commentary.

- B. Commercial/Mixed Use 2 zone.** The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, corridors, and other mixed use areas that are well-served by transit. The zone allows a mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Use regulations encourage a broad range of commercial and community services, and employment opportunities. Buildings in this zones will generally be up to four stories tall, unless height and floor area bonuses are used. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.
- C. Commercial/Mixed Use 3 zone.** The Commercial/Mixed Use 3 (CM3) zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, on Civic Corridors, and in locations close to the Central City. It is appropriate for sites where adjacent land has commercial/mixed use or multi-dwelling zoning. The zone allows a wide mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall, unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, but buildings can be larger than those allowed in lower intensity commercial/mixed use and residential zones. Design review is typically required in this zone.
- D. Commercial Employment zone.** The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution uses that have few off-site impacts. The emphasis of this zone is on commercial and employment uses, but residential use is also allowed. Buildings in this zone will generally be up to four stories tall. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.
- E. Central Commercial zone.** The Central Commercial (CX) zone is intended to provide for commercial and mixed use development within Portland's most urban and intense areas, specifically the Central City and Gateway Regional Center areas. A broad range of uses are allowed to reflect Portland's role as a commercial, cultural, residential, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

Commentary

33.130.040 Other Zoning Regulations

No change.

33.130.050 Neighborhood Contact

A significant amount of new housing, commercial and other development is anticipated in the mixed use zones. Because of the allowed scale and magnitude of many new developments, community members have raised concerns about the need for better notification of new development in the C/MU zones and the desirability of providing opportunities for dialogue between developers and the community. Many plan districts and most multi-dwelling zone residential developments require neighborhood contact, but this is lacking in C/MU zones. This provision adds the requirement to larger development projects in this zone. BPS staff have received comments relating to concerns about the effectiveness of the existing contact requirement process (33.700.025) from internal and external stakeholders. BPS may pursue an update of this provision as part of implementation of the Comprehensive Plan Update.

Draft code language is similar to existing language in Chapter 33.120. It utilizes the same dwelling unit threshold (5 units) as applies in the multi-dwelling zones, but also includes a 10,000 square foot threshold (new net building area) to include larger non-residential projects.

33.130.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.130.050 Neighborhood Contact

- A. Purpose.** Neighborhood contact is required for larger projects in the commercial/mixed use zones because of the impacts that large projects can have on the surrounding community. The neighborhood contact requirement provides an opportunity for community input on the design of these projects by providing a setting for the applicant and neighborhood residents to discuss a proposal in an informal manner. By sharing information and concerns early, all involved have the opportunity to identify ways to improve a proposal and to resolve conflicts.
- B. Neighborhood contact requirement.** Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested:
1. The proposed development has not been subject to a land use review; and
 2. The proposed development would add at least 10,000 square feet of new net building area on the site, or would create five or more new dwelling units. Dwelling units are created:
 - a. As part of new development;
 - b. By adding net building area to existing development that increases the number of dwelling units;
 - c. By conversion of existing net building area from non-residential to residential uses.

Commentary

33.130.100.A. Allowed uses

The approach with the new zones is, to the extent possible, to retain and match the use allowances of the zones being replaced. There are some notable exceptions, for instance quick vehicle servicing - allowed in some CN2 situations - is not allowed in CM1, and the CM1 zone allows a broad array of uses beyond office in places where it replaces CO1.

33.130.100.B. Limited uses

Similar to allowed uses, the approach with the new zones was, to the extent possible, to retain and match the use limitations of the zones being replaced. Adjustments were made in some cases to respond to zones that had differing limitations, but which are now being combined into new zones (such as CN1 and CN2, to be combined into CM1). Notable changes include:

- Commercial size limitations in the CM1 zone correspond in part to current limitation in the CN1 zone (such as the 5,000 square foot Retail Sales and Service limit), but provide allowances for larger sites on major streets (identified here as Neighborhood Collector streets, but transit streets are another possibility). These allowances for somewhat larger Commercial uses accommodate the fact that the CN2 zone (which did not have size limits) is being folded into the new CM1 zone. Overall, the CM1 Commercial size limitations are intended to allow some Commercial uses in the dispersed locations where this zone is typically located, while encouraging larger uses to be located in centers and corridors where polices call for focusing commercial services.
- The industrial size limitation includes some expanded allowances for smaller industrial uses in CM2, CM3 and CE zones, responding in part to Portland's need for employment land. In the case of current EX zoned properties, which outside the Central City will become CM3, industrial uses will be more limited in size than what is currently allowed; although the CM3 zone will allow larger industrial uses [up to 1:1 FAR] than the other commercial/mixed use zones.

Use Regulations

33.130.100 Primary Uses

- A. Allowed uses.** Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.
- B. Limited uses.** Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.
1. Group Living. This regulation applies to all parts of Table 130-1 that have a [1].
 - a. General regulations. All Group Living uses, except for alternative or post incarceration facilities, are allowed by right subject to the regulations of Chapter 33.239, Group Living.
 - b. Alternative or post incarceration facilities. Group Living uses that consist of alternative or post incarceration facilities are conditional uses. They are also subject to the regulations of Chapter 33.239, Group Living.
 2. Commercial size limitation. This regulation applies to all parts of Table 130-1 that have a [2]. Each individual Retail Sales and Service use is limited to 5,000 square feet of net building area. Each individual Office use is limited to 10,000 square feet of net building area. On sites over 40,000 square feet in size located on a Neighborhood Collector or higher classification traffic street, each individual Retail Sales and Service or Office use is limited to 30,000 square feet of net building area.
 3. Industrial size limitation. This regulation applies to all parts of Table 130-1 that have a [3]. Utility Scale Energy Production is a conditional use. Uses that have an "L" are allowed by right up to the limits below, and uses beyond the limits are prohibited. Uses that have a "CU" are conditional uses and are subject to the limits below.
 - a. In the CM1 zone, individual Industrial uses are limited to 5,000 square feet of net building area;
 - b. In the CM2 zone, individual Industrial uses are limited to 15,000 square feet of net building area;
 - c. In the CM3 zone, Industrial uses are limited to a total of 1:1 FAR per site; and
 - d. In the CE zone, individual Industrial uses are limited to 40,000 square feet of net building area.

Commentary

33.130.100.B. Limited uses (continued)

No changes to the limitations on this page.

4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. The limitations are stated with the special regulations for these uses in Chapter 33.284, Self-Service Storage.
5. Exterior development limitation. This regulation applies to all parts of Table 130-1 that have a [5]. Exterior display or storage of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited.
6. Community Services. This regulation applies to all parts of Table 130-1 that have a [6]. Most Community Service uses are allowed by right. Short term housing and mass shelters may be allowed by right if they meet certain standards, or may be a conditional use. See Chapter 33.285, Short Term Housing and Mass Shelters.
7. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 130-1 that have a [7]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.
8. Basic Utilities. This regulation applies to all parts of Table 130-1 that have note [8].
 - a. Public safety facilities that include Radio Frequency Transmission Facilities are a conditional use. The approval criteria are in Section 33.815.223. All other Basic Utilities are allowed.
 - b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. However, it is only considered accessory if they generate energy from biological materials or byproducts from the site itself, or conditions on the site itself; plus not more than 10 tons per week of biological material or byproducts from other sites. Installations that sell power they generate — at retail (net metered) or wholesale — are included.
 - c. All other Basic Utilities are allowed.

Commentary

33.130.100.B. Limited uses (continued)

See earlier commentary.

Note 9: This provides limited allowances for Commercial Parking in the CM2 and CM3 zones. Commercial Parking includes "shared parking," such as when the parking area is designated for use by the customers or tenants of multiple nearby business or residential buildings. Shared parking was identified by many community members as a parking approach that should be included in mixed used centers and corridors to help meet parking demand. This regulations generally requires that new Commercial Parking must generally be in parking structures to provide for efficient use of land. This also includes new allowances for parking originally approved as accessory parking to be used as Commercial Parking, when this parking is in excess of minimum parking requirements and within the maximum parking ratios of the associated uses (see Chapter 33.266 for minimum and maximum parking ratios).

Note 11: This clarification to allowances for agricultural uses combines intent of current notes 13 and 14 and recasts for new zone array. Market gardens, which include some agricultural activity, are allowed in the zones within the parameters defined in 33.237; otherwise, agricultural uses are prohibited in CM1 and are conditional uses in CM2, CM3, CE and CX.

33.130.100.C. Conditional uses

No change to text.

33.130.100.D. Prohibited uses

No change to text.

33.130.110 Accessory Uses

No change to text.

9. Commercial Parking. This regulation applies to all parts of Table 130-1 that have note [9]. Commercial Parking is a conditional use in the CX zone except when superseded by plan district regulations. In the CM2 and CM3 zones, Commercial Parking is allowed as follows:
- a. Commercial Parking is allowed by right in structured parking.
 - b. Commercial Parking is allowed by right on a surface parking lot legally constructed on or before [insert date code goes into effect].
 - c. Commercial Parking is allowed by right on a surface parking lot constructed after [insert effective date] when all of the following are met:
 - (1) The surface parking lot was constructed as accessory parking for other primary uses on the site;
 - (2) The total number of parking spaces on the site does not exceed the maximum number of parking spaces allowed for the other primary uses on the site; and
 - (3) Only non-required parking spaces are used as Commercial Parking.
10. Quick Vehicle Servicing. This regulation applies to all parts of Table 130-1 that have note [10]. Quick Vehicle Servicing uses always include drive-through facilities. The standards in 33.130.260 specify where drive-through facilities may be located.
11. Agriculture. This regulation applies to all parts of Table 130-1 that have note [11]. Agriculture is a conditional use in the CM2, CM3, CE and CX zones, and is prohibited in the CM1 zone, unless the use and site meet the regulations of Chapter 33.237, Food Production and Distribution.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 130-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 130-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

33.130.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.

Commentary

33.130.130 Nuisance-Related Impacts

No change.

Table 130-1 (Commercial/Mixed Use Zone Primary Uses)

As noted previously, the approach with the new zones is, to the extent possible, to retain and match the use allowances of the new zones to the respective types of zones being replaced. The following tables provide a comparison between the new zones (shaded) and comparable existing zones regarding the status of some of the use categories.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Commercial				
Retail Sales And Service	L	L	Y	N
Office	L	L	Y	Y
Quick Vehicle Servicing	N	N	L	N
Vehicle Repair	N	N	N	N
Commercial Parking	N	N	N	N
Self-Service Storage	N	N	N	N
Residential	Y	Y	Y	Y
Industrial	L	L	L	N

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Commercial						
Retail Sales And Service	Y	Y	L	L	Y	Y
Office	Y	Y	Y	L	Y	Y
Quick Vehicle Servicing	L	Y	N	N	N	Y
Vehicle Repair	Y	Y	N	N	Y	Y
Commercial Parking	L	Y	N	N	Y	CU
Self-Service Storage	N	Y	N	N	N	L
Residential	Y	Y	Y	Y	Y	Y
Industrial	L	L	N	L	L	L

Comparison of large-scale zones

	CM3	EX	CX
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	L	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential	Y	Y	Y
Industrial	L	Y	L

Table Notes:

Y = Yes, allowed; N = No, not allowed;
L = Limited; CU = Conditional Use

33.130.130 Nuisance-Related Impacts

- A. Off-site impacts.** All nonresidential uses including their accessory uses must comply with the standards of Chapter 33.262, Off-Site Impacts.
- B. Other nuisances.** Other nuisances are regulated by Title 29, Property and Maintenance Regulations.

**Table 130-1
Commercial/Mixed Use Zone Primary Uses**

Use Categories	CM1	CM2	CM3	CX	CE
Residential Categories					
Household Living	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories					
Retail Sales And Service	L [2]	Y	Y	Y	Y
Office	L [2]	Y	Y	Y	Y
Quick Vehicle Servicing	N	L [10]	L [10]	L [10]	Y
Vehicle Repair	N	Y	Y	L [5]	Y
Commercial Parking	N	L [9]	L [9]	CU [9]	Y
Self-Service Storage	N	N	L [4]	L [4]	Y
Commercial Outdoor Recreation	N	Y	Y	Y	Y
Major Event Entertainment	N	CU	CU	Y	CU
Industrial Categories					
Manufacturing and Production	L [3,5]	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Warehouse and Freight Movement	N	N	CU [3,5]	N	CU [3,5]
Wholesale Sales	N	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Industrial Service	N	CU [3,5]	CU [3,5]	CU [3,5]	CU [3,5]
Railroad Yards	N	N	N	N	N
Waste-Related	N	N	N	N	N
Institutional Categories					
Basic Utilities	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]
Community Service	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]
Parks and Open Areas	Y	Y	Y	Y	Y
Schools	Y	Y	Y	Y	Y
Colleges	Y	Y	Y	Y	Y
Medical Centers	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y
Other Categories					
Agriculture	L [11]	L/CU [11]	L/CU [11]	L/CU [11]	L/CU [11]
Aviation and Surface Passenger Terminals	N	N	N	CU	CU
Detention Facilities	N	N	CU	CU	CU
Mining	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]
Rail Lines and Utility Corridors	CU	CU	CU	CU	CU

Commentary

33.130.200 Lot Size

No change.

33.130.205 Floor Area Ratio

The approach to floor area ratios in the new zones is a significant change from current practice. The new zones set new FAR standards for each zone. All uses, including residential, are counted in floor area, which is a change from current practice which excludes residential from the calculation. The base allowed FARs of the new zones are as follows (see page 30 for a comparison of the allowed FARs of the new and existing zones):

CM1: 1.5:1

CE: 2.5:1

CM2: 2.5:1

CX: 4.0:1

CM3: 3.0:1

The new FAR approach would allow accessory structured parking to not be included in maximum FAR calculations, up to a maximum FAR of 0.5 to 1, to reduce disincentives to accommodating parking in structures versus surface parking (which does not count as floor area) and to facilitate higher-density projects that are required to include parking. Adjustments to the maximum FARs are prohibited in order to prioritize bonuses as the means to increasing FAR. Bonus FAR is available when development includes specified community benefits (described in 33.130.212, Floor Area and Height Bonus Options).

33.130.205.C. Transfer of floor area from Historic Resources.

The new approach of including residential in FAR calculations provides an opportunity to add FAR to development through bonuses (33.130.212) and also provides an opportunity for FAR to be transferred from historic resources to receiving C/MU zoned sites. The latter is possible currently, but is often moot because residential uses are allowed beyond the FAR limits, which limits the attractiveness and need for a transfer. Also, allowances for transfers of FAR from giving sites are being extended beyond the current applicability to individual landmarks to also be applicable to contributing resources in Historic and Conservation districts. The new code's treatment of FAR calculations should increase the utility of density transfers. The maximum distance of the FAR transfer is being reduced from two miles to one mile in order to have both the benefit of preservation and the additional development scale resulting from the transfer take place in the same local area. Each zone has a different maximum density transfer to receiving sites.

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 33.130.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Development Standards

33.130.200 Lot Size

There is no required minimum lot size for development of land in commercial/mixed use zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial/Mixed Use Zones.

33.130.205 Floor Area Ratio

- A. Purpose.** Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.
- B. FAR standard.** The maximum floor area ratios are stated in Table 130-2 and apply to all uses and development. Additional floor area may be allowed through bonus options, as described in Section 33.130.212, or transferred from historic resources per Subsection C. Floor area for accessory parking, up to a maximum FAR of 0.5:1, is not calculated as part of the FAR for the site. Adjustments to the maximum floor area ratios are prohibited.
- C. Transfer of floor area from Historic Resources.** Floor area ratios may be transferred from a site that contains a historic resource, as follows:
1. Sending sites. Sites eligible to transfer floor area must contain:
 - a. A Historic or Conservation landmark; or
 - b. A contributing resource in a Historic District or a Conservation District.
 2. Maximum increase in FAR. In the CM1, CM2, CM3, and CE zones, the total FAR on the receiving site may not exceed the maximum FAR with bonuses identified on Table 130-3. This total FAR includes FAR transferred from historic resources, and any additional FAR allowed at the receiving site from bonus options, or from other transfers. In addition, an increase on the receiving site of more than the following due to a historic resource transfer is prohibited:
 - a. 0.5 to 1 in the CM1 zone;
 - b. 0.75 to 1 in the CM2 zone;
 - c. 1 to 1 in the CM3 zone;
 - d. 0.5 to 1 in the CE zone.

Commentary

33.130.205.C. Transfer of floor area from Historic Resources (continued).

The new code limits transfer of FAR to within one mile of the sending site (compared to the current allowance for a two mile distance). This responds to community interest in keeping transfers within the same local area. Current provisions (including the two-mile transfer allowance) are being retained for zones located only in the Central City and Gateway (CX and EX).

33.130.210 Height

The purpose statement has been modified to reflect the new structure of commercial/mixed use zones and to reflect new requirements limiting height adjacent to residential zones and along narrower streets, as well as allowances that provide additional flexibility for building height in certain situations.

3. Maximum increase in FAR in the CX zone. An increase in FAR on the receiving site of more than 3 to 1 is prohibited. The total increased FAR includes FAR transferred from historic resources, and additional FAR allowed at the receiving site from bonus provisions, or from other transfers;
4. Development standards. The building on the receiving site must meet the development standards of the base zone, overlay zone, and plan district except floor area ratio, which is regulated by paragraphs C.2 and C.3 above;
5. Receiving site. The receiving site must be within the same recognized neighborhood as the sending site, or within one mile of the transfer site.
6. The property owner must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the density reflecting the respective increase and decrease of potential density. The covenant for the receiving site must meet the requirements of Section 33.700.060, Covenants with the City. The covenant for the historic resource transferring the density must meet the requirements of 33.445.610.D, Covenant.

33.130.210 Height

- A. Purpose.** The height limits are intended to control the overall scale of buildings. The height limits in the CM1 zone allow buildings that are in scale with low rise residential areas. The height limits in the CM2 and CE zones allow for a greater building height at a scale that can accommodate the growth intended for centers and corridors, while relating to the low- to mid-rise scale of neighborhood residential areas. The CM3 zone allows the tallest buildings outside the Central City and Gateway plan districts, consistent with its intended role in accommodating higher-density development in areas well served by transit and other services. The CX zone allows the tallest buildings in the commercial/mixed use zones, consistent with its intended role in accommodating high-density development in the Central City and the Gateway plan districts.

In some situations decreased maximum height provides a transition in scale to adjacent lower-scale residential areas. Limited height along narrower streets fosters building façade height that relates to the width of street space, and manages solar access impacts. Exceptions to height limit standards accommodate minor projections that do not significantly increase the visual scale of buildings, provide flexibility in the height of parapets to promote roofline variety, allow building features that enhance the prominence and pedestrian environment of major intersections, and accommodate ground-floor spaces with high ceilings to encourage commercial uses and other active uses.

Commentary

33.130.210.B. Height standard

This section references the bonus height provisions and indicates that bonus height allowances are not applicable to portions of buildings subject to the building step downs (reduced maximum height) required adjacent to lower-scale residential zones and along narrow streets in some situations. It prohibits adjustments to the height standards beyond an increase of 10 percent in order to prioritize bonuses as the means of obtaining additional building height.

Subparagraph 5. The method for measuring height is being amended for development in the Commercial/Mixed Use zones. Using the existing approach to measuring height (Section 33.930.050 Measuring Height), the base point measurement can be taken from the elevation of a raised lot, instead of from sidewalk level. Because of the high level of building coverage allowed in the Commercial/Mixed Use zones (up to 100 percent in some zones), the existing grade is sometimes largely removed as part of redevelopment and the sidewalk level visually becomes the new ground level, especially given regulatory standards that encourage sidewalk-oriented buildings in these zones. Existing regulations have resulted, for example, in five-story buildings in zones where maximum building heights of 45 feet normally result in four-story buildings. The amendments to this section would require that buildings close to street lot lines (within 25 feet) have their base point measurements taken from adjoining sidewalks. Buildings located further away from street lot lines, such as those on larger sites with sloping topography, would continue to have their measurement base points taken from nearby ground surfaces (as allowed for in Section 33.930.050).



B. Height standard.

1. The maximum height standards for all structures, except detached accessory structures, are stated in Table 130-2. The height standards for detached accessory structures are stated in 33.130.265, Detached Accessory Structures. Adjustments to maximum height standards that would result in an increase in height of more than 10 percent are prohibited.
2. Maximum height is reduced adjacent to certain street and zones as described in Subsection C.
3. Maximum height can be increased through the bonus provisions described in Section 33.130.212. When a bonus is used to increase maximum height, the maximum height limits adjacent to certain streets and zones described in Subsection C do not increase.
4. Exceptions to all the maximum height standards, including the maximum height with bonus standards, are stated in Subsection D.
5. For buildings where any portion of the building is within 25 feet of a street lot line, the base point from which the height of the building is measured is the highest elevation of the sidewalk directly adjacent to the site when the highest elevation of the sidewalk is not more than 10 feet above the lowest elevation of the sidewalk directly adjacent to the site. When the highest elevation of the sidewalk directly adjacent to the site is more than 10 feet higher than the lowest elevation of the sidewalk directly adjacent to the site, the base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk directly adjacent to the site. For all other buildings, height is measured using the base points described in Paragraphs 33.930.050.A.1. and A.2.

Commentary

33.130.210.C. Reduced maximum height

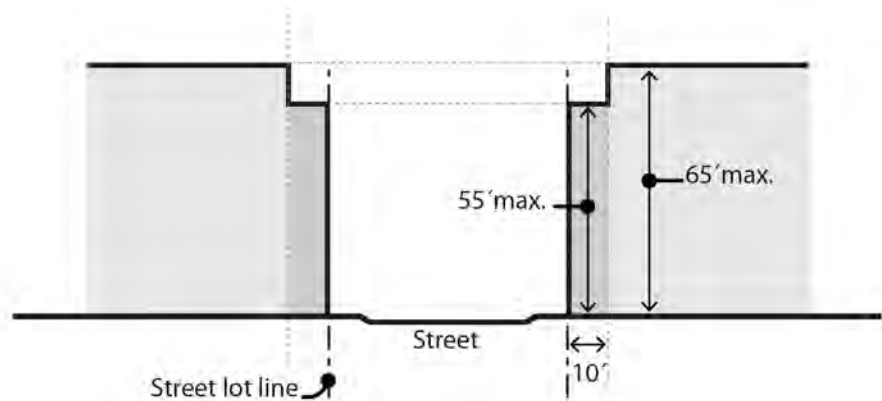
Subsection 1 (Maximum height adjacent to a narrow street in the CM3 zone) implements the concept of relating building scale to street width. Along standard narrower streets (typically 60 feet wide, including sidewalks and other right-of-way components), the 55-foot height limit in the CM3 zone is intended to allow a five-story building street wall height. It is based in part on concepts of a street width-to-building height ratio of 1 to 1 providing an appropriate balance of street space enclosure and views of the sky, and responds to community interest in limiting building scale along narrower streets.

This decreased maximum height only applies within 10-feet of the street lot line on one frontage, allowing the full height allowed in the CM3 and by bonuses for other portions of buildings. The 55-foot height limit within this first 10 feet is a change from the Concept Report, which stated a 45-foot height limit. The change responded to Design Commission and BDS staff concerns about the potential for poor building design resulting from having multiple upper floors stepped back from lower portions of the facade (creating a “top hat” appearance).

When sites have more than one street frontage, the standard applies along the street with the higher transit street classification in order to focus the standard on primary transit corridor frontages. This is intended to prevent the potential of lengthy stretches of overly tall buildings along transit corridors, where most CM zoning is located. The reduced street frontage height is not required along secondary streets to avoid the building costs and design outcomes that would result from upper-level step backs along all street frontages, and because the commercial/mixed use zoning is less continuous along secondary streets. The 70-foot threshold for street width is intended to accommodate the potential for some right-of-way dedication/expansion that may take place in conjunction with new development along streets originally with 60-feet of right-of-way.

- C. Reduced maximum height.** Maximum height is reduced adjacent to certain streets and zones as follows:
1. Maximum height adjacent to a street that is less than 70 feet wide in the CM3 zone. Maximum height is 55 feet within 10 feet of a street lot line. See Figure 130-1.
 - a. This standard applies to 75 percent of the length of the portion of a building located within 10 feet of the street.
 - b. If a site has two or more street lot lines adjacent to streets that are less than 70 feet wide, then this standard only applies to the street with the highest transit street classification. If the site is adjacent to multiple streets that have the same transit classification that are less than 70 feet wide, then the standard applies to the longest street frontage. If multiple narrow adjacent streets have the same transit classification and the street frontage lengths are equal, the applicant may choose which street frontage to apply the standard. Sites with any frontage on a street that is 70 feet wide or greater are exempt from this standard.

Figure 130-1
Maximum height
adjacent to a street
that is less than 70
feet wide in the CM3
zone



Commentary

33.130.210.C. Reduced maximum height (continued)

Subsection 2 (Maximum height adjacent to residential zones). This regulation responds to community interest in providing transitions in scale between higher-density mixed use areas and lower-density residential areas. It uses an approach used in some plan district and Zoning Code overlay areas, which require building height step-downs to the allowed height of lower-scale residential zoning and landscaped buffers. Instead of previous approaches, which link the decreased height to the maximum height of adjacent residential zone, this regulation generalizes the decreased height to 35 feet for all single-dwelling zones, and 45 feet for the R3, R2, and R1 multi-dwelling zones.



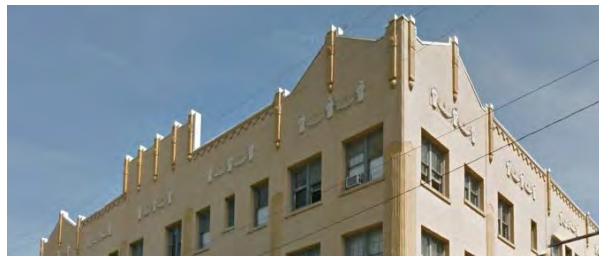
Example of a mixed use building stepping down in height to adjacent residential zoning.

33.130.210.D. Exceptions

Most current exceptions to the maximum height standards are continued without substantive change to existing regulations or to amendments proposed as part of the Accessory Structures Zoning Code Update. New exceptions include the following:

Paragraph 2. Allowances for parapets to exceed building height limits responds to community interest (as well as input from designers and developers) in promoting a more varied roofline along mixed-use corridors. The current regulatory approach of including such features within the building height limits, such as the 45' maximum building height allowed in many areas with commercial zoning, results in many projects built up to this maximum height with little variation.

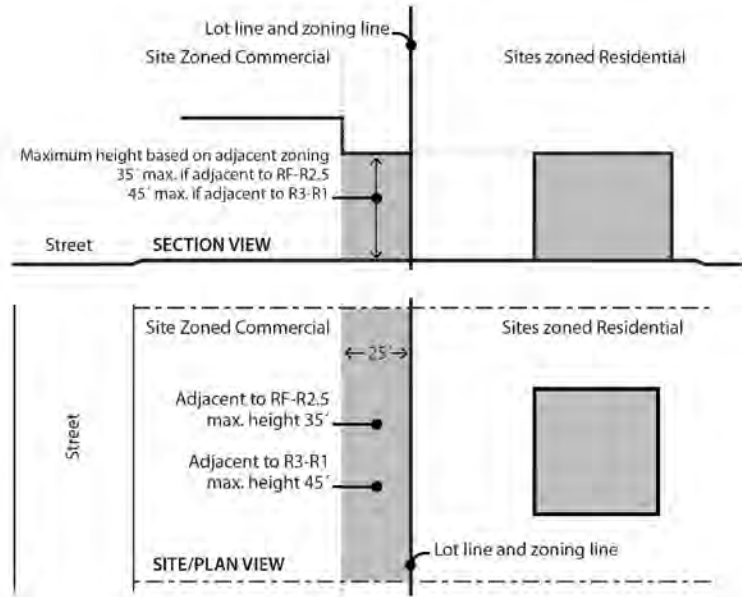
Historic example of parapets providing roofline variety.



2. Maximum height adjacent to residential zones:

- a. Adjacent to RF - R2.5 zones. On the portion of a site within 25 feet of a site zoned RF through R2.5, maximum height is 35 feet. See Figure 130-2.
- b. Adjacent to R3 - R1 zones. On the portion of a site within 25 feet of a site zoned R3 - R1, maximum height is 45 feet. See Figure 130-2.

**Figure 130-2
Maximum Height
Adjacent to
Residential Zones**



D. Exceptions. Exceptions to the maximum height standards are stated below:

- 1. Projections allowed. Chimneys, vents, flag poles, satellite receiving dishes, and other similar items attached to a building with a width, depth, or diameter of 5 feet or less may rise 10 feet above the height limit, or 5 feet above the highest point of the roof, whichever is greater. If they are greater than 5 feet in width, depth, or diameter, they are subject to the height limit.
- 2. Parapets allowed to exceed height limits. In the CM1, CM2, CM3, and CE zones, portions of parapets that do not exceed more than 40 percent of the width of a building façade may rise up to 5 feet above the height limit.
- 3. Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limit as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:
 - a. Elevator mechanical equipment may extend up to 16 feet above the height limit; and
 - b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limit.

Commentary

33.130.210.D. Exceptions (continued)

Most current exceptions to the maximum height standards are continued without substantive change. New exceptions include the following:

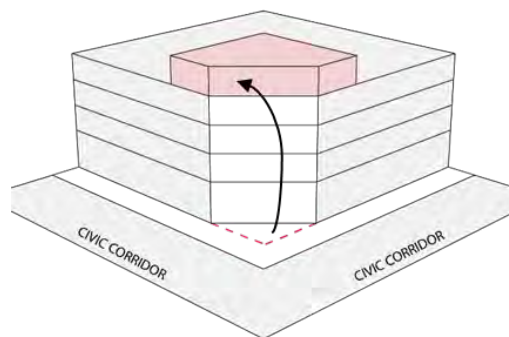
Paragraph 4. Exceptions for roof top deck railings to exceed maximum heights are intended to facilitate roof top outdoor spaces, including decks adjacent to upper-level building areas with step-backs resulting from decreased maximum heights adjacent to residential zones and narrower streets. The 14-foot distance from residential zones accommodates the 10-foot building setback that generally applies plus an additional 4-foot setback to limit privacy impacts. These regulations have been adapted from Main Street Corridor Overlay standards applicable to SE Division Street.

Paragraph 5. Exceptions for privacy walls to exceed maximum heights are intended to facilitate roof top outdoor spaces, especially decks adjacent to upper-level building areas with step-backs resulting from decreased maximum heights adjacent to residential zones and narrower streets. The 14-foot setback adjacent to residential zones is intended to work in conjunction with the 10-foot building setbacks that apply in these locations, together with the roof top deck railings limitation on exceeding maximum building height within 4 feet of roof edges. This regulation has been adapted from Main Street Corridor Overlay standards applicable to SE Division Street.

Paragraph 9. Allowing taller building height for portions of buildings located at Civic Corridor intersections is an additional strategy for encouraging variety in building heights. It also provides opportunities for design approaches that reinforce the prominence of these major crossroads, while allowing this height in exchange for corner setbacks provides more pedestrian space at busy intersections. Focusing this height allowance at corners also limits impacts on lower-density residential areas. Zoning Code mapping of the Civic Corridors and Neighborhood Corridors where this exception would apply is under development (this regulation may refer to Transportation System Plan street design classifications, which will map these corridors). See map 130-1 showing Civic Corridor intersections where this height allowance would apply (Civic and Neighborhood Corridors are also identified in the Urban Design Framework of the draft Comprehensive Plan).

4. Roof top deck railings. Railings along rooftop decks may extend 3-1/2 feet above the height limit if one of the following is met:
 - a. The railing is set back at least 4 feet from all roof edges; or
 - b. At least 80 percent of the railing is open or is clear glass and the railing is located at least 14 feet from a property line abutting a residential zone.
5. Walls or fences designed to provide visual screening between individual roof-top decks may extend 6 feet above the height limit if the visual screen is set back at least 4 feet from roof edges.
6. Antennas, utility power poles, and public safety facilities are exempt from the height limit.
7. Small wind turbines are subject to the standards of Chapter 33.299.
8. Roof mounted solar panels are not included in height calculations and may exceed the maximum height limit if the following are met:
 - a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.
 - b. For pitched, shed, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.
9. Corner height. On sites in the CM2, CM3, and CE zones located at the intersection of two Civic Corridors or of a Civic Corridor and a Neighborhood Corridor shown on Map 130-1, portions of buildings within 50 feet of the intersection corner may rise 10 feet above the height limit when the building is set back from the corner. This exception does not apply to the maximum height with bonus. An increased building setback of at least 100 square feet must be provided within 15 feet of the corner, and the setback area must be hard-surfaced for use by pedestrians as an extension of the sidewalk. See Figure 130-3.

Figure 130-3 (placeholder graphic)



Commentary

33.130.210.D. Exceptions (continued)

Paragraph 10. Allowances for an additional 3 feet of building height are intended to help accommodate ground-level commercial spaces with high ceilings, which are important for providing quality spaces for many types of retail and community uses. This allowance responds to concerns raised by some developers and designers that current height limits are too constraining, resulting in sub-optimal commercial spaces. By improving the ability to accommodate ground-floor commercial spaces, this allowance also responds to community interest in having ground-floor commercial uses as part of development in centers and corridors.

10. Ground floor active use. Maximum height may be increased by 3 feet when at least 50 percent of the ground floor of a building meets the following:
 - a. The distance from the finished floor to the bottom of the structure above must be at least 14 feet. The bottom of the structure above includes supporting beams; and
 - b. The ground-floor must be in one of more of the following uses:
 - (1) Retail Sales and Service;
 - (2) Office; or
 - (3) Community Service or other Institutional use.

Commentary

Table 130-2 Summary of Development Standards in Commercial/Mixed Use Zones
 See commentary for specific development standard sections. The tables below compare the FAR and height limits of the new zones (shaded) with existing comparable zones.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Height - Base (feet)	35'*	30'	30'	30'
Height - Bonus	35'*	n/a	n/a	n/a
FAR – Base	1.5:1	.75:1 ⁺	.75:1 ⁺	.75:1 ⁺
FAR - Bonus	2.5:1	n/a	n/a	n/a

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Height - Base (feet)	45'*	45'*	45'	45'	45'	45'
Height - Bonus	55'*^	45'*	n/a	n/a	n/a	n/a
FAR – Base	2.5:1	2.5:1	2:1 ⁺	1:1 ⁺	3:1 ⁺	3:1 ⁺
FAR - Bonus	4:1	3:1	n/a	n/a	n/a	n/a

Comparison of large-scale zones

	CM3	EX	CX
Height - Base (feet)	65'*	65'	75'
Height - Bonus	75'*	n/a	n/a
FAR - Base	3:1	3:1	4:1 ⁺
FAR - Bonus	5:1	n/a	n/a

Table Notes:

- * An additional 3' of height is allowed for buildings with high ground floor ceilings – see 33.130.210.D.10
- + Residential floor area is not regulated by FAR, and is allowed to height and setback limits of the zone.
- ^ 55' bonus height in CM2 applies to some areas with the design review (d) overlay.

Table 130-2					
Summary of Development Standards in Commercial/Mixed Use Zones					
Standards	CM1	CM2	CM3	CX	CE
Maximum FAR (see 33.130.205, and 33.130.212 [bonus FAR])	1.5:1	2.5:1	3:1	4:1	2.5:1
Maximum Height (see 33.130.210)	35 ft.	45 ft.	65 ft.	75 ft.	45 ft.
- Within 10 feet of street lot line adjacent to street < 70 ft. wide	NA	NA	55 ft.	NA	NA
- Within 25 feet of an R-zone lot line adjacent to RF - R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 25 feet of an R-zone lot line adjacent to R3, R2 and R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
Min. Building Setbacks					
- Street Lot Line	none	none	none	none	none
- Street Lot Line abutting selected Civic Corridors	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line across a local street from an RF - R1 Zone (see 33.130.215.B and 33.130.216)	none	5 or 15 ft.	5 or 15 ft.	5 or 15 ft.	5 or 15 ft.
Min. Building Setbacks					
- Lot Line Abutting OS, RX, C, E, or I Zoned Lot	none	none	none	none	none
- Lot Line Abutting RF - RH Zoned Lot (see 33.130.215.B)	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Max. Building Setbacks					
- Street Lot Line	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line Abutting Selected Civic Corridors (see 33.130.215.C)	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
Max. Building Coverage (% of site area)					
- Inner Pattern Area	85%	100%	100%	100 %	85%
- Eastern, Western, and River Pattern Areas (see 33.130.220)	75%	85%	85%	100%	75%
Min. Landscaped Area (% of site area)					
- Inner Pattern Area	15%	none	none	none	15%
- Eastern, Western, and River Pattern Areas (see 33.130.225)	15%	15%	15%	none	15%
Landscape Buffer Abutting an RF - RH Zoned Lot (see 33.130.215.B)	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none	5 ft. @ L3 or none
Required Residential Outdoor Area (see 33.130.228)	Yes	Yes	Yes	No	Yes
Ground Floor Window Standards (see 33.130.230)	Yes	Yes	Yes	Yes	Yes

Commentary

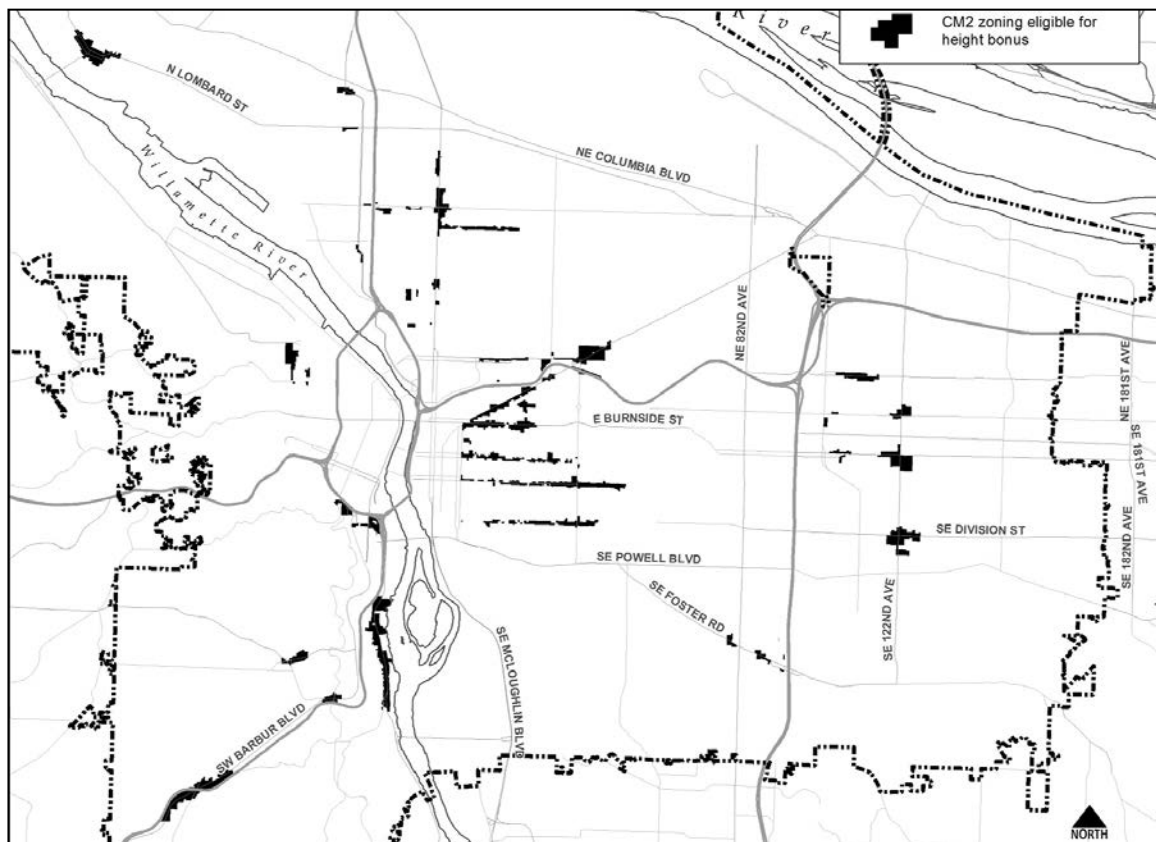
33.130.212.B General floor area and height bonus option regulations.

There are four bonus-eligible elements: Affordable Housing; Affordable Commercial Space; Publicly Accessible Plaza; and High Performance Energy/Green Features. The affordable housing bonus is the priority among these and can earn the maximum amount of FAR and additional height. Other bonuses each gain less FAR, but may be combined. The total amount cannot exceed the overall maximum per zone. In addition, for large sites over two acres, a large bonus is available when a development project pursues a master plan. See Section VII for more details related to the bonuses, including a summary of administrative issues that are yet to be resolved.

Paragraph 5. Additional height gained from bonus options will be required to be setback from one street frontage to minimize the perception of additional scale.

The additional bonus height in the CM2 zone (up to 55 feet, compared to the usual maximum height of 45 feet) will only be allowed in areas that have the Design Review Overlay and that have the Comprehensive Plan Map designations of Mixed Use - Urban Center or Mixed Use - Civic Corridor (these will primarily include properties in designated Town Centers and along corridors close to the Central City).

Map of areas eligible for CM2 height bonus (assumes expansion of the d-overlay to areas with Mixed Use - Urban Center designation)



33.130.212 Floor Area and Height Bonus Options

- A. Purpose.** The bonus options allow additional floor area and an increase in height as an incentive for certain uses and types of development that provide a public or community benefit. The bonus can be gained in exchange for affordable housing, affordable commercial space, publicly accessible open space, and energy efficiency or green features in new development.
- B. General floor area and height bonus option regulations.**
1. Unless specified below, the bonus options in this section are allowed only in the CM1, CM2, CM3, and CE zones.
 2. Several of the bonus options refer to an administrative agency or qualified administrator. The administrative and reporting requirements of each bonus must be met to the satisfaction of the named agency or administrator. The named agencies are authorized to publish administrative rules with clear and objective administrative requirements.
 3. More than one bonus option may be used up to the overall maximums stated in Table 130-3. Adjustments to the maximum FAR and height obtainable through bonuses are prohibited.
 4. The increment of additional floor area ratio allowed per bonus is stated in Table 130-3 and described in Subsections C through G.
 5. The increment of additional height allowed per bonus is stated in Table 130-3, except as follows:
 - a. Additional height is not allowed within 10 feet of a street lot line. In the case of sites with two or more street lot lines, this limitation only applies to the street lot line adjacent to the highest transit street classification. If the site is adjacent to multiple streets that have the same highest classification, the limitation applies to the longest street frontage. If multiple adjacent streets have the same transit classification, and the street frontage lengths are equal, the applicant may choose which street frontage to apply this limitation. *(Graphic to be added)*
 - b. In the CM2 zone, increasing maximum height through a bonus is allowed only in areas that are within the Design Overlay Zone and that have Comprehensive Plan Map designations of Mixed Use – Urban Center or Mixed Use – Civic Corridor.

Commentary

33.130.212.C. Affordable housing bonus

Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if at least 25 percent of the increased floor area is housing affordable to those earning no more than 80 percent of the area median family income.

The affordability target and amount of floor area or units required are both preliminary and subject to change based on further analysis and coordination with the Central City bonus program currently under development, and discussions with the Portland Housing Bureau. Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, administrative and reporting requirements, any tenanting requirements, and enforcement.

The applicability of this and the other bonuses to existing plan districts that have their own systems of bonuses, such as the Hollywood and Northwest plan districts, will be subject to future consideration.

Table 130-3 Summary of Bonus FAR and Height					
		CM1	CM2	CM3	CE
Overall Maximums Per Zone					
Maximum FAR with bonus		2.5:1	4:1	5:1	3:1
Maximum height with bonus		35 ft.	55 ft. 75 ft.[1]	75 ft. 120 ft.[1]	45 ft.
Increment of Additional FAR and Height Per Bonus					
Affordable Housing (see 33.130.212.C)	FAR Height	1:1 none	1.5:1 10 ft.	2:1 10 ft.	none none
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5:1 none	0.75:1 10 ft.	1:1 10 ft.	0.5:1 none
Publicly Accessible Plaza (see 33.130.212.E)	FAR Height	0.5:1 none	0.75:1 10 ft.	1:1 10 ft.	0.5:1 none
High Performance Green Features (see 33.130.212.F)	FAR Height	0.5:1 none	0.75:1 10 ft.	1:1 10 ft.	0.5:1 none
Large Site Master Plan (see 33.130.212.G)	FAR Height	none none	1.5:1 up to 30 ft.	2:1 up to 55 ft.	1.5:1 up to 30 ft.

[1]This larger overall maximum is only allowed through the Large Site Master Plan bonus option and required Large Site Master Plan Review.

- C. Affordable housing bonus.** Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if all of the following are met:
1. Proposals using this bonus must include at least 25 percent of the increased floor area as housing affordable to those earning no more than 80 percent of the area median family income;
 2. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standards of this subsection and any administrative requirements have been met;
 3. 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 dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

Commentary

33.130.212.D. Affordable commercial space bonus

Affordable commercial space was identified in the new Comprehensive Plan as an important part of centers and corridors. This code language is preliminary only and will be subject to discussions with the Portland Development Commission and others. Additional detail on bonus option requirements will be included in administrative rules, including requirements for the term of affordability (preliminary concept is that the affordability period will be for a minimum of 15 years), required levels of affordability, any tenanting requirements, and other administrative and enforcement details.

33.130.212.E. Publicly accessible plaza bonus

This bonus option results from community interest in having public plazas as components of centers and corridors, providing opportunities for public gathering. Code language is adapted from provisions in the Hollywood Plan District. The bonus includes standards for adjoining building frontages to ensure that windows and doors are provided to help activate the public plaza space. Unlike the other bonus provisions, this bonus uses a formula that bases the amount of floor area gained on the amount of plaza area provided. The details of this bonus are preliminary only, and will be subject to further discussion.

