

DRAFT

Low-rise Commercial Storefront Analysis – Summary

Background: Proposed Draft Low-rise Commercial Storefront Areas



The Mixed Use Zones Project Proposed Draft includes new mapping and Zoning Code regulations intended to continue the scale and characteristics of older main street areas where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant. This responds to community interest in preserving the character of these areas, which are often the historic commercial cores of centers, while being applied strategically to retain ample capacity for growth in the majority of mixed use areas.

In testimony received during Comprehensive Plan Update process and through public input heard during the Mixed Use Zones Project, a frequent concern shared by community members was a desire to preserve the character of older main street areas, which many see as being a key part of the identity and sense of place of neighborhoods. Many expressed concern that newer four-story buildings were out of scale with older buildings along mixed-use corridors and preferred buildings no taller than three stories. The Low-rise Commercial Storefront proposal is a response to these community concerns, and to new policies in the Recommended Draft of the Comprehensive Plan, particularly Policy 4.26 (“**Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.”).

The Low-rise Commercial Storefront proposal is intended to strike a balance between accommodating the growth intended for centers and corridors, while strategically applying Zoning Code tools to older, core areas of main streets that have an established scale of low-rise storefront buildings, in order to continue their general scale and characteristics (the existing CS and CG zoning that applies in these areas allow building heights of 45 feet, twice the height of most existing buildings). Areas mapped for the new low-rise commercial storefront zoning approach are locations with:

- Contiguous concentrations of low-rise (1-2 story) Streetcar Era storefront buildings, where
- These storefront building are the predominant type of development for at least a two block or 400’ length of corridor, and
- Are located in neighborhood centers (which are intended to have less of an emphasis on growth than larger centers).

The approximate locations of these areas are shown on the map below, “Low-rise Commercial Storefront Areas”.

Analysis Areas

The objective of the Low-Rise Commercial Storefront Analysis was to identify areas that had concentrations of low rise-storefront buildings built during the Streetcar Era (from the nineteenth century through 1950, when the original Portland streetcar system was discontinued). This analysis was not intended to determine the historic significance or architectural integrity of these buildings (in many cases, storefront buildings included in the analysis have had storefront windows replaced by walls or smaller windows), although the locations of historic landmarks and buildings on the Historic Resources Inventories were mapped to help inform the analysis.

The building type that was the focus of this analysis, commercial storefront buildings, were typically built adjacent to sidewalks and often feature large, storefront windows. Their ground levels were originally used for retail or other commercial purposes, and sometimes also included an upper level with residences, offices, or other commercial spaces. The analysis identified areas where these storefront buildings are the majority of development (over 50 percent) for at least a two-block or 400-foot long length of corridor, amounting to a small district. The analysis focused on areas with one- to two-story buildings. Areas with existing three-story buildings were excluded, as the zoning allowance for 45-foot height (four stories) is a relatively small increment taller. The analysis did not select for further consideration locations with scattered storefront buildings or smaller groupings of buildings, of which there are many in Portland’s inner neighborhoods.