- D. Affordable commercial space bonus.** Proposals that provide affordable commercial space may increase maximum height and floor area ratio if all of the following are met. Floor area may be increased by 2 square feet for each square foot of affordable commercial space provided, up to the maximum stated in Table 130-3:
1. A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates;
 2. The applicant must submit with the development application a letter from the Portland Development Commission certifying that commercial leasing agreements are in place to meet the standards of this subsection, and that any administrative requirements have been met; and
 3. 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 a result of this bonus will meet the leasing and reporting requirements of the Portland Development Commission or qualified administrator.
- E. Publicly accessible plaza bonus.** Proposals that provide a publicly accessible plaza may increase maximum height and FAR as stated in Table 130-3 if all of the following are met. Floor area may be increased by 5 square feet for every square foot of plaza provided, up to the maximum stated in Table 130-3:
1. The plaza must be:
 - a. Located outside on the site;
 - b. Adjacent to a public street; and
 - c. Open and accessible to the public from 7am to 9pm;
 2. The plaza must have a minimum area of 1,000 square feet or 5 percent of total site area, whichever is greater, and a minimum dimension of 20 feet by 20 feet;
 3. Open space used to meet required residential outdoor area standards cannot be used for this bonus;
 4. At least 75% of the plaza area must be hard-surfaced for use by pedestrians;
 5. Building walls facing the plaza must meet the ground floor window standard in 33.130.230.B.1.a, and there must be at least one building entrance facing the plaza; and
 6. The property owner must record an easement for the plaza that provides for unrestricted public access from 7am to 9pm, and execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the plaza by the property owner. The covenant must comply with the requirements of Section 33.700.060.

Commentary

33.130.212.F. High performance green features

This bonus option helps implement new Comprehensive Plan policies calling for energy-efficient, low carbon development and those calling for integrating green elements into the urban environment, and helps forward the objectives of Portland's Climate Action Plan. All development utilizing this bonus must choose one of the low carbon buildings options offered in administrative rules (see below) and one of the two standards related to trees and landscaping and eco-roofs. This code language is preliminary only and will be subject to discussions with BDS, BES, and others. Additional detail on bonus option requirements and administration will be included in administrative rules.

Low carbon buildings. The details of the requirements and administration of the low carbon buildings provision are under development. A preliminary concept would provide the option of selecting one requirement from the list below:

- Registering and certifying at the gold level under the US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards;
- Registering and certifying at the gold level under Earth Advantage's standards;
- or
- Designing buildings to achieve net zero energy performance.

Trees and Landscaping. This bonus provision is intended to encourage the provision of green space of sufficient size to accommodate large trees and other vegetation. This bonus will specify planting densities and lists of approved trees and other plant species, the details of which are under development.

Eco-roof. This bonus is based on an existing Central City Plan District bonus and would be administered by the Bureau of Environmental Services.

33.130.212.G. Large Site Master Plan bonus

The concept for this bonus option responds to community input received during the Comprehensive Plan Update process and during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than the four-story scale usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Large Site Master Plan bonus allows for additional FAR and height (in excess of the other bonus provisions) in exchange for the provision affordable housing, public open space, low carbon buildings, and a public review process. See Chapter 33.860 code and commentary for more information.

F. High performance green features. Proposals that include a combination of green building and landscape features may increase maximum height and FAR as stated in Table 130-3 if all of the following are met:

1. Proposals using this bonus must meet Subparagraph F.1.a, and either Subparagraph b or c:
 - a. Low carbon buildings. Provide a letter and supporting documentation verifying that all primary buildings on the site will meet the low carbon requirements of the Bureau of Planning and Sustainability.
 - b. Trees and landscaping:
 - (1) Plant large canopy trees and other vegetation to cover 15 percent of the site, or 25 percent of the site if the site is in a zone that requires 15 percent landscaping. If the site is in more than one zone and at least one of the zones requires 15 percent landscaping then 25 percent of the entire site must be landscaped.
 - (2) The design and planting scheme of the landscaped area must meet the following:
 - Planting density (*details to be determined*), and
 - Required large canopy trees and plants (*details to be determined*).
 - (3) The landscaped area provided to meet this bonus may not be counted towards meeting any required outdoor area standard; and
 - (4) The landscaped area must be at least 1,000 square feet in size and have minimum dimensions of 20 feet by 20 feet.
 - c. Eco-roof. At least 60 percent of all roof area on the site must be an eco-roof. The design of the eco-roof must meet the requirements of the Bureau of Environmental Services.
2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. This covenant and maintenance agreement must ensure that the features that are provided to comply with the bonus requirements remain in place and in good condition for at least 15 years.

G. Large Site Master Plan bonus. Development taking advantage of the large site master plan bonus must be approved through a Large Site Master Plan Review, Chapter 33.860, and all development on the site must be approved through design review. The site must be at least two acres in size to be eligible for this bonus.

Commentary

33.130.215.B. Minimum building setbacks

In most situations, no minimum building setbacks will be required from street lot lines, as is currently the case. A minimum 10 foot setback will be required along Civic Corridors (which are typically wide multi-lane arterial streets) in the Eastern and Western pattern areas (see Map 130-1). These Civic Corridors include streets such as SW Barbur Boulevard, 122nd Avenue, and outer SE Division Street. The intent of this setback is to provide opportunities for landscaping and extensions of the pedestrian space of sidewalks, helping to provide a buffer between buildings and the heavy traffic of these corridors.



Example of a front setback along a wide Civic Corridor, providing additional space for pedestrians and trees.

A 10-foot setback will generally be required for buildings adjacent to residentially-zoned lots. This setback and requirements for five-foot deep landscaped buffer will work in conjunction with building height step downs to provide a transition between more intense development in the commercial/mixed use zones and adjacent residential zoning. The new approach, including the 10-foot setback, replaces the current approach of different setbacks based on the height of the building wall. The new regulations continue an allowance for no building setback in the case of buildings that are 15-feet high or less.

33.130.215 Setbacks

- A. Purpose.** The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic, and to provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

- B. Minimum building setbacks.** Minimum required building setbacks are listed below and summarized in Table 130-2. Unless otherwise specified in this section, the minimum required setbacks apply to all buildings and structures on a site. Setbacks for exterior development are stated in 33.130.245 below, and setbacks for parking areas are stated in Chapter 33.266.

1. Minimum building setbacks:

- a. Street lot line. There is no minimum setback required from a street lot line unless the street lot line is adjacent to a Civic Corridor shown on Map 130-2. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-2 is 10 feet.
- b. Lot line abutting an OS, RX, C, E or I zone. There is no minimum setback required from a lot line abutting an OS, RX, C, E or I zone.
- c. Lot line abutting an RF – RH zoned lot. Except as follows, the required minimum building setbacks from a lot line abutting an RF – RH zoned lot are stated in Table 130-2. The first 5 feet of the setback area adjacent to the RF – RH zone must be landscaped to at least the L3 standard stated in Chapter 33.248, Landscaping and Screening. The following are exceptions:

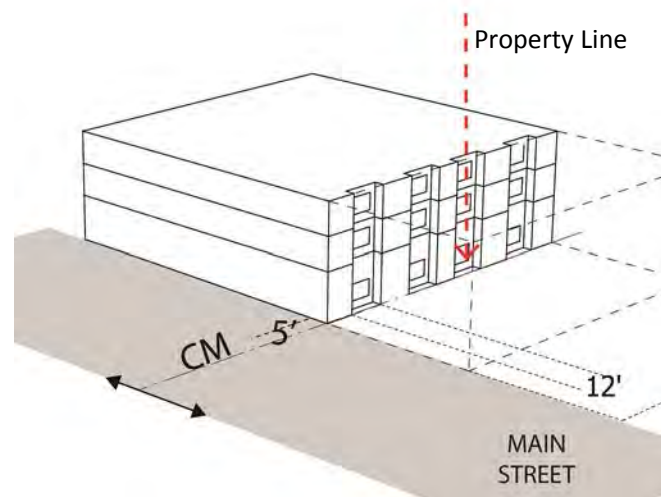
- (1) No setback is required for buildings 15 feet tall or less.

Commentary

33.130.215.B. Minimum building setbacks (continued)

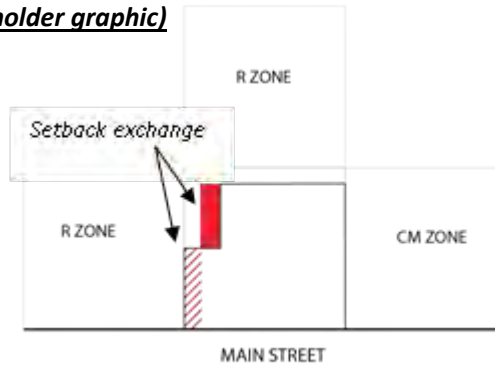
This section includes an allowance for reducing setbacks adjacent to residentially-zoned lots to as little as 0' within 50' of front property lines, in exchange for adding an equivalent area to setbacks toward the rear of properties. The intent of this option is to allow transfer of setback area to mid-block areas where the additional setback can be most useful, while contributing to a strong street edge along the mixed-use corridor. Allowing transfer of setback area toward the rear of sites provides the benefit of additional separation and transition to abutting residential properties, while providing open space for the residents or other users of the new building in locations sheltered from the public street frontage.

Residential window setback. This section includes a requirement for a minimum 5-foot setback adjacent to residential windows. This requirement responds to the fact that the commercial/mixed use zones allow development to be built up to the property lines of adjoining properties with similar zoning. This is not a problem when buildings are built shoulder-to-shoulder, with windows facing the street or to mid-block open areas. It can be more of a problem for the livability of residential units if their primary windows are located close to interior property lines, up to which future neighboring buildings can be built. The building code allows window openings as close as 3 feet from property lines, which, since future buildings can be built up to these property lines, means that residential units can end up having only a 3 foot gap as their primary access to natural light and air. This concept will require that a minimum 5-foot setback be provided adjacent to interior property lines in order to provide better access to light and air. It will not apply to the walls of corner residential units that have windows along street frontages or that face rear setbacks or other dedicated open space.



- (2) Within 50 feet of the front lot line, buildings may encroach into the setback as long as the setback adjacent to the RF – RH zoned lot is increased somewhere else on the site by an amount equal to the square footage of the encroachment. The area receiving the additional setback must be at least 50 feet from a street property line.

Figure 130-X (placeholder graphic)



- d. Residential window setback. Residential windows must be setback a minimum of 5 feet from a lot line abutting a C, E, or I zoned lot. This setback must be a minimum width of 12 feet or the width of the residential window, whichever is greater. Windows of residential units that have other windows facing a street lot line or facing a dedicated open space at least 10 feet in depth, such as a required setback or outdoor area, are exempt from this standard.
- e. Split zoning. No setbacks are required from an internal lot line that is also a zoning line on sites with split zoning.
- f. Garage entrance setback. See 33.130.250.E for the required garage entrance setback for garages accessory to houses, manufactured homes, duplexes, and attached houses.
- g. Structured parking. Structured parking that does not allow exiting in a forward motion must be set back 18 feet from the street lot line. See 33.266.130.C, On-site locations of vehicle areas.
- h. Accessory structures. For sites entirely in residential use, accessory structures are subject to the multi-dwelling zone standards of Section 33.120.280. The setback standards for detached accessory structures are stated in 33.130.265 below. Fences are addressed in 33.130.270 below. Sign regulations are in Title 32, Signs and Related Regulations.

Commentary

33.130.215.B. Minimum building setbacks (continued)

Projections into minimum building setbacks. No substantive changes from existing regulations or to those proposed by the Accessory Structures Zoning Code Update. The un-shaded text was deleted in RICAP 7 (due to the lack of street setback requirements) but is now being brought back because of code amendments that will require minimum street setbacks in some situations (minimum setbacks along Civic Corridors in the Eastern and Western pattern areas).

2. Extensions into required building setbacks and buffering requirements of Table 130-2.
 - a. The following features of a building may extend into a required building setback up to 20 percent of the depth of the setback. However, except for building eaves, they may not project into the landscape buffer abutting an RF – RH zoned lot required by Subparagraph B.1.c.
 - (1) Eaves, chimneys, fireplace inserts and vents, mechanical equipment, fire escapes, water collection cisterns and stormwater planters;
 - (2) Decks, stairways, wheelchair ramps and uncovered balconies that do not meet the standard of Subparagraph B.2.b below; and
 - (3) Bays and bay windows extending into the setback also must meet the following requirements:
 - Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;
 - At least 30 percent of the area of the bay which faces the property line requiring the setback must be glazing or glass block;
 - Bays and bay windows must cantilever beyond the foundation of the building; and
 - The bay may not include any doors.
 - b. The following minor features of a building are allowed to extend into required building setbacks but may not extend into the landscape buffer abutting RF – RH zoned lots required by Subparagraph B.1.c:
 - (1) Uncovered decks, stairways, and wheelchair ramps that are no more than 2-1/2 feet above the ground;
 - (2) On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation;
 - (3) Canopies, marquees, awnings, and similar features may fully extend into a street setback; and
 - (4) Uncovered stairways and wheelchair ramps that lead to one entrance on the street-facing façade of a building may fully extend into a street setback.
3. Detached Accessory structures. For sites entirely in residential use, detached accessory structures are subject to the multi-dwelling zone standards of Section 33.120.280. The setback standards for detached accessory structures are stated in 33.130.265 below. Fences are addressed in 33.130.270 below.

Commentary

33.130.215.C. Maximum building setbacks

The maximum building setbacks that currently apply in the CS zone and along transit streets for some other zones will be applied to all zones in most situations. The code amendments simplify applicability of the maximum setback standard to conform to the existing CS standard (50 percent of the length of the street-facing facades of buildings).

In some situations in several commercial zones, current regulations require 100 percent of building frontages to be within 10' of a front property line. The code amendments will provide a more flexible approach for maximum building setbacks. The intent is to provide flexibility for a variety of desirable street frontage characteristics, while cultivating a street environment that is inviting to pedestrians. Community members have expressed interest in encouraging buildings with ground-floor windows and entrances close to sidewalks, while also providing opportunities for elements such as plazas, landscaping and other green elements along portions of street frontage.



The maximum setback standards encourage buildings located close to sidewalks, while providing flexibility for portions of street frontage to include features such as pocket plazas or plantings.

This subsection also includes a maximum building setback of 20 feet along certain Civic Corridors in the Eastern and Western pattern areas (see Map 130-1). This greater maximum setback relates to the minimum building setback of 10 feet that will apply along these corridors.

- C. Maximum building setbacks.** Except as stated in Subsection E, the maximum building setback standards are stated below.
1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.
 2. Applying the standard.
 - a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 130-4 and 130-5.
 - b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 130-6 and 130-7.
 - c. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:
 - (1) For houses, attached houses, manufactured homes and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;
 - (2) The porch must have at least one entrance facing the street; and
 - (3) The porch must have a roof that is:
 - (4) No more than 12 feet above the floor of the porch; and
 - (5) At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.
 - d. If the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If multiple streets have the same highest transit street classification, the applicant may choose which streets to apply the standard.

Commentary

33.130.215.C. Maximum building setbacks (continued)

Regarding the Exception paragraph, no change is proposed to existing regulations or to amendments proposed by the Accessory Structures Zoning Code Update (which is adding primary structures under 500 square feet to this exception, which previously exempted only detached accessory structures).

33.130.215.D. Improvements within maximum building setbacks

This new regulations will require that at least 50 percent of setback areas are improved for pedestrian use. It responds to community interest that building setbacks, including landscape features, not create significant barriers between buildings and sidewalks.

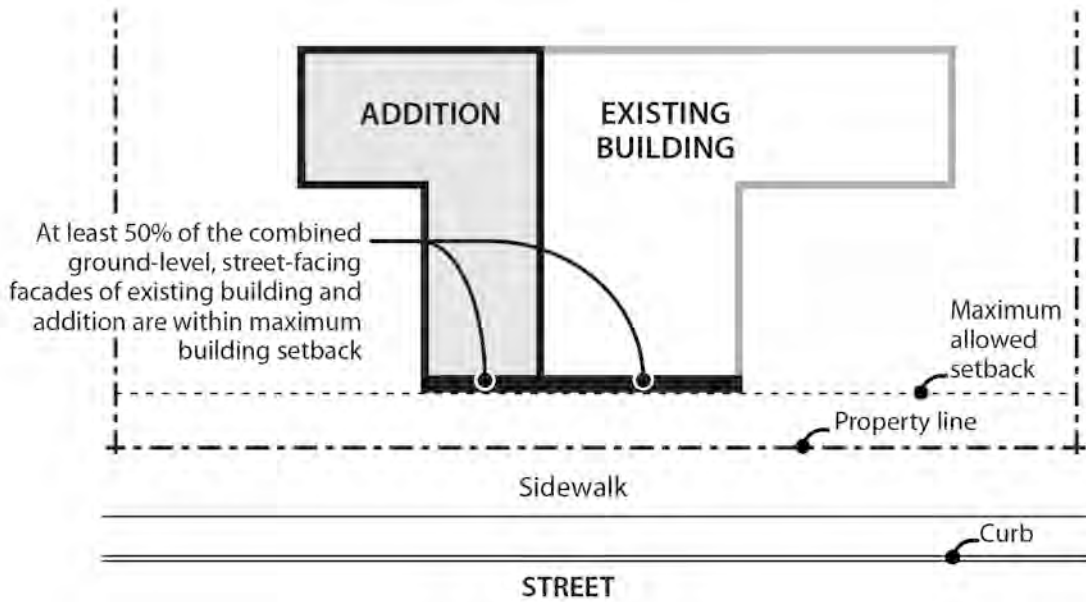
Figure 130-4 (former 130-1)

No change.

3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 130-3.

D. **Improvements within maximum building setbacks.** At least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 130-4
Alteration to Existing Building in Conformance with Maximum Setback Standard

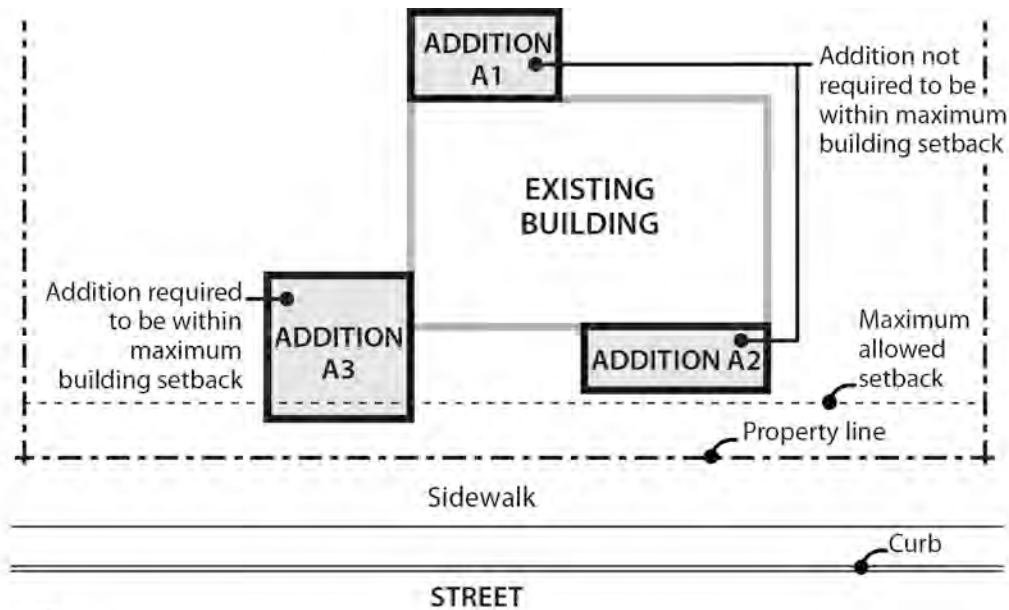


Commentary

Figure 130-5 (former 130-2)
No change.

Figure 130-6 (former 130-3)
No change.

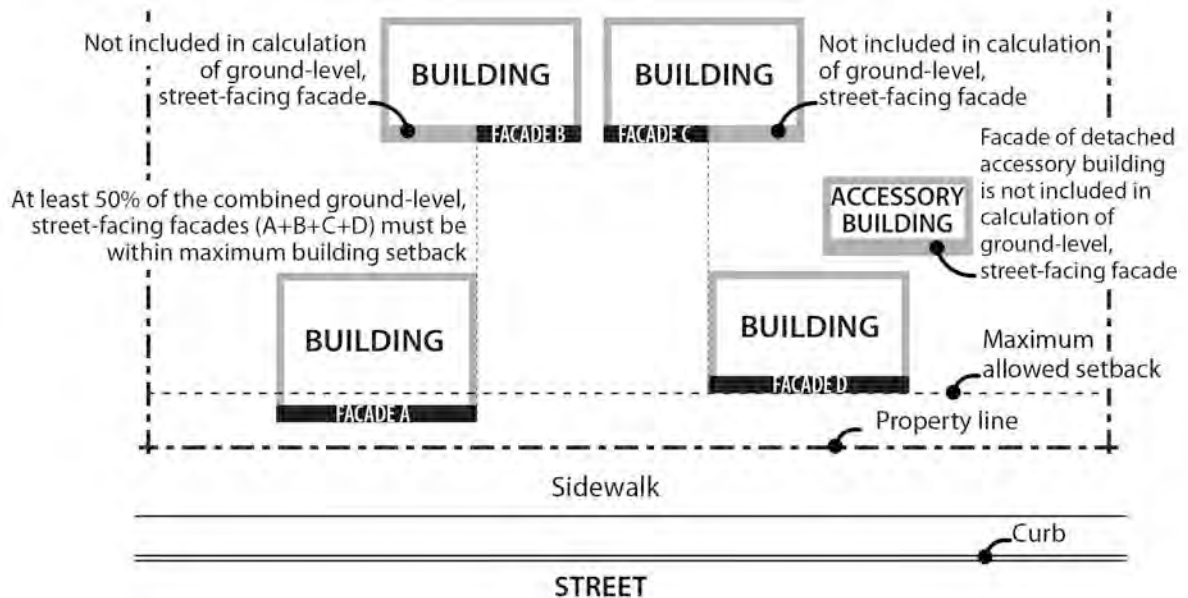
Figure 130-5
Alterations to Existing Building



Notes:

- Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.
- Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.
- Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-6
Calculating Maximum Building Setback When More Than One Building On Site



Commentary

Figure 130-7 (former 130-4)

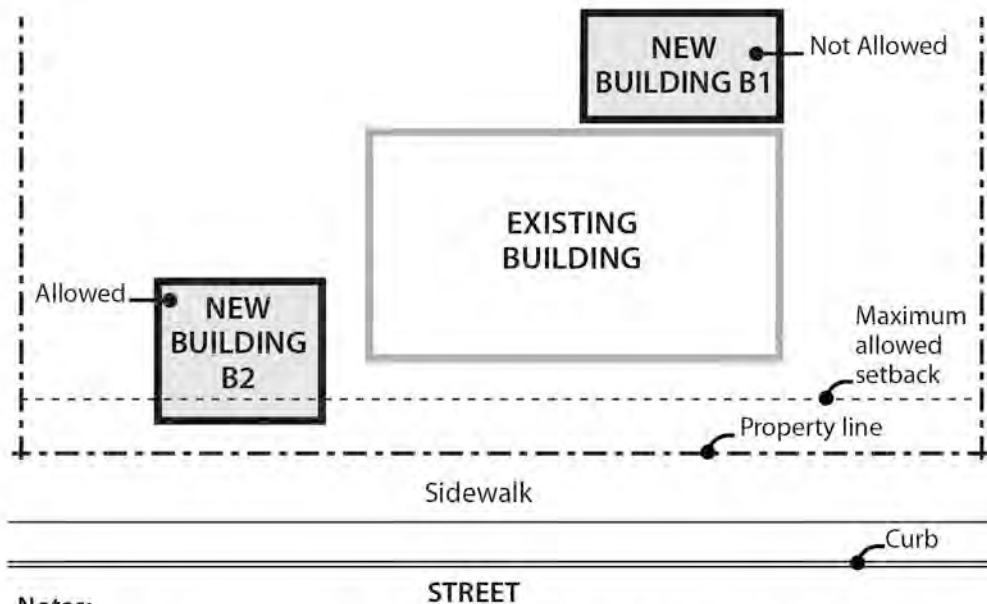
No change.

33.130.215.E. Alternative maximum building setback for large retailers

No substantive change.

Figure 130-7

New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



Notes:

New Building B1. Not allowed because it moves site further out of conformance with maximum setback standard.
 New Building B2. Because building increases length of combined street-facing facade on the site, 100% of building facade must be within maximum setback until maximum setback standard for site is met.

E. Alternative maximum building setback for large retailers.

1. Purpose. The intent of the regulations is to allow deeper street setbacks for very large retail stores locating along transit streets or in Pedestrian Districts in exchange for a pedestrian and transit-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller buildings close to the street and by creating an internal circulation system that is similar to streets in order to separate the parking area into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses.
2. Regulation. Sites with a building having at least 100,000 square feet of floor area in Retail Sales and Service use are exempt from the maximum setback requirement of Table 130-2 and the vehicle area frontage limitations of 33.266.130.C.3 if all of the requirements of this paragraph are met. For sites with frontage on more than one transit street or more than one street in a Pedestrian District, this exemption may be used only along one transit street frontage or frontage along a street in a Pedestrian District.
 - a. Other buildings on the site have ground level walls within the maximum setback for at least 25 percent of the frontage on a transit street or street in a Pedestrian District. These buildings must be constructed before or at the same time as the large retail store;

Commentary

33.130.215.E. (continued)

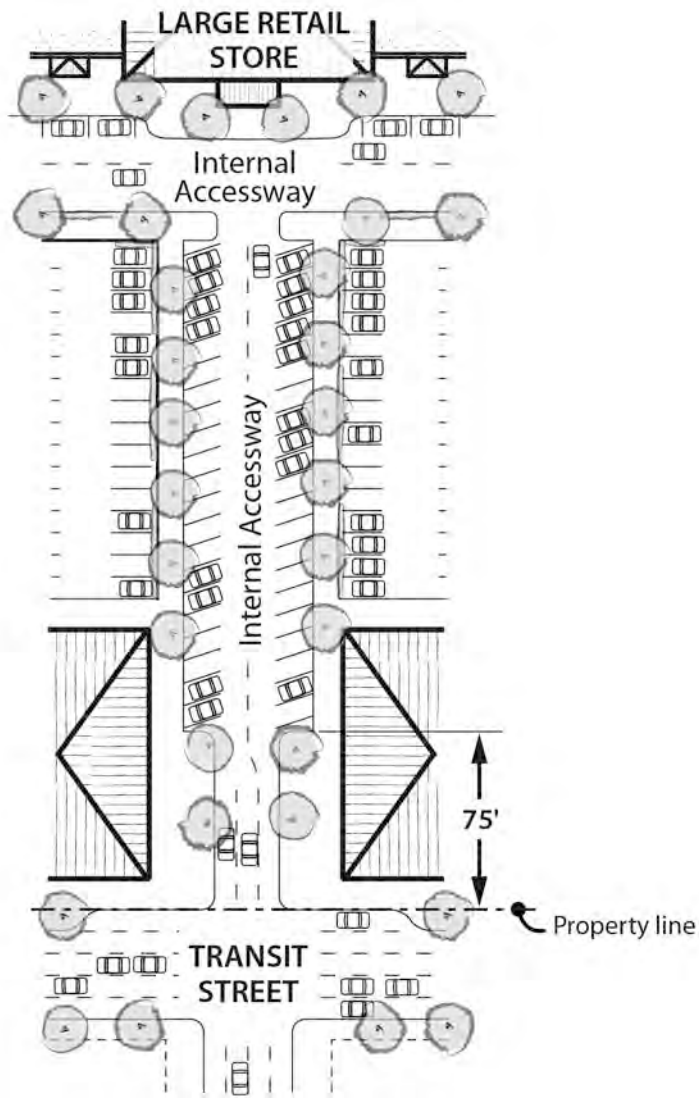
No change.

- b. Internal circulation system. An internal circulation system that meets the following standards must be provided:
- (1) Internal accessways that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet;
 - (2) These accessways must connect to the transit street, or street in a Pedestrian District, at least every 250 feet;
 - (3) Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides and one of the following must be met:
 - The sidewalks must be at least 10 feet wide and planted with trees a maximum of 30 feet on center. Trees must be planted in the center of unpaved tree wells at least 18 square feet, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
 - The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard, except that trees cannot be grouped.
 - (4) Along each internal accessway that intersects a transit street, parking must be provided between both sidewalks and the auto travel lanes except for within 75 feet of the transit street intersection, measured from the street lot line, where parking is not allowed;
 - (5) Curb extensions that are at least the full depth of the parking must be provided, as shown in Figure 130-7, at the intersections of internal accessways that have parking; and
 - (6) The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.
- c. Connections between sites. This standard applies to all commercial, office, or institutional development that is adjacent to sites either developed for Commercial or Institutional use, or zoned C, E, or I. The system must connect the buildings on the site to these adjacent sites.

Commentary

Figure 130-8 (former 130-5)
No change.

Figure 130-8
Internal Circulation System



Commentary

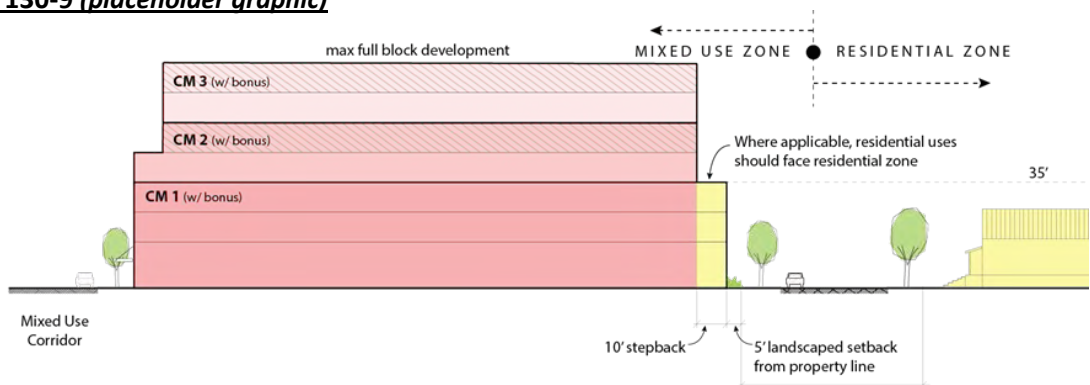
33.130.216 Additional Standards for Sites located Across a Local Service Street from a Residential Zone

These standards provide a transition in scale and street frontage characteristics for situations in which commercial/mixed use zoning is across a street from lower-scale residential zoning, particularly in locations that are not on primary corridor frontages. The concept limits development within 15' of these secondary street frontages to residential uses as a component of this transition. This approach is based on residential buffer requirements that are part of Community Design Standards (Chapter 33.218) that apply within the Design Overlay zone, and similar requirements that apply in some plan districts. The CM1 zone would be exempted from these requirements due to its small scale and often dispersed locations within residential areas.

33.130.216 Additional Standards for Sites located Across a Local Service Street from a Residential Zone

- A. Purpose.** These regulations ensure that there is a transition when commercial/mixed use sites are across the street from lower scale residential zones. In addition, on sites across the street from lower-scale residential zones, these regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street.
- B. Where these standards apply.** The following additional height and setback standards apply to sites in the CM2, CM3, CX, and CE zones that are across a local service street from an RF - R1 zone. The standards do not apply to portions of buildings within 100 feet of a transit street.
- C. Maximum height.**
 1. On the portion of the site within 15 feet of a lot line across the street from a site zoned RF through R2.5, the maximum height is 35 feet.
 2. On the portion of the site within 15 feet of a lot line across the street from a size zoned R3 through R1, the maximum height is 45 feet.
- D. Setbacks.**
 1. Residential buildings. All residential buildings, or portions of buildings with residential units on the ground floor, must be set back 5 feet from a street lot line facing an RF – R1 zones, and the setback must be landscaped to at least the L2 standard.
 2. Other buildings. All other buildings must be setback 15 feet from a street lot line facing RF – R1, and the first 5 feet of the setback area adjacent to the street lot line must be landscaped to at least the L2 standard.
 3. Vehicle access is not allowed through the required setback area unless the local service street facing the residential zone is the only frontage for the site.
 4. Where allowed by the base zone, exterior display and storage is not allowed within the required setback area.

Figure 130-9 (placeholder graphic)



Commentary

33.130.220 Building Coverage

The building coverage standards provide differing requirements based on pattern area location (see Table 130-2 and Map 130-3). The pattern area mapping is preliminary only, and will need refinement in order for applicability at the site level to be clearly identifiable. The pattern area boundaries may be included on Zoning quarter section maps, which would allow their precise locations to be determined.

33.130.220 Building Coverage

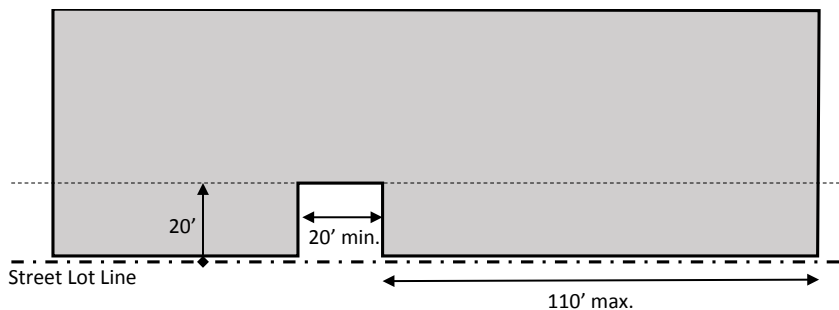
- A. Purpose.** The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. The standards allow a high degree of lot coverage in the Inner Neighborhoods pattern area to reflect the urban development patterns and continuous building frontages of the area. The standards for Eastern and Western pattern areas work in conjunction with landscaping requirements to respond to the less intensely developed characteristics of these areas.
- B. Building coverage standards.** The maximum building coverage standards are stated in Table 130-2 and apply to all buildings and covered structures. Maximum building coverage applies based on pattern area geography. Map 130-3 identifies the pattern areas.

Commentary

33.130.222 Building Length and Façade Articulation

These new standards reflect community concerns about large buildings with monolithic massing that appear out of scale with the fine-grain patterns of many neighborhood commercial areas. The proposed standards are intended to promote buildings that fit better into the scale of neighborhood commercial corridors, but without dictating the architectural approach or style of new buildings. These standards require that the mass of large buildings be divided into smaller components.

B. Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 110 feet relates to common development patterns in many commercial areas (commercial lots with 100 feet of frontage are common in many main street areas), but is intended to provide flexibility for building divisions to occur in locations other than just the middle of 200-foot wide block frontages. This limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing and to provide a usable space between them.

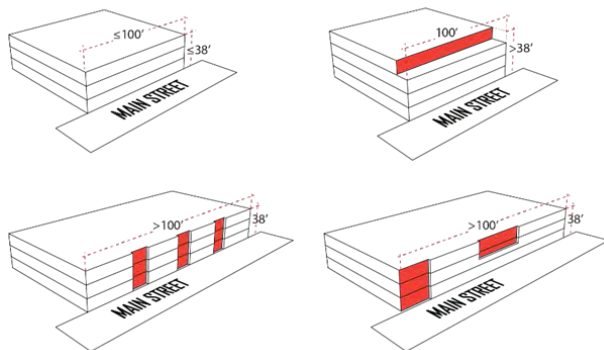


C. Façade articulation. This standard requires large building wall planes to be divided into smaller components. Projections into street right-of-way, such as projecting window bays, will not count toward meeting this standard, in response to community concerns about building features that can contribute to a perception of overly-constrained street space. Recessed areas of façade that include projecting features such as balconies can count toward meeting this requirement. This approach would allow stepping back the upper levels of facades (such as the fourth story of a building in the CM2 zone) as one option for meeting this standard. Question: should vegetated green walls (see *Ground Floor Windows* commentary) be allowed to meet this standard?

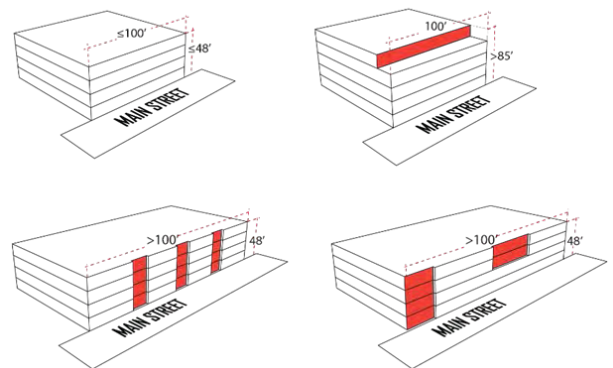
33.130.222 Building Length and Façade Articulation

- A. Purpose.** These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland’s commercial/mixed-use areas and add visual interest and variety to the street environment.
- B. Maximum building length.** In the CM1, CM2, CM3, and CE zones, the maximum building length for the portion of a building located within 20 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.
- C. Façade articulation.**
 - 1. Where the standard applies:
 - a. In the CM1, CM2, and CE zones, the standard applies to buildings more than 35 feet high and that have more than 3,500 square feet of street-facing façade area within 20 feet of a street property line. See Figure 130-10.
 - b. In the CM3 zone, the standard applies to buildings more than 45 feet high and that have more than 4,500 square feet of street-facing façade area within 20 feet of a street property line. See Figure 130-10.
 - 2. The standard. At least 25 percent of each façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard.

Figure 130-10 (placeholder graphic):
Examples of façade articulation options
CM1, CM2, CE



Examples of façade articulation options
CM3



Commentary

33.130.225 Landscaped Areas

The minimum landscaped area standards provide differing requirements based on pattern area location (see Table 130-2 and Map 130-2). The pattern area mapping is preliminary only, and will need refinement in order for applicability at the site level to be clearly identifiable. The pattern area boundaries may be included on Zoning quarter section maps, which would allow their precise locations to be determined.

33.130.227 Trees

No change.

33.130.228 Residential Outdoor Areas

Currently, no outdoor space is required for residential development in the commercial/mixed use zones. These standards would use the same 48 square feet per unit requirement that applies in multi-dwelling residential zones (R3, R2, and R1 zones). This new requirement responds to the fact that residential development has become a predominant type of development in the commercial/mixed use zones and would implement Comprehensive Plan policy direction on fostering housing that promotes healthy, active living and that provides access to outdoor space.

33.130.225 Landscaped Areas

- A. Purpose.** Landscaping is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing non-paved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. General site landscaping is not required in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial character. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.216) to provide buffering and promote livability.
- B. Minimum landscaped area standard.** The required amounts of landscaped areas are stated in Table 130-2. Sites developed with a house, attached house or duplex are exempt from this standard.
1. Pattern areas. Map 130-2 identifies the pattern areas.
 2. Landscaping standard. Required landscaped areas must be at ground level and comply with at least the L1 standard as stated in Chapter 33.248, Landscaping and Screening. However, up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities. Any required landscaping, such as for required setbacks or parking lots, applies towards the landscaped area standard.

33.130.227 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.130.228 Residential Outdoor Areas

- A. Purpose.** The residential outdoor areas standards ensure opportunities for residents to have on-site access to outdoor space for recreation, relaxation, natural area, or growing food. Outdoor area is an important for the livability of a property with residential units by providing residents with opportunities for access to outdoor space, active living, and a healthy living environment.
- B. Requirements.**
1. Amount required. At least 48 square feet of outdoor area is required for each dwelling unit on the site.

Commentary

33.130.228 Residential Outdoor Areas (continued)

The primary difference between these standards and similar requirements in the multi-dwelling zones is an allowance for indoor common areas (such as community rooms, exercise rooms and other indoor recreation facilities) to be used as an option to meet the residential outdoor space requirements. Required residential outdoor areas can be provided in the form of private outdoor spaces, shared outdoor areas, indoor community or recreation spaces, or combinations of these.



Examples of residential outdoor areas in the form of individual balconies (left) and shared outdoor space (right).

2. Size, location and configuration. Required outdoor area may be provided as individual, private outdoor areas, such as patios or balconies, or as common, shared outdoor areas, such as courtyards and play areas. Alternatively, the outdoor area requirement can be met in whole or in part by indoor recreation facilities. There also may be a combination of individual and common areas.

- a. Individual unit areas. Where a separate outdoor area is provided for each individual unit, it must be designed so that a 4-foot by 6-foot dimension will fit entirely within it. The outdoor area must be directly accessible to the unit. Balconies that extend over street right-of-way count towards meeting the standards of this section. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting this standard of this subsection. If the area is at ground level, it may extend into required side and rear setbacks, but not into the required landscape buffer abutting an RF – RH zoned lot, and may extend up to 5 feet into a required front setback.
 - b. Common areas. There are two types of common area:
 - (1) Outdoor common area. Where common areas are shared, outdoor areas, each area must be designed so that it is at least 500 square feet in area and so that a 20-foot x 20-foot square will fit entirely within it.
 - (2) Indoor common area. Indoor recreational facilities, such as community rooms, exercise rooms, or indoor swimming pools, can be used to meet the requirements of this section. Where the common area is a shared, indoor recreational facilities, the facility must provide floor area equivalent to the individual unit outdoor area requirement. Other indoor common areas, such as lobbies, hallways, laundry facilities, storage rooms, or vehicle or bicycle facilities cannot be used to meet this requirement.
 - c. Combination of individual and common areas. Where a combination of individual unit and common areas is provided, each individual area must meet Subparagraph B.2.a and each common area must meet B.2.b above, providing a total of at least 48 square feet of outdoor area for each dwelling unit served by the common area.
3. Surfacing materials. Required outdoor areas must be surfaced with lawn, pavers, decking, or sport court paving which allows the area to be used for active or passive recreational use. Eco roofs or portions of eco-roofs that have at least 50 percent of their area improved with decking, pavers, or other surfaces that provide pedestrian access can be used to meet the requirements of this section.
 4. User amenities. User amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, drinking fountains, spas, or pools, may be placed in the outdoor area. Common, shared outdoor areas may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

Commentary

33.130.230 Ground Floor Windows

Significant changes to ground floor window requirements include the following:

- Increase in the window coverage requirement on the primary ground level frontage from the current 25 percent to 40 percent.
- Increase in the secondary frontage window coverage requirement from 12-1/2 percent to 25 percent.
- Change in the window coverage measurement methodology. Current measurement of ground level wall area includes all wall area up to 9 feet above grade. The new measurement is based on wall area from 2 feet to 10 feet above grade.
- Change from the current exemption for parking structures. New regulations would require parking structures to meet ground floor window coverage requirements on at least one frontage.
- The walls of residential units are no longer exempt from ground floor window coverage requirements. Instead, ground floor residential units are provided several options for meeting ground floor window requirements (see subsection D).
- Change to the Exception for Public Art option, limiting the use of this provision to one half of the ground floor window coverage requirements.
- A new allowance for vegetated green walls to meet up to one half of the ground floor window coverage requirement.

Ground floor window requirements have been an important design-related regulatory standard in Portland's commercial zones, continuing traditions of storefront commercial development and contributing to an engaging, pedestrian-oriented street environment. The current minimum ground-floor window coverage requirement of 25 percent, however, sometimes results in sub-optimal window coverage, and includes exemptions for residences and parking garages that can compromise the street environment.

The increased ground-floor window coverage requirements (and related concepts for entrances) respond to interest from a wide-range of community members in focusing on improving the design of the ground-level frontages of buildings. This is where buildings are most directly experienced by pedestrians and can be important for maintaining the continuity of business districts. Regulations for a higher level of ground floor window coverage (60 percent) is applied to the core commercial areas of centers, as part of the proposed Centers Main Street Overlay, to reinforce the roles of these locations as pedestrian-oriented places that are a focus of commercial and community activity.

33.130.230 Ground Floor Windows

A. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standard.

1. General standard.

- a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade. See Figure 130-11.
- b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the façade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2. Exemptions:

- a. Houses, attached houses, manufactured homes, and duplexes are exempt from this Section;
- b. Ground floor street-facing walls of dwelling units are exempt from Paragraph B.1., but the walls must meet one of the standards in Subsection D.; and
- c. The walls of a parking structure that face a secondary street frontage are exempt from the 25 percent standard in Subparagraph B.1.b. if the façade is set back at least 5 feet and landscaped to the L2 standard.

Commentary

33.130.230 Ground Floor Windows (continued)

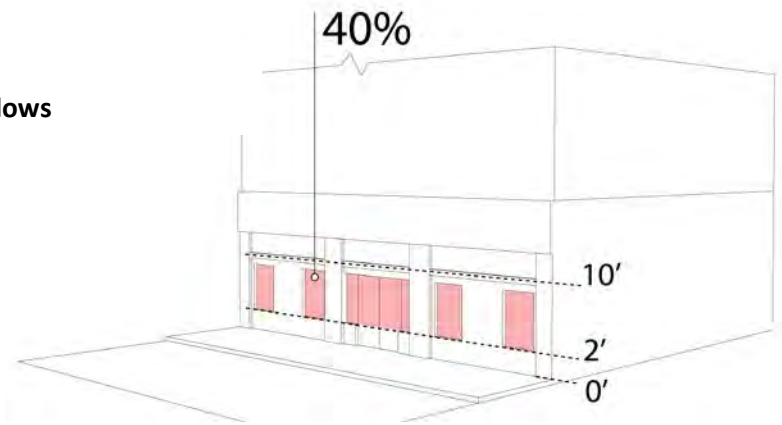
Portions of buildings with ground floor residential units will be required to meet one of three options:

- Design to accommodate future conversion to commercial or other active ground floor uses, with storefront-type windows and barrier-free entrances.
- Ground floor residential units set back from street lot lines.
- Ground floor residential units raised above grade.

This regulatory approach responds to concerns about residential development in commercial corridors built at ground level close to sidewalks. Besides loss of commercial opportunities, this creates privacy issues for residents, especially along primary frontages on transit streets. This concept proposes a series of options that projects with ground-floor residences could choose to follow, one option of which is for designing the spaces to be adaptable to commercial uses with 40% window coverage; and the other two options of which are for more residentially-oriented design, with units either setback from the street or raised above grade. These options will be required for development with ground-floor residential units along any street frontage. Besides ground-floor window coverage requirements, residential development in the commercial/mixed use zones will need to meet requirements (existing) for 15 percent overall window coverage for street-facing facades.

- C. **Qualifying window features.** Required ground floor window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify. The bottom of the windows of nonresidential spaces must be no more than 4 feet above the finished grade.

Figure 130-11
Ground Floor Windows



- D. **Ground floor window standard for ground floor residential.** Ground floor street facing walls of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:
1. Flexible ground floor design. The ground floor window standard of 33.130.230.B.1.a. must be met, and the ground level of the building must be designed and constructed as follows:
 - a. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
 - b. The area meeting this standard must be at least 25 feet deep, measured from the street-facing façade; and
 - c. Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps.
 2. Front setback.
 - a. The portions of the building with residential dwelling units on the ground-floor must be set back at least 8 feet from the street lot line. The setback must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians; and
 - b. Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Commentary

33.130.230 Ground Floor Windows (continued)

See previous commentary on ground floor window requirements for ground floor residential.

E. Exception for Public Art. This existing subsection has been changed to limit the use of this provision to one half of the ground floor window coverage requirements in order to retain the intent of requiring windows to strengthen connections between buildings and sidewalks on a portion of ground floor frontages.