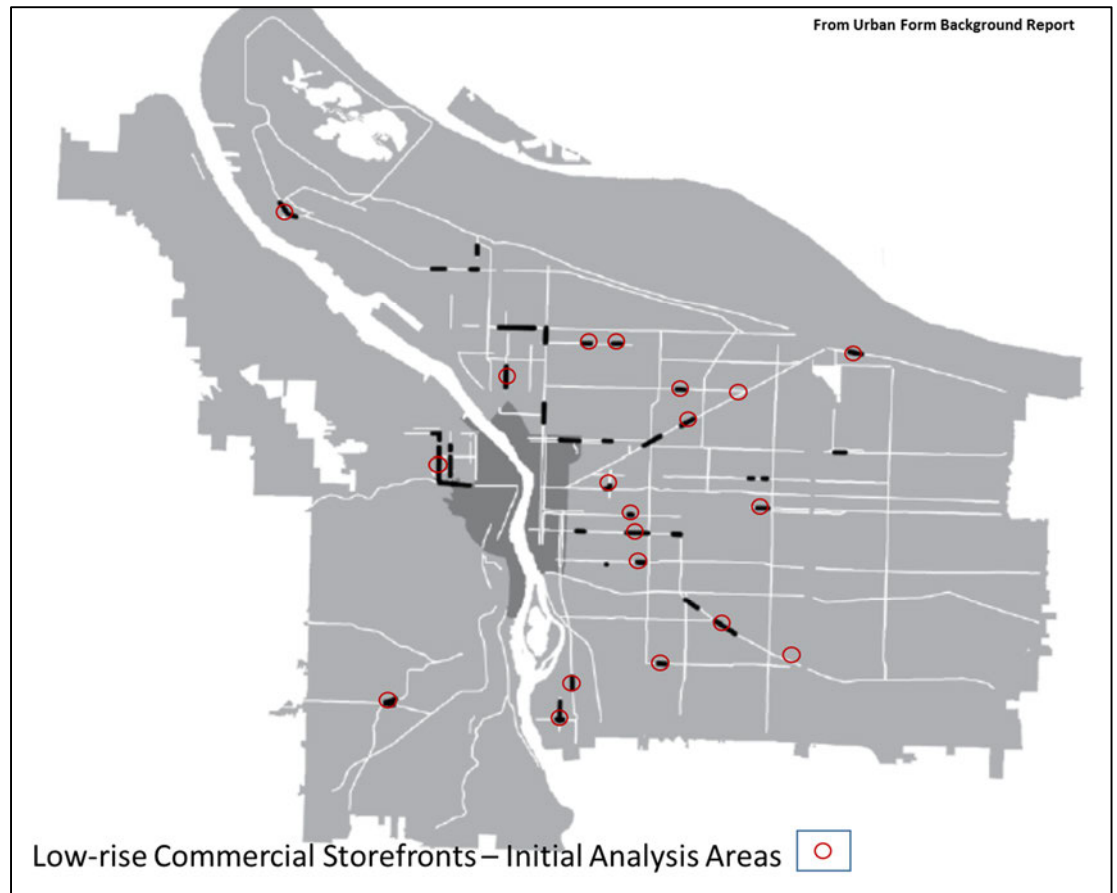
Examples of low-rise storefront buildings



The following were used as considerations to identify areas for further analysis:

- **Urban Form Background Report** (2011) mapping of corridor segments where buildings located close to sidewalks are predominant (map on page 69, “Clusters of Direct Street Frontage”). This mapping was used as a starting point for identifying areas with traditional main street characteristics, but did not differentiate older buildings from newer buildings, or commercial storefront buildings from residential or industrial buildings, or low-rise from taller buildings. See below, “Map of Initial Analysis Areas”.
- **Historic Resources Mapping.** Mapping of Historic Landmarks, Conservation Landmarks, and properties in the Historic Resources Inventory located in commercial/mixed use zones was used to help identify older main street areas (see map on next page).
- **Small properties** (5,000 square feet or less). Early analysis included mapping of areas with commercial/mixed use zoning with properties 5,000 square feet or smaller was used to identify locations where small site sizes could make larger-scale development problematic.
- **Concentrations of Streetcar-Era low-rise storefront buildings.** Year built information (from Multnomah County Tax Assessor records), aerial mapping, street view images, and field visits were used to identify concentrations of low-rise (1-2 story) Streetcar Era storefront buildings.
- **Location.** Locational considerations included whether the area was located in a Neighborhood Center versus a Town Center (where policies place a greater priority for growth than for the former), and Recommended Draft Comprehensive Plan Designations (for example Mixed Use Urban Center, Mixed Use Civic Corridor, or Mixed Use Neighborhood). Location in a Neighborhood Center was a determining locational factor in the staff selection of Proposed Draft CM1 areas, reflecting the lesser priority for growth in these centers compared to larger centers.

Map of Initial Analysis Areas



Analysis Areas Selected for CM1 Zoning

Of the analysis areas, the following locations were selected for the proposed low-rise storefront zoning approach (CM1 zoning). Among the other factors, a key consideration for selection for CM1 zoning was location in a neighborhood center, acknowledging the lesser amount of growth intended for these smaller centers and to utilize the Centers Main Street Overlay proposed for these locations (providing a regulatory tool for creating special CM1 zone development standards for these areas). See the analysis summary sheets, following this section, for maps and information on each area.