F. Exception for Vegetated Green Walls. This potential provision would allow vegetated green walls to meet up to one half of the ground floor window coverage requirement. It would help implement new Comprehensive Plan policies calling for integrating green elements into the urban environment, and provides an additional option for buildings with programs that do not lend themselves to large areas of ground floor windows. The requirement for a 2-foot setback is necessary in order to prevent vegetation from obstructing sidewalks. This provision is subject to additional discussion with BES and BDS to assess its feasibility and to determine more specific regulatory requirements and administrative procedures. It will likely require the adoption of technical specifications and a list of approved plantings, either as administrative rules or within Chapter 33.248 (Landscaping and Screening).



Example of a vegetated green wall

3. Raised ground floor.
 - a. The portion of the building with residential dwelling units on the ground-floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk.
 - b. Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

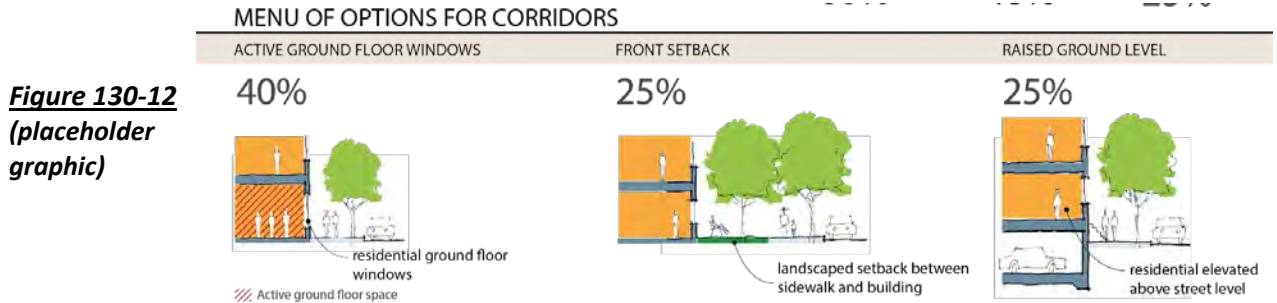


Figure 130-12
(placeholder graphic)

- E. Exception for Public Art.** Public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.
- F. Exception for Vegetated Green Walls.** Vegetated green walls may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the vegetated green wall will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the vegetated green wall. Vegetated green walls must be set back at least 2 feet from street lot lines and must meet the standards for vegetated green walls in Chapter 33.248, Landscaping and Screening. *(Note: these standards and their location in the Zoning Code are under development.)*

Commentary

33.130.235 Screening

No change.

33.130.235 Screening

- A. Purpose.** The screening standards address specific unsightly features which detract from the appearance of commercial/mixed use areas.
- B. Garbage and recycling collection areas.** All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.
- C. Mechanical equipment.** Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:
1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;
 2. A screen around the equipment that is as tall as the tallest part of the equipment; or
 3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.
- D. Other screening requirements.** The screening requirements for parking, exterior storage, and exterior display areas are stated with the regulations for those types of development.

Commentary

33.130.240 Pedestrian Standards

No substantive changes to sections on this page.

33.130.240 Pedestrian Standards

- A. Purpose.** The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.
- B. The standards.** The standards of this Section apply to all development except houses, attached houses, and duplexes. An on-site pedestrian circulation system must be provided. The system must meet all standards of this Subsection.
1. Connections. Pedestrian connections are required as specified below:
 - a. Connection between streets and entrances.
 - (1) Sites with one street frontage.
 - Generally. There must be a connection between one main entrance of each building on the site and the adjacent street. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
 - Household Living. Sites where all of the floor area is in Household Living uses are only required to provide a connection to one main entrance on the site. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
 - Tree preservation. If a tree that is at least 12 inches in diameter is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of this paragraph from being met, the connection may be up to 200 percent of the straight line distance.
 - (2) Sites with more than one street frontage. Where the site has more than one street frontage, the following must be met:
 - The standard of Subparagraph B.1.a(1) must be met to connect the main entrance of each building on the site to the closest sidewalk or roadway if there are no sidewalks. Sites where all of the floor area is in Household Living uses are only required to provide a connection meeting the standard of Subparagraph B.1.a(1) to one main entrance on the site;
 - An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing façade is within 10 feet of the street, no connection is required to that street.

Commentary

33.130.240 Pedestrian Standards (continued)

Internal connections. Language has been added to this paragraph to allow public sidewalks to be used to meet requirements for internal connections for sidewalk-oriented buildings. This is intended to accommodate buildings located close to sidewalks, such as townhouse or storefront-type buildings with main entrances close to public sidewalks and insufficient setbacks to provide pedestrian connections that are separate from public sidewalks.

Large site pedestrian connectivity. This new paragraph calls for pedestrian connections no further apart than 330 feet, in alignment with regional pedestrian connectivity standards.

No changes to other paragraphs.

- b. Internal connections. The system must connect all main entrances on the site, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities. Pedestrian connections to public sidewalks may substitute for internal connections for main entrances that are within 10 feet of a public sidewalk.
- c. Large site pedestrian connectivity. Sites that are 2 acres or more in size must provide pedestrian connections through the site that are no further apart than 330 feet as measured from the centerline of each connection. Pedestrian connections must provide connectivity to all streets that abut the site. Portions of sites that are in the Environmental Protection overlay zone, the Environmental Conservation overlay zone, or have slopes with an average slope of 20 percent or greater are exempt from this standard.

2. Materials.

- a. The circulation system must be hard-surfaced, and be at least 6 feet wide.
- b. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.
- c. Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.

3. Lighting. The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

4. Area between a building and a street lot line. The land between a building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard-surfaced.

Commentary

33.130.242 Transit Street Main Entrance

A significant change to this section is expansion of transit street main entrance requirements to multi-dwelling structures, in addition to its current applicability to non-residential uses. New requirements call for one main entrance to a multi-dwelling structure to meet transit street main entrance requirements. It also provides an additional option for multi-dwelling structures to have the required main entrance front a courtyard and be within 50 feet of the transit street (as an alternative to the current requirement for 25 feet). This courtyard option allows a continuation of a common type of Portland courtyard apartment building that features main entrances accessed from courtyards, instead of fronting directly onto public sidewalks.

D. Distance between entrances. This new standard requires a minimum of one entrance for every 200' of building frontage. While more frequent entrances would provide more active street frontages (and is currently required of multi-tenant buildings close to sidewalks), this standard is intended to accommodate the very broad range of development types built in the commercial/mixed-use zones. Some development types which can be important contributions to mixed-use corridors do not lend themselves to multiple entrances. These include supermarkets and other large format retail, as well as office buildings and other employment-related development. The requirement for one entrance per 200' will be more than is currently required and will be particularly impactful along the lengthy blocks common along corridors in Eastern and Western parts of Portland and in some inner neighborhoods.

33.130.242 Transit Street Main Entrance

- A. Purpose.** Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.
- B. Applicability.**
1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;
 2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.
- C. Location.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:
1. Be within 25 feet of the transit street;
 2. Allow pedestrians to both enter and exit the building; and
 3. Meet one of the following:
 - a. Face the transit street;
 - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-13; or
 - c. If it is an entrance to a multi-dwelling structure:
 - (1) Face a courtyard that is adjacent to the transit street and that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and
 - (2) Be within 50 feet of the transit street.
- D. Distance between entrances.** For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

Commentary

33.130.242 Transit Street Main Entrance (continued)

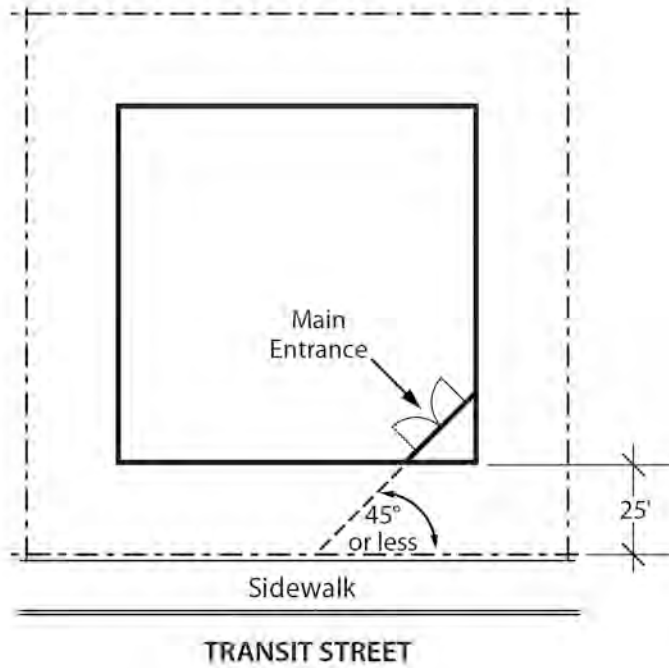
E. Unlocked during regular business hours. Language is added to indicate that this requirement only applies to nonresidential uses.

Figure 130-13 (former 130-6)

No change.

- E. **Unlocked during regular business hours.** Each main entrance to nonresidential uses that meets the standards of Subsection C and D must be unlocked during regular business hours.

**Figure 130-13
Transit Street Main Entrance**



Commentary

33.130.245 Exterior Display, Storage, and Work Activities

This section is being changed to expanded allowances for the exterior display of goods in commercial/mixed use zones. Exterior display of goods is currently limited in most commercial/mixed use zones. Most zones allow only display of plants and produce, while the CG allows exterior display of goods only if set behind landscaping. Flexibility for exterior display of merchandise can help contribute to vibrant pedestrian environments and support the vitality of businesses. Exterior merchandising such as vendor stalls and kiosks can also provide low-cost business opportunities, which can be particularly helpful for enabling lower-income people to establish retail businesses (much as food carts have reduced barriers for establishing food-related businesses). This concept primarily concerns exterior display on private property and any exterior display would need to preserve required clear areas on sidewalks for pedestrian passage. Along with expansion of allowances for the exterior display of goods, this section now includes requirements for five-foot deep landscaped screening along lot lines adjacent to residential zones.



*Exterior display of merchandise
(historic example).*

The exterior work activities subsection is being amended to prohibit auto-oriented exterior work activities within 50-feet of lot lines abutting or across a street from a residential zone. This is derived from Buffer (b) Overlay provisions that apply in mapped areas adjacent to residentially-zoned areas, but would apply this prohibition whenever commercial/mixed use zoning is adjacent to residential zoning. Staff anticipates that this amendment, together with requirements in this and other Chapter 33-130 sections (such as requirements for screening landscaping and prohibition of drive-through facilities adjacent to residential zoning [see 33.130.260]), will replace the Buffer Overlay where it is mapped in the commercial/mixed use zones.

No changes to other subsections.

33.130.245 Exterior Display, Storage, and Work Activities

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial/mixed use area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display.

1. CM1, CM2, CM3, and CX zones. Exterior display of goods is allowed except for the display of motor vehicles, motor vehicle parts and supplies, building materials, and uses in the Industrial categories.
2. CE zone. Exterior display of goods is allowed except for uses in the Industrial categories. Exterior display areas for motor vehicles and trailers must be set back at least 5 feet from street lot lines and be landscaped to at least the L1 standard.
3. Exterior display landscape screening abutting R zones. Exterior display areas must be set back at least 5 feet from lot lines abutting R zones and be landscaped to at least the L3 standard.

C. Exterior storage.

1. Exterior storage is not allowed in the CM1, CM2, CM3, and CX zones.
2. Exterior storage is allowed in the CE zone if the storage area complies with the standards of this paragraph. Exterior storage is limited to 20 percent of the site area for all uses except lumber yards and other building material stores. All exterior storage areas must be set back 5 feet from nonstreet lot lines and 10 feet from street lot lines, with the setback area landscaped to at least the L3 standard.

D. Exterior work activities. Exterior work activities are prohibited in the commercial/mixed use zones except for the propagation and sale of plants, sales of motor vehicle fuels, and car washes, which are allowed. Exterior work activities related to sales of motor vehicle fuels and car washes are prohibited within 50 feet of a lot line that abuts a residential zone or a lot line that is across a street from a residential zone.

E. Other exterior activities. The following exterior activities are allowed in the commercial/mixed use zones: outdoor eating areas, plant nurseries, entertainment and recreation uses that are commonly performed outside, and outdoor markets and vendor stalls.

F. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development

No substantive changes to sections on this page.

33.130.250 General Requirements for Residential and Mixed-Use Developments

- A. Generally.** Except as specified in this section, all development—residential, mixed-use, and nonresidential—must meet the other development standards for the zone such as height, setbacks, and building coverage.
- B. Permit-Ready houses.** Chapter 33.278 contains provisions for Permit-Ready houses on narrow lots.
- C. Residential main entrance.**
1. Purpose. These standards:
 - Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
 - Enhance public safety for residents and visitors and provide opportunities for community interaction;
 - Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
 - Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence;
 - Ensure a connection to the public realm for development of lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.
 2. Where these standards apply.
 - a. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the commercial/mixed use zones.
 - b. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added.
 - c. On sites with frontage on both a private street and a public street, the standards apply to the site frontage on the public street. On all other sites with more than one street lot line, the applicant may choose on which frontage to meet the standards.
 - d. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.
 3. Location. At least one main entrance for each structure must:
 - a. Be within 8 feet of the longest street-facing wall of the structure; and
 - b. Either:
 - (1) Face the street, See Figure 130-14;
 - (2) Be at an angle of up to 45 degrees from the street; or

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No substantive changes to sections on this page.

(3) Open onto a porch. See Figure 130-15. The porch must:

- Be at least 25 square feet in area;
- Have at least one entrance facing the street; and
- Have a roof that is:
 - No more than 12 feet above the floor of the porch; and
 - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

D. Street-facing facades.

1. Purpose. This standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. The standard of this subsection applies to the street-facing facades of buildings in commercial/mixed use zones where any of the floor area is in Residential uses. Where a proposal is for an alteration or addition to existing development, the applicant may choose to apply the standard either to the portion being altered or added, or to the entire street-facing facade. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street lot line.

4. For structures subject to ground floor window requirements, windows used to meet ground floor window requirements may also be used to meet the requirements of this subsection.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to figures on this page.

Figure 130-14
Main Entrance Facing the Street

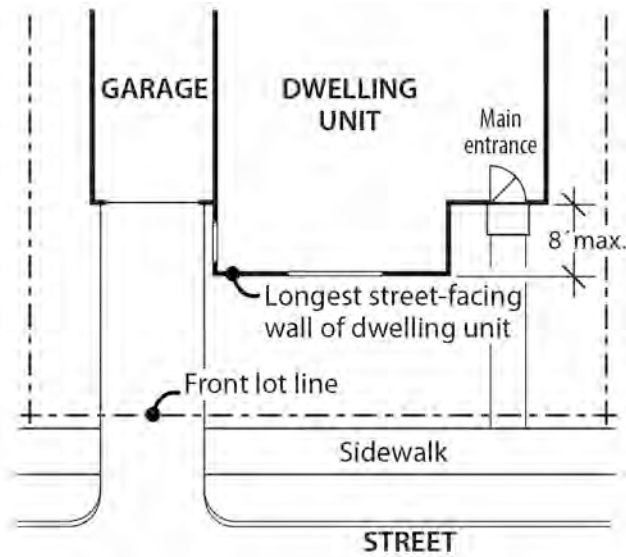
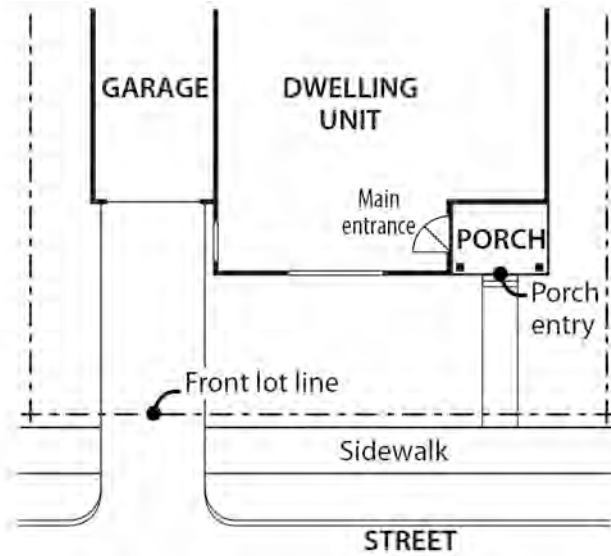


Figure 130-15
Main Entrance Opening Onto a Porch



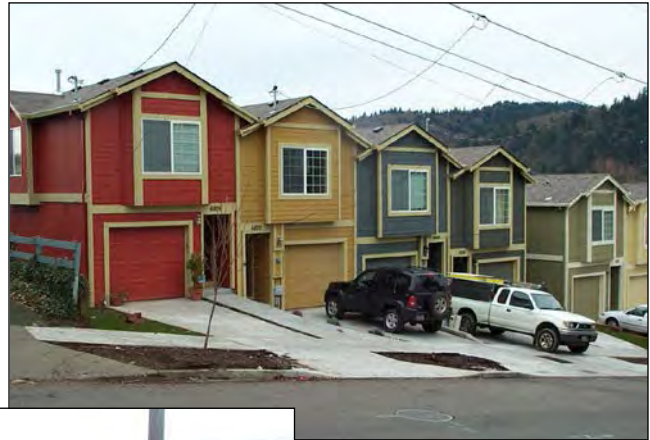
Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

3. Length of street-facing garage wall. This paragraph is being changed to eliminate the exemption that currently allows narrow lots (less than 24 feet wide - such as for rowhouses and narrow-lot detached houses) to have street-facing garages. The new code language is based regulations that currently apply in the single-dwelling zones. The new regulations promote pedestrian-friendly street frontages and fewer front driveways, reflecting policies for fostering a strong pedestrian orientation in areas with commercial/mixed use zoning, such as centers and corridors.

No changes to other paragraphs on this page.

Code amendments would prevent front garages from being the predominant ground-level features of narrow detached or attached houses (as in example to right) to minimize disruptions to the pedestrian environment. Parking garages can be to the rear (as below), or in front if occupying no more than 50 percent of facades.



General

E. Garages.

1. Purpose. These standards:

- Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
- Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
- Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk;
- Enhance public safety by preventing garages from blocking views of the street from inside the residence;
- Prevent cars from overhanging the street or sidewalk; and
- Provide for adequate visibility for a driver backing out of a garage.

2. Where these standards apply. The requirements of Paragraphs E.3, E.4 and E.5, below, apply to houses, manufactured homes, and duplexes. The requirements of Paragraphs E.4 and E.5, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Length of street-facing garage wall.

- a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 130-16. For duplexes, this standard applies to the total length of the street-facing façades. For all other lots and structures, the standards apply to the street-facing façade of each unit.
- b. Where the street-facing façade is less than 22 feet long, an attached garage facing the street is not allowed as part of that façade.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

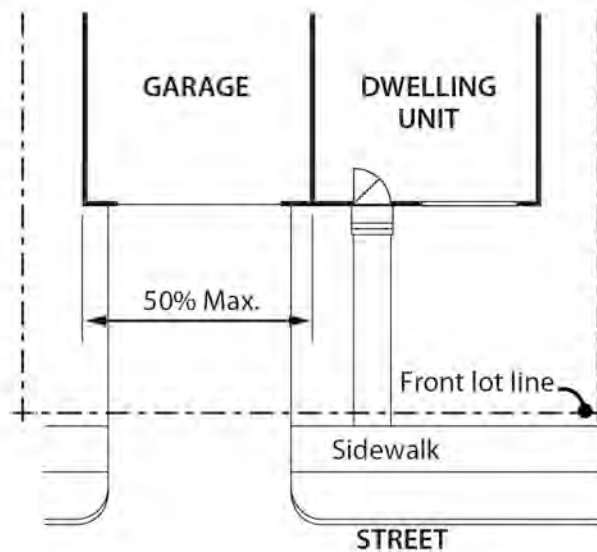
No changes to this page.

4. Street lot line setbacks.

- a. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 130-17.
- b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:
 - (1) The street-facing garage wall is 40 percent or less of the length of the building facade; and
 - (2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 130-18. The porch must meet the following:
 - The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
 - The porch must have a solid roof; and
 - The roof may not be more than 12 feet above the floor of the porch.
- c. Exemption. Where a lot has more than one street lot line, and there is an existing dwelling unit on the lot, this standard must be met only on the street-facing facade on which the main entrance is located.

- 5. Garage entrance setback. The garage entrance must be either 5 feet or closer to the street property line, or 18 feet or farther from the street property line. If the garage entrance is located within 5 feet of the front property line, it may be no closer to the street lot line than the longest street-facing wall of the dwelling unit.

Figure 130-16
Length of Street Facing Garage Wall



Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No change to the figures on this page.

Figure 130-1117
Street Lot Line Setback

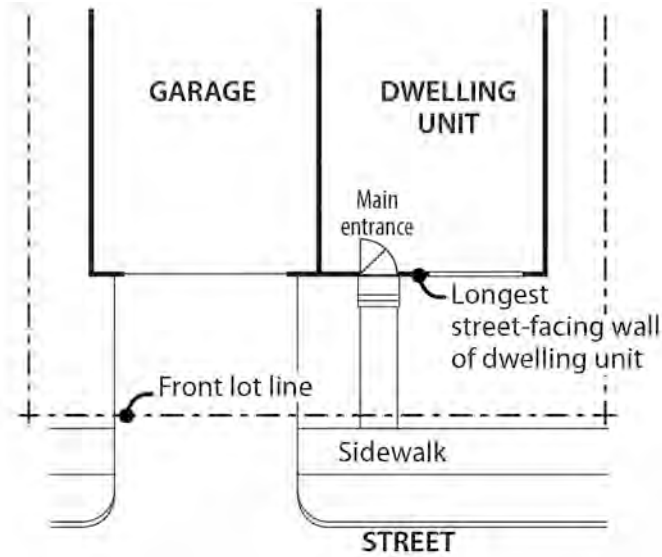
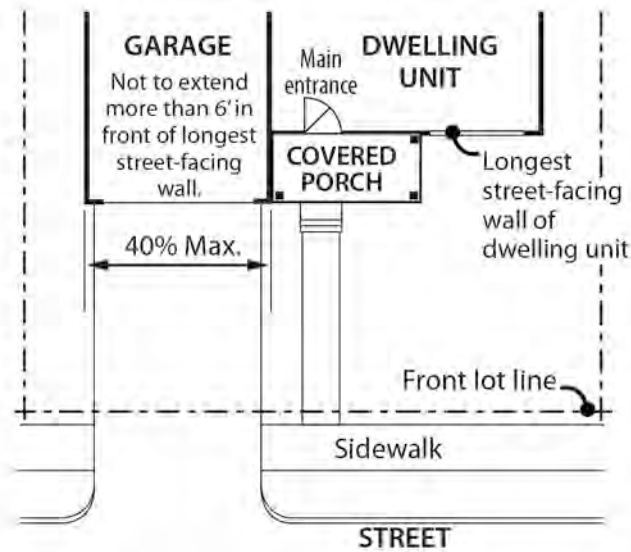


Figure 130-18
Garage Front Setback Exception



Commentary

33.130.255 Trucks and Equipment

No change.

33.130.255 Trucks and Equipment

- A. Purpose.** The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the commercial/mixed use zones and to limit adverse effects on adjacent residential lands.
- B. Truck and equipment parking standards.** The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site which occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.
1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all C zone areas that comply with the development standards for parking areas.
 2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all C zones. The parking of all other medium trucks and similar equipment is allowed only in the CE and CM3 zone. Truck parking areas must comply with the development standards for auto parking areas.
 3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any commercial zone.

Commentary

33.130.260 Drive-Through Facilities

This section is being changed to provide an allowance in the new *CM2*, and *CM3* zones for drive-through facilities as part of urban-scale development (minimum FAR of 1:1) on sites that currently have drive-through facilities and that are located on major streets. New drive-through facilities are otherwise prohibited in these zones. This allowances is intended to provide some accommodation for sites with existing drive-through facilities to have replacement drive-through facilities included as part of more urban-scale redevelopment (currently, redevelopment would mean the loss of non-conforming drive-through facilities, which can be a disincentive to redevelopment in some situations). This regulatory approach is based on a current regulation in the Hollywood Plan District.

The *CE* zone will continue existing *CG*-zone allowances for drive-through facilities, except that such facilities will be prohibited within 50-feet of lot lines abutting or across a street from a residential zone. This prohibition would serve together with other Chapter 33.130 regulations as a replacement to Buffer (b) Overlay provisions that apply in some mapped areas adjacent to residentially-zoned areas. These new regulatory approaches will apply consistently whenever commercial/mixed use zoning is adjacent to residential zoning. Other new regulations providing a transition between commercial/mixed use zoning and residential zoning are requirements for:

- Height step downs (33.130.210.C.2),
- Landscaped setbacks (33.130.215.B.1.c),
- Required transition approaches across local service streets (33.130.216), and
- Limitations on exterior display and work activities (33.130.245).

In conjunction with these amendments, staff anticipates that the Buffer Overlay will be removed from the commercial/mixed use zones.

33.130.265 Detached Accessory Structures

No change to existing regulations or to amendments proposed in the Accessory Structures Zoning Code Update.

33.130.260 Drive-Through Facilities

Drive-through facilities are allowed in the zones which are intended for auto accommodating development, and may be allowed in other commercial/mixed use zones when part of a redevelopment that includes a significant amount of new floor area. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

- A. CM1, CM2, and CM3 zones.** Drive-through facilities are prohibited in the CM1, CM2, and CM3 zones. In the CM2 and CM3 zones, a nonconforming drive-through facility can be demolished and rebuilt when all of the following are met. In this case, the rebuilt drive-through facility is nonconforming development and is subject to 33.258, Nonconforming Situations:
 1. The nonconforming drive-through facility has not been unused for 2 continuous years;
 2. The site is adjacent to a Major City Traffic Street or District Collector as designated by the Transportation Element of the Comprehensive Plan;
 3. The rebuilt drive-through will be part of a development on the site that has a minimum FAR of 1:1;
 4. Only one drive-through facility is rebuilt on the site; and
 5. The rebuilt drive-through facility is on the same site as the existing drive-through facility.
- B. CE zone.** Drive-through facilities are allowed in the CE zone. Drive-through facilities are prohibited within 50 feet of a lot line that abuts a residential zone or is across a street from a residential zone.
- C. CX zone.**
 1. Outside of the Central City plan district, drive-through facilities are prohibited in the CX zone.
 2. In the Central City plan district, drive-through facilities are allowed in the CX zone but are prohibited in certain subdistricts.

33.130.265 Detached Accessory Structures

- A. Purpose.** These standards are intended to maintain separation and privacy to abutting residential zoned lots from nonresidential development.
- B. General standards.**
 1. The regulations of this section apply only to detached accessory structures on sites with non-residential uses. For sites where all of the floor area is in residential use, detached accessory structures are subject to the standards of Section 33.120.280. Detached garages are also subject to the standards of 33.130.250, General Requirements for Residential and Mixed Use Developments.
 2. The height and building coverage standards of the base zone apply to detached accessory structures.

Commentary

33.130.270 Fences

No change.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
2. Covered structures.
 - a. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings.
 - b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.
 - c. See Section 33.130.250, General Requirements for Residential and Mixed-Use Developments, for additional requirements for garages accessory to residential development.

33.130.270 Fences

- A. Purpose.** The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.
- B. Types of fences.** The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.
- C. Location and heights.**
 1. Fences abutting street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:
 - a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.
 - b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.
 2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.
 3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.
- D. Reference to other regulations.** Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

Commentary

33.130.275 Demolitions

No change.

33.130.285 Nonconforming Development

No change.

33.130.290 Parking, Loading, and Transportation Demand Management

Changed to include references to the new Transportation Demand Management (TDM) requirements proposed in 33.266. Development in Commercial Mixed Use zones that includes more than 20 residential units will be subject to TDM requirements.

33.130.295 Signs

No change.

33.130.305 Superblock Requirements

No substantive change.

33.130.310 Recycling Areas

No change.

33.130.275 Demolitions

- A. Generally.** Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.
- B. Historic resources.** Demolition of historic resources is regulated by Chapter 33.445, Historic Resource Overlay Zone.
- C. CX zone landscaping.** In the CX zone, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through design review. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

33.130.285 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.130.290 Parking, Loading, and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and requirements for transportation demand management are stated in Chapter 33.266, Parking, Loading, and Transportation Demand Management.

33.130.295 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.130.305 Superblock Requirements

Development in the CM2, CM3, CE, and CX zones which are on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.130.310 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Commentary

Map 130-1

This map shows the intersections of *Civic Corridors* with other *Civic Corridors* and *Civic Corridors* with *Neighborhood Corridors* where additional height is allowed at the corner per 33.130.210.D.9.

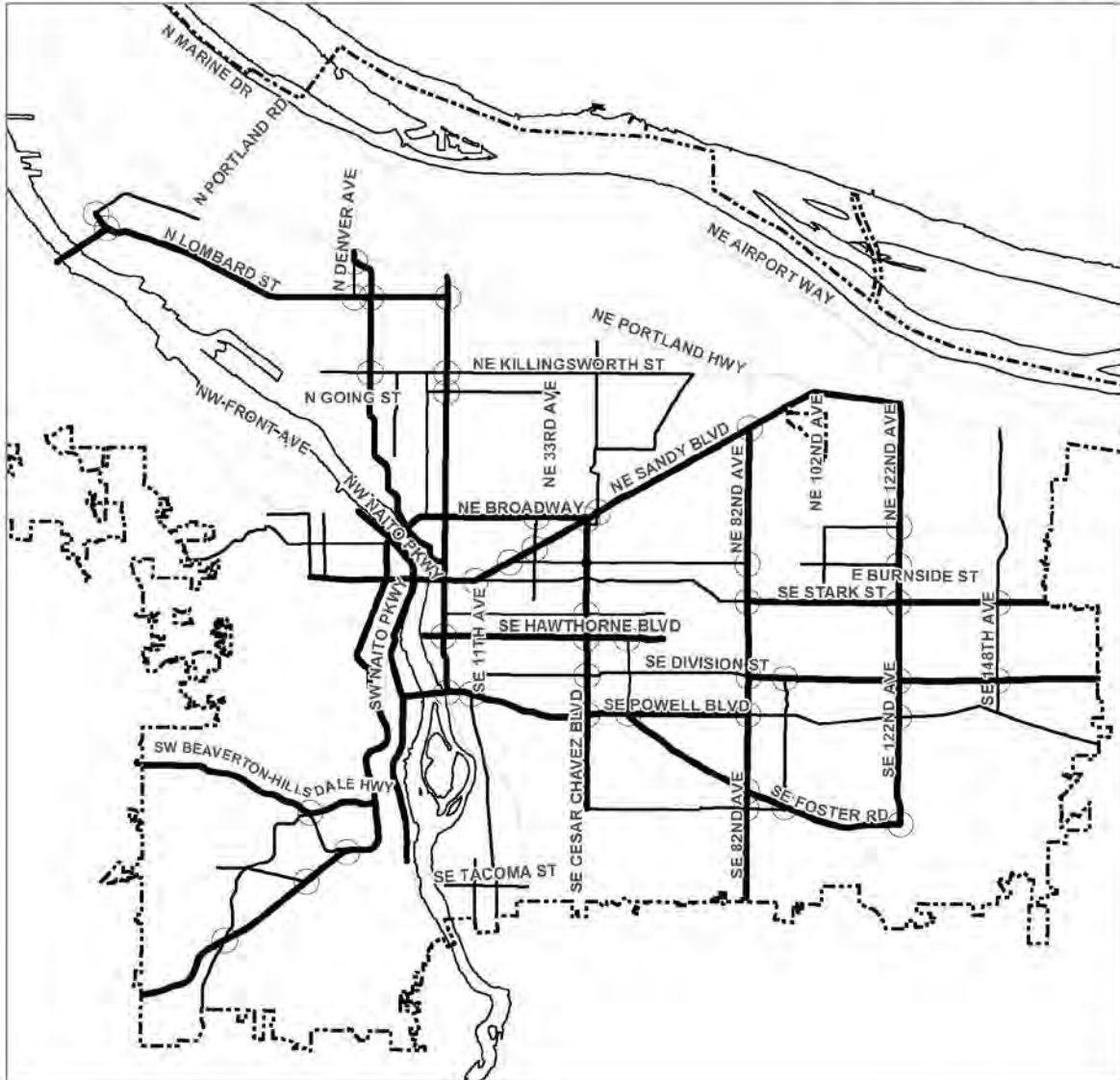
This is a preliminary map for discussion purposes only.





Civic Corridor Intersections with Corner Height Allowances

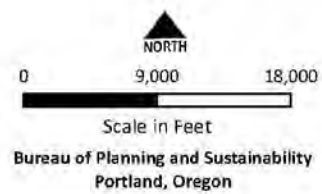
DRAFT

Map 130-1

Map Revised September 28, 2015



-  Civic Corridor
-  Neighborhood Corridor
-  Civic Corridor Intersection with CM Zoning
-  City Boundary



Commentary

Map 130-2

This map shows Civic Corridors where adjacent properties have requirements for minimum 10-foot setbacks from street lot lines (see 33.130.215.B.1).

This is a preliminary map for discussion purposes only. Mapping that will allow for identification of the applicability of the street setback requirement to specific properties is under development.

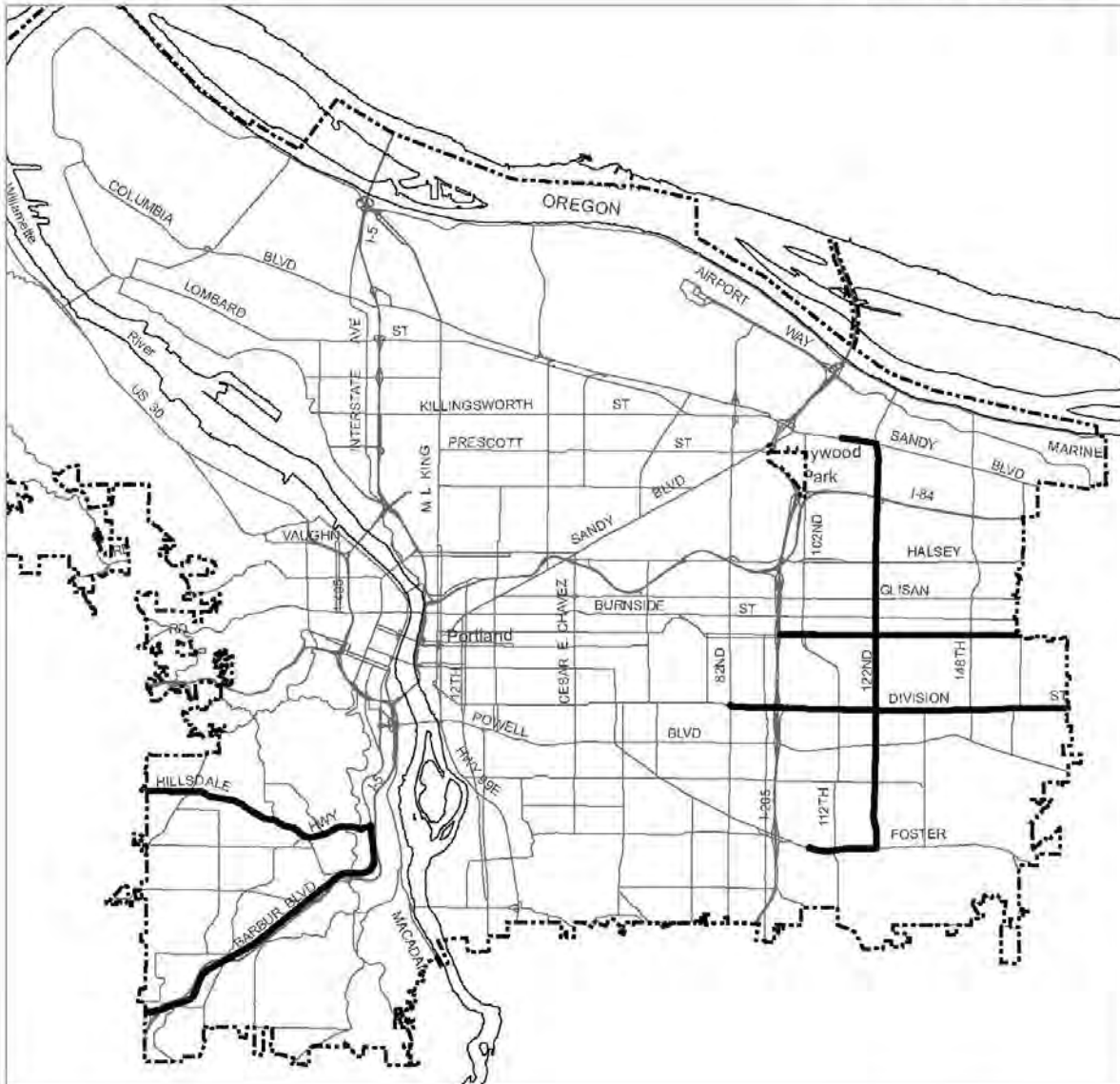
The street setback requirement is applied to Civic Corridors in the Eastern and Western pattern areas (see Map 130-3). Further discussion is needed as to whether or not this requirement should apply to properties along 82nd Avenue, which has a mix of larger lot patterns typical of Eastern neighborhood pattern areas, as well as small lots more typical of Inner neighborhood pattern areas (whose small dimensions could make 10-foot setbacks more problematic).

Civic Corridors with Required Setbacks

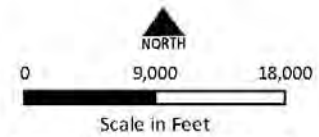
DRAFT

Map 130-2

Map Revised September 10, 2015



- City Boundary
- Civic Corridors where minimum 10-foot setbacks are required from street lot lines



Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 130-3

This map shows the location of the Inner, Eastern, Western, and River pattern areas. Building coverage and landscaped area requirements will vary based on pattern area (see Table 130-2). See the [Urban Form Background Report](#) for more on the neighborhood pattern areas, including information and mapping related to the lot and block patterns and other built and natural characteristics that distinguish the pattern areas.

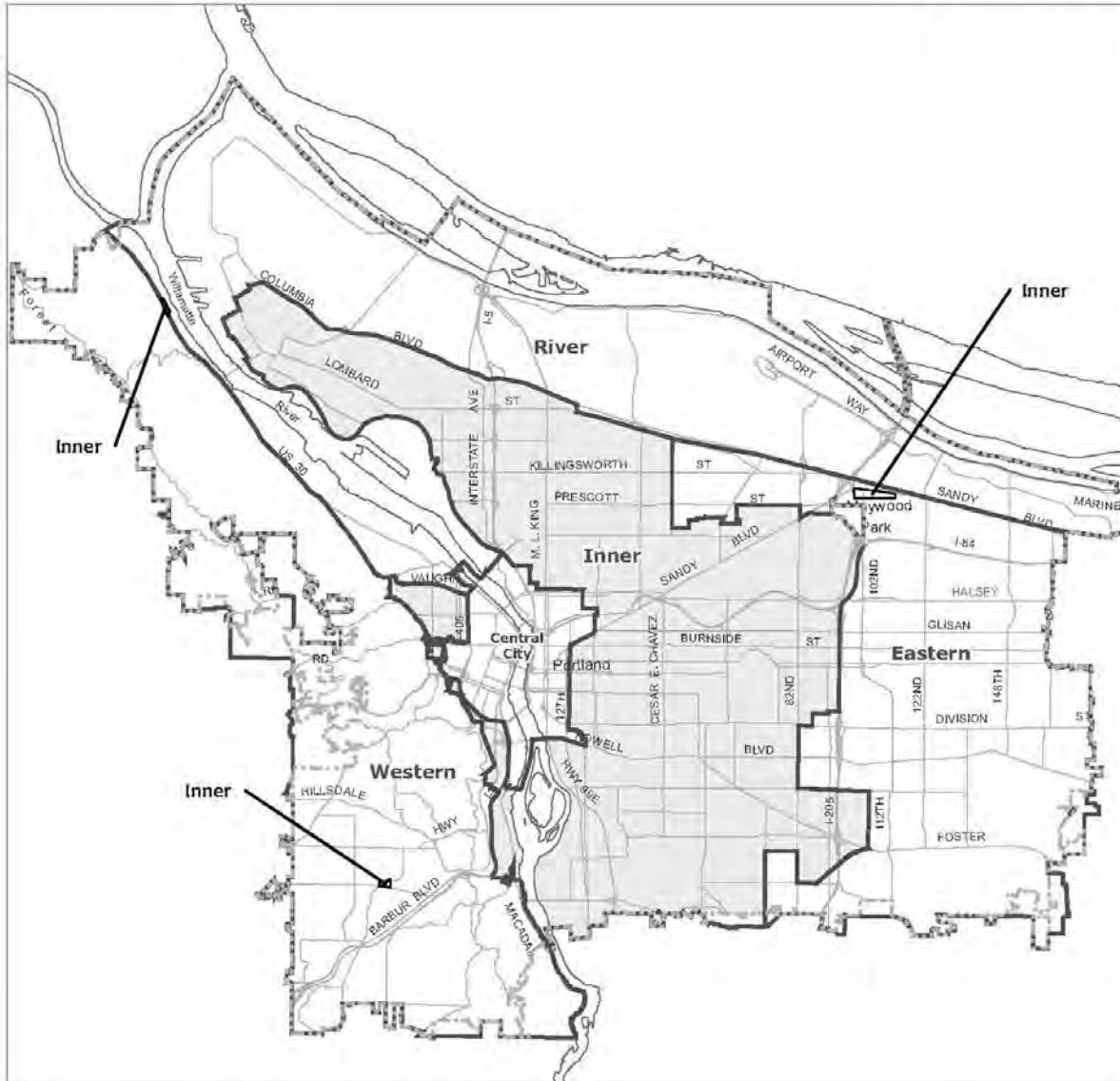
Note: this is a preliminary map for discussion purposes only. Mapping that will allow for identification of the applicability of the pattern area requirements to specific properties is under development. One possibility is for the pattern area boundaries to be shown on zoning quarter section maps.

Pattern Areas

DRAFT

Map 130-3

Map Revised July 13, 2015



--- City Boundary
— Pattern Area Boundaries



Commentary

33.266 Parking, Loading and Transportation Demand Management

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~striketrough~~.

Commentary

266 PARKING LOADING AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 266 is amended to reference the new Commercial Mixed Use zones in the regulations and delete references to most existing Commercial zones. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:

The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction

The changes add text to include the new requirements for Transportation Demand Management plans.

CHAPTER 33.266 PARKING, AND LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction

Motor Vehicle Parking

33.266.100 General Regulations

33.266.110 Minimum Required Parking Spaces

33.266.115 Maximum Allowed Parking Spaces

33.266.120 Development Standards for Houses and Duplexes

33.266.130 Development Standards for All Other Development

33.266.140 Stacked Parking Areas

33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose

33.266.210 Required Bicycle Parking

33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

Transportation Demand Management

33.266.410 Purpose

33.266.420 Standards for the Campus Institutional Zones

33.266.430 Standards for the Commercial/Mixed Use Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, ~~and~~ standards for on-site loading areas, and requirements for transportation demand management (TDM) plans. Other titles of the City Code may regulate other aspects of parking and loading.

Commentary

33.266.100 General Regulations

No change.

Motor Vehicle Parking

33.266.100 General Regulations

- A. Where the regulations apply.** The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.
- B. Occupancy.** All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.
- C. Calculations of amounts of required and allowed parking.**
 - 1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.3., below. When there are two or more separate primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. For joint use parking, see Paragraph 33.266.110.B., below.
 - 2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.
 - 3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
 - 4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.
- D. Use of required parking spaces.** Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

Commentary

33.266.100 General Regulations

This change is made to allow additional flexibility for the location of any required parking spaces.

- E. Proximity of parking to use.** Required parking spaces for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street-tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.
- F. Stacked parking.** Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.
- G. Office of Transportation review.** The Office of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

Commentary

33.266.110 Minimum Required Parking Spaces

A. No Change

33.266.110. B Minimum number of required parking spaces.

This section is being rewritten to be clearer about when parking is not required, and under what circumstances parking is required. The section identifies two basic groups of sites: 1) those close to transit, and 2) those far from transit.

33.266.110.B.1 This section addresses sites close to transit. Close to transit is defined as sites located less than 1500 feet from a transit station, or less than 500 feet from a transit street with 20-minute peak-hour service. For these sites parking is not required, except for developments with over 30 residential units. This regulation is the same as the current regulation for sites that are well-served by transit.

33.266.110.B.2 This section addresses sites far from transit. Far from transit is defined as sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak-hour service. For these sites, parking is generally required as stated in Table 266-1 and at levels stated in Table 266-2. This is consistent with the current approach to parking. An exception is made to the parking requirements for development on small sites 7500 square feet or less in size in the CM1, CM2, CM3 and CE zones. These sites would be exempt from parking requirements, except for developments with over 30 residential units. See Table 266-1 and related commentary for additional information on this exception.

These new provisions provide clarity about the locations and types of sites where parking is required or exempted.

33.266.110 Minimum Required Parking Spaces

- A. Purpose.** The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.
- B. Minimum number of required parking spaces ~~required~~.**
1. Sites located close to transit. For sites located less than 1500 feet from a transit station, or less than 500 feet from a transit street with 20-minute peak hour service, the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds:
 - a. Household Living uses. The minimum number of required parking spaces for sites with Household Living uses is:
 - (1) Where there are up to 30 dwelling units on the site, no parking is required;
 - (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;
 - (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and
 - (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.
 - b. All other uses. No parking is required for all other uses.
 2. Sites located far from transit. For sites located 1500 feet or more from a transit station or 500 feet or more from a transit street with 20-minute peak hour service, the minimum number of parking spaces required for all zones is stated in Table 266-1.

Commentary

33.266.110.B Minimum number of required parking spaces - continued.
Continued

33.266.110.C Required Carpool parking spaces.
Minor edit of this section.

- ~~1.~~ The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.
- ~~2~~3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:
- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;
 - c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and
 - d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.
- C. **Required ~~C~~carpool parking spaces.** For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:
1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
 2. The spaces ~~must~~will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.
 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

Commentary

33.266.110.D Minimum for sites well served by transit.

This section is being replaced by the rewrite of this section and the provisions in sections 33.266.110.B.1 and B.2.

33.266.110.E

Renumbered to 266.110.D. No substantive change.

~~D. Minimum for sites well served by transit.~~ For sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:

- ~~1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:

 - ~~a. Where there are up to 30 units on the site, no parking is required;~~
 - ~~b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;~~
 - ~~c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and~~
 - ~~d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.~~~~
- ~~2. All other uses. No parking is required for all other uses.~~

DE. Exceptions to the minimum number of parking spaces.

1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.
2. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.
3. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.
4. Substitution of transit-supportive plazas for required parking. Sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street may substitute transit-supportive plazas for required parking, as follows. Existing parking areas may be converted to take advantage of these provisions. Adjustments to the regulations of this paragraph are prohibited.
 - a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;
 - b. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;
 - c. The plaza must be at least 300 square feet in area and be shaped so that a 10' foot x 10' foot square will fit entirely in the plaza;
 - d. The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and

Commentary

- ~~de.~~ The plaza must include all of the following elements:
- ~~(1)~~ A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;
 - ~~(2)~~ A bench or other sitting area with at least 5 linear feet of seating;
 - ~~(3)~~ A shelter or other weather protection ~~that. The shelter must cover~~ at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and
 - ~~(4)~~ Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.
5. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.
 6. Substitution of car sharing spaces for required parking. Substitution of car sharing spaces for required parking is allowed if all of the following are met:
 - a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;
 - b. The car-sharing parking spaces must be shown on the building plans; and
 - c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.
 7. Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility for required parking is allowed if all of the following are met:
 - a. A bike sharing station providing 15 docks and eight shared bicycles reduces the motor vehicle parking requirement by three spaces. The provision of each additional of four docks and two shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;
 - b. The bike sharing facility must be adjacent to, and visible from the street, and must be publicly accessible;
 - c. The bike sharing facility must be shown on the building plans; and
 - d. Bike sharing agreement.
 - (1) The property owner must have a bike sharing agreement with a bike-sharing company;

Commentary

Table 266-1

Changes to this table reflect changes to the new Commercial Mixed Use zoning designations and indicate the applicable parking standards.

As noted previously in commentary for 33.266.110.B.2, for sites far from transit parking is required in the CM1, CM2, CM3 and CE zones as required in Table 266-1 at the levels stated in Table 266-2.

However, an exception is made to the parking requirements for development on small sites 7500 square feet or less in size. Sites 7,500 square feet or less in size are proposed to be exempt from parking requirements, except for developments with over 30 residential units. The rationale for this is that parking can be difficult to provide on small sites with commercial uses; many sites of this size are zones CS, CM, CN1 or EX and are currently developed without parking and would become non-conforming if parking were required. Currently, the zoning code exempts parking in zones such as CN1, CS, CM, CX, and EX, which are often applied in urban situations on small sites. The CS, CM and CN1 parking exempt zones will no longer exist in the new zoning framework. The exemption for sites 7500 SF or less covers many of the situations where parking would have been exempted by these zones.

- (2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and
- (3) A copy of the signed agreement between the property owner and the bike-sharing company, accompanied by a letter of approval from the Bureau of Transportation, must be submitted before the building permit is approved.

Table 266-1	
Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]	
Zone	Requirement
OS, RF - RH, IR, CN2, CO2, EG, EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
<u>CM1, CM2, CM3, CE</u>	<u>Sites that are 7,500 square feet or less in size: No minimum except for Household Living, which has the following minimums:</u> 0 for 1 to 30 units; 0.20 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. <u>Sites over 7,500 square feet in size: Minimum is Standard A in Table 266-2</u> <u>Maximum is Standard B in Table 266-2.</u>
EX	No Minimum—None, except for: <u>Household Living, which has the following minimums: of</u> 0 for 1 to 3 units; 1 per 2 units for four+ units; and SROs <u>are</u> exempt. Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office – Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area.
CN1	Minimum—None. Maximum of 1 space per 2,500 sq. ft. of site area.
CM, CS, RX, CX, CO1	No Minimum—None, except for: <u>Household Living, which has the following minimums: of</u> 0 for 1 to 30 units; 0.2 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish different parking minimum and maximum requirements through the review.

Commentary

Table 266-2

A maximum parking ratio standard for Household living uses is proposed for sites in the Commercial Mixed Use zones that are located close to transit. The purpose of the maximum is to prevent oversupply of parking for housing in mixed use areas and to establish an upper limit on the amount of parking that may be provided as Accessory Parking or Commercial Parking in new provisions of 33.130. In this discussion draft staff proposes to exempt houses, attached houses and duplexes from the maximum parking ratio so that garages and parking in driveways in front of garages is not eliminated as a possibility for those housing types. An alternative would be to have a maximum limit, but set it at a higher ratio (e.g. 2 or 3 spaces per unit).

The actual parking ratios for recent multi-dwelling developments in mixed use zones generally ranges from zero (for small projects in areas well served by transit) to roughly one space per unit, although there are exceptions where parking is provided at higher ratios (the average is 0.5:1). The 1.35 per unit ratio is similar to the maximums currently allowed in the Central City. Sites that are far from transit or in single dwelling or duplex uses would be exempt from this maximum.

**Table 266-2
Parking Spaces by Use [2]
(Refer to Table 266-1 to determine which standard applies.)**

Use Categories	Specific Uses	Standard A	Standard B
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None, except 1.35 per unit on sites that are both in a commercial mixed use zone and close to transit as described in 33.266.110.B.1. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of net building area	1 per 294 sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats	1 per 5 seats

Commentary

Table 266-2 continued

There are no changes to this part of Table 266-2.

**Table 266-2
Parking Spaces by Use [2]
(Refer to Table 266-1 to determine which standard applies.)**

Use Categories	Specific Uses	Standard A	Standard B
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter [1]	1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Waste-Related		See note [2]	See note [2]
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom
	High school	7 per classroom	10.5 per classroom
Medical Centers		1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Colleges		1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms
Religious Institutions		1 per 100 sq. ft. of main assembly area	1 per 67 sq. ft. of main assembly area
Daycare		1 per 500 sq. ft. of net building area	1 per 330 sq. ft. of net building area

Commentary

Table 266-2 continued

There are no changes to this part of Table 266-2.

33.266.115 Maximum Allowed Parking Spaces

No change to code text.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Other Categories			
Agriculture		None	None
Aviation		See note [2]	See note [2]
Detention Facilities		See note [2]	See note [2]
Mining		See note [2]	See note [2]
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None
	Radio or television broadcast facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:

- [1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
- [2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish parking minimum and maximum requirements through the review.

33.266.115 Maximum Allowed Parking Spaces

- A. Purpose.** Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

- B. Maximum number of parking spaces allowed.** Regulations in a plan district or overlay zone may supersede the regulations in this subsection.
 1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
 - a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in subparagraph B.1.b, ~~below~~;

Commentary

33.266.115 Maximum Allowed Parking Spaces - continued

No change to code text.

33.266.120 Development Standards for Houses and Duplexes

The text of this section is omitted for brevity because there are no changes to the text of the code.

33.266.130 Development Standards for All Other Uses

There are no changes to code text on this page. Changes in this section are to 33.266.130.C.3.b.

- b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. Applicants requesting this exception must provide a map identifying the site and all bus stops and Transit Stations within 1/2 mile of the site and TriMet schedules for all transit routes within 1/2 mile of the site.
2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:
 - a. Generally. There is no maximum number of parking spaces, except as provided in Subparagraph B.2.b., below;
 - b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.
3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:
 - a. The site is at least eight acres in area;
 - b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and
 - c. At least 700 of the accessory parking spaces are in a structure; or
 - d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

33.266.120 Development Standards for Houses and Duplexes

[No changes]

33.266.130 Development Standards for All Other Uses

- A. Purpose.** The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:
- Provide a pedestrian access that is protected from auto traffic; and
 - Create an environment that is inviting to pedestrians and transit users.
 - The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

Commentary

33.266.130.C.3.b Frontage limitation

This change makes reference to the new array of commercial mixed use zones. No substantive change has been made to the regulation.

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

B. Where these standards apply. The standards of this section apply to all vehicle areas whether required or excess parking, except for residential parking areas subject to the standards of 33.266.120.

C. On-site locations of vehicle areas.

1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3.
2. Building setbacks for structures that contain vehicle areas.
 - a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.
 - b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.
 - c. Structured parking that does not allow exiting in a forward motion in C, E, or I Zones must be set back 18 feet from the street lot line.
3. Frontage limitation.
 - a. The standard of this subparagraph applies outside the Central City plan district in the R3, R2 and R1 zones. No more than 50 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.
 - b. The standard of this paragraph applies outside the Central City plan district in the RH, RX, IR, ~~CM1, CM2, CM3, CE, CN, CO, CG, CX~~, EG1, and EX zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

Commentary

Table 266-3

The table is amended to reflect applicability to the new array of zones. The parking location standards for *CM1*, *CM2*, and *CM3* are relaxed as compared to the existing *CS* and *CM* zone standards in that parking between a building and a street is proposed to be not allowed, rather than prohibited. The intent is still to not have parking in front of buildings, but provide an avenue to consider special situations through the Adjustment review process if they arise.

D. Improvements.

1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.
2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.
3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

Table 266-3 Location of Vehicle Areas [1]			
Zone	General Standard	Exception for Through Lots and Sites with Three Frontages	Exception for Full-Block Sites
OS, RF-R5, R2.5, EG2, I	No restrictions.		
R3, R2, R1, RH, IR, <u>CE</u>, CN, CO, CG, EG1	Vehicle areas not allowed between the portion of the building that complies with the maximum street setback and the transit street or streets in a Pedestrian District.	May have vehicle areas between the portion of the building that complies with the maximum street setback and one Local Service Transit Street.	May have vehicle areas between the portion of the building that complies with the maximum street setback and two Local Service Transit Streets.
CM, CS	Prohibited between a building and any street. [2]	May have vehicle areas between the building and one Local Service Transit Street.	May have vehicle areas between the building and two Local Service Transit Streets.
RX, <u>CM1, CM2, CM3, CX, EX</u>	Not allowed between a building and any street.	May have vehicle areas between the building and one Local Service Transit Street.	May have vehicle areas between the building and two Local Service Transit Streets.

Notes:

[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.

[2] Existing Development: Where the vehicle area exists, and an existing building is being expanded, the location of vehicle area between the building and any street is not allowed, rather than prohibited.

Commentary

33.266.130.E-G Development Standards for All Other Uses

33.266.140 Stacked Parking Areas

33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose

33.266.210 Required Bicycle Parking

33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

No changes are proposed for the code sections on this page. The code has been removed from this draft for brevity.

- E. **Stormwater management.** [No changes]
- F. **Parking area layouts.** [No changes]
- G. **Parking area setbacks and landscaping.** [No changes]

33.266.140 Stacked Parking Areas

[No changes]

33.266.150 Vehicles in Residential Zones

[No changes]

Bicycle Parking

33.266.200 Purpose

[No changes]

33.266.210 Required Bicycle Parking

[No changes]

33.266.220 Bicycle Parking Standards

[No changes]

Loading

33.266.310 Loading Standards

[No changes]

Commentary

33.266.410 Purpose

The purpose statement describes the need and rationale for the Transportation Demand Management (TDM) requirements. TDM plans are intended to reduce trips by single-occupant and private autos, and encourage use of alternative transportation modes. They may also reduce the need for vehicle ownership and corollary parking demand.

33.266.430 Standards for the Commercial/Mixed Use Zones

These regulations explain the thresholds and procedure for a TDM plan for development in the Commercial/Mixed Use Zones. A TDM plan will be required of developments that include more than 20 residential units. The TDM requirements will allow an applicant/building manager to conform to one or more pre-approved TDM plans. As an alternative, a Transportation Impact Review (see 33.852) will be allowed. Pre-approved plans and procedures will be included in amendments to Title 17. More information about TDM can be found in Section VII of this Discussion Draft Report.

Transportation Demand Management

33.266.410 Purpose

Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

33.266.420 Transportation Impact Analysis in the Campus Institutional Zones

[Placeholder for requirements in Campus Institutional zones]

33.266.430 Transportation Demand Management in the Commercial/Mixed Use Zones

In the commercial/mixed use zones, a transportation demand management plan is required when development on a site includes more than 20 dwelling units. To meet this standard, the applicant must choose one of the pre-approved transportation demand management plans described in Title 17.XXX, or go through a Transportation Impact Review as described in 33.852.

Commentary

33.415 Centers Main Street Overlay Zone

The Centers Main Street overlay zone is a new Chapter. The purpose of the overlay is to enhance the active pedestrian main street qualities of key streets within Comprehensive Plan designated Centers. The overlay would be applied to a limited set of properties along a roadway within a center, and may not cover the full extent of many developed main streets (for example, this would be applied to the core portion of a street like Alberta, not the full length). The tool is designed to be applied throughout the city in areas where these more specific pedestrian-oriented qualities, active uses, and minimum levels of development are desired. The existing main street overlays (33.455; 33.460) are being recast as Plan Districts (see 33.520; 33.545; 33.575) because the locations and streets where those regulations are applied typically have more unique features or desired regulatory approaches. An issue still being analyzed is how this Centers Main Street overlay would interact/apply in other plan district areas.

A map of the specific areas where the overlay is proposed is included in this section and in Section VI, Zoning Map Amendments.

This is a new chapter. For readability, ~~strike through~~ and underline is not used.

Commentary

33.415.010 Purpose

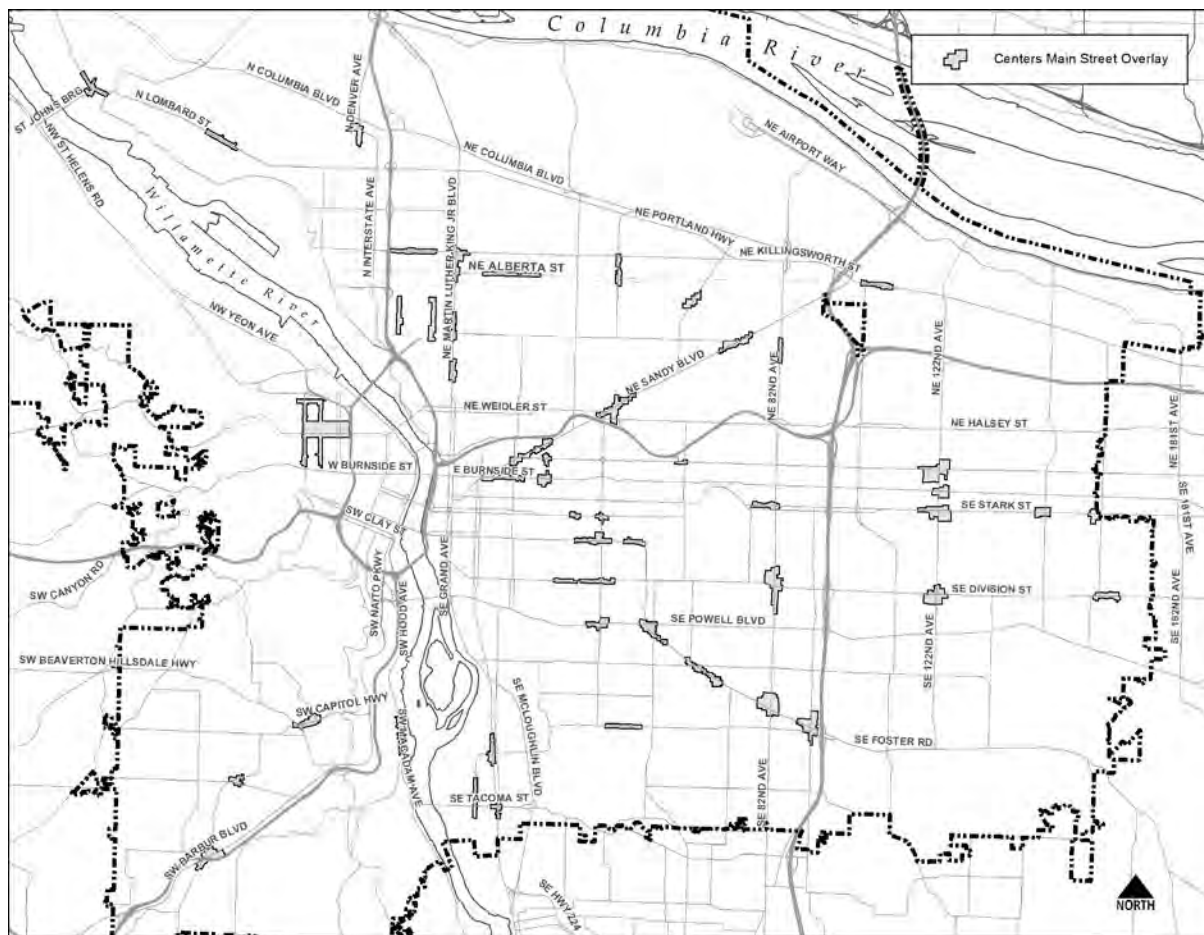
The Centers Main Street overlay zone is intended to encourage a mix of commercial, residential and employment opportunities on the key main streets within Comprehensive Plan identified town and neighborhood centers, and in other locations where pedestrian-oriented qualities, active uses, and minimum levels of development are desired. It will be mapped along specific sections of key streets within town and neighborhood centers identified in the Comprehensive Plan.

33.415.020 Short Name and Map Symbol

The Centers Main Street Overlay Zone is shown on the Official Zoning Maps with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone. A citywide map of this overlay zones is below.



33.415 Centers Main Street Overlay Zone

415

Sections:

General

- 33.415.010 Purpose
- 33.415.020 Short Name and Map Symbol
- 33.415.030 Where These Regulations Apply

Use Regulations

- 33.415.100 Prohibited Uses
- 33.415.200 Required Ground Floor Active Use

Development Regulations

- 33.415.300 Prohibited Development
- 33.415.310 Minimum Floor Area Ratio
- 33.415.320 Maximum Building Setbacks
- 33.415.330 Location of Vehicle and Exterior Display Areas
- 33.415.340 Ground Floor Windows
- 33.415.350 Entrances

General

33.415.010 Purpose

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicle and pedestrian, support hubs of community activity, and foster development intensities that are supportive of transit.

33.415.020 Short Name and Map Symbol

The Centers Main Street overlay zone is shown on the Zoning Map with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone.

Commentary

33.415.100 Prohibited Uses

The listed uses are prohibited because they are non-active uses or are detrimental to creating an active, pedestrian oriented main street area.

33.415.200 Required Use

Key uses are now required as part of the ground floor of developments. The list of uses is designed to create an active main street area in these key areas. In some cases, particular functions of larger, multi-function uses are specified.

33.415.300 Prohibited Development

The listed types of development are prohibited because they are detrimental to creating an active, pedestrian oriented main street area or are inappropriate in terms of intensity.

33.415.310 Minimum Floor Area Ratio

A minimum floor area is required to provide a minimum level of intensity of development in these key main street storefront type areas. Minimum FAR is used because the new base zones do not require minimum density, and the minimum building coverage requirements of the current CS/CM zones (50% of site) are being eliminated in the base zone.

Use Regulations

33.415.100 Prohibited Uses

The following uses are prohibited in the Centers Main Streets overlay zone:

- A. Quick vehicle servicing; and
- B. Self-Service Storage.

33.415.200 Required Ground Floor Active Use

Where any portion of a building is within 100 feet of a transit street, at least 50 percent of the total floor area of the ground level in each building must be in one of the following active uses, as allowed by the base zone:

- A. Retail Sales and Service;
- B. Office;
- C. Industrial Service;
- D. Manufacturing and Production;
- E. Community Service;
- F. Daycare;
- G. Religious Institutions;
- H. Schools;
- I. 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
- J. 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.

Development Regulations

33.415.300 Prohibited Development

The following development is prohibited in the Centers Main Street overlay zone:

- A. Drive-through facilities; and
- B. Houses, attached houses, and duplexes within 100 feet of a transit street.

33.415.310 Minimum Floor Area Ratio

The minimum floor area ratio (FAR) for all new development is 0.5 to 1.

Commentary

33.415.320 Maximum Building Setbacks

This regulation is intended to provide a greater amount of building wall near the sidewalk/lot line than the base zone, without a required "build to" line.

33.415.330 Location of Vehicle and Exterior Display Areas

The intent is to create a high-quality, pedestrian friendly environment particularly along transit street frontages. This regulation does this by limiting the on-site location of vehicle and parking areas and their access points, as well as by limiting the on-site areas where exterior display can be located.

33.415.340 Ground Floor Windows

In order to create a high quality pedestrian oriented main street experience, a greater degree of ground floor window coverage (60%) is required than in the base zones (40%).

33.415.320 Maximum Building Setbacks

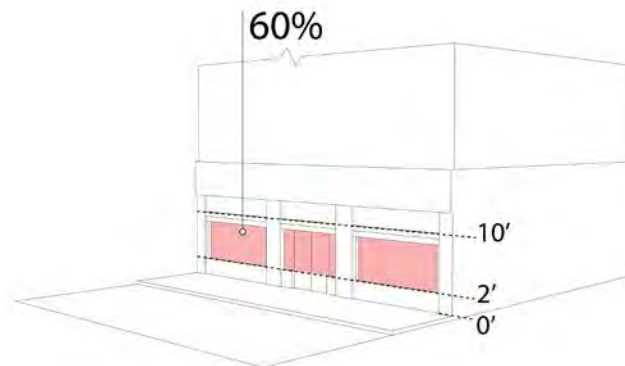
At least 70 percent of the length of the ground level street-facing façade of the building must meet the maximum building setback standard of the base zone. If the site has three or more block frontages, this standard only applies to two frontages. In the case of sites with three or more block frontages, the two frontages subject to this standard are those with the highest transit street classifications. If multiple streets have the same highest transit street classification, the applicant may choose on which streets to meet the standard.

33.415.330 Location of Vehicle and Exterior Display Areas

- A. Purpose.** The vehicle and exterior display area regulations help minimize conflicts between vehicles and pedestrians, and create a pleasant, pedestrian-oriented environment by limiting the areas where parking and other exterior activities may be located on site.
- B. Frontage limitation.** No more than 40 percent of the frontage on a transit street may be used for vehicle areas or exterior display areas.
- C. Vehicle access and vehicle area limitations.**
 1. Motor vehicle access to any on-site parking or vehicle area is prohibited on transit streets unless the transit street is the only site frontage.
 2. If the site is on a corner and is adjacent to an alley, access for motor vehicles must be from the alley.
 3. Surface parking areas and access to surface parking areas are not allowed within 40 feet of a corner.

33.415.340 Ground Floor Windows

The base zone ground floor window standards of 33.130.230 apply to all sites in the Centers Main Street Overlay Zone, except that for sites with frontage on a transit street the amount of ground level wall area of the street-facing façade that must be covered by windows is 60 percent rather than 40 percent.



Commentary

33.415.350 Entrances

The proposed changes to the base zone (33.130) will require a minimum entrance frequency of 1 per 200 feet of frontage. Centers are intended to be more active pedestrian spaces, and a greater degree of entrance frequency is intended to support that goal. A minimum of 1 entry per 100 feet of frontage is required in the Centers Main Street overlay area in order to help create a more active pedestrian environment.

33.415.350 Entrances

- A. Purpose.** Building entrances provide convenient pedestrian access between the use and public sidewalks and transit facilities. They help promote an environment that supports retail facilities and pedestrian activity.
- B. Entrance frequency.** At least one entrance is required for every 100 feet of building length for buildings with any non-residential use located within the maximum street setback.
- C. Entrance Design.** Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

Commentary

33.508 Cascade Station/Portland International Center Plan District

Commentary

33.508 Cascade Station/Portland International Center Plan District

33.508.220 Maximum Development/Transportation Capacity

A Transportation Impact Review (TIR) is allowed as an alternative to selecting a pre-determined TDM plan. The requirements for a TIR (33.852) are modeled on 33.508 and these regulations are being relocated from this code section to new code section 33.852. These standards are referenced in a number of code sections including 33.266.420.

CHAPTER 33.508 Cascade Station/Portland International Center Plan District

508

33.508.220 Maximum Development/Transportation Capacity

- A. **Purpose.** [No change.]
- B. **Limitations on the amount of development allowed.** [No change.]
- C. **Cascade Station/Portland International Center Transportation Impact Analysis Review.**
 An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.
 - ~~1.—Description of recommended development;~~
 - ~~2.—Delineation of the study area, and rationale for the delineation;~~
 - ~~3.—Description of existing uses and conditions in the study area;~~
 - ~~a.—The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~
 - ~~b.—Any approved TIA must be reflected in the BDS tracking report;~~
 - ~~4.—Traffic forecasts and distribution;~~
 - ~~5.—Primary traffic access routes to and from the study area;~~
 - ~~6.—Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~
 - ~~7.—Evaluation of:~~
 - ~~a.—Impacts on street function, capacity and level of service;~~
 - ~~b.—Impacts on on-street parking;~~
 - ~~c.—Access requirements;~~
 - ~~d.—Impacts on transit operations and movements;~~
 - ~~e.—Impacts on pedestrian and bicycle routes and safety; and~~
 - ~~f.—Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

33.520 Division Street Plan District

This is a new chapter. For readability, ~~strikerough~~ and underline is not used.

Commentary

33.520 Division Street Plan District

The Main Streets Corridor overlay zone (33.460) has provisions specific to Division Street. That overlay zone and the related Main Streets Node overlay zone (33.455) are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 relevant to Division are met through new base zone standards (33.130), through the new overlay (33.415) or through application of the design overlay zone. In some cases, existing overlay zone standards are no longer applicable or desired and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Division Street are being recast in this plan district.

33.520 Division Street Plan District

520

Sections:

General

33.520.010 Purpose

33.520.020 Where These Regulations Apply

Development Standards

33.520.100 Reinforce the Corner

33.520.110 Exterior Finish Material

Map 520-1 Division Street Plan District

General

33.520.010 Purpose

The Division Street plan district promotes development that fosters a pedestrian- and transit-oriented main street and reinforces the pattern of older industrial, commercial, and residential buildings along the street. These plan district's provisions ensure that development:

- Activates Division Street corners and enhances the pedestrian environment;
- Steps down building heights to reduce the negative impacts of larger scale buildings on the adjoining single-dwelling zones;
- Is constructed with high quality materials in combinations that are visually interesting;
- Consists of retail that primarily serves the surrounding neighborhood, is small in scale and promotes pedestrian activity; and
- Provides neighbors with the opportunity to give early input to developers on significant projects.

33.520.020 Where These Regulations Apply. The regulations of this chapter apply to the Division Street plan district. The boundaries of the plan district are shown on Map 520-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

33.520.100 Reinforce the Corner

- A. **Where the standards apply.** The following standards apply to sites where any of the floor area on the site is in a nonresidential use, and where a site abuts both Division Street and an intersecting street:
 - B. **Main entrance standard.** For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the following. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main entrance must:
 - a. Be within 5 feet of the façade facing Division Street; and

Commentary

- b. Either:
 - (1) Face Division Street; or
 - (2) Be at an angle of up to 45 degrees from Division Street, measured from the street property line.
- c. Surface parking areas are not allowed within 40 feet of the corner.

33.520.110 Exterior Finish Materials

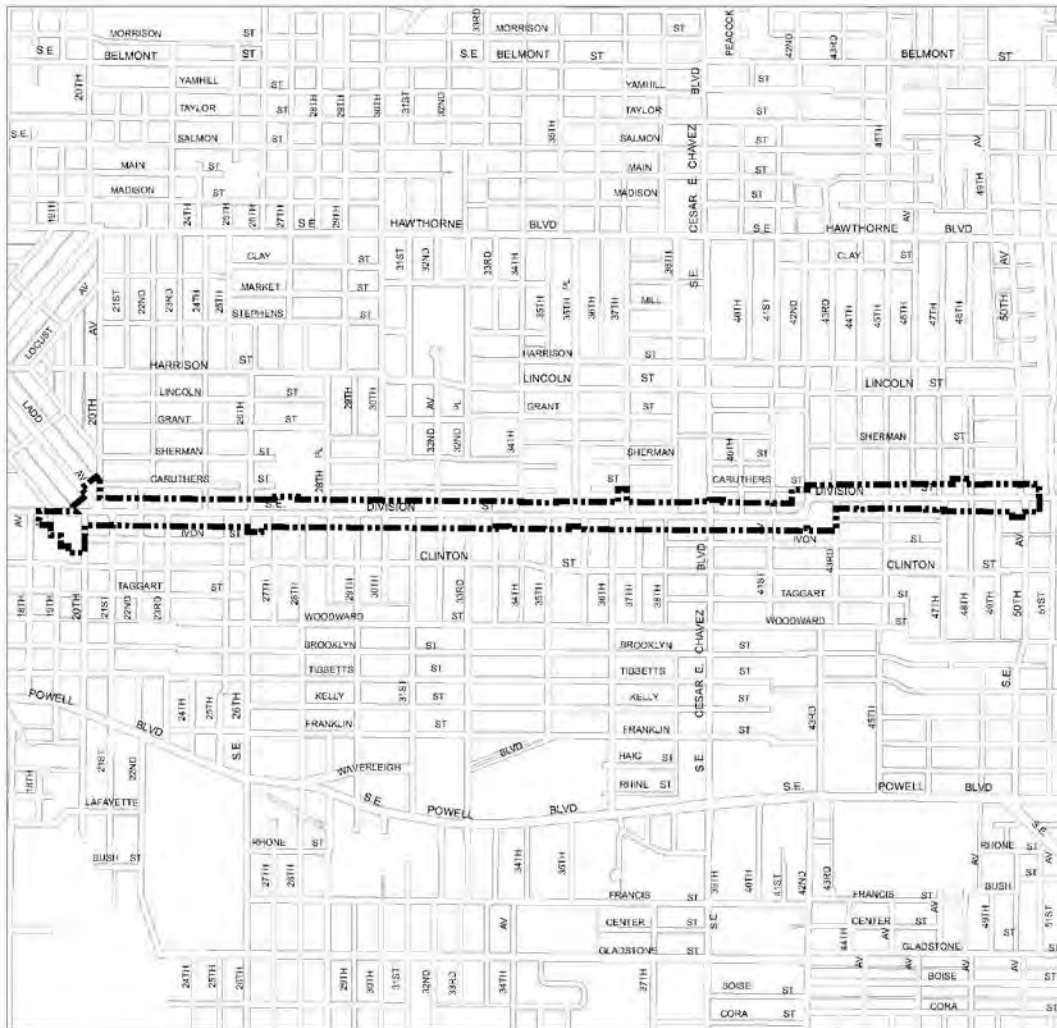
- A. Where the standards applies.** The exterior finish materials standard applies on all building façades. Items that are exempt from this standard are listed in Section 33.420.045, Exempt From Design Review.
- B. Exterior finish materials standard.** Plain concrete block, plain concrete, corrugated metal, plywood, and sheet pressboard may not be used as exterior finish material except as secondary finishes if they cover no more than 10 percent of each facade.


Commentary

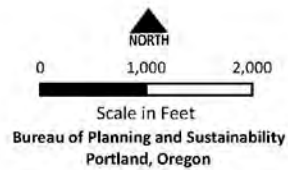
Draft Division Street Plan District

Map 520-1

Map Revised Xxxxx X, 2015



 Plan District boundary



Commentary

33.545 Lombard Street Plan District

This is a new chapter. For readability, ~~striketrough~~ and underline is not used.

Commentary

33.545 Lombard Street Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Lombard Street. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant to Lombard Street are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Lombard Street are being recast in this plan district.

33.545 Lombard Street Plan District

545

Sections:

General

33.545.010 Purpose

33.545.020 Where These Regulations Apply

Development Standards

33.545.100 Standards for Community Corner

33.545.110 Additional Regulations in the CM1 Zone

33.545.120 Additional Standards for the R1 Zone

Map 545-1 Lombard Street Plan District

General

33.545.010 Purpose

The Lombard Street Plan District implements the Lombard Street nodes and corridors elements of the St Johns/Lombard Plan by promoting development that fosters a pedestrian- and transit-oriented main street in key places, and supports enhanced design for multi-dwelling residential developments.

33.545.020 Where These Regulations Apply. The regulations of this chapter apply to the Lombard Street plan district. The boundaries of the plan district are shown on Map 545-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

33.545.100 Standards for Community Corners

- A. Purpose.** These standards create active use areas and community gathering places along major streets intersecting with North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.
- B. Where the standards apply.** The following standards apply to Subdistrict B on Map 545-1.
- C. Standards.**
 1. The ground level street-facing facades of primary structures must be within 10 feet of both street lot lines.
 2. Surface parking areas are not allowed within 40 feet of the corner.

Commentary

33.545.110 Additional Regulations in the CM1 Zone

- A. Purpose.** These regulations encourage residential mixed use development and housing, in addition to small scale commercial development along sections of North Lombard Street to foster a transit-oriented main street environment. Size of uses are specified to promote commercial uses along the main street that serve a local market area, while limiting their potential impacts on residential uses.
- B. Where these regulations apply.** The following regulations apply to sites in Subdistrict A on Map 545-1 that are zoned CM1.
- C. Retail Sales and Service and Office uses.** Each individual use is limited to 10,000 square feet of net building area.
- D. Bonus option for housing.** Proposals providing housing receive bonus height. The maximum building height is 45 feet.
- E. Non-residential floor area.** The maximum FAR for non-residential uses is 1:1. Adjustments to this maximum are prohibited.

Commentary

33.545.120 Additional Standards in the R1 Zone

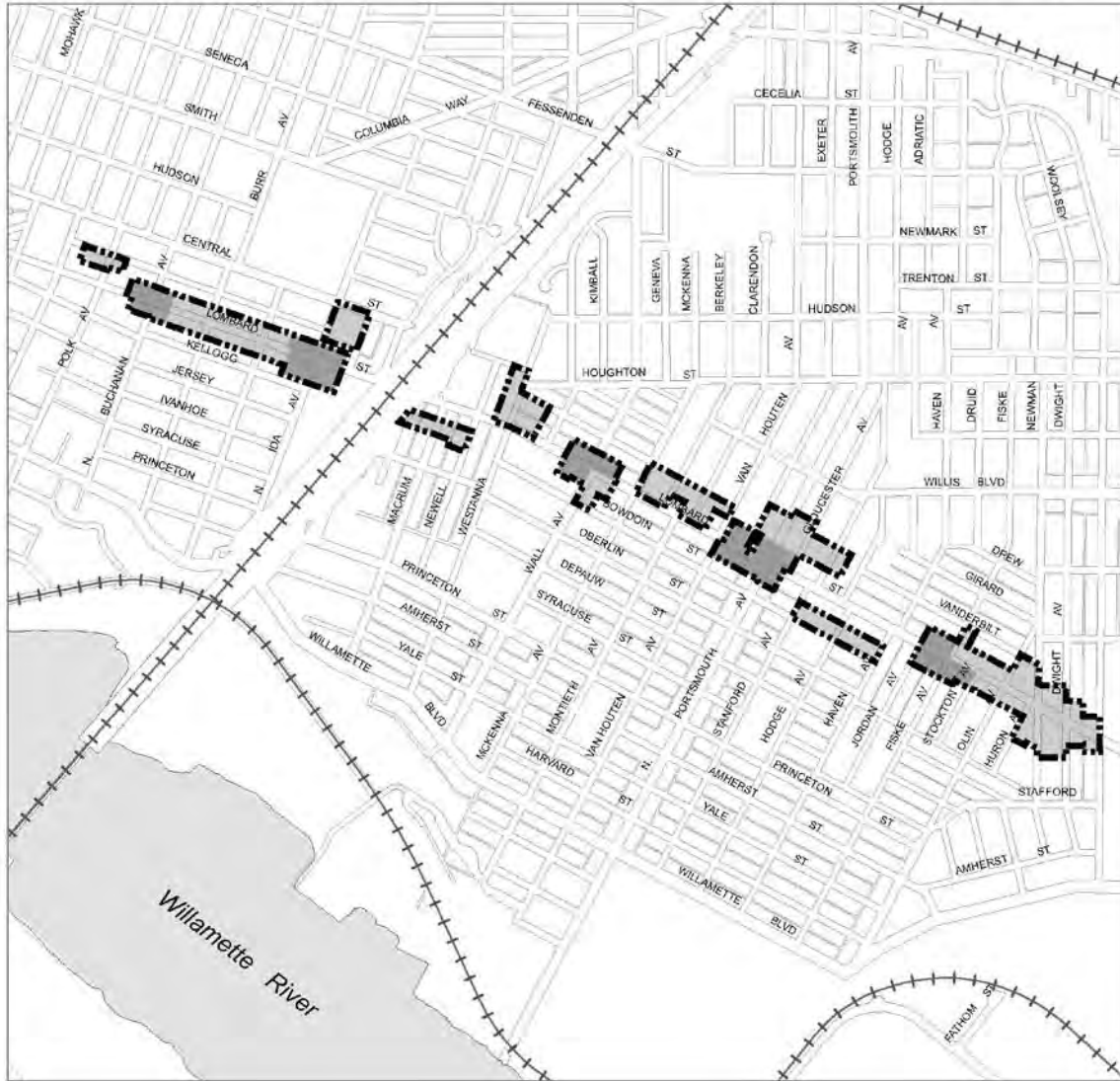
- A. Purpose.** These standards ensure that development of sites with the potential for medium density development along or adjacent to the main street:
- contributes positively to established neighborhoods and the area’s character;
 - creates a strong physical and visual connection between the living area and the street, and the main entrance and the street; and
 - improves the transition between development in the commercial and single-dwelling zone areas.
- B. Where these standards apply.** The following standards apply to duplexes, attached houses, and multi-dwelling structures on sites in Subdistrict A on Map 545-1 that are zoned R1.
- C. Standards.** The following standards may not be modified through design review, however adjustments are allowed.
1. Community design standards. The following standards of Section 33.218.110, Community Design Standards for Primary and Attached Accessory Structures in the R3, R2, and R1 Zones, must be met:
 - a. 33.218.110.E, Large building elevations divided into smaller areas;
 - b. 33.218.110.G.1, Location of main entrance;
 - c. 33.218.110.H.4, Attached garages; and
 - d. 33.218.110.J.1 and J.2, Exterior finish materials.
 2. Corner lots with alley access. If the site is a corner lot that is adjacent to an alley, access for motor vehicles must be from the alley.
 3. On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.




Commentary

Draft Lombard Street Plan District and Subdistricts

Map 545-1

Map Revised Xxxxx X, 2015



-  Plan District boundary
-  Subdistrict A
-  Subdistrict B



Commentary

33.575 Sandy Boulevard Plan District

This is a new chapter. For readability, ~~striethrough~~ and underline is not used.

Commentary

33.575 Sandy Boulevard Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Sandy Boulevard. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant Sandy Boulevard are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant Sandy Boulevard are being recast in this plan district.

33.575 Sandy Boulevard Plan District

575

Sections:

General

33.575.010 Purpose

33.575.020 Where These Regulations Apply

Development Standards

33.575.100 Transition Between Residential and Commercial Zones

33.575.110 Building Facades Facing Sandy Boulevard

Map 575-1 Sandy Boulevard Plan District

General

33.575.010 Purpose

The Sandy Boulevard Plan District implements the Sandy Boulevard elements of the Hollywood and Sandy Plan through special height transitions and unique setback treatments.

33.575.020 Where These Regulations Apply. The regulations of this chapter apply to the Sandy Boulevard plan district. The boundaries of the plan district are shown on Map 575-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

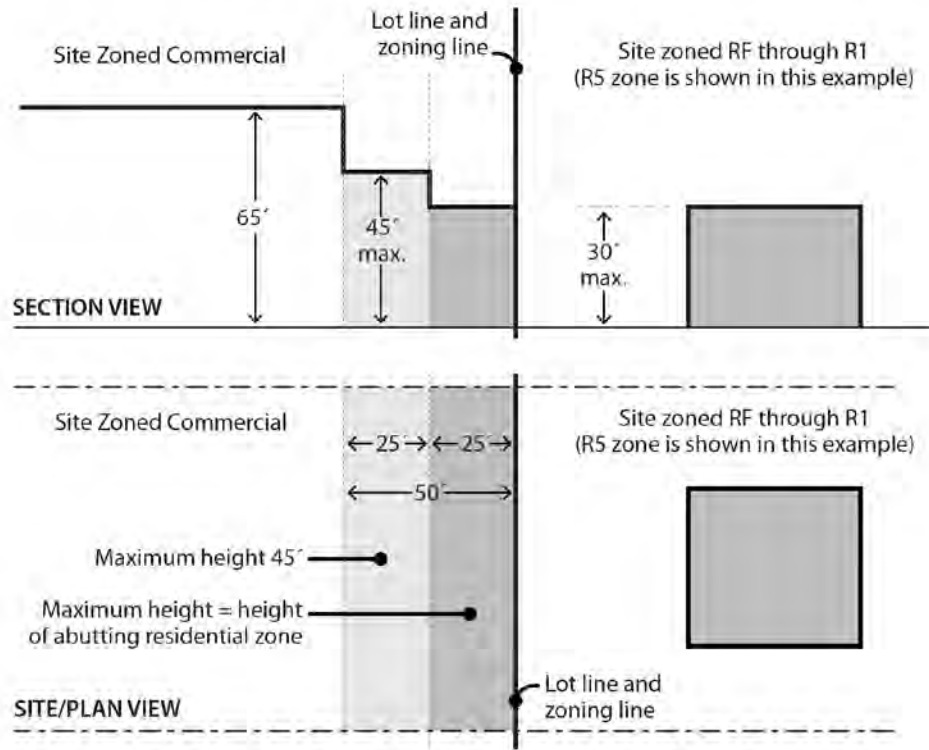
33.575.100 Transition Between Residential and Commercial Zones

- A. Purpose.** These regulations ensure a landscaping treatment along commercial lot lines that face, but are across the street from a single-dwelling residential zone. In addition, the regulations prevent large blank walls above the ground floor from facing residential sites from across a street and ensure that building heights reduce to relate to adjoining single-dwelling zones.
- B. Where these regulations apply.** These regulations apply to sites on Map 575-1
- C. Height limits for sites abutting or across the street from a RF-R1 zones.** Sites in commercial zones abutting or across the street from RF through R1 zones have special height limits that create a transition to the residential zone. The height limits are as follows:
 - 1. Sites abutting RF - R1 zones. Sites abutting RF through R1 zones have height limits that decrease in two steps near the residential zone. See Figure 575-1. These height limits are:
 - a. On the portion of a site within 25 feet of a site zoned RF through R1, the maximum building height is the same as the abutting residential zone.
 - b. On the portion of a site that is more than 25 feet but within 50 feet of a site zoned RF through R1, the maximum building height is 45 feet.

Commentary

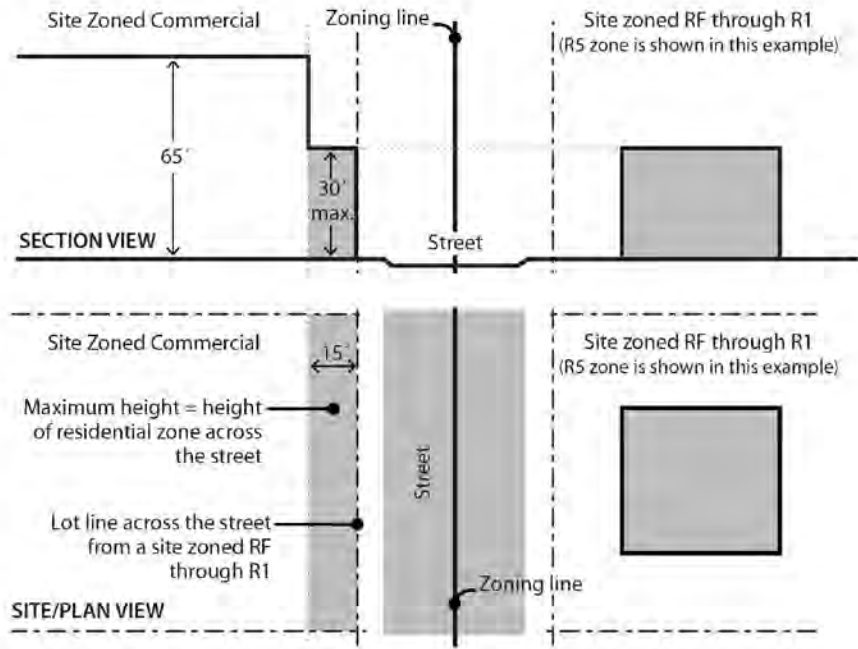
2. Sites across a street from RF - R1 zones. Sites across a street from RF through R1 zones have height limits that decrease near the residential zone. On the portion of the site within 15 feet of the lot line across the street from a site zoned RF though R1, the maximum building height is the same as the residential zone. See Figure 575-2.

Figure 575-1
Height limits on sites abutting RF - R1 zones



Commentary

Figure 575-2
Height limits on sites across a street from zones RF - R1 zones

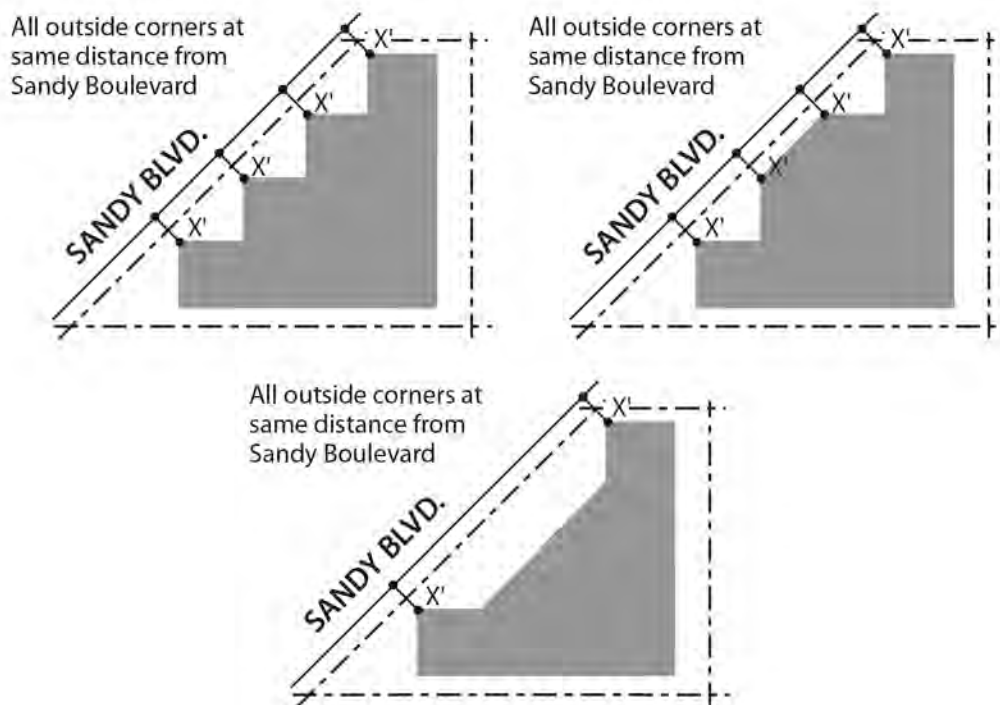


Commentary

33.575.110 Building Facades Facing Sandy Boulevard

- A. Purpose.** These regulations ensure that new development reinforces the unique diagonal geometry of sites adjacent to Sandy Boulevard.
- B. Where these regulations apply.** These regulations apply to sites on Map 575-1 with frontage along Sandy Boulevard.
- C. Building facades facing Sandy Boulevard.** The exterior walls of the building that can be seen from the Sandy Boulevard lot line must be either:
 1. Parallel to Sandy Boulevard; or
 2. In a series of stepped facades at an angle to Sandy Boulevard in which all outside building corners are the same distance from Sandy Boulevard, as shown in Figure 575-3.