- NE Alberta (NE 17th to 19th)
- Roseway (NE Sandy from NE 67th to 70th, and around NE 72nd)
- Parkrose (NE Sandy from NE 105th to 108th)
- Kerns (NE 28th from Burnside to NE Davis)
- SE Belmont (SE 33rd to east of 34th)
- SE Hawthorne (SE 35th to 38th)
- SE Division (SE 35th to 37th)
- SE Foster (SE 63rd to 67th)
- SE Woodstock (SE 44th to 47th)
- Montavilla (SE Stark from SE 78th to 81st)
- Sellwood (SE 13th from SE Harney to SE Nehalem)
- Moreland (area around SE Milwaukie and Bybee)
- Multnomah Village (core area from east of SW 37th to 35th)

Analysis Areas Not Selected for CM1 Zoning

The following areas were part of the initial analysis, but were not selected for CM1 zoning. Some of these areas are in town centers or currently have EX (Central Employment) zoning, and were not included to avoid conflicts with the growth intended for these areas. Some of these areas also have other regulatory tools, such as historic/conservation district designations, providing other means for preserving their established storefront characteristics. Other areas were not selected because of their locations outside centers, or for other reasons noted below.

- St. Johns (N Lombard from N John to N Baltimore) – *in a town center*
- N Mississippi (N Failing to N Shaver) – *in a conservation district and includes EX zoning*
- Lents (SE 92nd from SE Foster to SE Reedway) – *in a town center and EX zoning*
- NW 23rd (NW Hoyt to NW Kearney) – *in a town center and a historic district*

- NE Alberta (NE 27th to 31st) – *not in a center and discontinuous storefront development*
- Beaumont Village (NE Fremont from NE 41st to 48th) – *not in a center and discontinuous storefront development (some CM1 zoning proposed due to other reasons, such as lack of frequent transit service)*
- NE Sandy (NE 52nd to 54th) – *outside a center (located along a major Civic Corridor)*
- SE Hawthorne (areas near SE 49th) – *partially outside a center and discontinuous storefront environment (some CM1 zoning proposed for area east of 50th, due to location at fringe of center).*

Impacts on Growth Capacity

BPS staff undertook an analysis that modeled the impact of rezoning the selected analysis areas to CM1 (most of the existing zoning is CS, with smaller amounts of CG zoning). Based on the Buildable Lands Inventory, the analysis indicated that this rezoning would result in a reduction in residential unit capacity of about 770 residential units, as well as 90 jobs. This reduction amounts to less than 1 percent of the total residential capacity of roughly 90,000 units provided by the commercial/mixed use zones (total capacity figures [existing zoning] from the *Mixed Use Zones Project Code Concept Report*, May 2015). The following diagram illustrates the approach used in the proposed low-rise commercial storefront zoning, which is proposed for very limited areas, preserving growth capacity in the majority of center and corridor areas with commercial/mixed use zoning.