Figure 575-3
Examples of building facades facing Sandy Boulevard

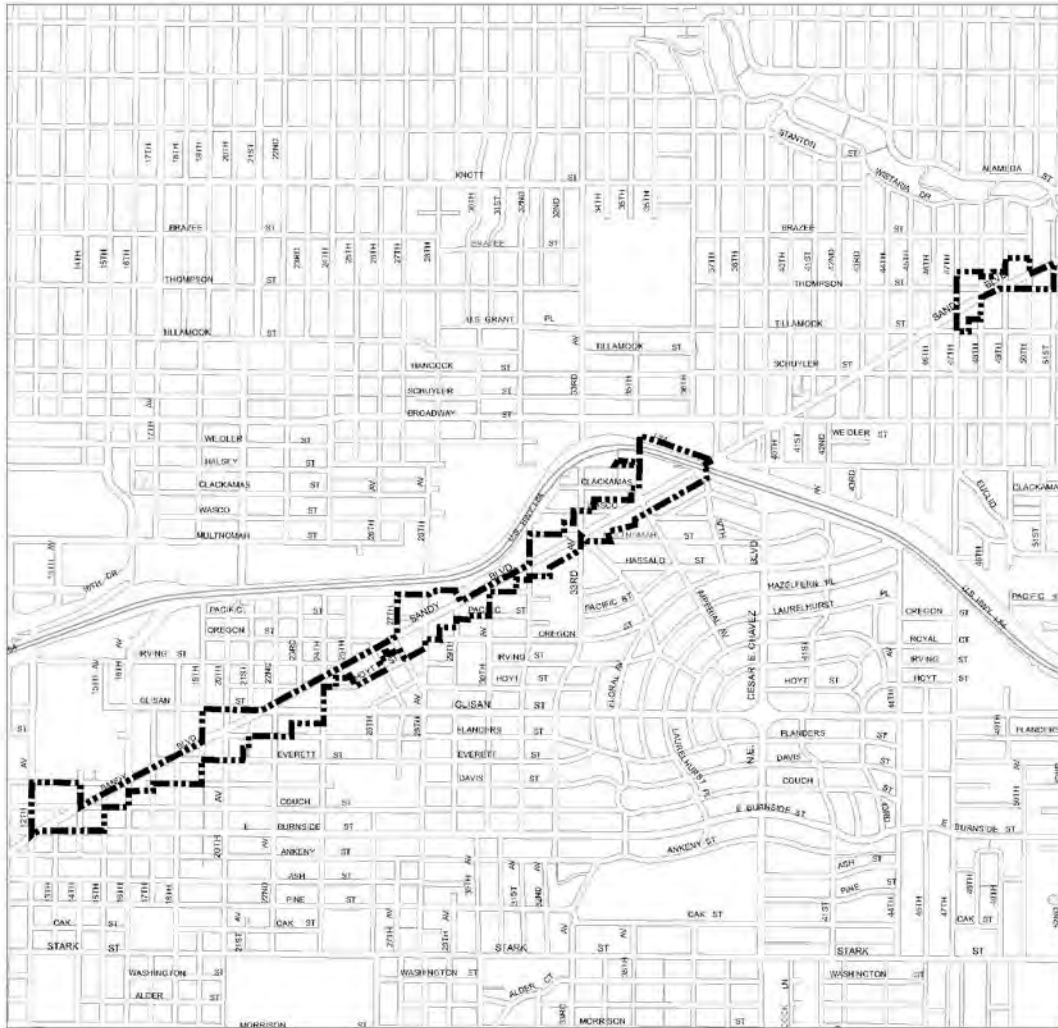



Commentary

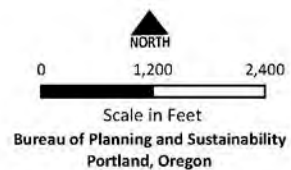
Draft Sandy Boulevard Plan District and Subdistricts

Map 575-1

Map Revised Xxxxx X, 2015



 Plan District boundary



Commentary

33.730 Quasi Judicial Procedures

Commentary

33.730 Quasi-Judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

CHAPTER 33.730 Quasi Judicial Procedures**730****33.730.130 Expiration of an Approval**

- A. Expiration of unused land use approvals issued prior to 1979.** [No change]
- B. When approved decisions expire.**
 - 1. Land use approvals, except as otherwise specified in this section, expire if:
 - a. Generally.
 - (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or
 - (2) Within 3 years of the date of the final decision the approved activity has not commenced.
 - b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.
 - 2. Zoning map and Comprehensive Plan map amendments do not expire.
 - 3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, ~~and~~ Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.
 - 4. – 12. [No change]
- C. Deferral of the expiration period.** [No change]
- D. Expiration of adjustments approved prior to March 16, 2001.** [No change]

Commentary

33.852 Transportation Impact Review

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~striketrough~~.

Commentary

CHAPTER 33.852 Transportation Impact Review

This new code section establishes the Purpose, Procedure and Approval Criteria for Transportation Impact Analysis and mitigation efforts applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a TIA is required.

CHAPTER 33.~~85207~~ ~~CASCADE STATION/PORTLAND INTERNATIONAL CENTER~~ TRANSPORTATION IMPACT ANALYSIS REVIEW

85207

Sections:

- 33.~~85207~~.010 Purpose
- 33.~~85207~~.100 Procedure
- 33.852.105 Supplemental Application Requirements
- 33.~~85207~~.110 Approval Criteria
- 33.852.115 Duration of a Transportation Impact Review

33.~~85207~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~ Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. This evaluation includes a Transportation Impact Analysis, as well as consideration of recommended mitigation measures such as transportation and parking demand management. The development thresholds that trigger a Transportation Impact Review can be found in other chapters of this Title. Transportation Impact Review is intended to provide surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built.

33.~~85207~~.100 Procedure

~~Cascade Station/Portland International Center Transportation Impact Analysis Reviews are processed through a Type II procedure. An amendment to an existing Transportation Impact Review for a site in a commercial/mixed use zone is processed through a Type I procedure.~~

Commentary

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, a transportation impact analysis is required to determine compliance with the approval criteria. The transportation impact analysis must include:

- A. Description of proposed development;
- B. Delineation of the study area, and rationale for the delineation;
- C. Description of existing uses and conditions in the study area. The following apply are required in the Cascade Station/Portland International Center Plan District:
 - 1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;
 - 2. Any approved TIA must be reflected in the BDS tracking report;
- D. Traffic forecasts and distribution;
- E. Primary traffic access routes to and from the study area;
- G. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;
- H. Recommended mitigation measures, including transportation system management, transportation and parking demand management, and needed transportation improvements; and
- I. Evaluation of:
 - 1. Impacts on street function, capacity and level of service;
 - 2. Impacts on on-street parking;
 - 3. Access requirements;
 - 4. Impacts on transit operations and movements;
 - 5. Impacts on pedestrian and bicycle routes and safety; and
 - 6. Impacts on the immediate area and adjacent neighborhoods.

Commentary

33.85207.110 Approval Criteria for Cascade Station/Portland International Center Transportation Impact Analysis Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

- A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, ~~as shown by the TIA. Evaluation factors include 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, and safety;~~
- B. ~~Adequate~~ A-transportation demand management strategies will be implemented ~~plan is recommended that includes measures to reduce the number of trips made to the site by single-occupant vehicles, especially during the peak p.m. commuting hours;~~
- C. Adequate measures to mitigate on- and off-site transportation impacts are ~~proposed~~ recommended. Measures may include, ~~but are not limited to, the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and
- D. 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.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact Review remains in effect until development allowed by the review has been completed or the review is amended or superseded.

Commentary

33.860 Large Site Master Plan Review

Chapter 33.860 is a new review that allows bonus floor area and substantial increases in height (up to the maximum bonus FAR and height limits allowed in the zone per Table 130-3) on sites over two acres in size in the CM2, CM3 and CE zones when a master plan with public benefits is approved.

This is a new chapter. For readability, ~~striethrough~~ and underline is not used.

Commentary

33.860.010 Purpose

The purpose of the Large Site Master Plan Review is to allow development flexibility on large sites when a coherent master plan that features high quality urban design and provides public benefits is approved through a public review process.

The concept for this bonus option responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than the four-story scale usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Large Site Master Plan bonus allows for additional FAR and height (in excess of the other bonus provisions) in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process. The public open space component of this bonus provides a potential mechanism for creating public gathering places in centers, helping to implement new Comprehensive Plan policy objectives for centers.

In modeling of MUZ development prototypes, it was clear that levels of floor area allowed through Commercial Mixed Use bonuses are difficult to fully utilize on large sites due to circulation, parking, and other requirements in combination with the allowed height limits. This large site master plan review provides additional height allowances when key bonus provisions that provide public benefits are met and the overall plan is approved through a review process.

The review will address a number of aspects of development on a large site, including how the development/buildings transition in height and mass to adjacent zoning and land uses. The master plan offers the opportunity to use additional height to achieve floor area but should also be responsive to the context by providing appropriate transitions at the edges of a site or areas where lower scale development is appropriate. Other elements that could be reviewed in a master plan include transportation components (streets, pedestrian circulation, transportation impacts and demand management), development phasing, and stormwater management. An approved master plan must demonstrate how it will meet the affordable housing, plaza/park, and energy efficient buildings requirements of the master plan listed in 33.860.040. These components are fundamental to any master plan development that seeks to use additional floor area or height.

33.860 Large Site Master Plan Review

860

Sections:

- 33.860.010 Purpose
- 33.860.020 What is covered by a Master Plan
- 33.860.030 Review Procedure
- 33.860.040 Master Plan Requirements
- 33.860.045 Components of a Master Plan
- 33.860.050 Approval Criteria for the Master Plan
- 33.860.055 Duration of a Master Plan
- 33.860.060 Amendments to a Master Plan

33.860.010 Purpose

This master plan provides a bonus that allows significant flexibility in the design and development of a large site in a commercial/mixed use zone when the development includes features that provide public benefits. Through the review, large sites will be allowed to develop at a greater scale and intensity than allowed by the base zone regulations in exchange for a coherent design framework and inclusion of affordable housing, a public plaza or park, high performance energy efficiency and landscape features. Overall, the review will facilitate:

- Pedestrian-oriented, transit-supportive development;
- Development that includes a variety of uses;
- High quality design appropriate to an urban setting;
- Active ground floor uses along designated transit streets and pedestrian routes;
- A street pattern that provides for convenient pedestrian and vehicle connections;
- Strategies to decrease automobile use;
- Development that is integrated into the broader urban fabric;
- Transitions to adjacent areas with different uses and intensities; and
- Provision of public benefits, including: affordable housing, plazas/park space, and energy efficiency development.

Commentary

33.860.020 What is covered by a Master Plan

This section describes the elements that are covered and considered in a master plan review.

33.860.030 Review Procedure

The proposed review procedure is a Type III (public hearing), which is appropriate for the magnitude of development being permitted in areas where such development is not otherwise allowed. The review is proposed to be conducted by the Hearings Officer, with a recommendation from the Portland Design Commission on the urban design elements of the master plan. The exact procedure and relationship of these review bodies remains under discussion and will be further clarified by the time a proposed draft is published for Planning and Sustainability Commission review.

The review process could be conducted in at least two ways as described below - other options may be developed. In any case the Design Commission will play a role to provide recommendations on the approval criteria related urban design, site layout, transitions, building heights, open space configurations, and massing (FAR allocation).

1. Concurrent review of site plans and buildings. The applicant may apply for concurrent Design Review of the proposed buildings within the master plan site. In this case, the Design Commission would hold a hearing and make a recommendation to the Hearings Officer on the master plan elements.
2. Deferred building design. The applicant may seek approval of a master plan with Design Commission recommendation (possibly using a Design Advice Request - DAR) and defer the design of individual buildings to a later date. Design review of individual buildings would follow.

33.860.020 What is Covered by a Master Plan

A Large Site master plan allows additional height and floor area in exchange for meeting specific requirements for a defined set of public benefits: affordable housing, plaza/park space, and low-carbon buildings. The review covers the entire site, and addresses: building height, building massing and floor areas, the relationship among the buildings on the site, the relationship between the buildings on site and the surrounding area, transitions to adjacent development, transportation impacts and transportation demand management, stormwater management, and phasing of development. The result of the review is an approved site plan that includes the components identified 33.860.045.

33.860.030 Review Procedure

A Large Site master plan is processed through a Type III procedure. The Hearings Officer may approve, deny, or apply conditions of approval to the master plan. Applicants are encouraged to work with surrounding property owners, residents, recognized organizations, and City bureaus during the formulation of the master plan.

Commentary

33.860.040 Master Plan Requirements

The large site master plan is an alternative approach to accessing additional bonus height and floor area on large sites. In order to achieve the additional height and floor area allowed in a large site master plan bonus, the requirements listed in this section must be met. These requirements are a combination of bonuses available in the Commercial Mixed Use zones, and provide public benefits. Because of the increased scale of development allowed, as required by the base zone, Design Review would apply to development on site subsequent to master plan approval (see 33.130.212.G). In some cases, the master plan and development may be approved in concurrent processes.

33.860.040 Master Plan Requirements

The requirements below must be met for a Large Site Master Plan:

- A. **Affordable housing.** The master plan must demonstrate that 25 percent of any floor area in excess of base zone regulations will be developed as housing affordable to those earning no more than 80 percent of the area median family income. In the event that the total proposed floor area does not exceed base zone maximums by 40 percent, 10 percent of the total floor area on site must be developed as housing affordable to those earning no more than 80 percent of the area median family income.
 - 1. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standards of this subsection and any administrative requirements have been met ;
 - 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 dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

- B. **Plaza or park.** The master plan must show that 15% of the total site area will be developed as a publicly accessible plaza or park. In addition, the park or plaza must meet the following:
 - 1. The plaza/park must be:
 - a. Located outside on the site;
 - b. Adjacent to a public street; and
 - c. Open and accessible to the public from 7am to 9pm;
 - 2. The plaza must have a minimum dimension of 50 feet by 50 feet;
 - 3. Open space used to meet required residential outdoor area standards cannot be used to meet this requirement;
 - 4. Building walls abutting the plaza/park must meet the ground floor window standard in 33.130.230.B.1.a, and there must be at least one building entrance facing the plaza/park; and
 - 5. The property owner must record an easement for the plaza/park that provides for unrestricted public access from 7am to 9pm, and execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the plaza/park by the property owner. The covenant must comply with the requirements of Section 33.700.060.

- C. **Energy efficient buildings.** All buildings in the master plan, except for accessory structures, must meet the energy efficiency requirements of the Bureau of Planning and Sustainability.

Commentary

33.860.045 Components of a Master Plan

This is a list of the necessary components of a master plan. Additional information or components may be requested of the applicant if the information submitted is not sufficient to evaluate the master plan.

In addition to specific master plan components, the Portland Design Commission must also review the large site master plan and make a recommendation to the Hearings Officer on key urban design and development framework elements of the overall plan. As noted previously, this review is still under discussion and may be either a Design Advice Request or possibly a hearing.

33.860.045 Components of a Master Plan.

An applicant must submit a master plan with all of the following components:

- A. Boundaries.** The boundaries of the area to be included in the master plan. The area must include all contiguous lots that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right-of-way.
- B. Urban design and development framework.** An urban design and development framework plan showing:
 1. the location of existing and proposed structures,
 2. proposed height and massing (floor area allocation) of development;
 3. the allocation of affordable housing if there will be more than one building;
 4. the location and design of plazas, parks or open areas;
 5. the pedestrian, bicycle, and vehicle circulation system; and
 6. existing and proposed rights-of-way;
- C. Design Commission recommendation.** The Design Commission must provide a recommendation to the Hearings Officer on the following elements of the urban design and development framework: overall site layout, building heights and massing (floor area allocation), transitions to adjacent contextual areas, plazas/parks/open space, and the circulation system framework.
- D. Transportation plan.** A transportation plan that addresses:
 1. Surface parking and any parking access points;
 2. Transportation demand management strategies to reduce vehicle use and parking demand;
 3. A street plan for the master plan area that provides multimodal street connections that meet local and regional connectivity standards and match the surrounding street grid pattern where feasible; and
 4. If required, a multi-modal transportation impact study that follows the guidelines of the Portland Bureau of Transportation and includes assessment of traffic impacts on the streets surrounding the master plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element.
- E. Stormwater management plan.** A stormwater management plan for the master plan area that conforms to the requirements of the Bureau of Environmental Services.
- F. Phasing Plan.** The master plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development.

Commentary

33.860.050 Approval Criteria for a Master Plan

The proposed approval criteria will be used to review the proposal. As a Type III procedure, a public hearing will be held.

33.860.050 Approval Criteria for the Master Plan

A large site master plan may be approved if the review body finds that the following approval criteria are met:

- A. Overall plan.** The master plan:
 - 1. Meets the requirements of 33.860.040; and
 - 2. Contains the components required by 33.860.060,
- B. Urban design and development framework.**
 - 1. The proposed overall scheme and site plan provide a framework for development that will result in an area that will be attractive and pleasant for users and the public;
 - 2. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and
 - 3. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area.
- C. Transportation system.**
 - 1. The master plan includes a Transportation Demand Management plan and provides on-site parking sufficient to meet zoning code requirements;
 - 2. The transportation analysis finds that the transportation system is capable of safely supporting the proposed uses and development in addition to the existing and planned uses in the area; and
 - 3. The proposed street plan provides through streets generally no more than 530 feet apart, and pedestrian connections generally no more than 330 feet apart. Through streets and pedestrian connections should generally be at least 200 feet apart, and match the surrounding street grid pattern where feasible.
- D. Stormwater Management.** The master plan meets the requirements of the Stormwater Management Manual overall or describes a phased approach to meet the requirements.
- E. Phasing Plan.** The master plan establishes coordinated phasing of development that demonstrates how the site will be developed over time and how any required development elements will be met.

Commentary

33.860.055 Duration of a Master Plan

Once approved, a master plan is intended to last indefinitely, unless amended.

33.860.060 Amendments to a Master Plan

This section outlines the types of situations that would require an amendment with public hearings.

33.860.055 Duration of the Master Plan

An approved master plan remains in effect until development allowed by the plan is completed or the plan is amended. If no development occurs within 10 years, the master plan expires.

33.860.060 Amendments to a Large Site Master Plan

- A. Amendment required.** An amendment to an approved master plan is required for the following, unless they are specifically addressed by the master plan:
1. Changes to the master plan boundary;
 2. Changes to the master plan layout, including: circulation system, building locations, required plaza or park locations, and required affordable housing locations;
 3. Changes to the building heights, and floor area allocations of more than 10%; or
 4. Changes in the amount of parking of more than 20%.
- B. Review procedures.** Amendments to an approved master plan are reviewed through a Type III procedure.
- C. Approval criteria.** The approval criteria for an amendment to the master plan are the same as the approval criteria for the approval of a new master plan.

Commentary

33.910 Definitions

Amendments are proposed to the definition of Floor Area as it applies to roofed outdoor spaces, such as balconies and porches, and to the related definition for Gross Building Area.

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~striketrough~~.

Commentary

Chapter 33.910 Definitions

Floor Area

This definition is being amended so that unenclosed outdoor spaces, such as porches and balconies, are excluded from floor area calculations when they are enclosed along no more than 75 of their perimeter, which is a change from the previous perimeter enclosure limit of 50 percent. This change accompanies new requirements that residential development in the Commercial/Mixed Use Zones provide residential outdoor space, such as balconies, and new requirements for including residential development in maximum floor area calculations. This increase in allowed outdoor space enclosure is intended to make these new requirements more practical. It also accommodates outdoor spaces, such as balconies, that provide more perimeter enclosure for residents; acknowledging that balconies with minimal perimeter enclosure (such as balconies that extend out from building facades) lack the protection from exposure to the elements that more enclosed balconies provide (such as those recessed into building facades and enclosed on three sides). This change in definition retains the general requirement that outdoor spaces must not be fully enclosed if they are not to count as floor area, so that these spaces are not part of the enclosed mass of buildings and do not contribute to the appearance of building bulk.

Gross Building Area

This definition is being modified to correspond to the change in the Floor Area definition in regards to how outdoor spaces are considered in floor area calculations.

33.910 Definitions

910

Floor Area. The total area of the portion of a building that is above ground. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following:

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

See also Net Building Area, Gross Building Area

Gross Building Area. The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following:

- Roof area;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

Commentary

VI. Zoning Map Amendments

Zoning map amendments are being proposed to implement the Mixed Use Zones Project. The Mixed Use Zone Project zoning map amendments have several proposed elements:

1. Commercial Mixed Use Base Zones
2. Centers Main Street Overlay Zones
3. Design Overlay Zone

In addition to the proposed overlay zones, some overlay zones are being removed:

4. Buffer Overlay Zone
5. Main Street Corridor Overlay Zone
6. Main Street Node Overlay Zone

1. Proposed Commercial Mixed Use Base Zones

The foundations of the proposed Zoning Map are the existing Zoning Map and new Comprehensive Plan map. The Discussion Draft map builds on this foundation in a two-step process.

Step 1 – Conversion-Based Zoning Map. Table VI-1: Zone Conversion Table (below) from the *Code Concepts Report* describes the likely future zone of a parcel based on the Zoning Map and new Comprehensive Plan map. A Conversion-table based map was generated based on this conversion approach for further refinement. The Conversion-Based Zoning Map that results from application of this conversion table is shown on page 267.

Table VI-1: Zone Conversion Table

Comp Plan Designation	Current Zone						
	CN1/2	CO1/2	CM	CS	CG	EX	CX
Mixed Use Dispersed	CM1	CM1	CM1	CM1	CM1 [#] CE [#]	CM1	n/a
Mixed Use Neighborhood	CM1	CM1 ⁺ CM2 ⁺	CM2	CM2	CM2 [#] CE [#]	CM2	n/a
Mixed Use Civic Corridor	CM1	CM1 ⁺ CM2 ⁺	CM2	CM2	CM2 [#] CE [#]	CM3	CM3
Mixed Use Urban Center	CM1	CM1 ⁺ CM2 ⁺	CM2	CM2	CM2 [#] CE [#]	CM3	CM3

+ CM1 proposed for CO1 zones; CM2 proposed for CO2 zones
 # CM zones proposed for Centers; CE zones proposed for Corridors.

Step 2 – Discussion Draft Zoning Map. The Conversion-based map was reviewed by BPS staff and further amended. Adjustments were made to the zoning in some areas to address the following situations:

- Better reflect the Urban Design Framework, based on the site’s location, amenities and availability of services.
- Match the surrounding zoning, in order to create a more uniform pattern.

- Attain development at a scale appropriate to surrounding development, informed by community input and Comprehensive Plan policies.
- Reflect a more pedestrian-oriented development pattern.
- Better reflect the original employment-based intent of the existing zoning.
- Retain current zoning until infrastructure is in place to support higher intensity of development.
- Retain current residential zone to acknowledge existing residences.
- Retain the current residential zone so that conditions attached to a Conditional Use or Nonconforming Use Review continue to be in effect.
- Retain the current industrial zone to acknowledge existing industry.
- Recognize a nonconforming situation or split zoned site.

The proposed Mixed Use Zone project Discussion Draft Zoning Map is shown on page 268. Detailed information about the zoning proposal can be found on the Portland Map App: www.portlandmaps.com/bps/mapapp. The Map App only shows where changes are proposed. If existing zoning (residential, employment, etc.) is proposed to be retained, these properties are not shown.

A summary of the changes from existing zoning to new zones is shown in Figure VI-1.

2. Centers Main Street Overlay Zone

Detailed maps showing application of the Centers Main Street Overlay Zone are included following the citywide Commercial Mixed Use base zoning maps. The mapping for the Centers Main Street Overlay areas focused on the core commercial corridors of designated centers that have existing or planned concentrations of retail/commercial uses, or correspond to plan district areas with requirements for active ground floor uses. Corridor segments within the overlay were generally mapped to be no longer than a half mile in order to be strategic about application of the overlay and to correspond to a walkable distance.

3. Design Overlay Zone Map

The areas subject to expansion of the Design Overlay Zone are shown on the map on page 299. Expansion of the Design Overlay zone is proposed for sites that have a Mixed Use - Urban Center Comprehensive Plan designation.

4. Buffer Overlay Zone

The Buffer Overlay Zone is being removed from areas shown on the map on page 300. The Buffer Overlay Zone (33.410) contains setbacks and other regulations to address compatibility between commercial and residential zones. The new Commercial Mixed Use base zones incorporate similar regulations which obviate the need for the overlay zone.

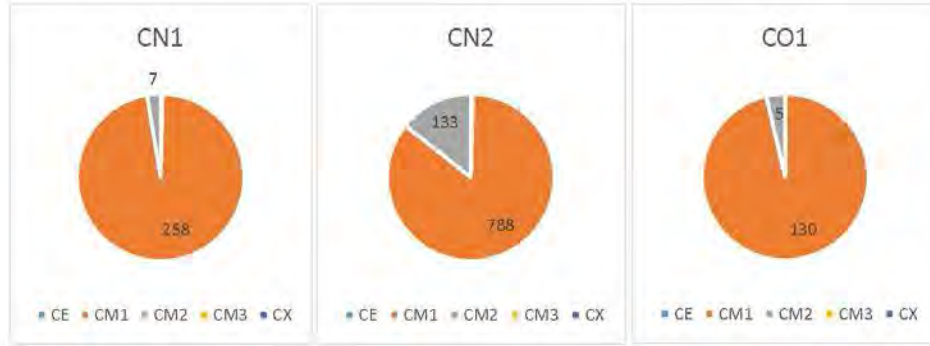
5. Main Street Node and Main Street Corridor Overlay Zones

The areas subject to the Main Street Node (33.455) and Main Street Corridor (33.460) overlay zones are being replaced with plan districts as shown in Section V of this report. These overlay zone designations will be removed from the zoning maps, but these overlay maps are not shown in this report.

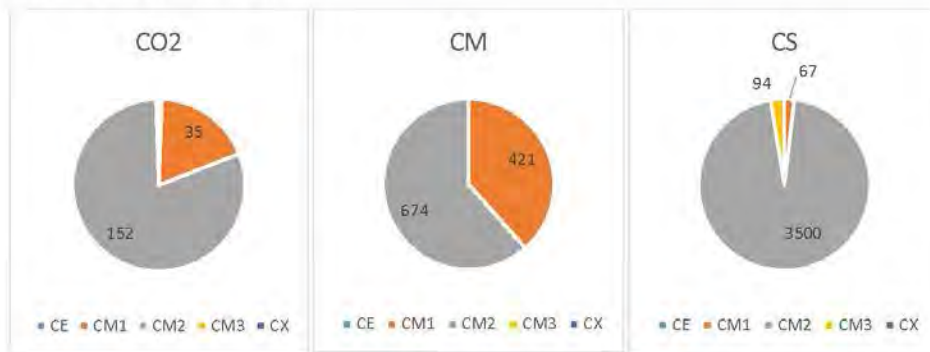
Figure VI-1: Commercial Mixed Use Re-Zoning Summary

(Number of Properties Assigned to Each of the New Zones, by Old Zones)

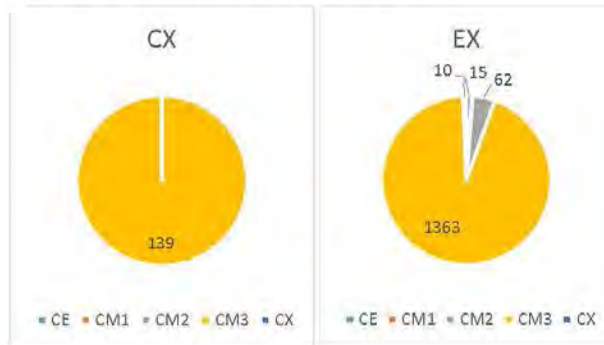
Small Scale Commercial Zones



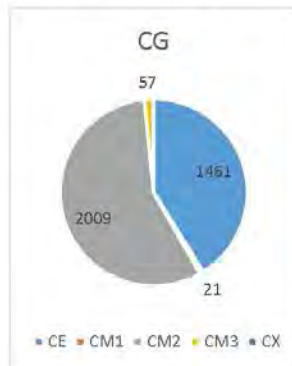
Medium Scale Commercial Zones



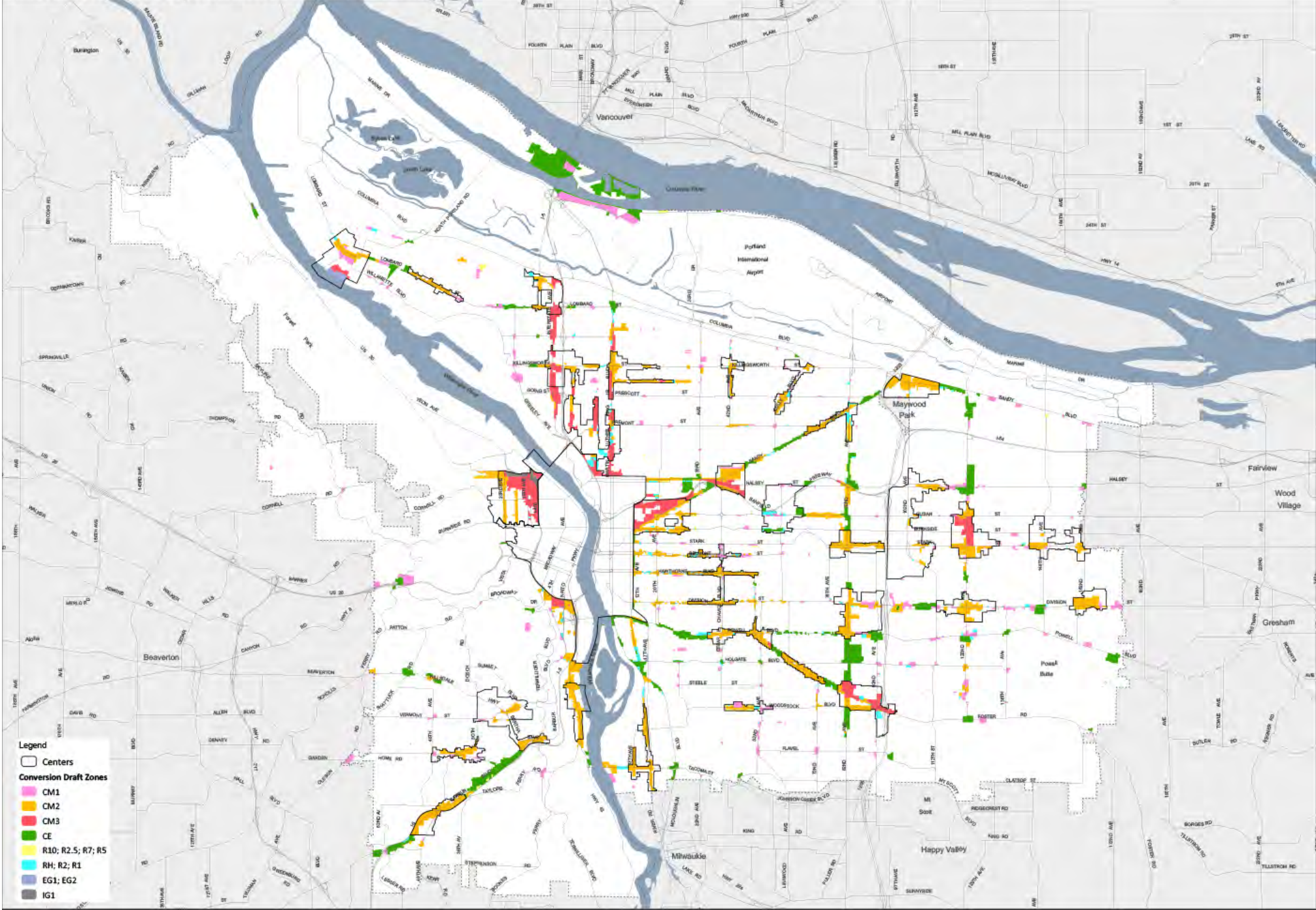
Large Scale Commercial and Employment Zones



General Commercial Zone



Mixed Use Zones Project - Conversion-Based Zoning Map



- Legend**
- Centers
 - Conversion Draft Zones**
 - CM1
 - CM2
 - CM3
 - CE
 - R10; R2.5; R7; R5
 - RH; R2; R1
 - EG1; EG2
 - IG1

September 23, 2015
 City of Portland, Oregon // Geographic Information System

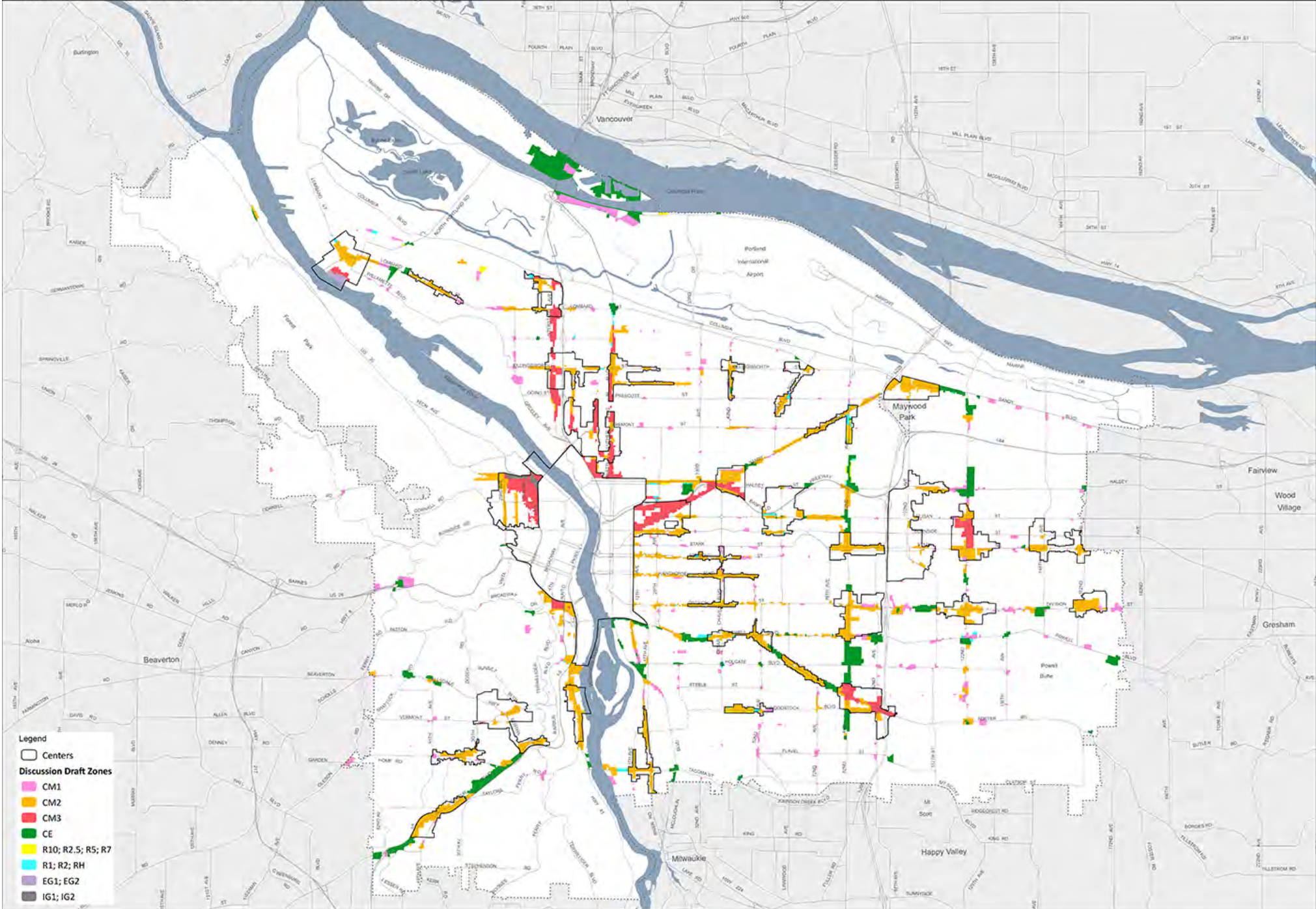
Mixed Use Zones Project—Discussion Draft



Bureau of Planning and Sustainability
 Innovation. Collaboration. Fiscal solutions.
 City of Portland, Oregon
 Charlie Holm, Mayor • Susan Anderson, Director



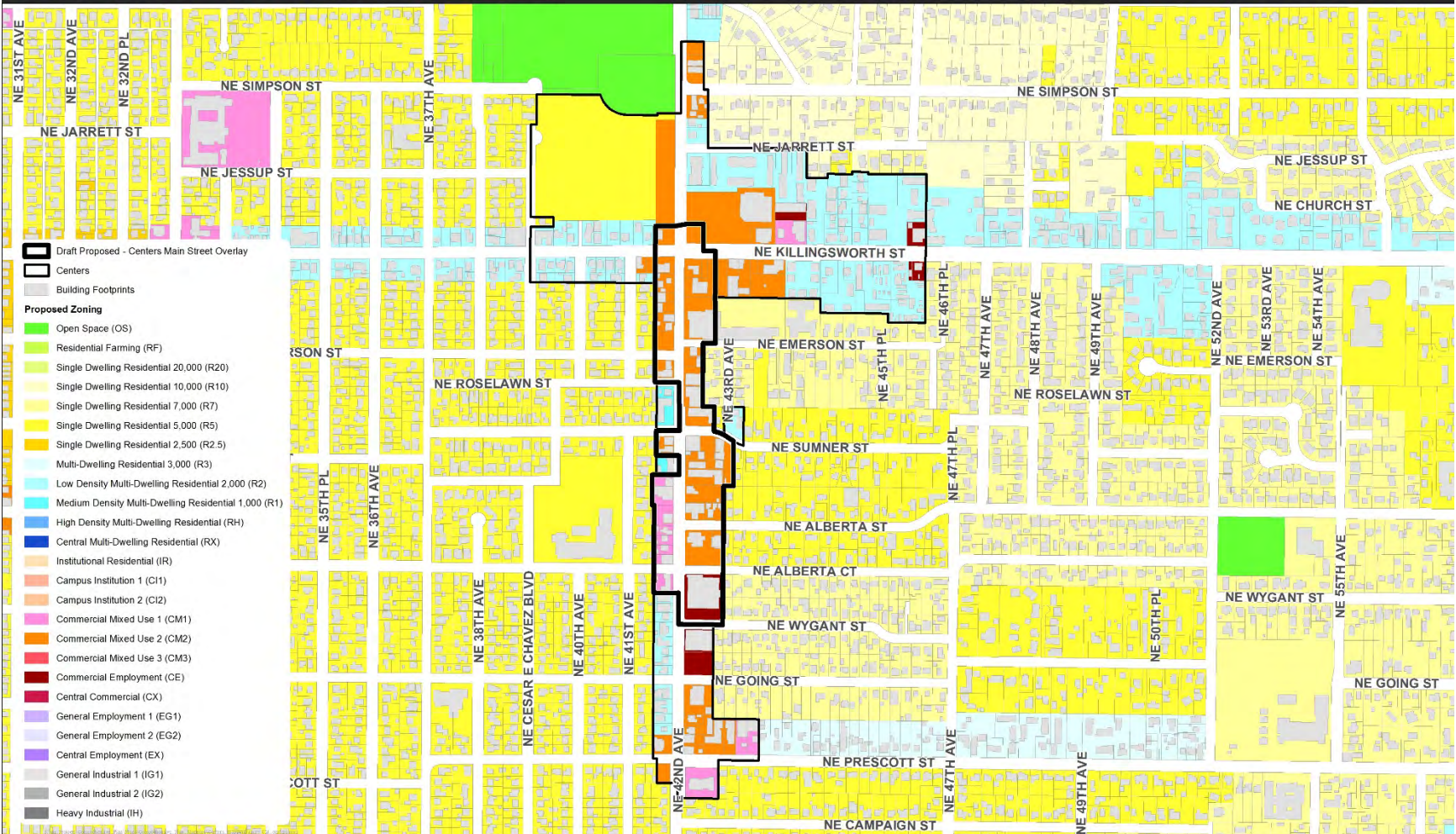
The information on this map was derived from City of Portland GIS Database. Close was taken to the creation of this map but it is provided "as is". The City of Portland does not accept any responsibility for errors, omissions or positional accuracy.



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

Draft Proposed - Centers Main Street Overlay

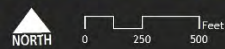
Neighborhood Center: 42nd/Killingsworth



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\GIS\Projects\Comprehensive_Plan\Maps\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\111117_CM_mainstreet.mxd

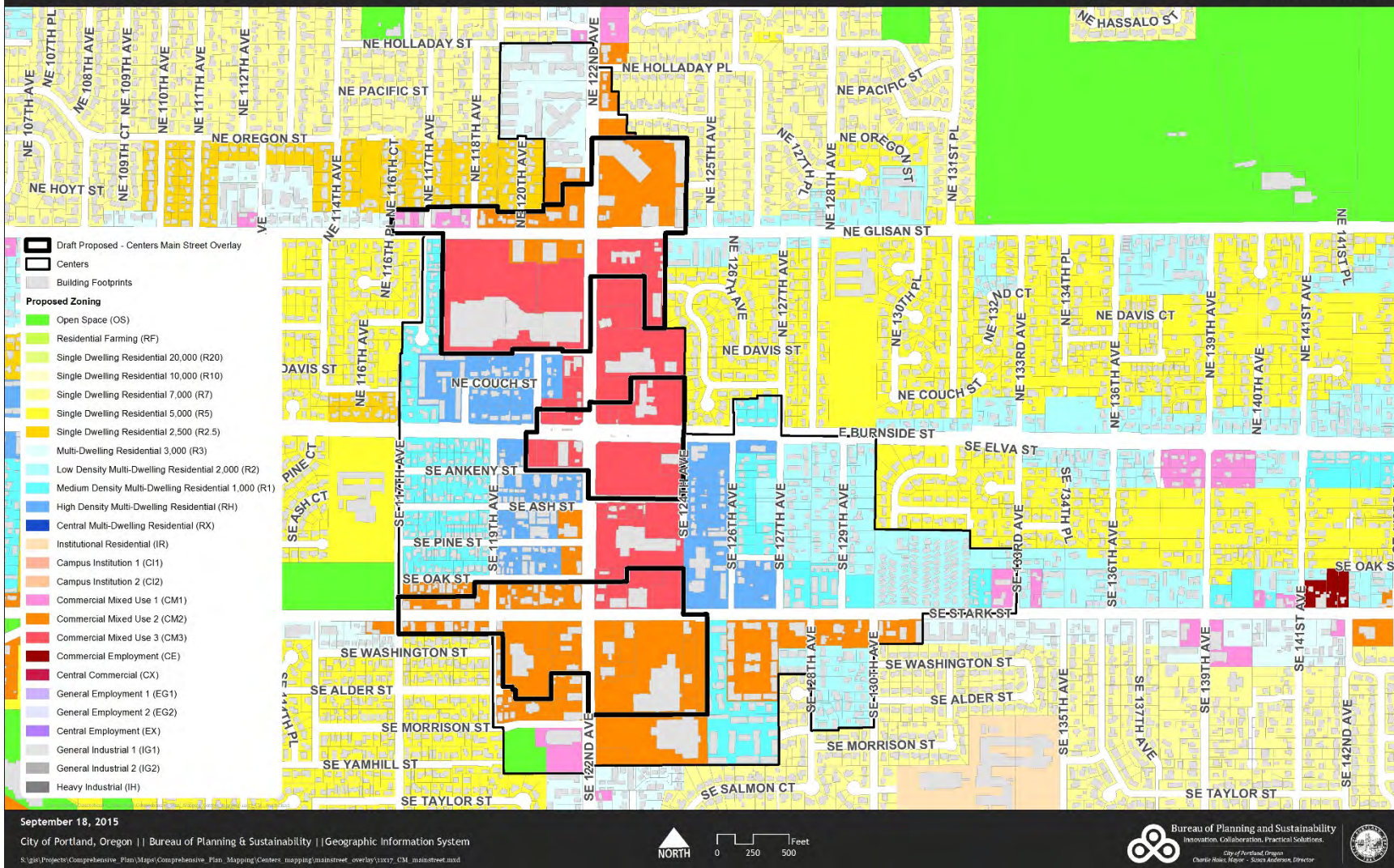


Bureau of Planning and Sustainability
Innovation, Collaboration, Practical Solutions.
City of Portland, Oregon
Christa Rojas, Mayor - Susan Anderson, Director



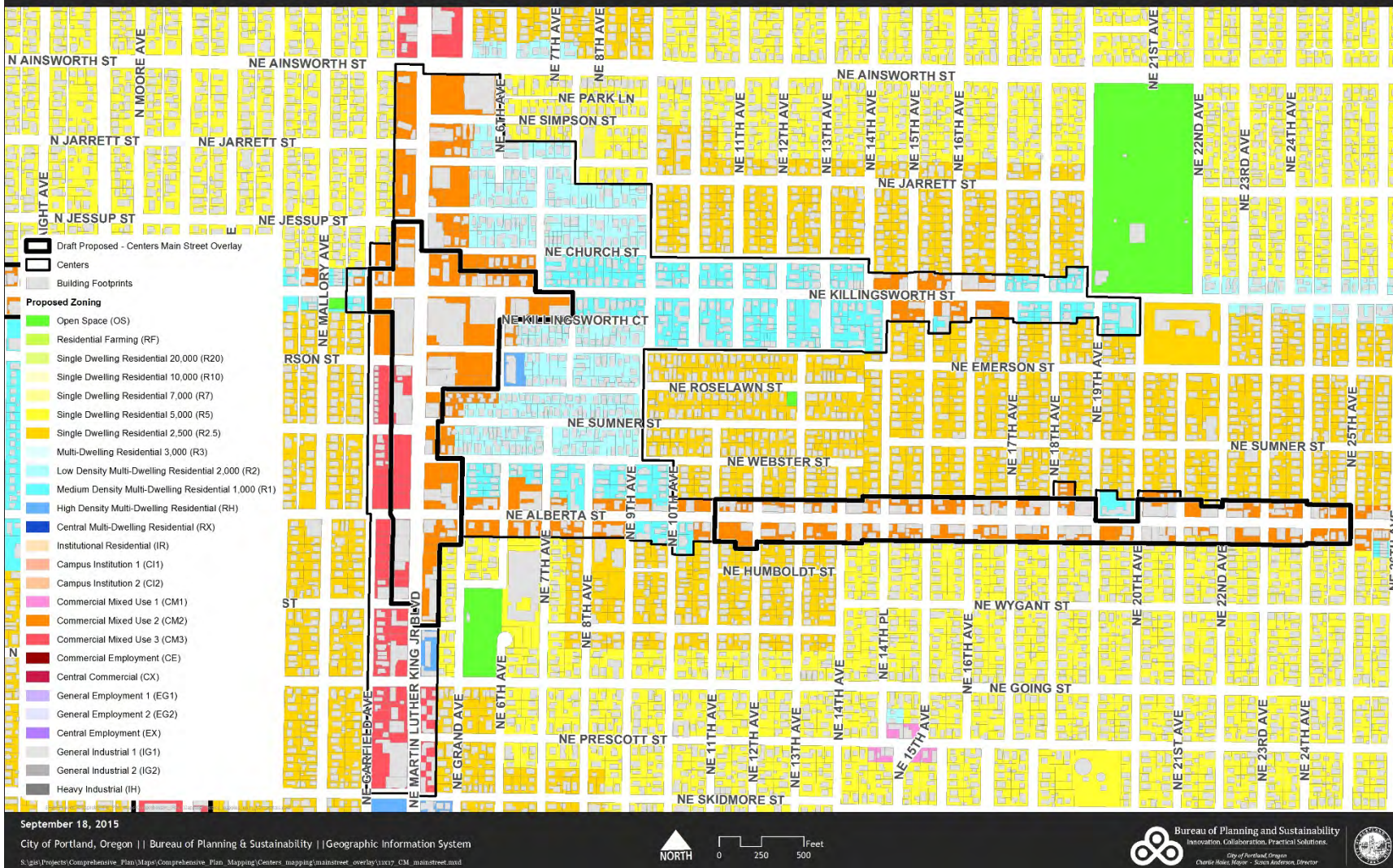
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: 122nd/Hazelwood



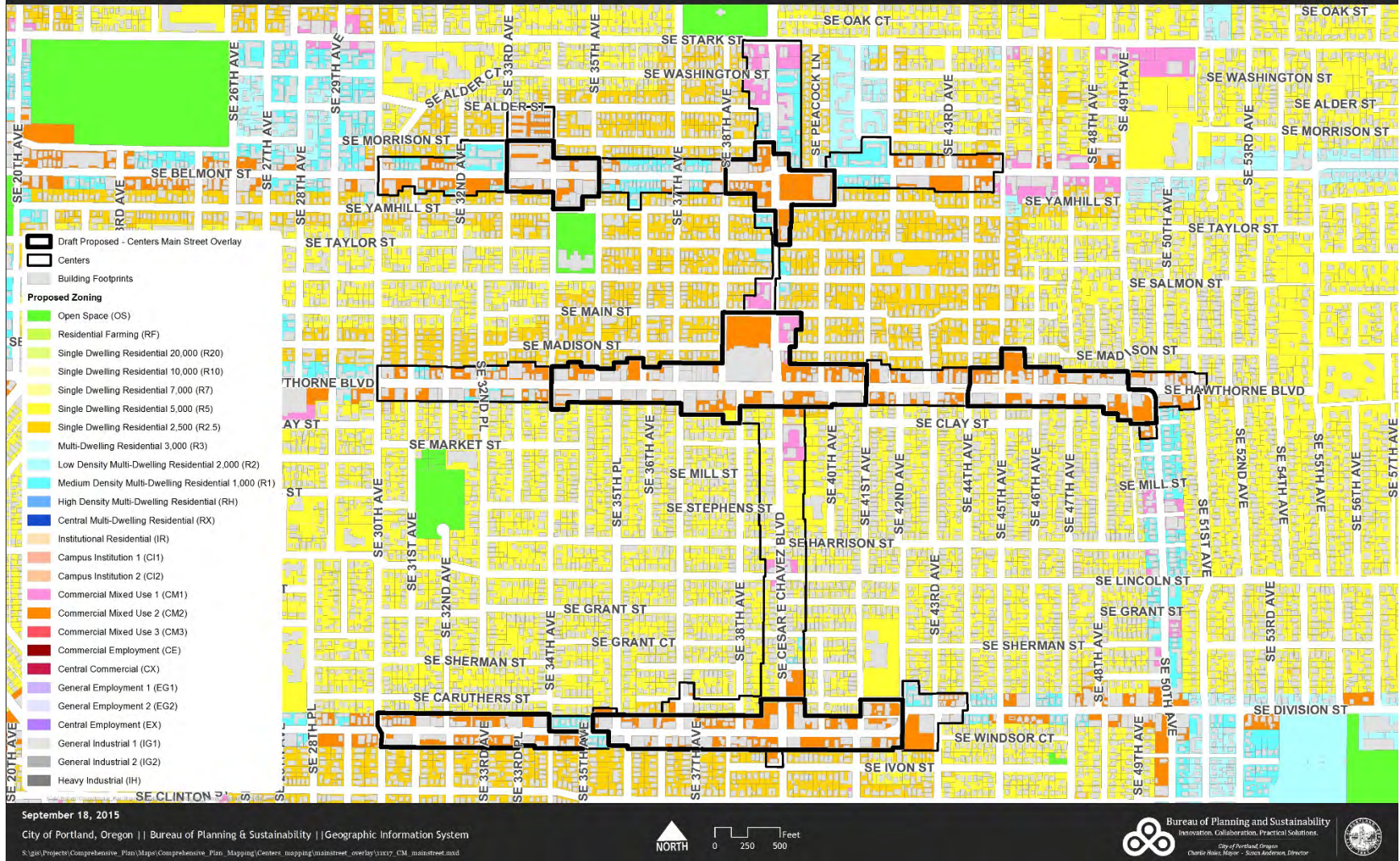
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Alberta/MLK



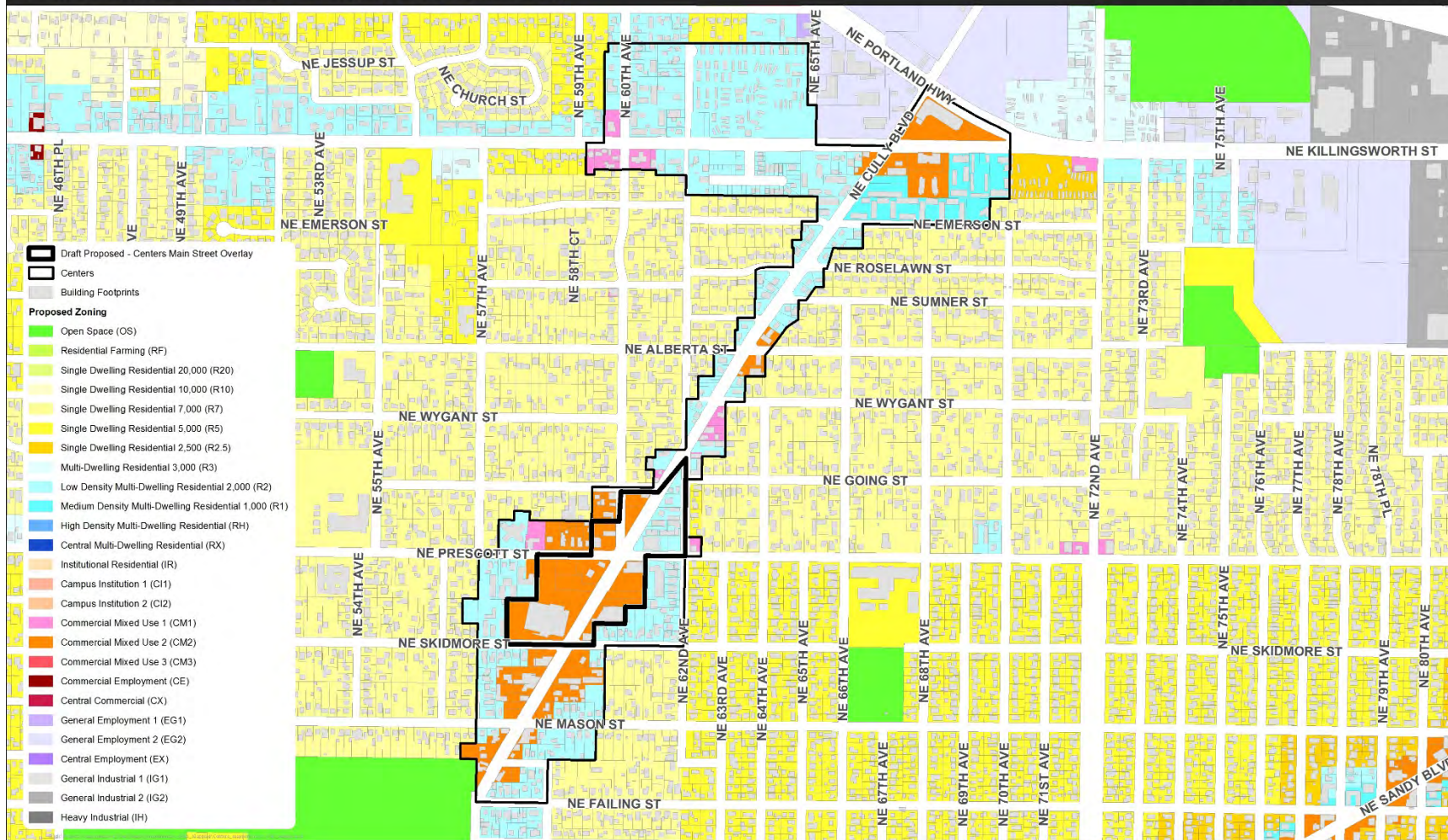
Draft Proposed - Centers Main Street Overlay

Town Center: Belmont/Hawthorne/Division



Draft Proposed - Centers Main Street Overlay

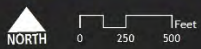
Neighborhood Center: Cully



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd

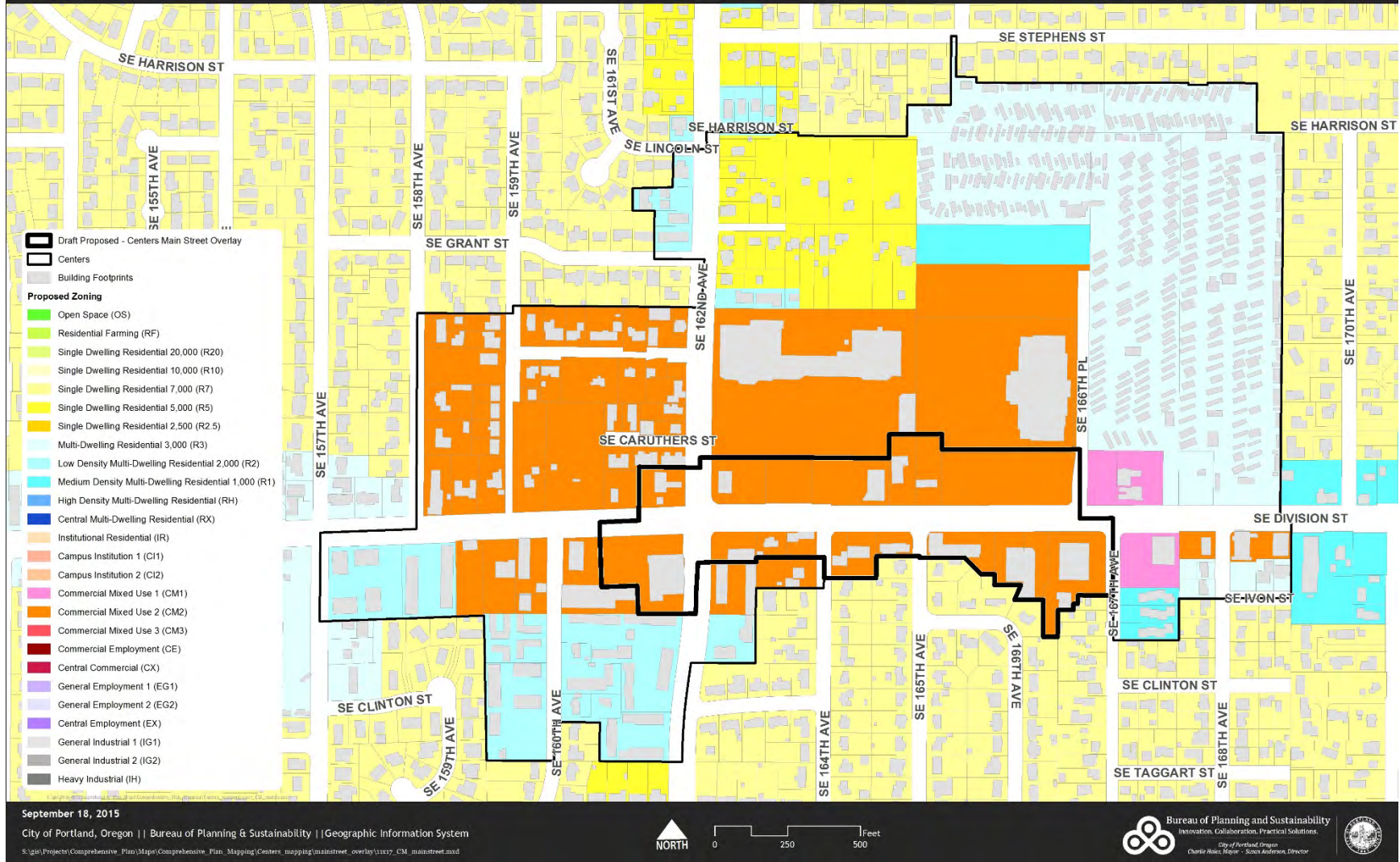


Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charles Hales, Mayor - Sarah Anderson, Director



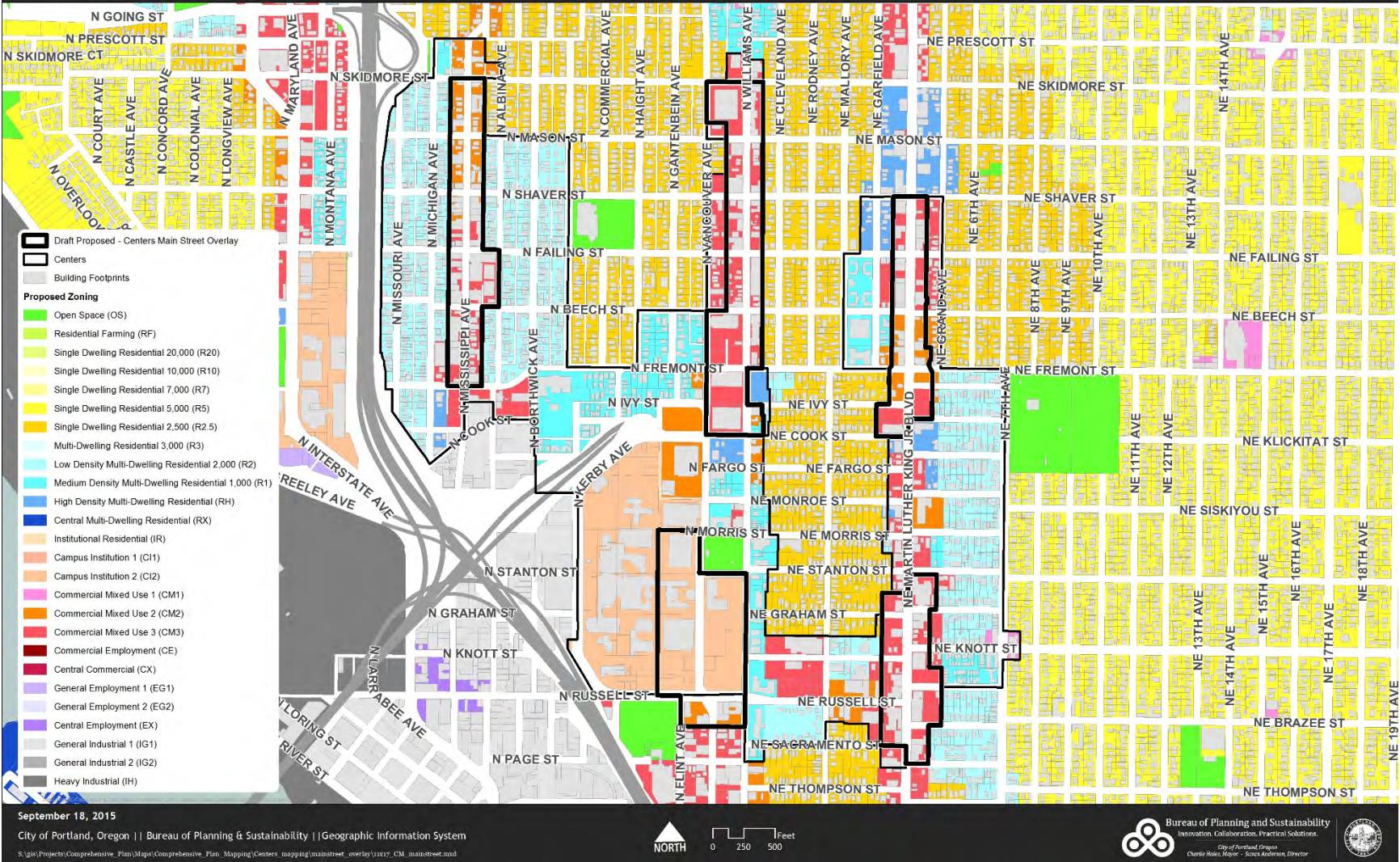
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Division/162nd



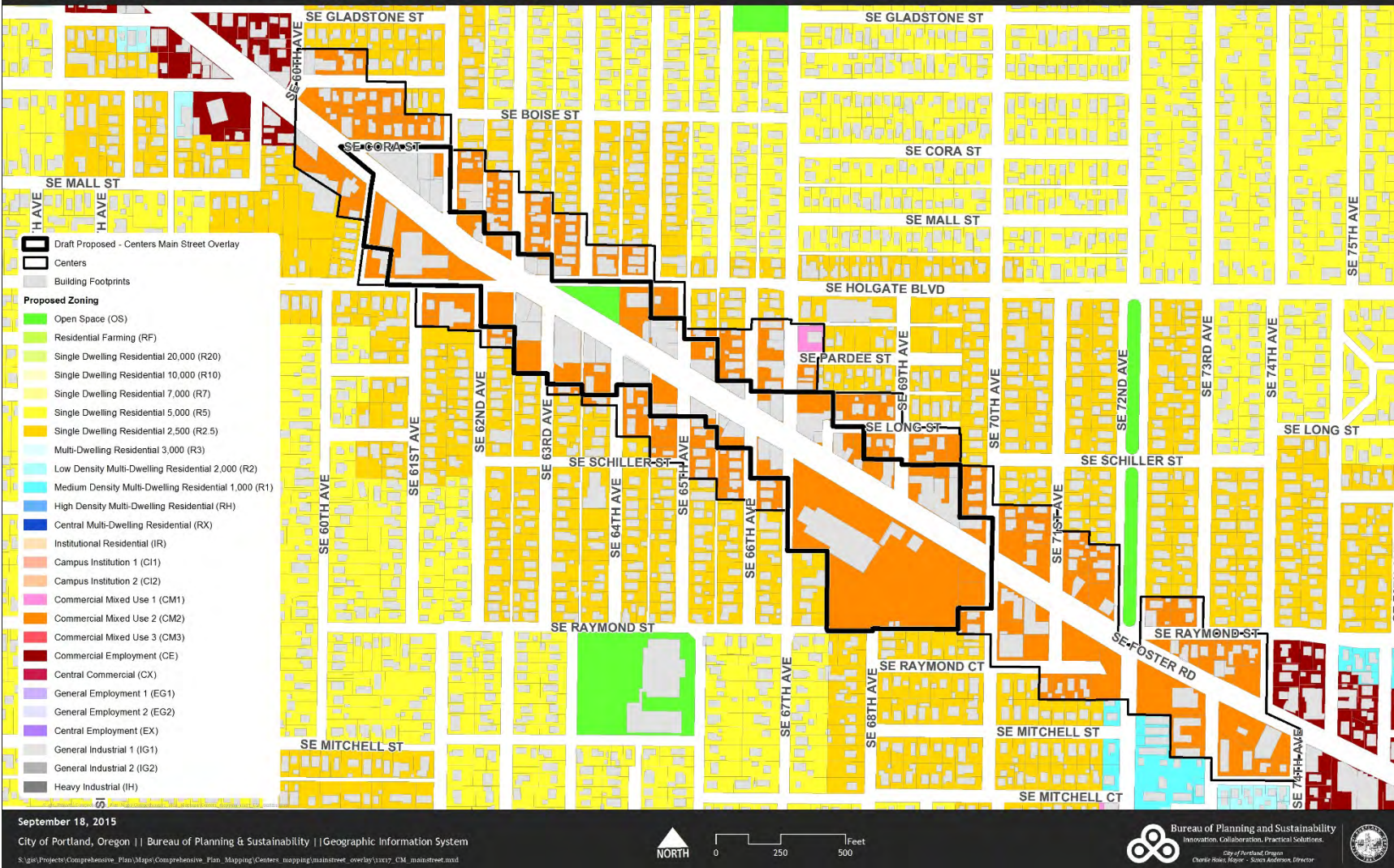
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Fremont/Williams



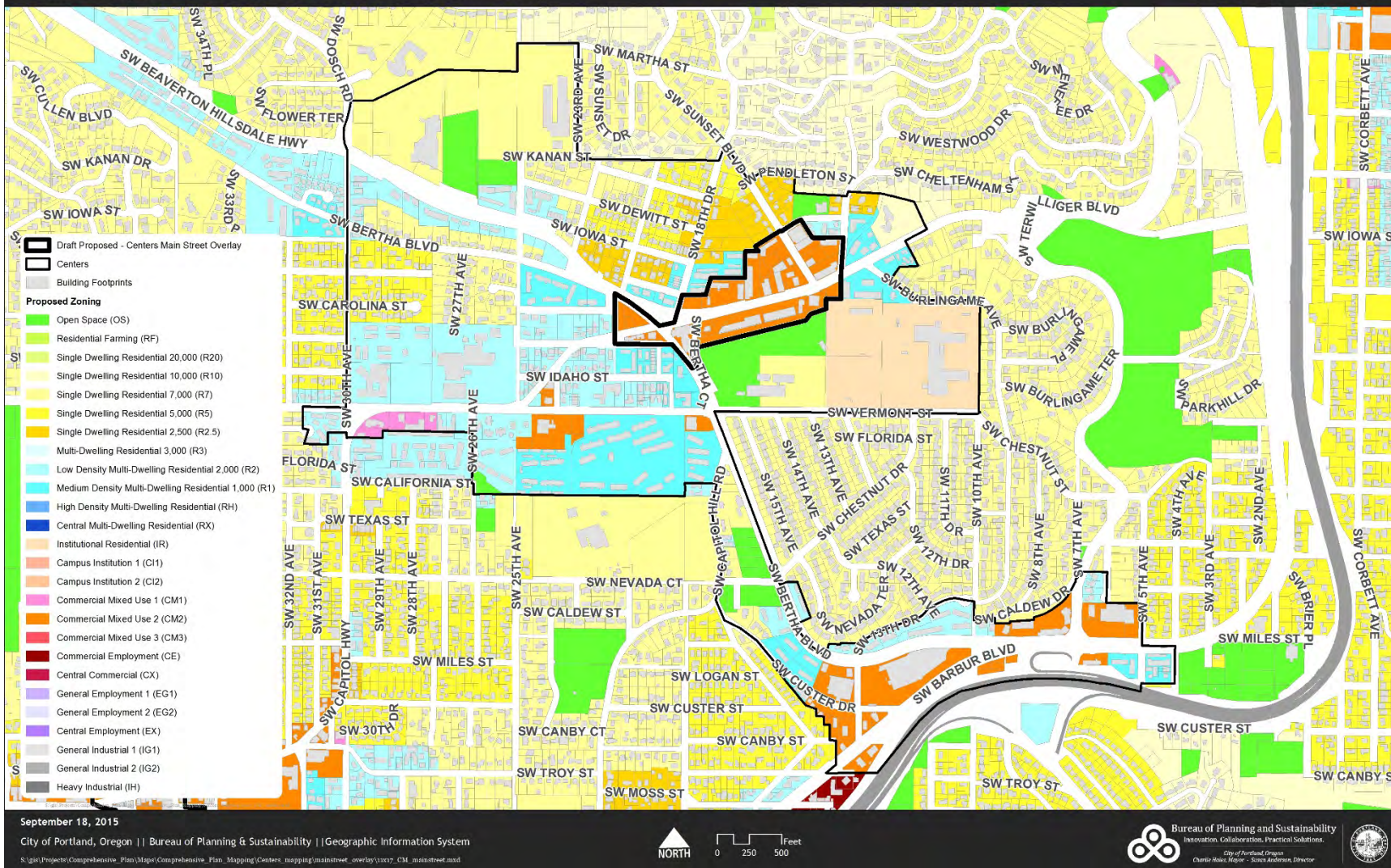
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Heart of Foster



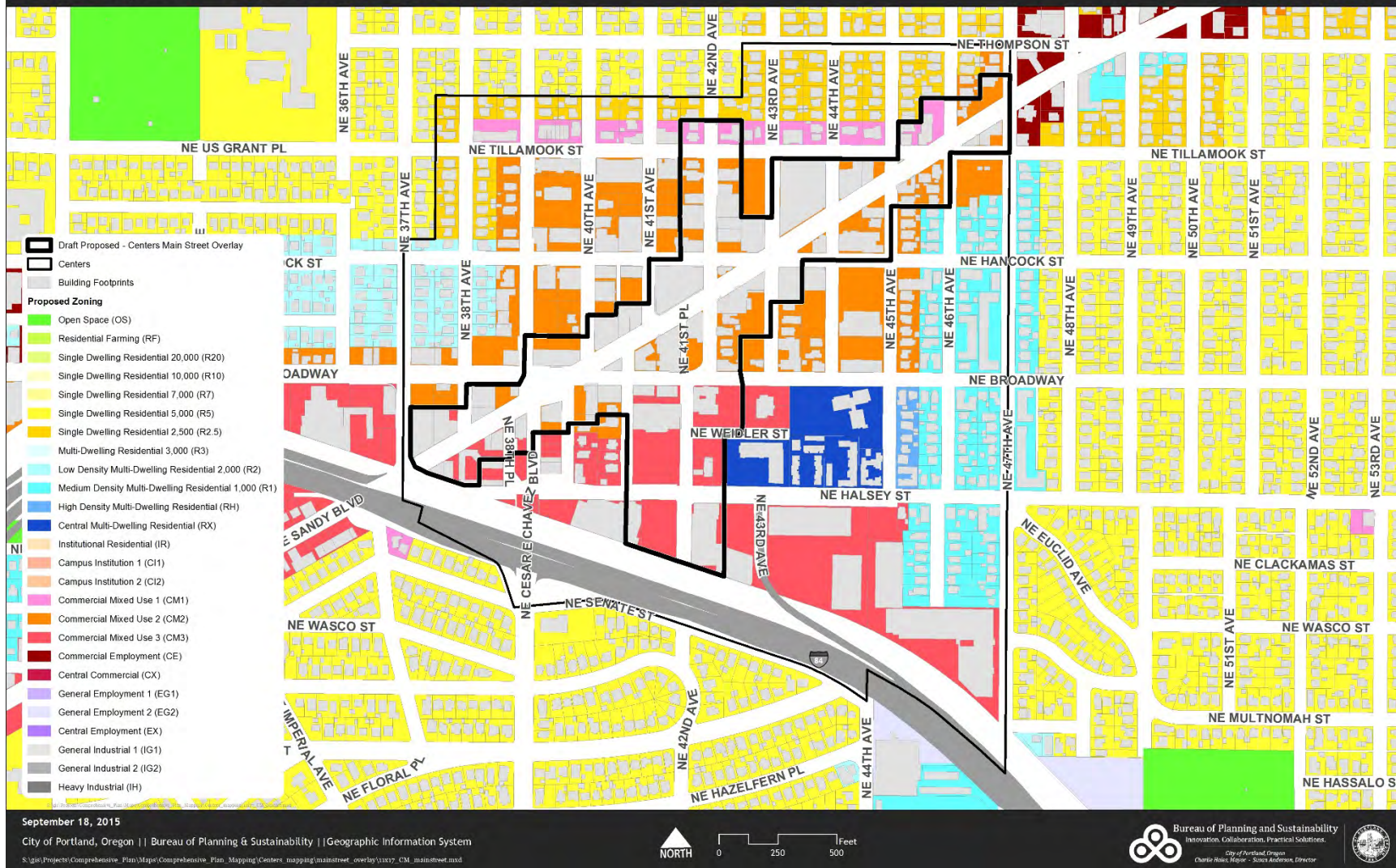
Draft Proposed - Centers Main Street Overlay

Town Center: Hillsdale



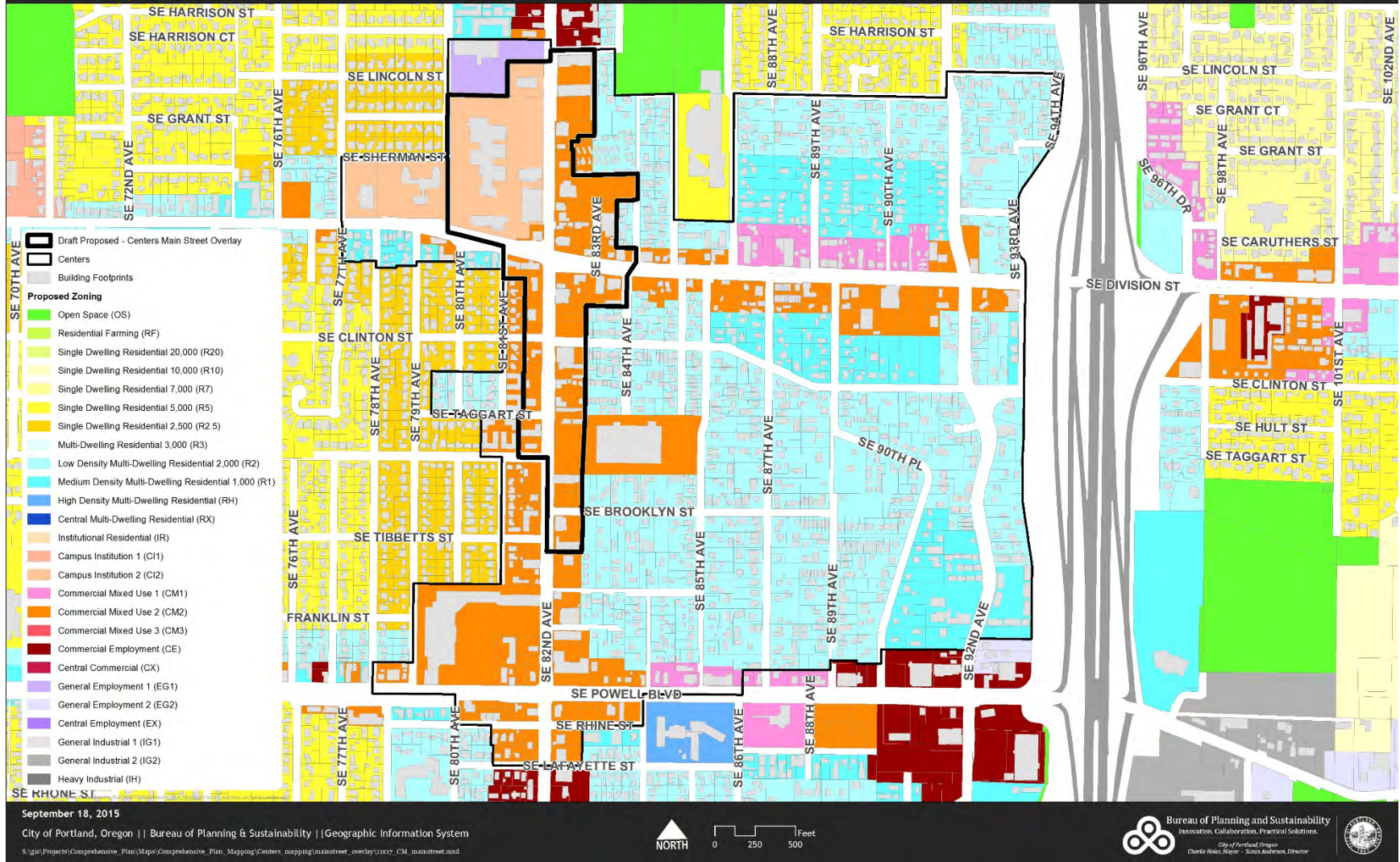
Draft Proposed - Centers Main Street Overlay

Town Center: Hollywood



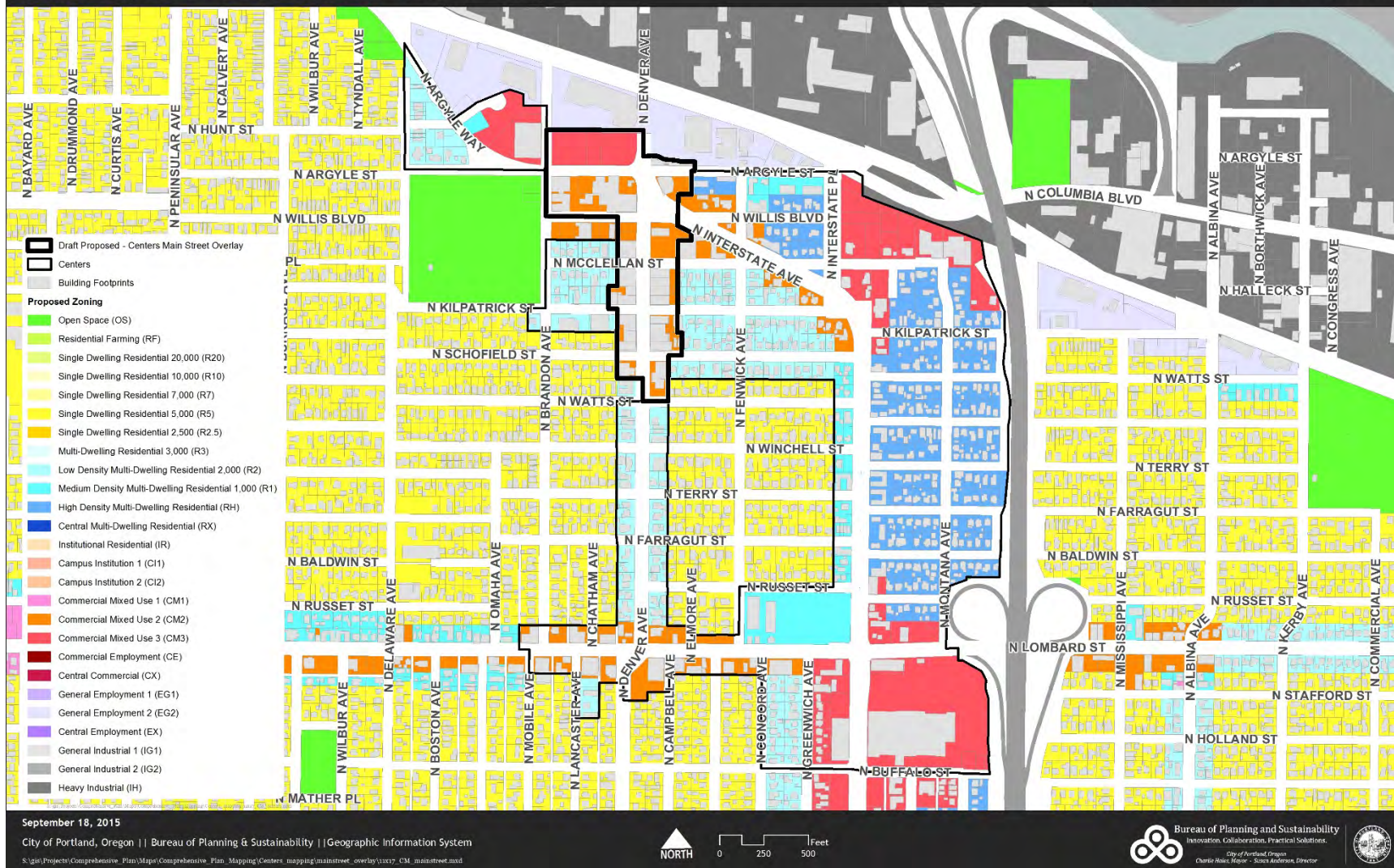
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Jade District



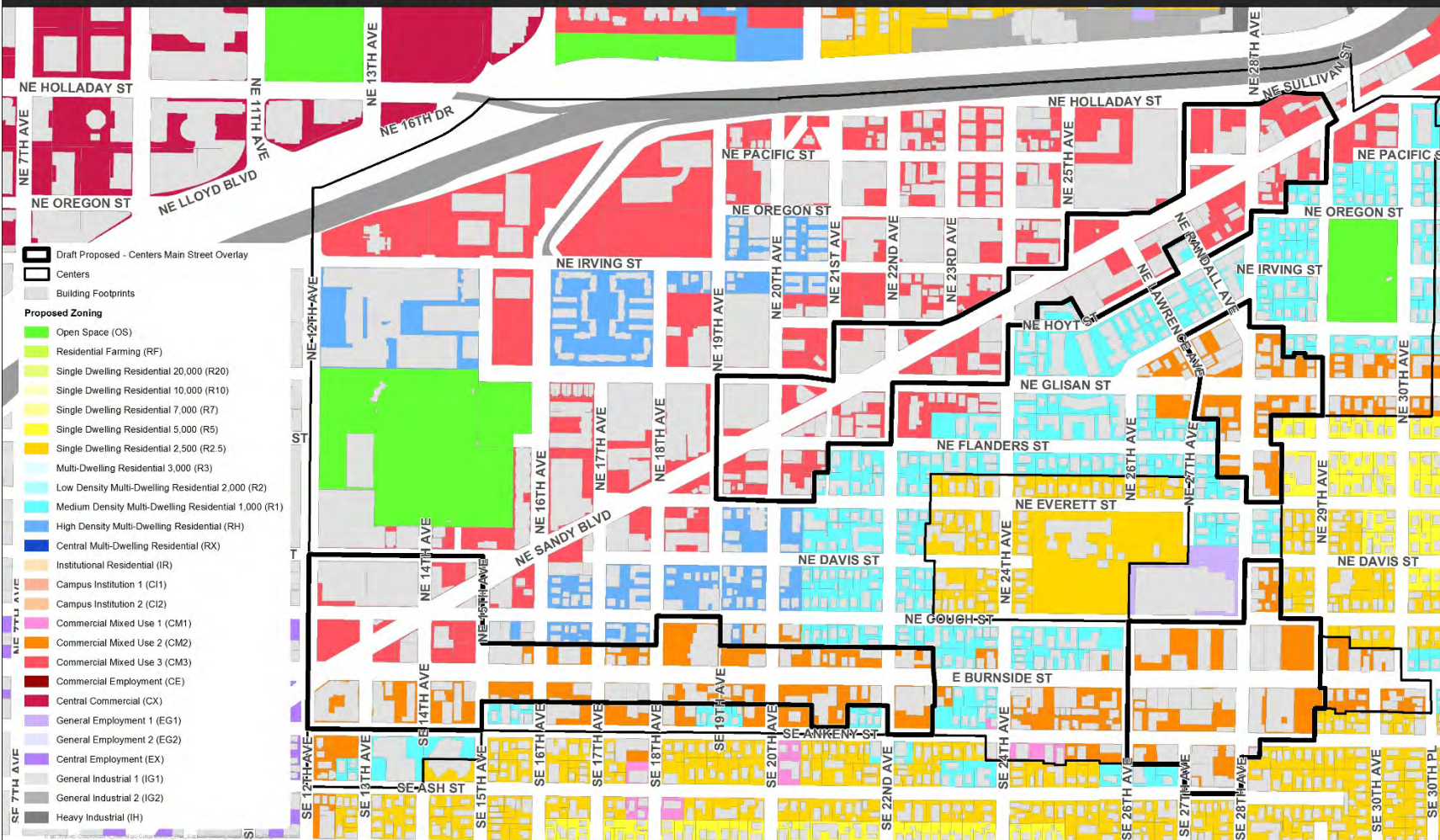
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Kenton Lombard



Draft Proposed - Centers Main Street Overlay

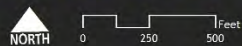
Neighborhood Center: Kerns



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd



Bureau of Planning and Sustainability

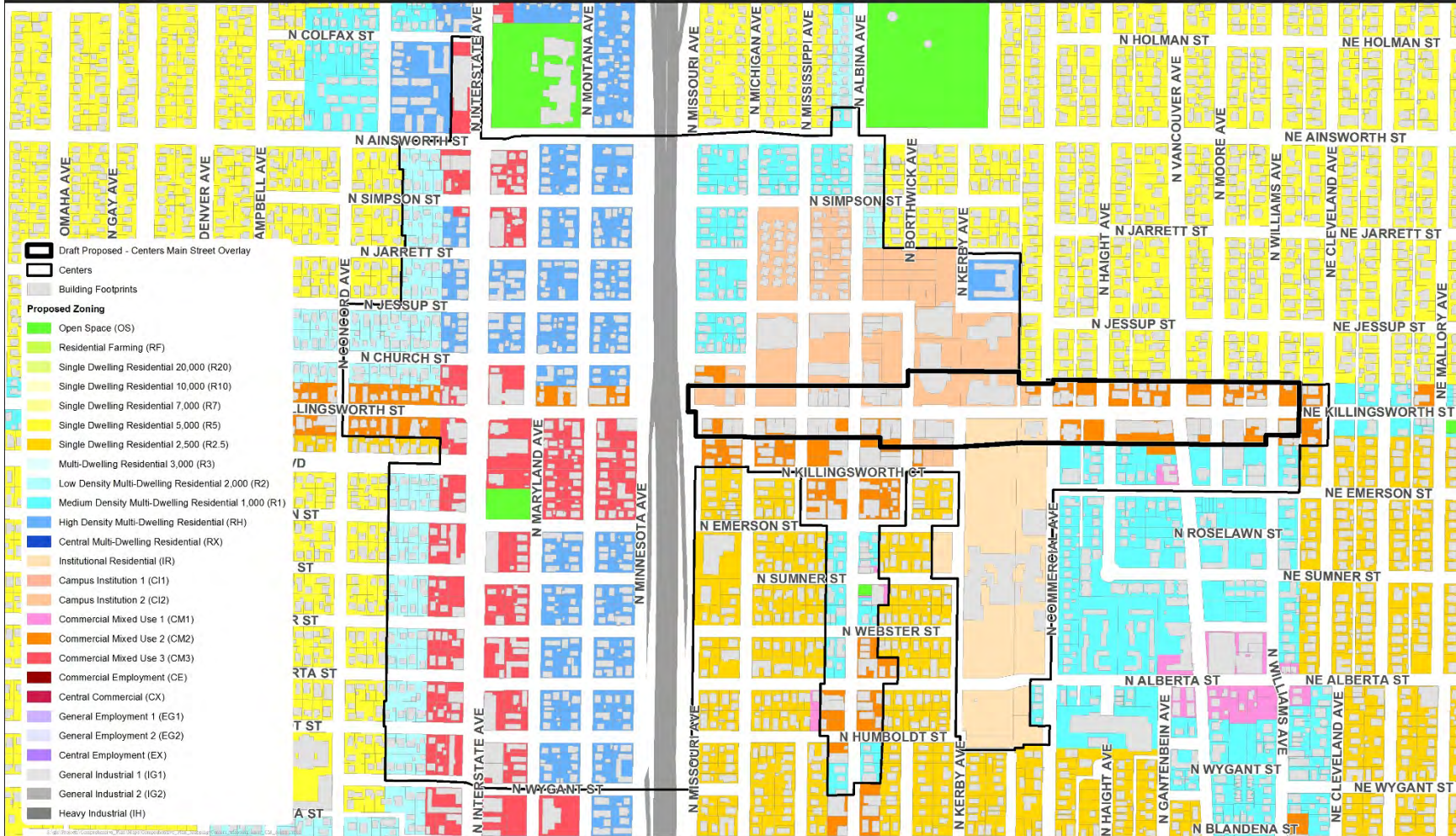
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
 Charles H. Ross, Mayor - Sarah Anderson, Director