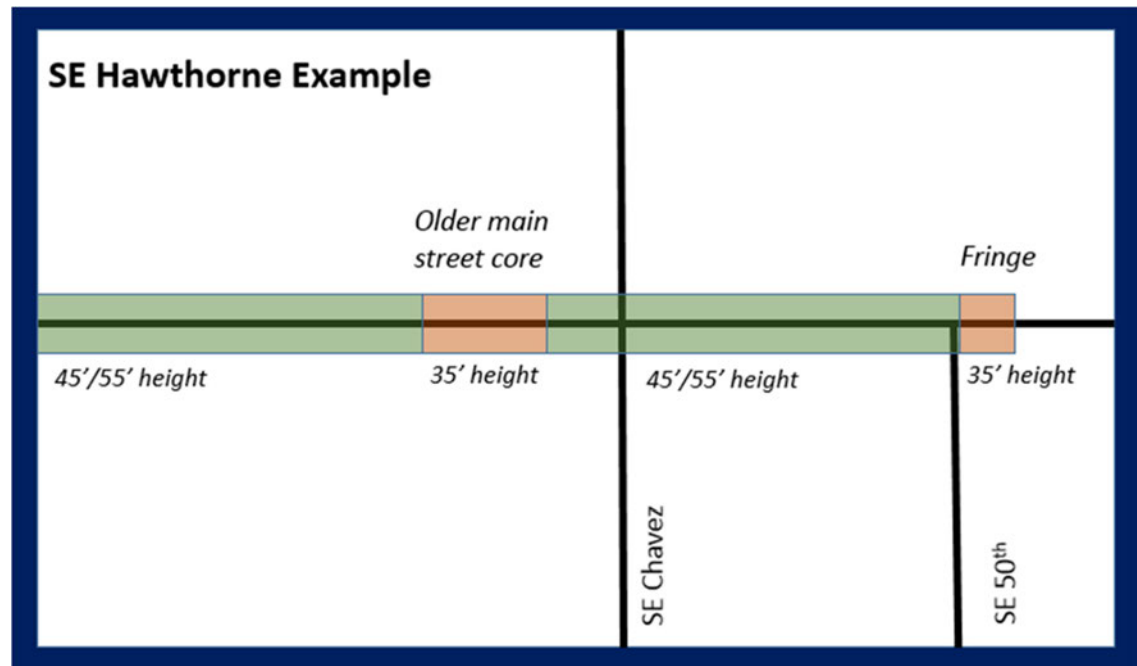


Diagram Summarizing Proposed Approach

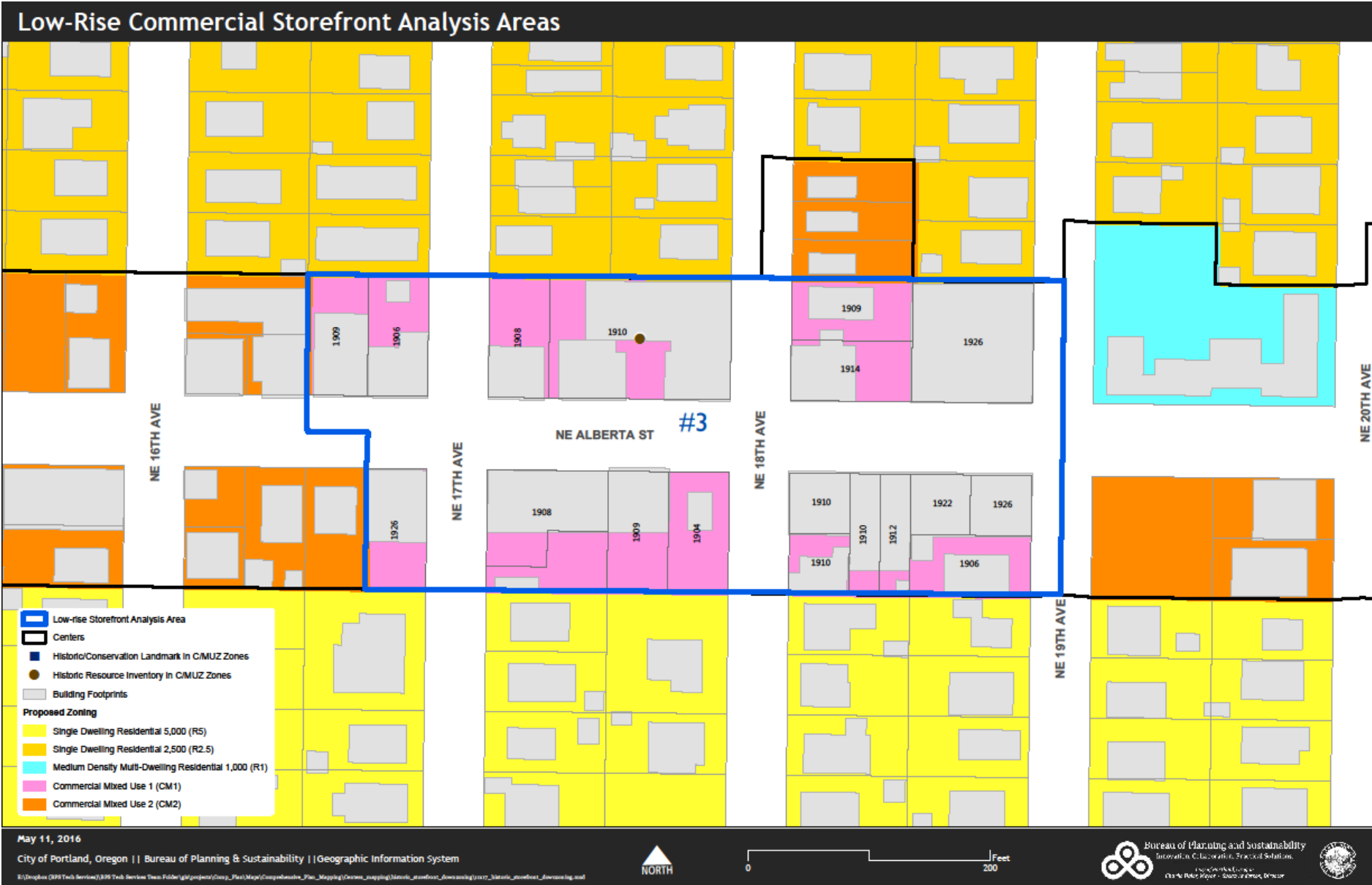
- Lower scale (35') in old main street core and some corridor fringes
- Greater scale (45'/55') in majority of corridor