Draft Proposed - Centers Main Street Overlay

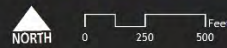
Town Center: Killingsworth/Interstate



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\1007_CM_mainstreet.mxd



Bureau of Planning and Sustainability

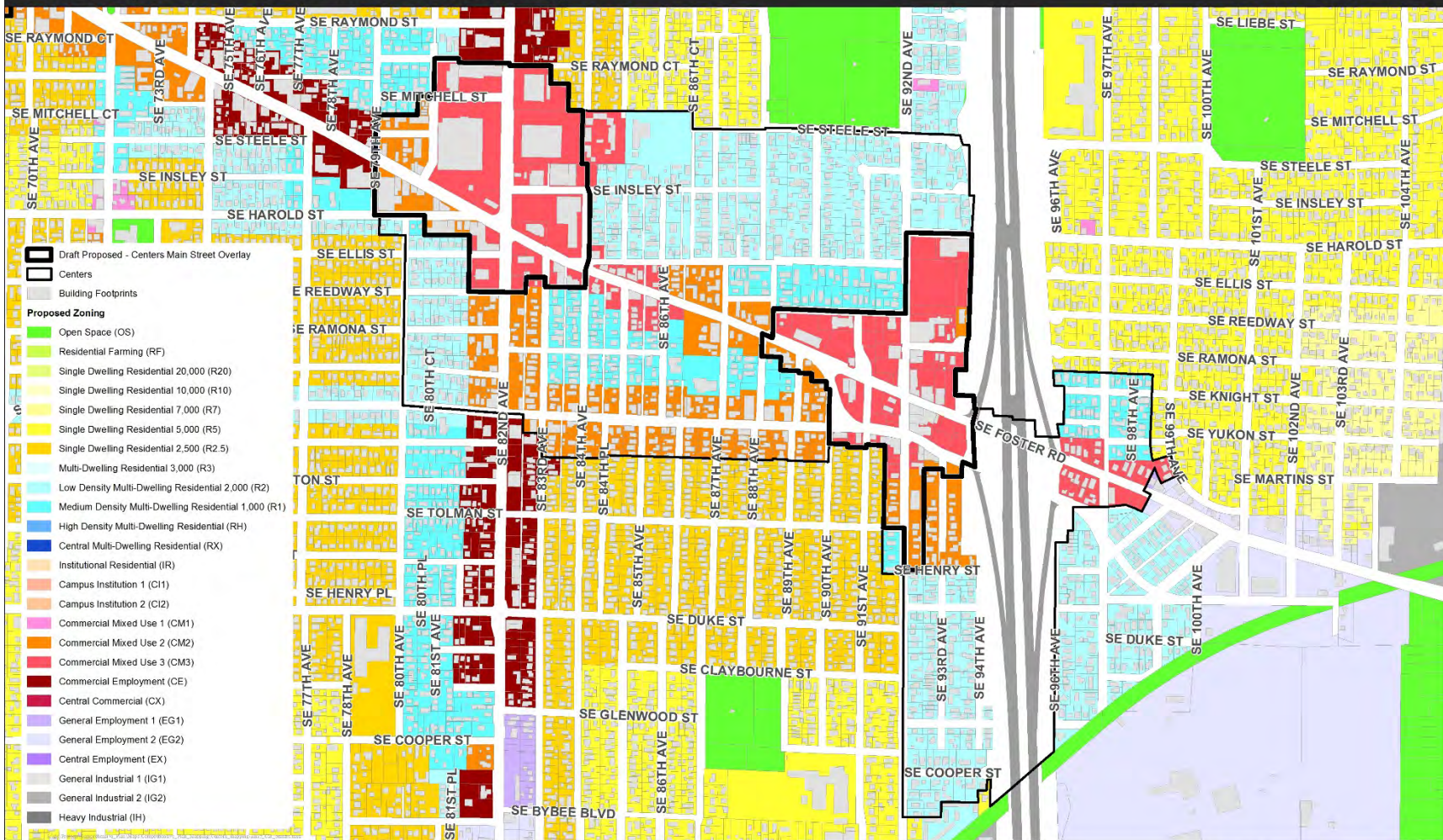
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
 Charles Hale, Mayor - Sarah Anderson, Director



Draft Proposed - Centers Main Street Overlay

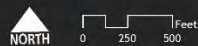
Town Center: Lents



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd

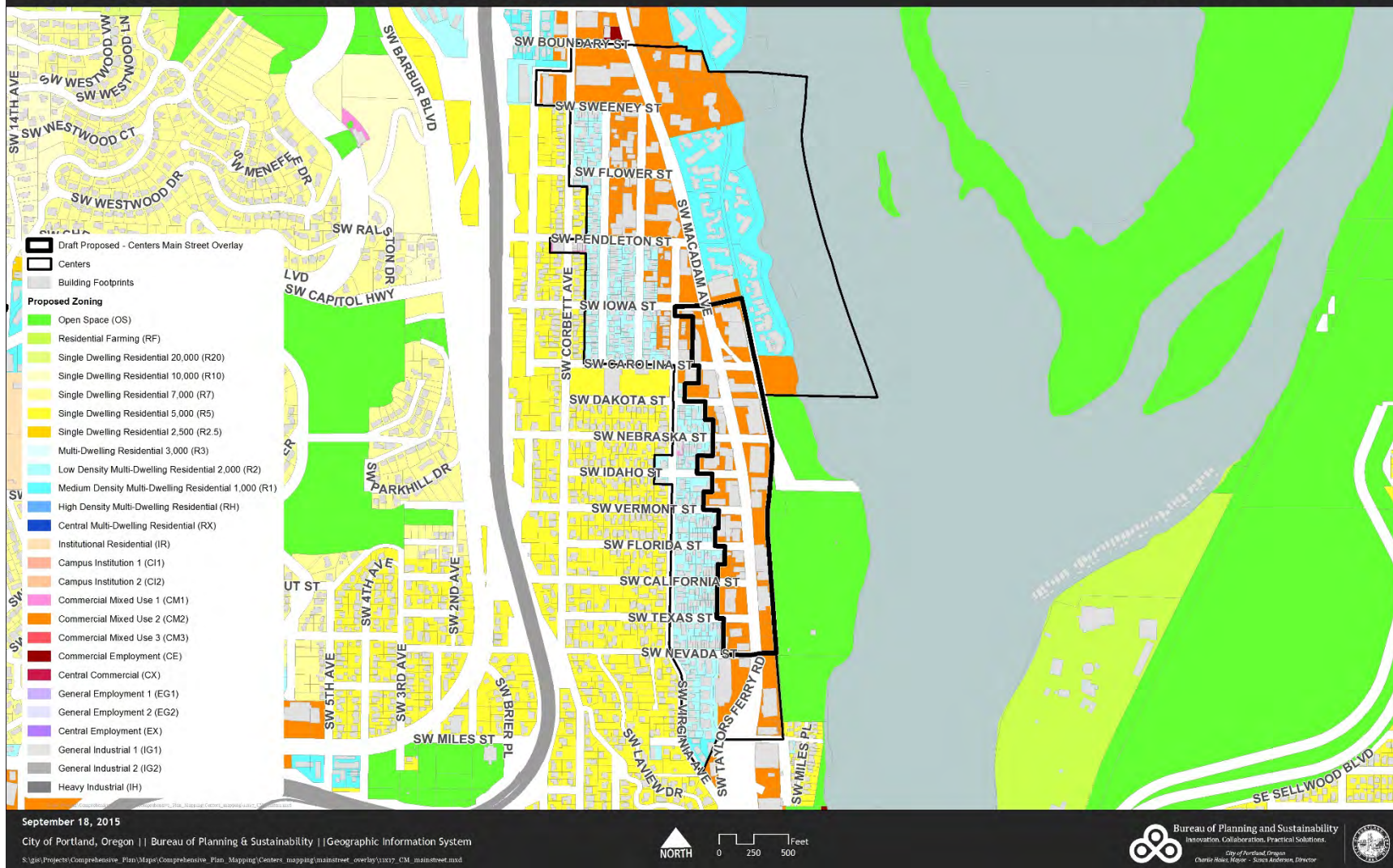


Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



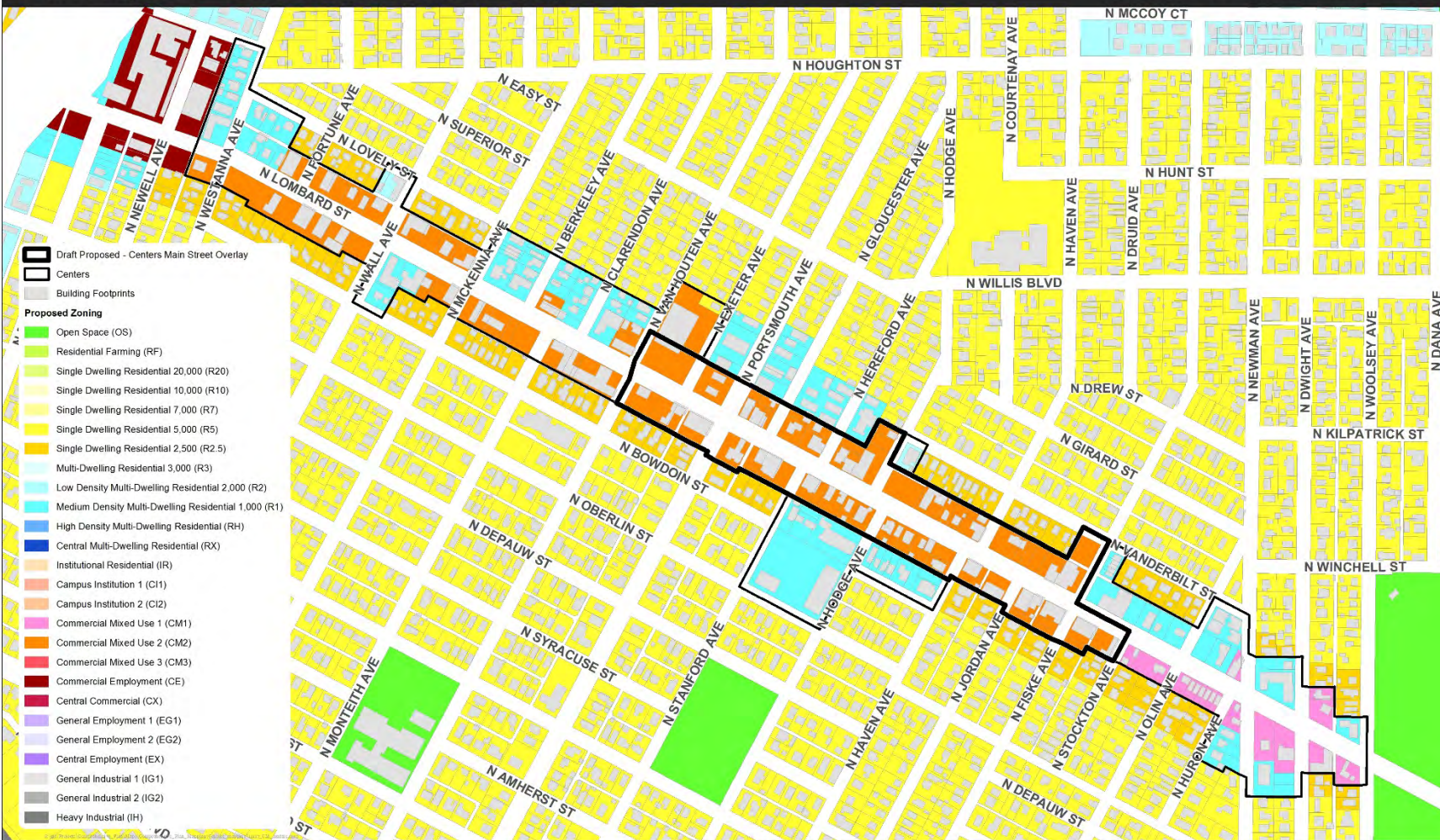
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Macadam



Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Mid-Lombard



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd



0 250 500 Feet



Bureau of Planning and Sustainability

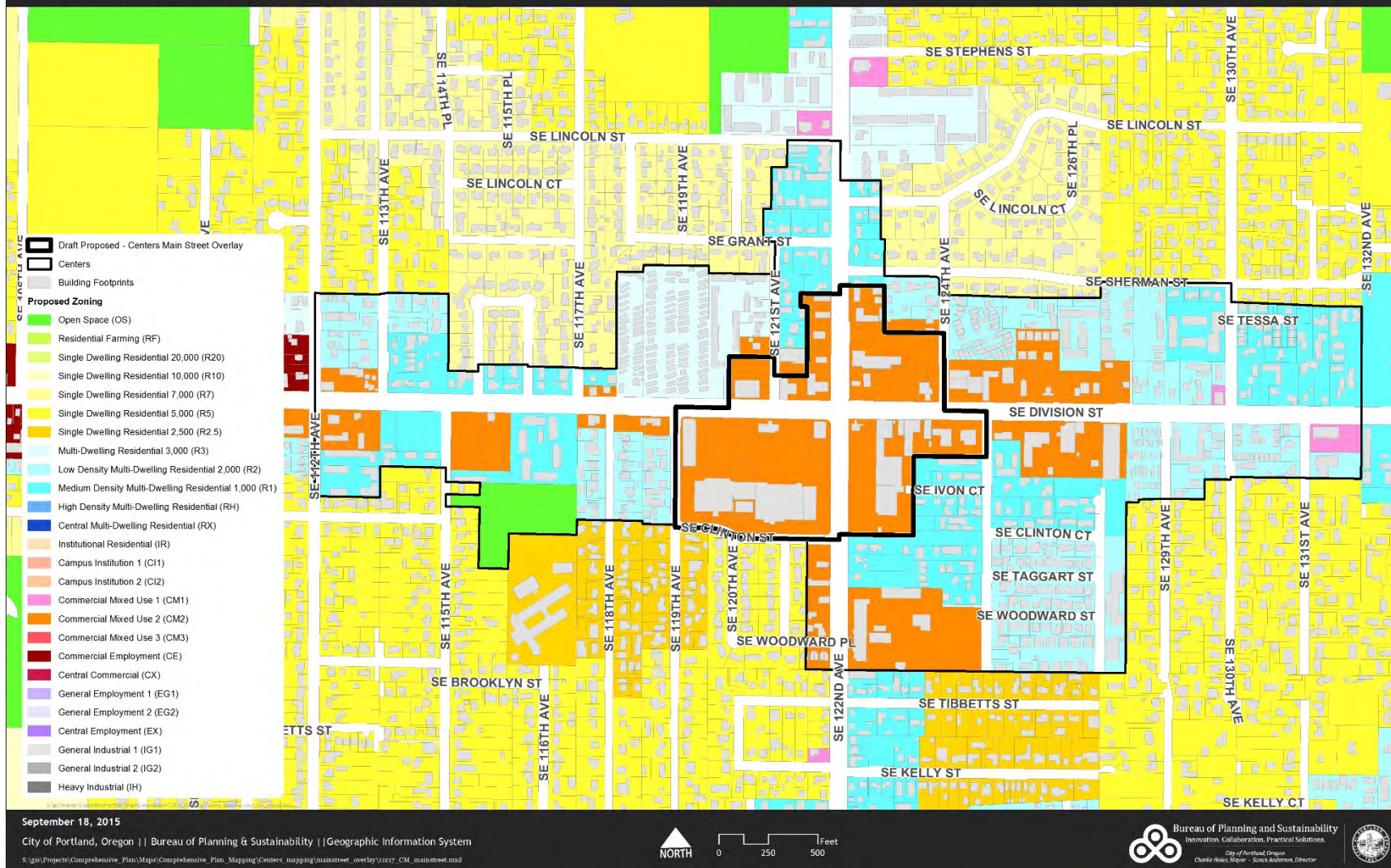
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
 Charles H. Ross, Mayor - Sarah Anderson, Director

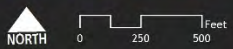


Draft Proposed - Centers Main Street Overlay

Town Center: Midway



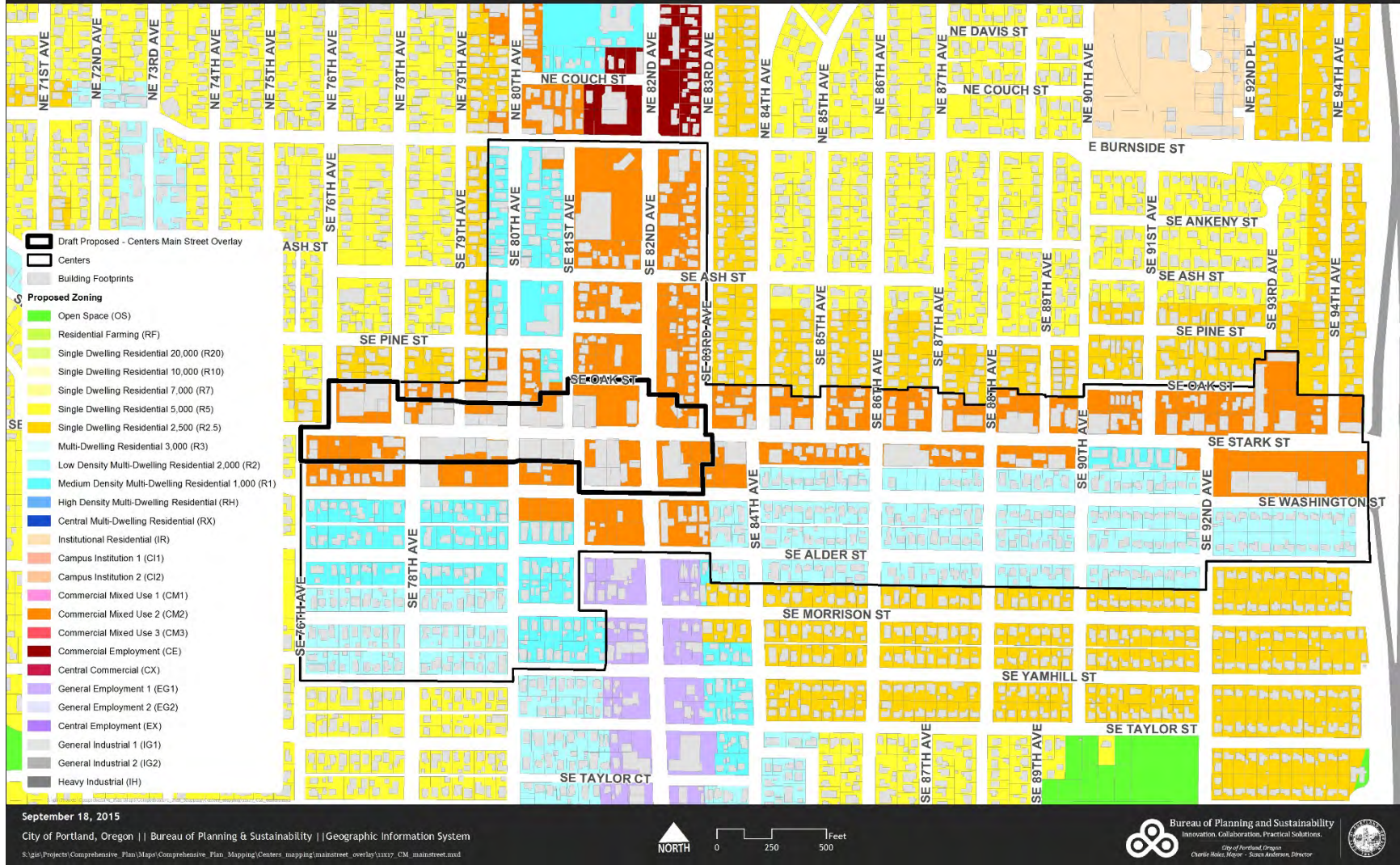
September 18, 2015
 City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System
 S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\1007_CM_mainstreet.mxd



Bureau of Planning and Sustainability
 Innovation, Collaboration, Practical Solutions.
 City of Portland, Oregon
 Clark H. Rice, Mayor - Sarah Anderson, Director

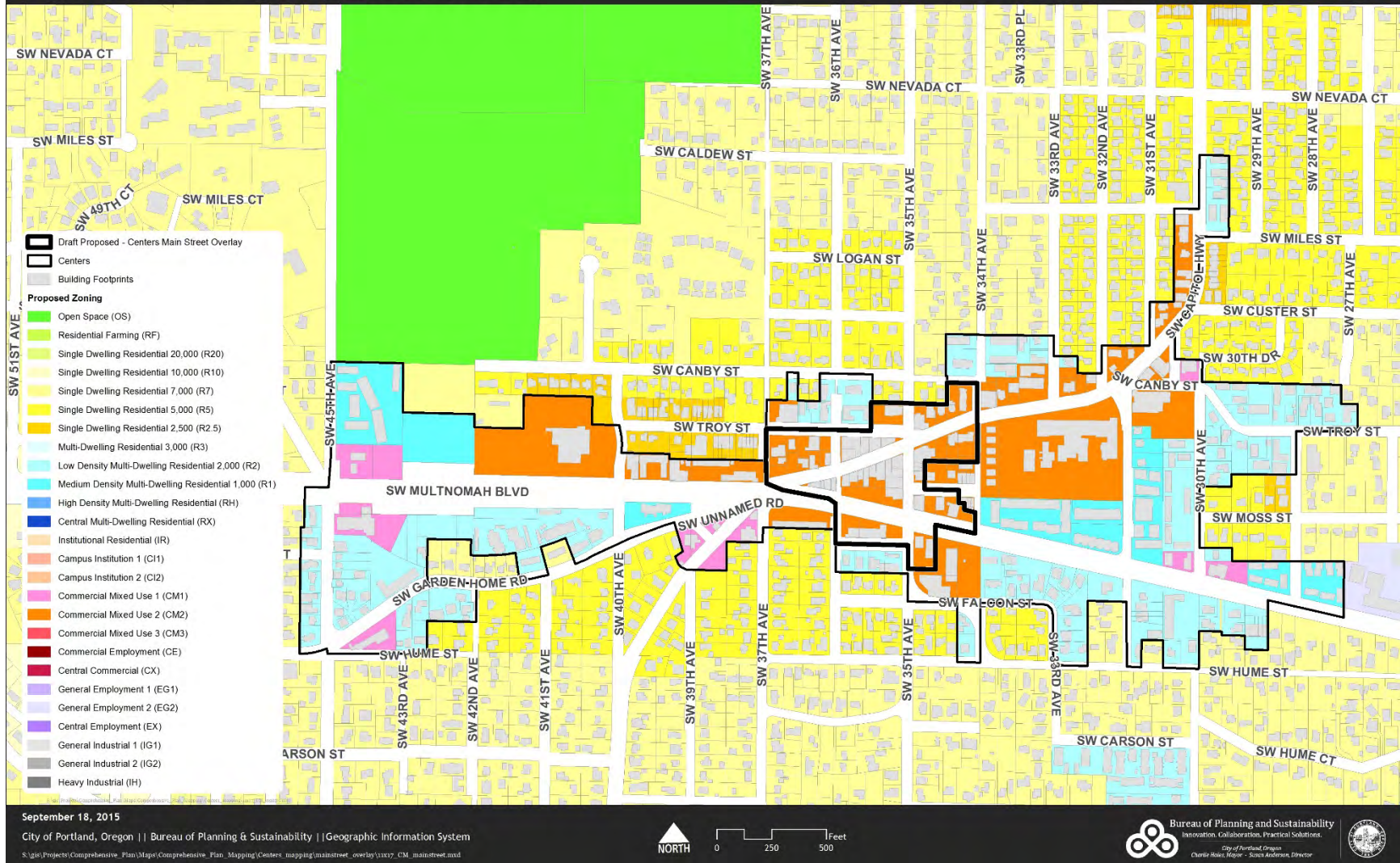
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Montavilla



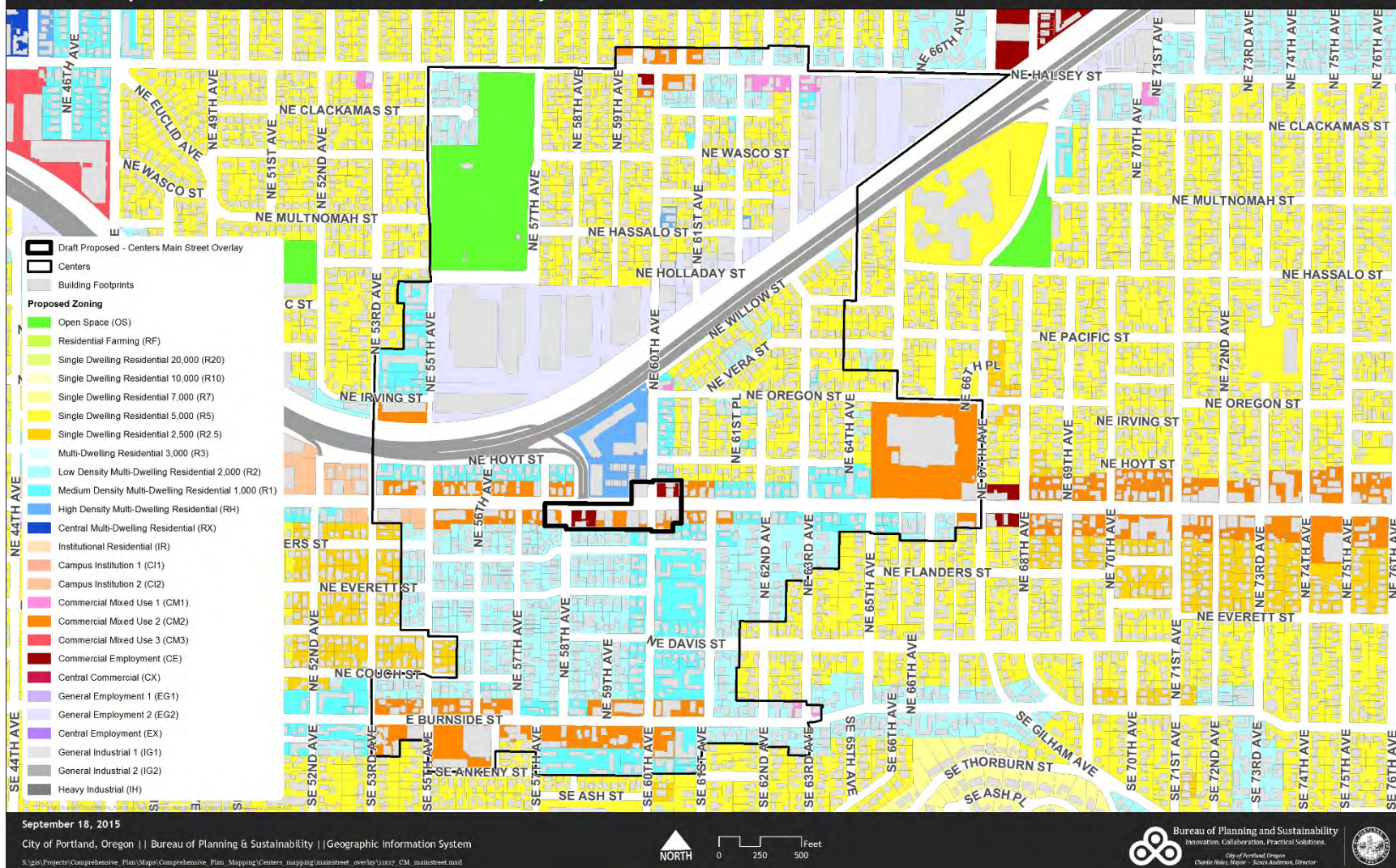
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Multnomah Village



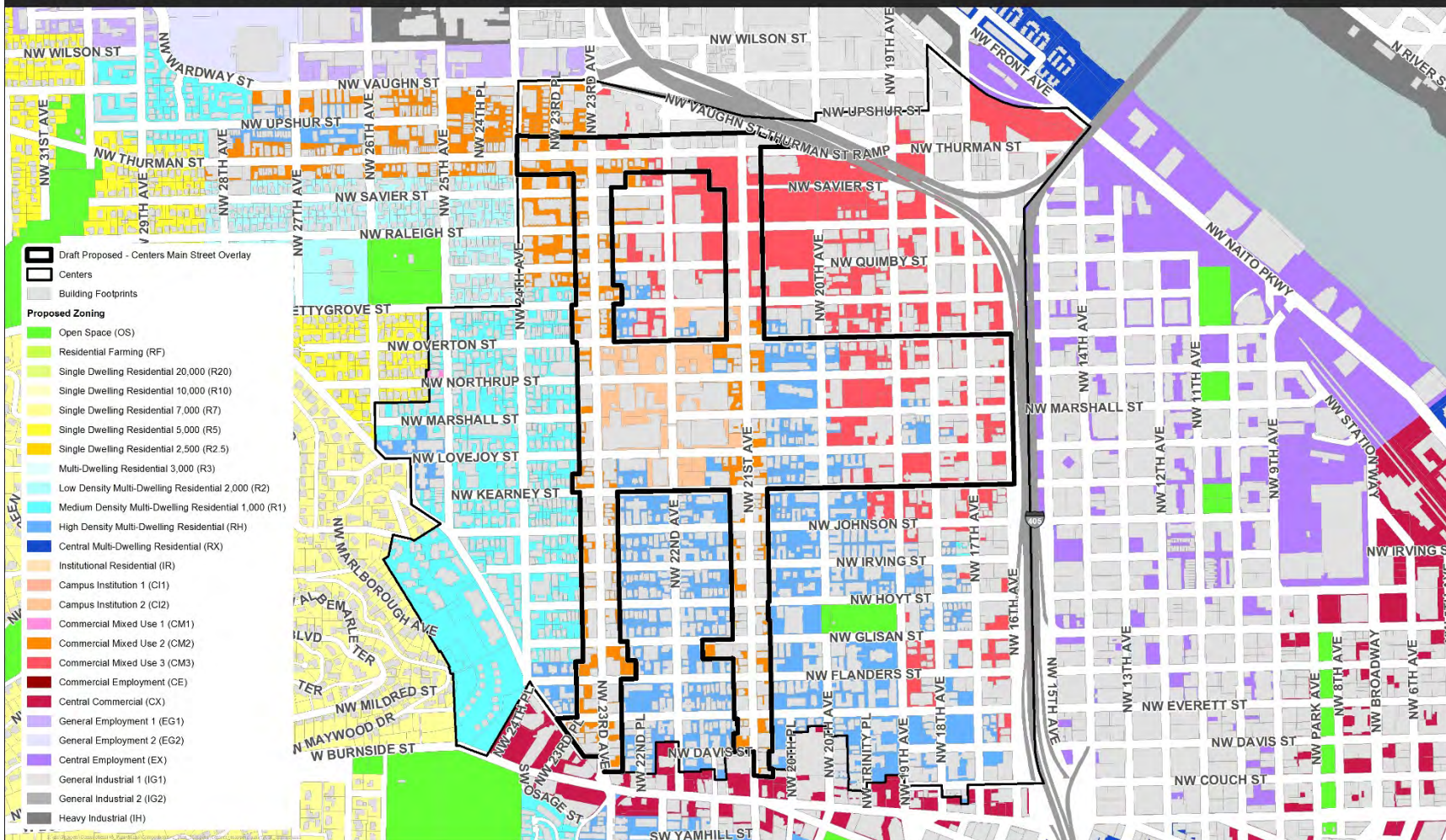
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: NE 60th / North Tabor



Draft Proposed - Centers Main Street Overlay

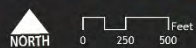
Town Center: Northwest District



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd

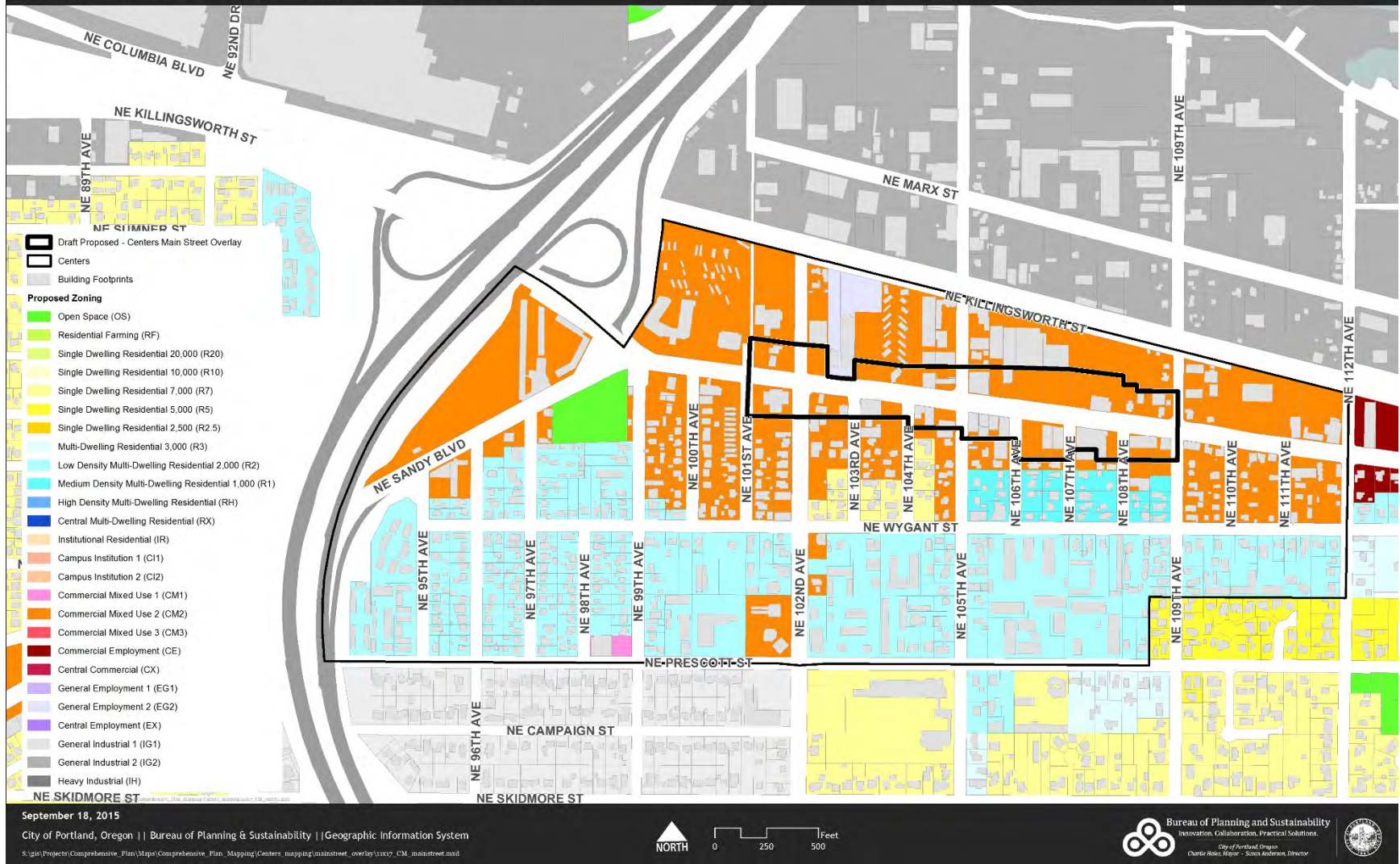


Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



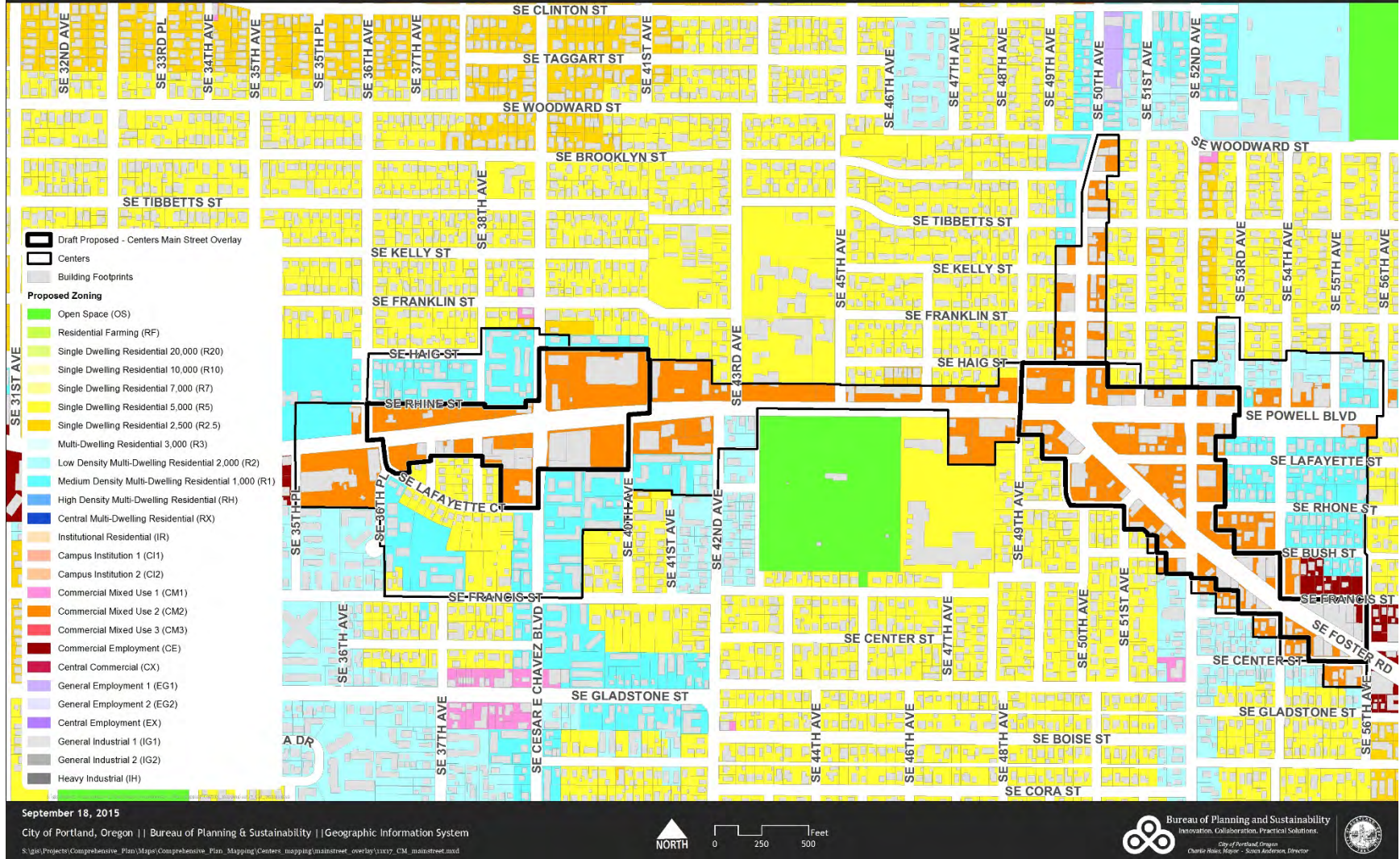
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Parkrose



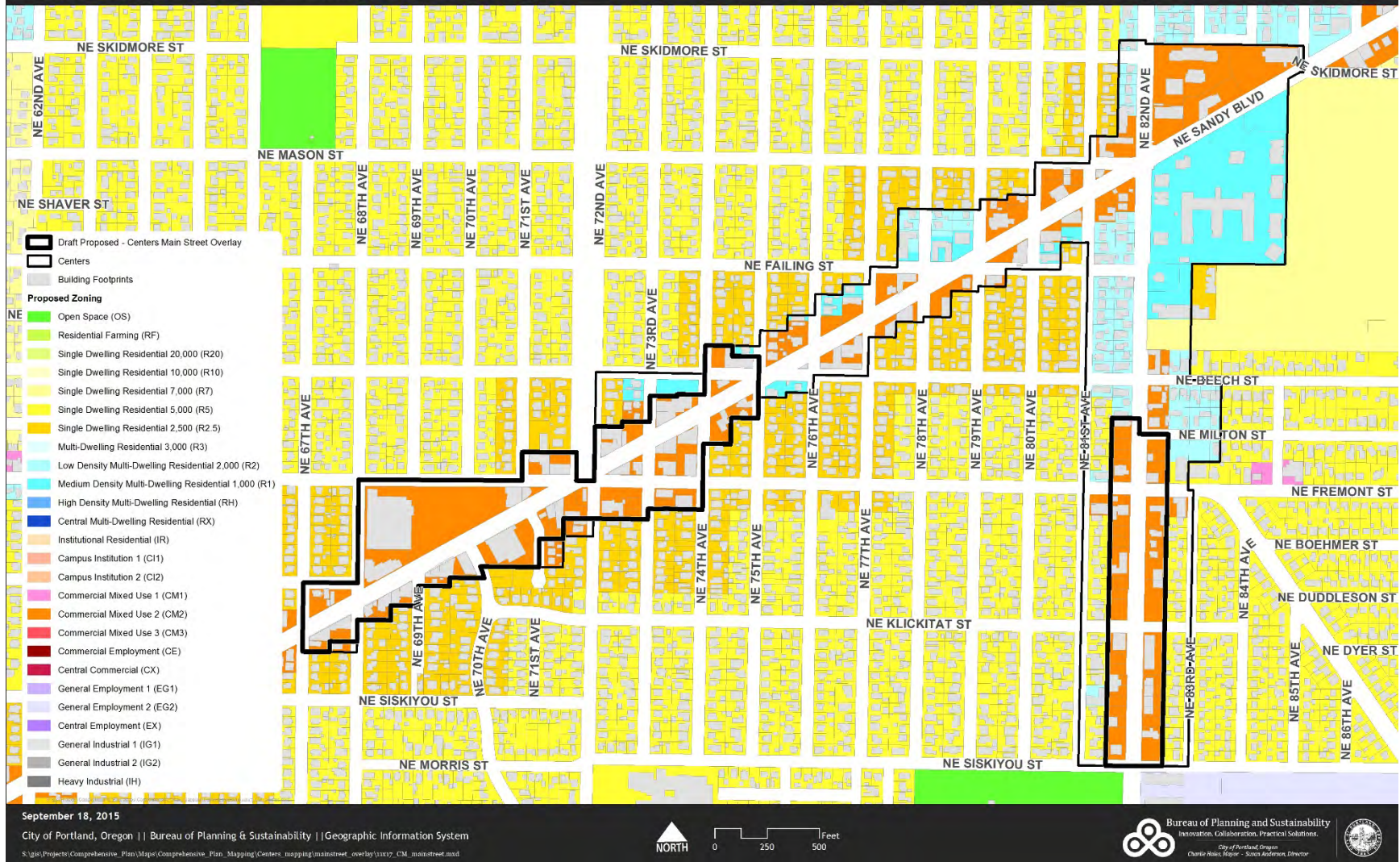
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Powell/Creston



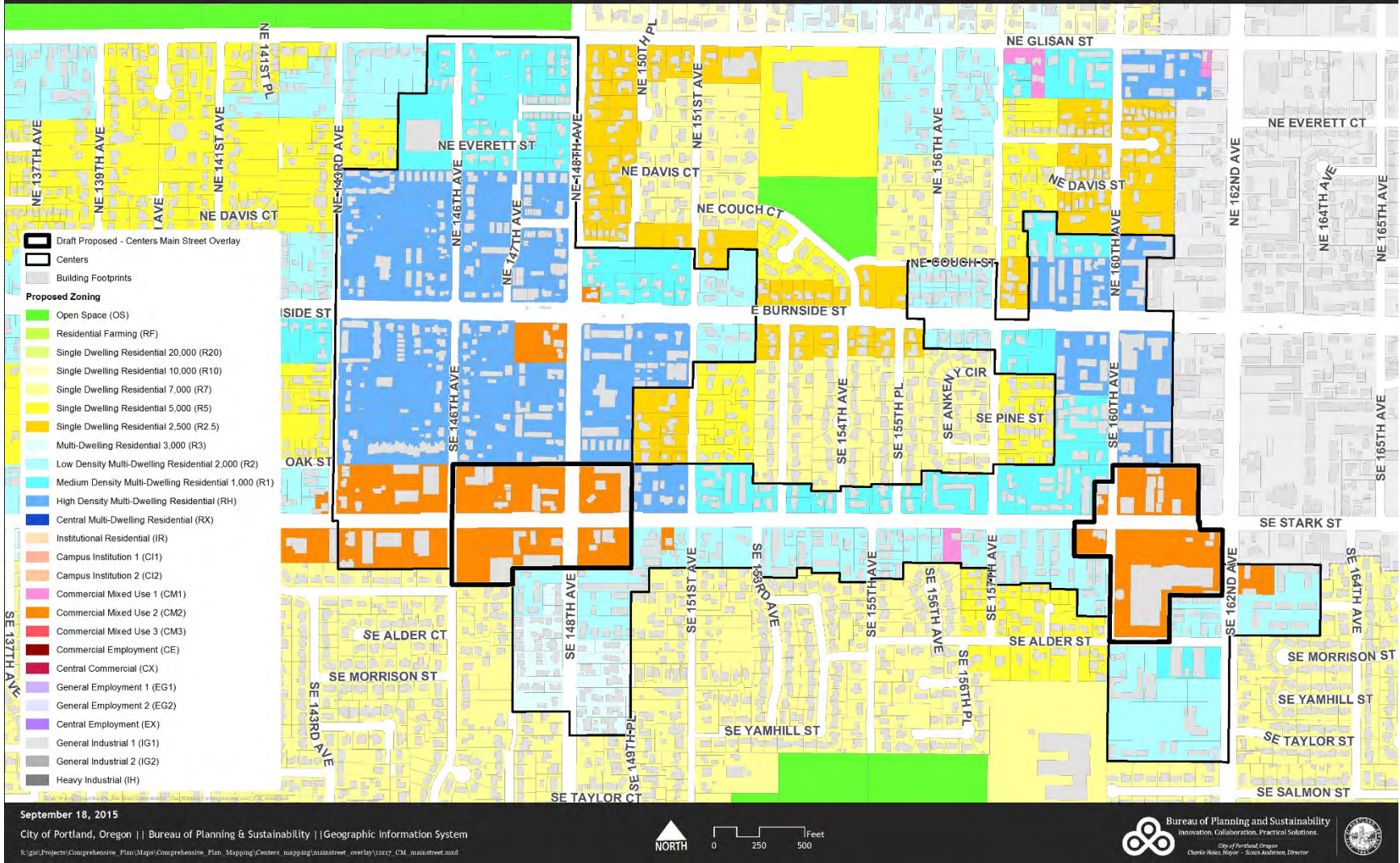
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Roseway