Analysis Areas Selected for CM1 Zoning

- Analysis area outlined in blue
 - Numbers on building footprints indicate year built
 - Zoning shown is proposed zoning
 - Includes identification of historic/conservation landmarks and properties in the Historic Resources Inventory
 - Figures for percentages of lots and street frontages with “Streetcar Era storefront buildings” are for properties within the analysis area that have frontage on the primary corridor, were built prior to 1951, and are 1 to 2 stories in height
-

1. **NE Alberta** (NE 17th to 19th)
2. **Roseway** (NE Sandy from NE 67th to 70th, and around NE 72nd)
3. **Parkrose** (NE Sandy from NE 105th to 108th)
4. **Kerns** (NE 28th from Burnside to NE Davis)
5. **SE Belmont** (SE 33rd to east of 34th)
6. **SE Hawthorne** (SE 35th to 38th)
7. **SE Division** (SE 35th to 37th)
8. **SE Foster** (SE 63rd to 67th)
9. **SE Woodstock** (SE 44th to 47th)
10. **Montavilla** (SE Stark from SE 78th to 81st)
11. **Sellwood** (SE 13th from SE Harney to SE Nehalem)
12. **Moreland** (area around SE Milwaukie and Bybee)
13. **Multnomah Village** (core area from east of SW 37th to 35th)

NE Alberta





NE Alberta, view east from NE 17th



NE Alberta, view west from NE 19th

NE Alberta

Percentage of lots with Streetcar Era storefront buildings: 88%

Percentage of street frontage with Streetcar Era storefront buildings: 79%

Existing zoning: Storefront Commercial (CS)

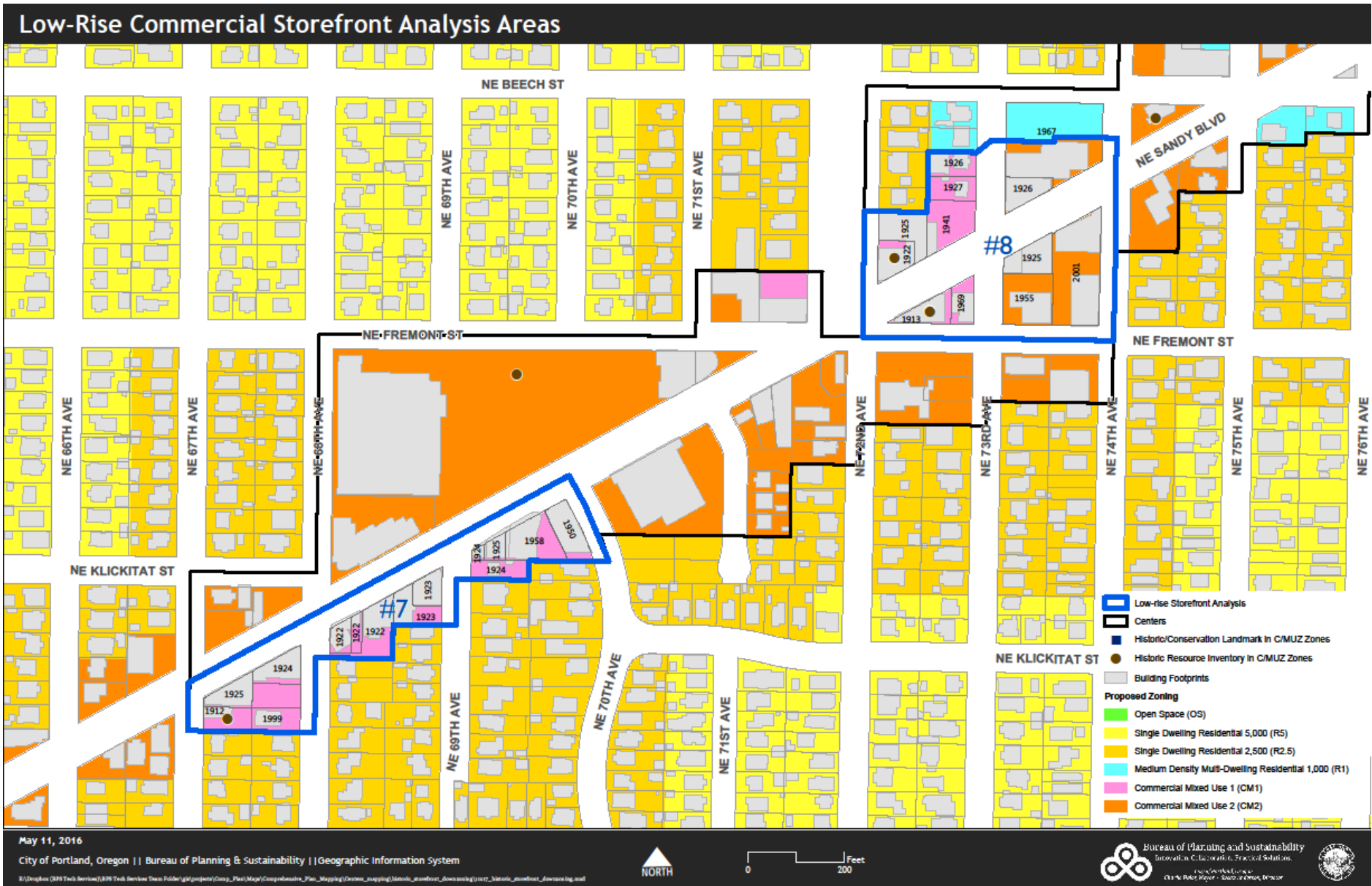
Notes:

Other portions of NE Alberta have Streetcar Era storefront buildings, but these are more scattered than in this analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Roseway





NE Sandy, view east from NE 67th

Google Maps Street View



NE Sandy & NE Fremont, view north from NE 72nd

Roseway

Western portion

| | |
|--|-----|
| Percentage of lots with Streetcar Era storefront buildings: | 83% |
| Percentage of street frontage with Streetcar Era storefront buildings: | 77% |

Eastern portion

| | |
|--|-----|
| Percentage of lots with Streetcar Era storefront buildings: | 56% |
| Percentage of street frontage with Streetcar Era storefront buildings: | 50% |

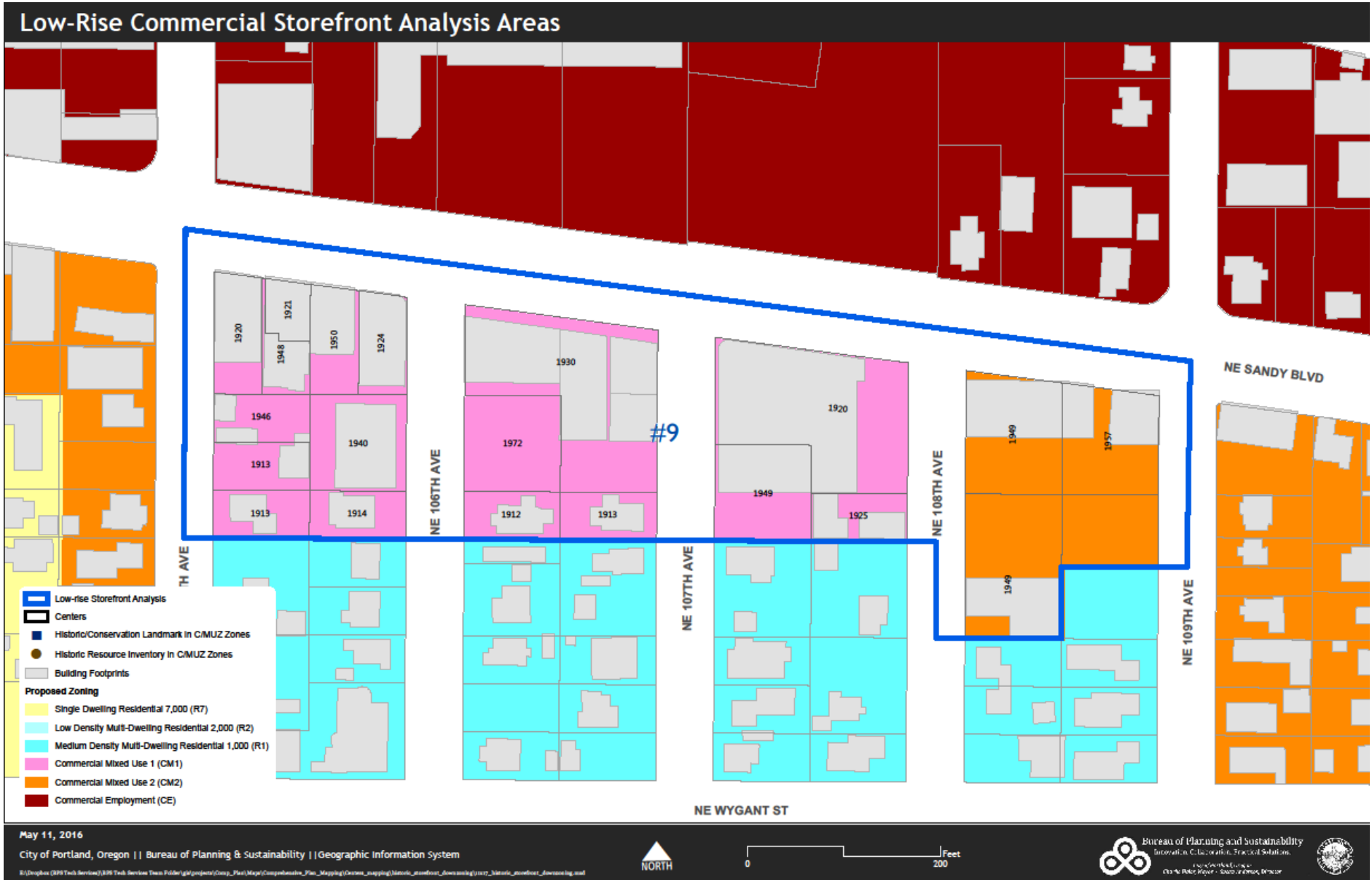
Existing zoning: General Commercial (CGh)