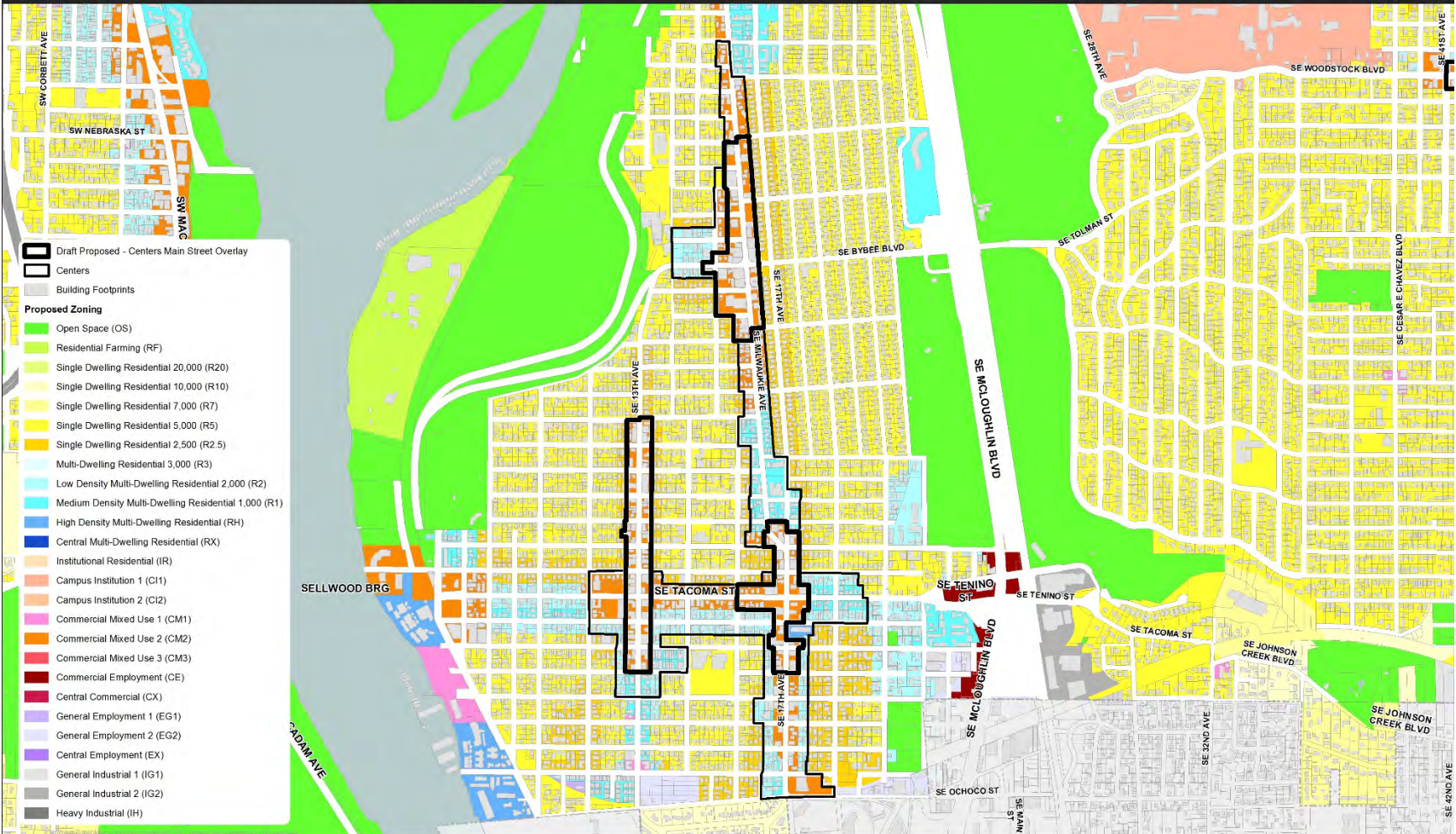
Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Rosewood/Glenfair



Draft Proposed - Centers Main Street Overlay

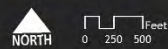
Neighborhood Center: Sellwood/Moreland



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\GIS\Projects\Comprehensive_Plan\Maps\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\111117_CM_mainstreet.mxd

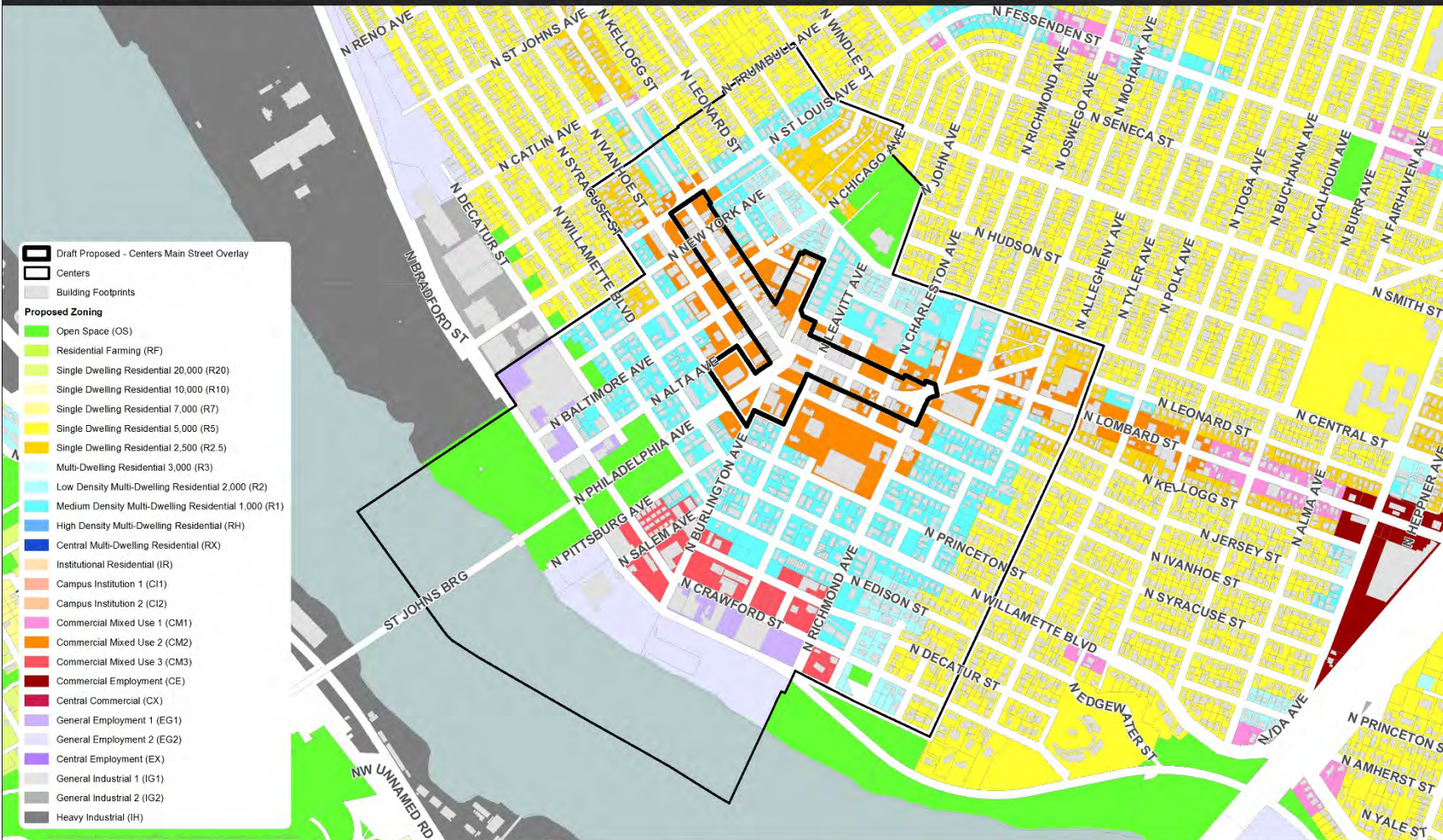


Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Christie Reed, Mayor - Susan Anderson, Director



Draft Proposed - Centers Main Street Overlay

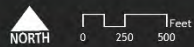
Town Center: St. Johns



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\10107_CM_mainstreet.mxd



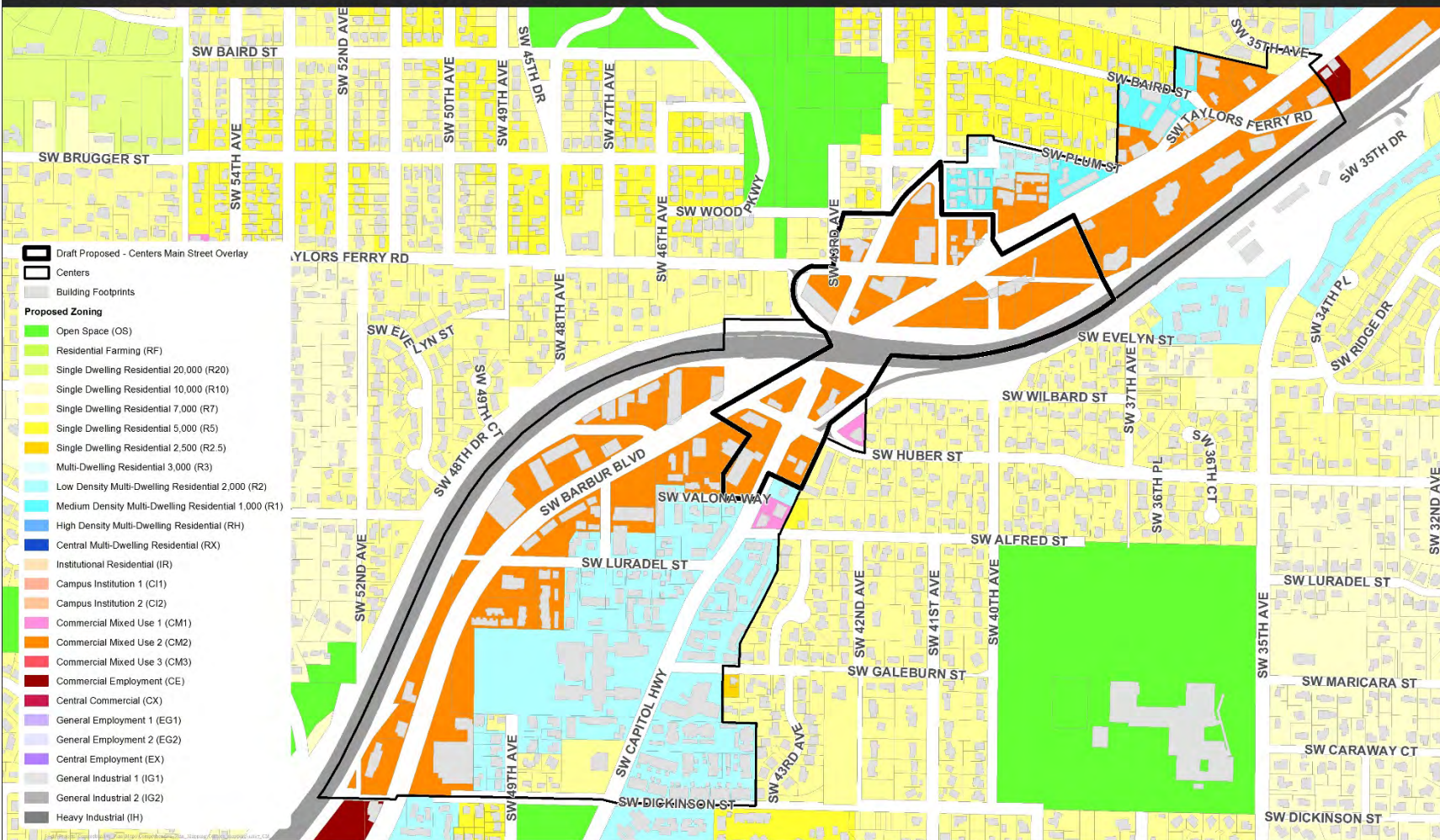
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Christi Hales, Mayor - Susan Anderson, Director



Draft Proposed - Centers Main Street Overlay

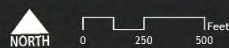
Town Center: West Portland



September 18, 2015

City of Portland, Oregon | Bureau of Planning & Sustainability | Geographic Information System

S:\gis\Projects\Comprehensive_Plan\Map\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\1007_CM_mainstreet.mxd

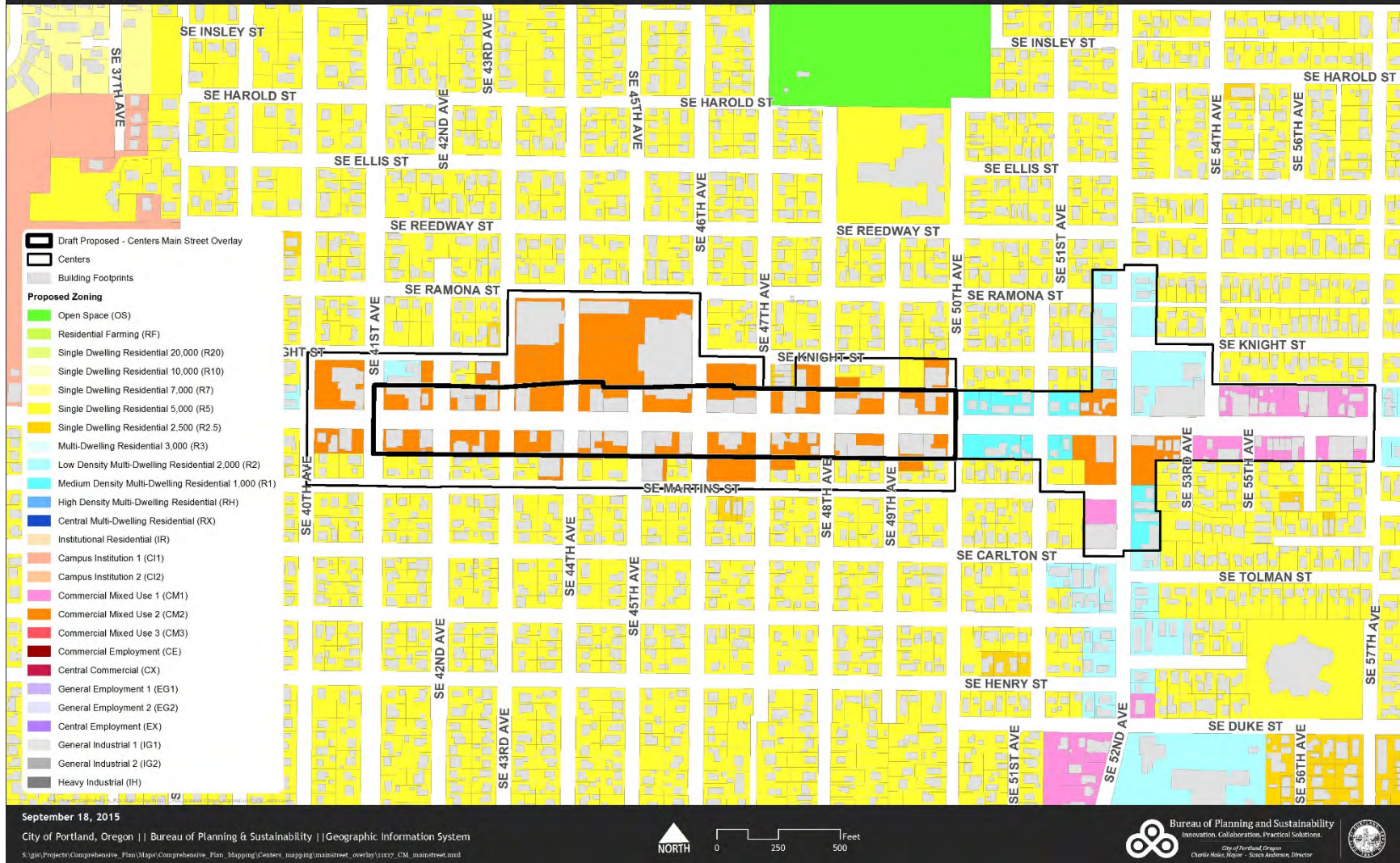


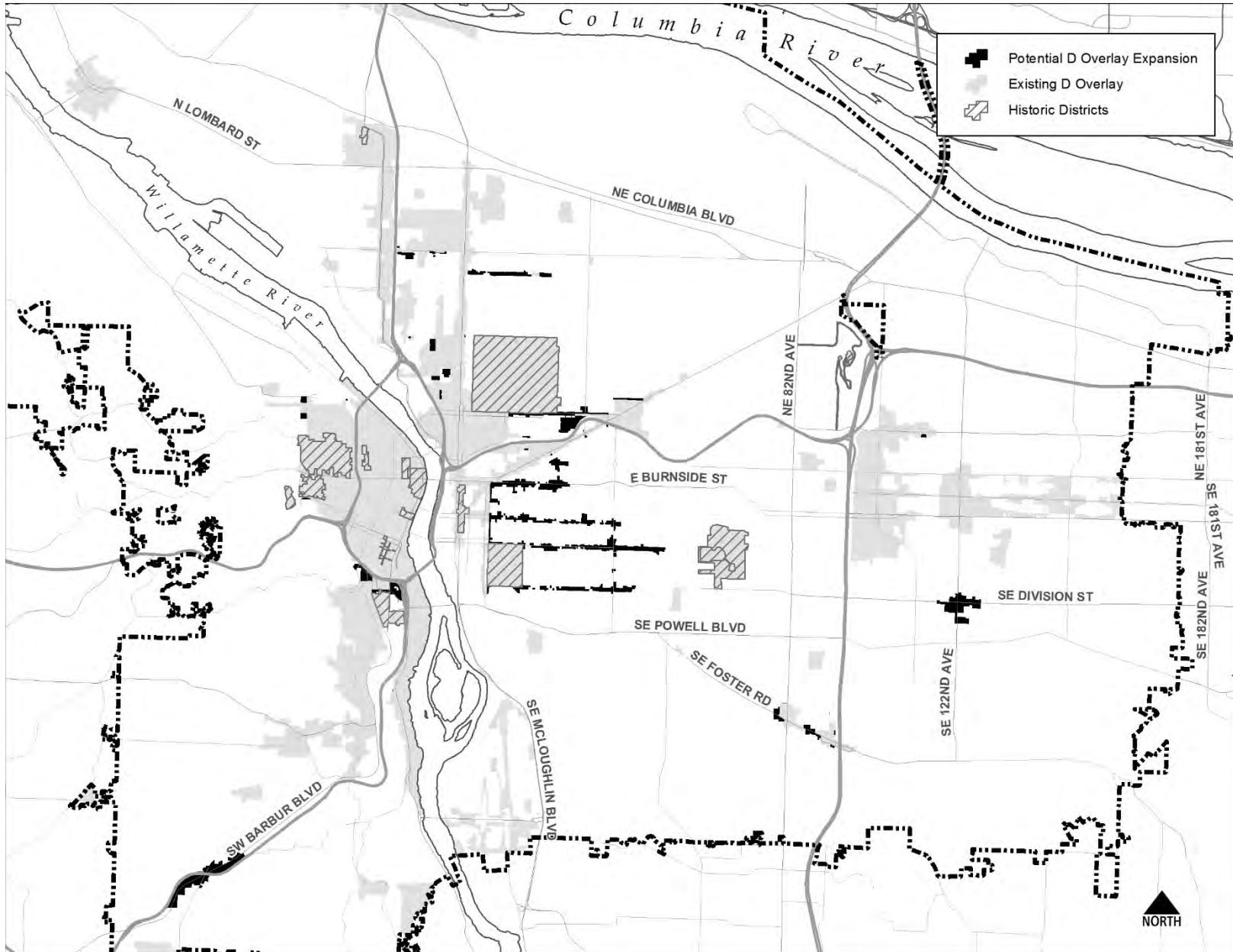
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Christi Hale, Mayor - Sarah Anderson, Director

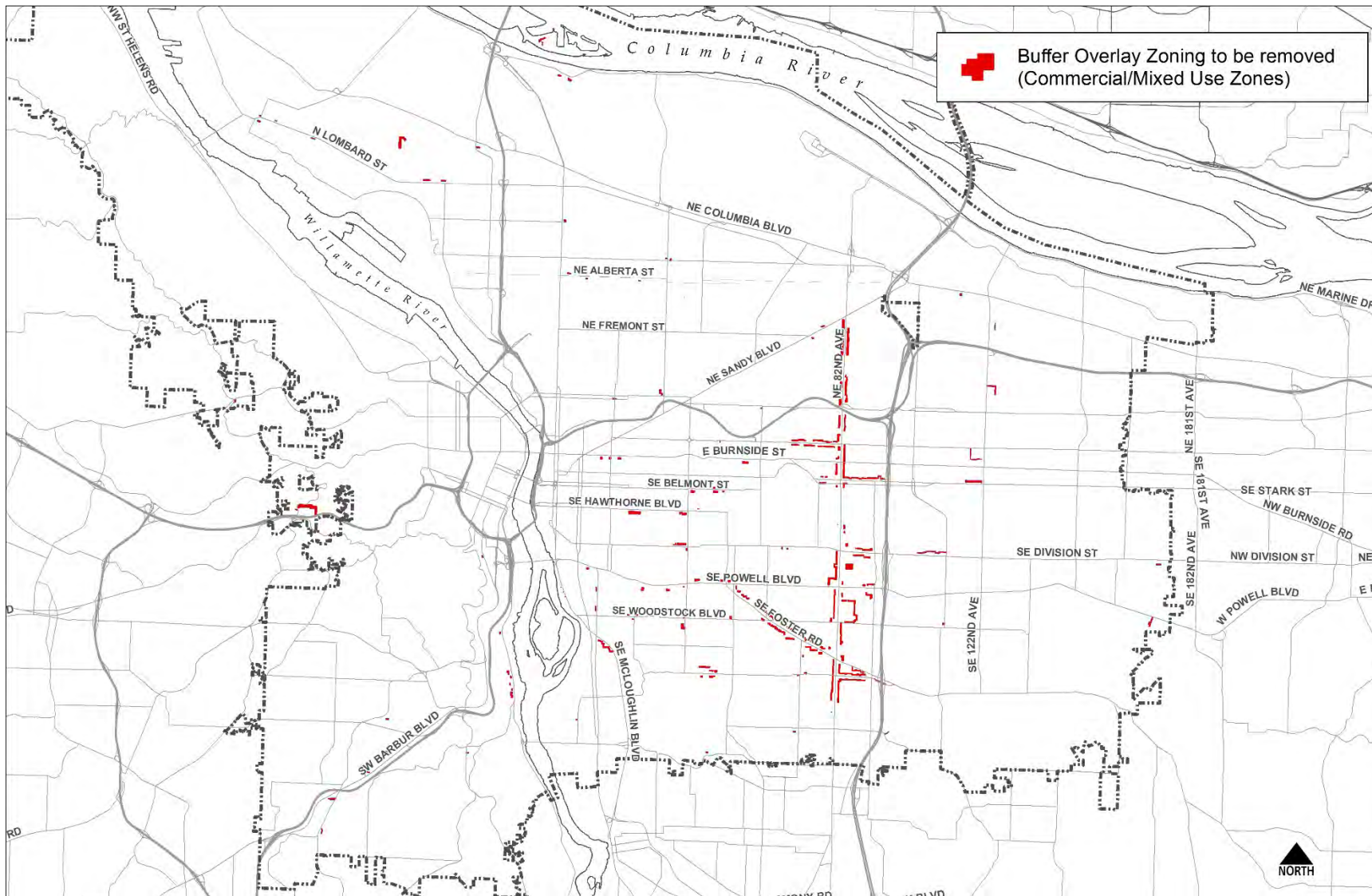


Draft Proposed - Centers Main Street Overlay

Neighborhood Center: Woodstock







Section VII. Other Implementation Tools

Performance Bonuses

A key goal of the comprehensive plan is to achieve many community objectives through public and private investments, including through the development process. To aid in realizing these goals, the new mixed use zones include opportunities for performance bonuses: additional amounts of development above basic zoning entitlements, when the developments include key public benefits. These bonuses allow additional floor area, and in some cases additional height, in return for meeting design and other performance standards that achieve Comprehensive Plan objectives and public goals. Bonuses are proposed for provision of affordable housing, affordable commercial space, public plazas, high-performance “green features” and preservation of historic resources through transfer of development rights. The amount (or weight) of each bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

Additional Details of the Bonuses

The bonus structure being employed is envisioned to be administered by the Bureau of Development services, with significant participation from bureau partners including the Portland Housing Bureau (affordable housing); Portland Development Commission (affordable commercial); Bureau of Environmental Services (green features); and Bureau of Planning and Sustainability (green features).

At this time, the details of the exact parameters of the bonus program standards and administration are being further developed. BPS expects to continue work on the bonuses to test the economics, proportions and administrative procedures during the code review process over the next several months. Additional economic testing will be done to better understand the relative value and costs of bonuses and determine how they may be used or will interact with each other, and how bonuses will be used in different city geographies. If bonus options appear to be too difficult to administer or lack the performance expected, the structure may change and bonuses may be changed or eliminated. More information on the bonus purpose, approach and outstanding issues for resolution follow.

Many of the bonuses will be administered with the assistance of a partner agency or other administrator that will establish program parameters, evaluate development applications for compliance with the program and certify compliance. In most cases there will be a need for ongoing administration to monitor projects that use bonuses, to ensure ongoing compliance. The details of the administration will be worked out over the coming months as the code goes through legislative process.

The likely steps and timeframes for further work are:

- Economic testing and bonus calibration: fall 2015
- Determine viability of bonuses: early 2016

- Develop administrative process: spring 2016
- Finalize administrative rules: early 2017

A more detailed description and work program for individual bonuses follows.

1. Affordable Housing Bonus

Description/Intent: Housing affordability is an increasing concern in Portland. Much of Portland’s new housing to accommodate growth is expected in centers and corridors. However, new housing is often not affordable to a large segment of Portlanders. This bonus will work toward addressing that issue through a market incentive to construct and set-aside a portion of units at affordable levels. Mandatory inclusionary zoning is not legal in Oregon, but voluntary incentives like this are. If inclusionary zoning were legalized, the administrative aspects of this incentive program could be modified and applied to a broader program.

This bonus would allow additional floor area and in some cases additional height for developments when a proposal includes a required amount of floor area for residential units that are targeted to be affordable.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 100% of the total bonus. To earn bonus area, projects are required to construct 25 percent of all floor area in excess of base zone regulations as housing that is affordable to an income target established by Portland Housing Bureau and set forth in an administrative rule. The affordability target currently being considered is 80% of median family income (MFI), however this figure is being further analyzed.

Likely Partners: Portland Housing Bureau (PHB); Portland Bureau of Development Services (BDS)

Administration: PHB would establish a program to evaluate projects, issue certificate of compliance to applicant that has enrolled in program, and track units to ensure affordability.

Questions to Consider and Issues to Resolve:

- Portland is exploring a similar approach to bonuses for affordable housing in the Central City. Can the programs be administered in the same way?
- For Commercial Mixed Use zoned areas, should an in-lieu fee be considered?
- Could an in-lieu fee be used to protect existing units rather than build new affordable units?
- Does PHB have the capacity to review affordable housing development proposals?
- What documentation would be required at permit review, and what are ongoing monitoring requirements?
- What are the administrative costs of review and enforcement?
- What is the duration of affordability – 60 years? Something different?
- What is the appropriate level of affordability for projects? Can or should this vary by different geographies in the City?
- How will this bonus interact with other available affordable housing incentives such as the Multi Unit Limited Tax Exemption (MULTE) program?
- Is gross floor area the best measure of an affordability target? Should we look at unit counts?
- What is PHB’s role in leasing of units or maintaining a list of potential tenants?

2. Affordable Commercial Bonus

Description/Intent: As new development occurs, the opportunity for small businesses to locate in older buildings with more affordable rents could decrease. Because of the costs associated with new mixed use construction and the opportunity to attract tenants, rents levels in newer building are often higher than in existing buildings within those markets. This makes the spaces unaffordable to business startups, and existing local businesses. Because residential rents are often a more certain source of income for developers than commercial space, a bonus of additional floor area for residential use may be more valuable than commercial space in mixed use building. This bonus is intended to address this by offering a floor area bonus when a project builds commercial space that will be leased at affordable, below market rates.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 50% of the total bonus. Projects would earn two square feet of additional/bonus floor area for each square foot of commercial space that is made available at “affordable” rates. A targeted rate of 25% below market is being considered. However, specific rates, affordability targets, and qualifying business types will be further studied and described in an administrative rule to be administered by a partner agency or entity.

Likely Partners: Portland Development Commission (PDC); Portland Bureau of Development Services (BDS)

Administration: PDC – or another partner - would establish a program to evaluate development projects, issue certificate of compliance to an applicant that has enrolled in program, determine business eligibility for the enrolled space, and institute a mechanism to track and ensure affordability over time.

Questions to Consider and Issues to Resolve:

- In what parts of the city would applicants most likely seek to utilize this bonus?
- What should be the criteria for identifying the users who would be eligible to lease commercial space?
- How could the bonus ensure the beneficiaries of the affordable commercial space need the subsidy to continue to operate in the area?
- How much demand might we expect from applicants to utilize this bonus?
- What is the right discount rate? How would prevailing market rates be measured? How long should this discount be applied?
- What would be the likely costs of administering an affordable commercial space program through the bonus? How would administrative costs be funded?
- What is city or PDC’s role in marketing or maintaining a list of potential tenants?
- Would an agency be directly involved in managing the leases in the enrolled space, or would this be handled by the property manager or another third party?
- How can the program be adapted when businesses become successful in rent-discounted locations? Can rents escalate and income/proceeds be used for other affordable space?

3. Publicly Accessible Plaza Bonus

Description/Intent: A key Comprehensive Plan goal is to provide for more community gathering spaces within neighborhood and town centers. This bonus would provide a market incentive to provide such space as part of a private development. A project would receive additional valuable floor area in excess of the basic allowances when the project includes a publicly accessible plaza space.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 50% of the total bonus. Projects would earn five square feet of additional/bonus floor area for each square foot of plaza space constructed on site. Specific design details will be checked by Bureau of Development services as part of permit review.

Likely Partners: Portland Bureau of Development Services (BDS); Portland Parks and Recreation (PPR)

Administration: Because the plaza space size and development requirements can be defined in code or guidelines, it is anticipated that BDS will be able to make a determination about the qualifying bonus feature in permit review process or through design review. Portland Parks and Recreation may have a role in reviewing design or in administration, or as holder of public access easements.

Questions to Consider and Issues to Resolve:

- Is the 1-to-5 square footage relationship correct?
- What is the relative cost of the bonus vis a vis the FAR benefit, relative to other bonuses?
- What is the role of PP&R in reviewing design or administering plazas?
- What types of features should be required in plazas that are approved through non-discretionary reviews?

4. High Performance Green Features Bonus

Description/Intent: This bonus provides an incentive for development to achieve high levels of energy efficiency and provide on-site green features such as eco-roofs and significant landscape elements to address stormwater management, urban heat island effects, and other issues. The bonus would provide valuable floor area and buildable height in exchange for these features.

What is Required and Allowed: A development proposal seeking this bonus would earn 50 percent of the additional/bonus floor area for meeting the bonus requirement. To be eligible, buildings on site would need to demonstrate that they meet the low-carbon building requirements of Bureau of Planning and Sustainability and then meet one of two or more other features such as: large trees and landscaping on 15% of site, or an eco-roof. The specific requirements of the low-carbon buildings and eco roofs will be determined in an administrative rule to be administered by a partner agency or entity. Standards for the landscaped area with large trees are currently being developed.

Likely Partners: Portland Bureau of Planning and Sustainability (BPS); Portland Bureau of Environmental Services (BES); Portland Bureau of Development Services (BDS)

Administration: BPS would establish a program to evaluate development projects for low-carbon impact, issue certificate of compliance to an applicant that has demonstrated conformance/enrolled in program, and institute a mechanism to track. Similarly, BES would review eco-roofs for conformance with design parameters set forth in an administrative rule. BDS would review permits for conformance with specific landscape standards for the on-site landscape features.

Questions to Consider and Issues to Resolve:

- How can BPS ensure that a development granted a bonus will meet low-carbon standards? Can BPS establish a standard for low-carbon buildings that does not require post-construction certification?
- Is BPS equipped to review buildings or will a third-party review or certification be required?
- How will eco-roofs and solar arrays be monitored over time? What is the duration of the requirement?
- How does this bonus interact with other public tax incentives for energy performance?

Related City Codes for Future Amendments

The new proposed base zones will operate within a larger regulatory zoning structure that will continue to influence how development occurs. Minor references to Commercial Zones as well as code references with more significant policy and planning implications driven by base zone changes are located throughout the zoning code. These include numerous *Plan Districts*, *Overlay Zones* and *Additional Use and Development Regulations*. Of these, certain Plan Districts will require additional policy discussion to determine whether allowed FAR in plan districts will be supplanted by the new FAR approach with bonus opportunity prescribed in the Commercial Mixed Use base zones.

There will be other amendments to the Zoning Code to address varied code references and related situations that will be proposed in the future but are not included in this report. These amendments will be presented in a subsequent code amendment project after review and approval of the initial changes proposed to the Planning and Sustainability Commission. A preliminary list of the potentially affected code sections is listed below.

Table VII-1: Title 33 Code Chapters Requiring Future Amendments

Chapter	Title
33.10	Organization of Title 33
33.110	Single-Dwelling Zones
33.120	Multi-Dwelling Zones
33.140	Employment and Industrial Zones
33.218	Community Design Standards
33.224	Drive Through Facilities
33.229	Elderly and Disabled
33.237	Food Production and Distribution
33.239	Group Living
33.243	Helicopter and Landing Facilities
33.251	Manufactured Homes & Dwelling Parks
33.254	Mining & Waste-Related Uses
33.258	Nonconforming Situations

33.262	Off-Site Impacts
33.266	Parking and Loading
33.274	Radio Frequency Transmission Facilities
33.278	Permit-Ready Houses
33.281	Schools and School Sites
33.284	Self-Service Storage
33.285	Short Term Housing and Mass Shelters
33.293	Superblocks
33.296	Temporary Activities
33.299	Wind Turbines
33.400	Aircraft Landing Zone
33.405	Alternative Design Density Overlay Zone
33.410	Buffer Zone
33.420	Design Overlay Zone
33.430	Environmental Zones
33.440	Greenway Overlay Zones
33.445	Historic Resource Overlay Zone
33.450	Light Rail Transit Station Zone
33.455	Main Street Node Overlay Zone
33.460	Main Street Corridor Overlay Zone
33.470	Portland Int'l Airport Noise Impact Zone
33.480	Scenic Resource Zone
33.521	East Corridor
33.526	Gateway
33.532	Hayden Island
33.534	Hillsdale
33.536	Hollywood
33.537	Johnson Creek
33.538	Kenton
33.550	Macadam
33.555	Marquam Hill
33.561	North Interstate
33.562	Northwest
33.583	St Johns
33.613	Commercial Zones
33.630	Tree Preservation
33.631	Flood Hazard Areas
33.638	Planned Development
33.654	Rights of Way
33.662	LD in C, E and I Zones
33.665	Planned Development Review
33.700	Administration and Enforcement

Other City Titles Requiring Amendment

Other city codes may require technical or more substantive amendments to align them with new zones and standards of the Mixed Use Zones Project. These include but are not limited to: Title 11, Trees; Title 17, Public Improvements; Title 18, Noise Control and Title 32, Signs and Related Regulations.

Expanded Transportation Demand Management (TDM) Requirements

TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Mixed Use Zones Project, PBOT will consider expanding and standardizing requirements for an approved, performance-based TDM Plan, for new development over certain impact thresholds. Several specific changes may occur:

- New requirements for clear and objective performance-based TDM measures for larger mixed use apartment buildings and, perhaps, office buildings;
- Better integration of TDM and parking management; and
- Revitalized TDM program monitoring.

Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. In Chapter 33.266, the staff proposal includes renaming that chapter to Parking and Transportation Demand Management, in recognition of this shift. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific prescriptive measures available to meet these requirements, as well as providing more specific forms and monitoring requirements. These rules would be finalized in 2016 or early 2017.

The intent of administrative rules would be to create a menu of approaches that can be selected by the permit applicant, and assembled into a TDM plan. Approval of the TDM plan would be an administrative action involving non-discretionary standards, handled during a building permit, and not a land use review. Non-standard TDM plans could be requested through a land use review (Proposed Zoning Code Chapter 33.852, which was also included with the Institutional Campus Zoning Project).

On Street Parking Management – Centers and Corridors Parking Project

The management of parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases the demand for existing on-street parking.

The Portland Bureau of Transportation (PBOT) is considering new on-street parking management tools for high-growth Town Centers and Neighborhood Centers outside of the Central City. This additional “tool kit” will describe the suite of policies and programs available to manage parking.

To inform this work, in early 2015 PBOT studied parking demand in five case study areas that best represent the type and intensity of development Portland is seeing and can expect in the future. That study is available online: www.portlandoregon.gov/transportation/article/530653

Goals of the PBOT parking toolkit project are:

- More efficient use of parking and management of curbside space.
- Greater ease in implementation and operation of parking management tools as areas change.
- Meet growth management and economic development.
- Meet goals of the City's Comprehensive Plan, including encouraging walking, cycling, transit and carpool trips over drive-alone trips.
- Reevaluation of the value of the right-of-way.

Overnight Residential Permit Parking Areas

In August of 2015 PBOT released preliminary recommendations for a new residential parking permit program. The concept is intended to encourage residents to better utilize existing off-street parking, encourage managers of low-parking buildings to market to car-free tenants, encourage developers to build an amount of parking consistent with the demand created by new development.

The potential new program would enable neighborhoods to elect to create an Overnight Residential Permit Parking Area (ORPPA) district in residentially-zoned areas surrounding high density mixed use corridors. This is different than current permit programs, which have been focused on commuter parking near the Central City. Key aspects of this program would include:

- New permit districts would be created by a local vote.
- Residents of these single family areas would have equal access to permits, and would need to show proof of residency and vehicle registration to obtain a permit.
- Only permit holders would be allowed to park on-street during overnight enforcement hours.
- Short-term parking for visitors to nearby commercial areas would be allowed, but long-term parking by people who live outside the permit area would no longer be allowed.
- The supply of permits would be tied to supply of parking in the area – not a “hunting license”, and set to achieve optimal (~85%) utilization of on-street parking spaces.
- Permit pricing and/or availability should be tied to the number of cars in a household (the price of the second or third permit is more than the first).
- Enforcement could be available later; potentially 24 hours.

Questions discussed by the SAC include:

- Should these districts be defined by zoning?
- Is overnight enforcement the right approach?
- Is a cap on the total number of permits, rather than a household limit, the right approach?
- Is pricing the right way to tie the permit system to other City goals (demand management, mode split, carbon emissions, etc.)?

The concept was discussed by the project Stakeholder Advisory Committee in August and September. PBOT intends to provide more specific refined proposal in the coming months, in parallel with the further refinement of the Mixed Use Zoning Project proposal.

Transportation System Improvements

The Transportation System Plan identifies more than \$1 billion dollars in transportation infrastructure projects on streets or in areas with mixed use zoning. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. Fees collected from development helps pay for some of these improvements. A small sample of these projects are listed below. For a full list of recommended transportation investments, see the TSP:

<http://www.portlandoregon.gov/transportation/63710>

Table VII-3: Sample TSP Projects

Street or Area	Project	Description	Cost
Barbur Blvd	SW Corridor High Capacity Transit	Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard.	\$1b+
Powell-Division	Powell-Division High Capacity Transit	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Gresham.	\$75m
Gateway	99th Ave Streetscape improvements	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes and new signals.	\$26m
Capital Highway	Capital Hwy Corridor improvements	Improve SW Capital Hwy from Multnomah Blvd. to SW Taylors Ferry Rd to include sidewalks , crossings, and bicycle access.	\$12m
Lents	Lents Town center Improvements	Implement Lents Town Center Business District transportation Plan.	\$11.5m
NE Broadway	NE Broadway Corridor Improvements, Phase 1	Design and implement a protected bikeway and improve pedestrian/bicycle crossings.	\$8.9m
West Portland Town Center	West Portland Town Center Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches on Barbur, Capital Hwy, and surrounding neighborhood streets.	\$7m
122 nd Ave	122 nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	\$8m
82 nd Ave	82 nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	\$5m

Transit Service - TriMet Letter of Intent

The Region 2040 Growth Concept calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, *not ongoing transit operations*. The City and TriMet are seeking an additional mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together. For purposes of the Mixed Use Zoning Project, this helps build confidence that transit operations will continue and will improve over time and reduces the need to own and use a personal vehicle. This will build on current TriMet Service Enhancement planning already underway (see <http://future.trimet.org> for more information).

The City of Portland and TriMet have signed a letter of intent to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

More specifically, through this letter of intent, the City and TriMet are committing to a joint work plan. This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will continue to coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of the new Comprehensive Plan.

This service agreement or MOU would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

A copy of the initial letter of agreement is included in the appendix.

VIII. Appendices

Appendix A: City of Portland/TriMet Letter of Intent



Letter of Intent



The City of Portland and TriMet have a shared intention to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

The City of Portland is updating its Comprehensive Plan and Transportation System Plan (TSP), which will prioritize transit-oriented centers and corridors to accommodate expected population and employment growth while minimizing traffic growth. TriMet is also developing its Service Enhancement Plans to work with communities to create long-term visions for the future development of the transit system. These three planning efforts can lead to high-quality transit to areas identified for growing residential and employment land uses.


In order to help achieve the climate, health, environmental, housing, economic, and equity goals and objectives of regional and City plans, the City and TriMet are committing to a joint work plan to address areas where coordination is necessary for success, such as where City facilities are used by TriMet vehicles or where City plans call for intensified transit service to meet job and housing demands.

This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of Periodic Review.

This service agreement or MOU would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

Additional background and details on proposed and supporting activities are provided in Attachment A.



 Mayor Charlie Hales, Commissioner in Charge
 Portland Bureau of Planning & Sustainability

Date: 8-26-15



 Steve Novick, Commissioner in Charge
 Portland Bureau of Transportation

Date: 8-26-15



 Neil McFarlane, General Manager
 TriMet

Date: 9/1/2015

Attachment A.

Background

A fundamental guiding policy behind this effort is the Region 2040 Growth Concept, which calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Frequent, high quality transit service is essential to supporting strong job centers and healthy neighborhoods. The existing transit system has facilitated the growth of regional and neighborhood centers, in keeping with the regional vision. This has helped create vibrant downtowns and neighborhoods where employees, residents and visitors can meet many of their needs with transit, on foot, or by bike, thereby reducing congestion, cutting greenhouse gas emissions, and allowing more economic activity and population and employment growth in these areas at a lower cost than expanding state and local roadways.

Transit is an essential ladder of opportunity to help people reach economic security. Expanding high quality, frequent transit will improve low-cost access to daily needs, jobs, and education for all, especially those who have limited or no access to a private vehicle. In order to ensure greater fairness, an equity lens is, and will be, used to improve safe, reliable access to quality transit service in a way that is inclusive of all Portlanders. For this to be successful, the City and TriMet will need to engage with a variety of other partners to ensure that improving transit is part of a broader strategy to maintain and expand affordable housing and increase economic opportunity in a way that is inclusive and recognizes the risk of racial disparities.

The City of Portland desires to deliver on the 2040 vision and has expectations to capture a significant share of the region's projected population growth and to efficiently serve that growth long into the future without a major increase in highway or road capacity. The extent of existing infrastructure makes the City well poised to address its growth potential by increasing transportation capacity with a balanced, multimodal system based on transit, bicycles, and pedestrians. The transit portion of this system will be a seamless balance of bus, light rail, streetcars, ADA paratransit and related services.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, not ongoing transit operations. The City and TriMet are seeking a mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together.

Proposed Activities

The City of Portland and TriMet have a long history of partnership on the planning, funding, construction and operations of this integrated transit network. The City has been a major supporter and financial contributor to TriMet transit system expansions. TriMet has consistently invested in operating high-frequency service along Portland's main streets and through its centers. In addition, TriMet has supported the City's pursuit of developing the Streetcar system and has taken on a larger share of its operations.

It is in this spirit of continuing partnership that we now embark on this workplan to formalize understanding of our mutual commitments so that both parties have a promise of stability for future planning where transit service, land use plans and uses, infrastructure are all mutually dependent for success.

Transit and higher density zoning alone are not sufficient to produce the levels of development and transit use to meet regional goals. Without safe pedestrian and bicycle access to transit, high-quality transit

stops, fast and reliable transit operations, parking management, affordable transit-oriented development and effective demand management, the City, TriMet and the region are unlikely to meet their goals.

TriMet's future investment and improving and expanding the frequent transit network will be prioritized based on considerations that include the level of local access investments, transit-supportive policies and regulations, and priority treatments. TriMet and the City will work together to update corridors with transit-supportive investments to help support both frequent transit service and transit-oriented development that supports affordability and access to opportunity for all Portlanders.

With this understanding, the City and TriMet envision the following types of activities will be part of the workplan:

- Transit-supportive land use commitments by the City, reflective of Comprehensive Plan and Regional Growth Vision;
- Policy and program commitments by the City that support the use of transit, including parking and travel demand management (TDM);
- Operational and capital investments by the City and other partners that support the performance of transit in terms of safety, efficiency, reliability and accessibility, including:
 - Sidewalks, crossings and other treatments to make accessing transit safer and more desirable;
 - Transit signal priority, right of way and other system management treatments to improve speed and reliability;
- Service commitments by TriMet that support the City's plans, tied to designated land uses and prioritized in alignment with TriMet's Board-adopted Service Guidelines Policy, which emphasizes five priority considerations to provide the framework for service planning decision-making: Equity, Demand, Productivity, Connections and Growth.

These activities recognize the specialized roles played by the various parties involved in the work plan:

- Bureau of Planning & Sustainability – Land Use Planning and Policy
- Bureau of Transportation – Transportation Infrastructure, Operations, Programs, Planning and Policy
- TriMet – Transit Service, Infrastructure, Planning and Policy

In order to prepare residents and businesses to take advantage of opportunities for increased prosperity, the parties will work with PDC and the Housing Bureau develop a strategy to mitigate displacement and gentrification and to achieve equitable access to opportunity (e.g. workforce development and procurement practices that encourage the participation of disadvantaged business enterprises).

Achieving equitable outcomes will require concerted attention to demographic and other data and inclusive public participation. TriMet and the City will assess the capacity of the community to participate in the work plan and recommend specific implementing actions.

Supporting Activities

TriMet and City agencies, including BPS, PBOT, Housing, and PDC, will implement the Powell-Division Action Plan, which will address displacement and housing issues, and will use the process to inform future high capacity transit corridor planning and implementation actions.

In order to inform the work in the areas above, TriMet is collaborating with the City on its "Growing Transit Communities" project funded by the Transportation and Growth Management (TGM) grant program administered by ODOT and DLCD. Over the next 12 months, this planning process will develop transit-supportive investment plans for 2 to 5 transit corridors. Tools for prioritizing

investments will be developed and applied in each corridor. The suite of tools will be developed with the intention of being replicable for use in other corridors and by other jurisdictions.

One place where this type of partnership approach is already being applied is prioritizing service improvements on SE 122nd Avenue to improve connections for nearby residents to concentrations of jobs (such as in the Columbia Corridor) and other activity centers:

- The City is providing transit-supportive land use designations and including necessary sidewalk and crossing safety improvements in its proposed Comprehensive Plan and TSP.
- TriMet is developing service improvement plans through its Service Enhancement Plan process and is implementing improvements on an annual basis as budget allows.

The City and TriMet have also collaborated and sought additional funding from the TGM grant program to develop an Enhanced Transit Corridors study, which would identify corridors where projected growth may require new and innovative service models be deployed to meet demand, combined with enhanced safety, access and operational treatments, travel and parking demand management, to help ensure the benefits of the new service model are fully realized.

More generally, moving forward, the City and TriMet will seek to jointly develop plans, projects and funding requests for federal, state and regional opportunities to advance the objectives described herein.

As a regional agency, TriMet has the responsibility to balance investments across all of the jurisdictions it serves in line with regional and agency policy. Nothing in this proposed workplan is designed to limit TriMet's ability to fulfill that responsibility. This working arrangement and agreements also can consciously serve as a template for other partnerships between TriMet and other jurisdictions it serves in the region.