Notes: For western portion, less than 50% of street frontage has Streetcar Era storefront buildings if both sides of Sandy were to be considered.

Staff proposal

Include majority of the analysis area as part of low-rise commercial storefront proposal (CM1 zoning). In eastern portion, CM1 proposal does not include properties that are east of NE 73rd, but adds property at northwest corner of Fremont and 72nd (storefront-type building built 1951).

Parkrose





Google Maps Street View

NE Sandy, view west from NE 108th



Google Maps Street View

NE Sandy, view west from NE 106th

Parkrose

Percentage of lots with Streetcar Era storefront buildings: 88%

Percentage of street frontage with Streetcar Era storefront buildings: 88%

Existing zoning: General Commercial (CGh)

Notes:

Percentage of street frontage with Streetcar Era storefront buildings would be approximately 50% if both sides of Sandy were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the block east of 108th (buildings built 1949 and 1957). Proposal includes properties between the corridor-fronting properties and the multi-dwelling zoning to the south to provide a more cohesive zoning pattern.

Kerns - NE 28th





NE 28th, view north from Burnside



NE 28th, view south from near NE Davis

Kerns – NE 28th

Percentage of lots with Streetcar Era storefront buildings: 100%

Percentage of street frontage with Streetcar Era storefront buildings: 100%

Existing zoning: Storefront Commercial (CS)

Notes:

Percentage of street frontage with Streetcar Era storefront buildings would be 50% if both sides of NE 28th were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties between the corridor-fronting properties and the residential zoning to the east to provide a more cohesive zoning pattern.

SE Belmont





NE Belmont, view east from SE 33rd



SE Belmont, view west from SE 34th

SE Belmont

Percentage of lots with Streetcar Era storefront buildings: 83%

Percentage of street frontage with Streetcar Era storefront buildings: 75%

Existing zoning: Storefront Commercial (CS)

Notes:

Block on north side of Belmont between SE 34th and 35th also has Streetcar Era storefront buildings, but was not included in the analysis area due to greater building height (building at northeast corner of SE Belmont and 34th is three stories). Includes multiple properties that are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

SE Hawthorne





SE Hawthorne, view east from SE 35th



SE Hawthorne, view east from SE 35th Place

SE Hawthorne

Percentage of lots with Streetcar Era storefront buildings: 73%

Percentage of street frontage with Streetcar Era storefront buildings: 68%

Existing zoning: Primarily Storefront Commercial (CS)

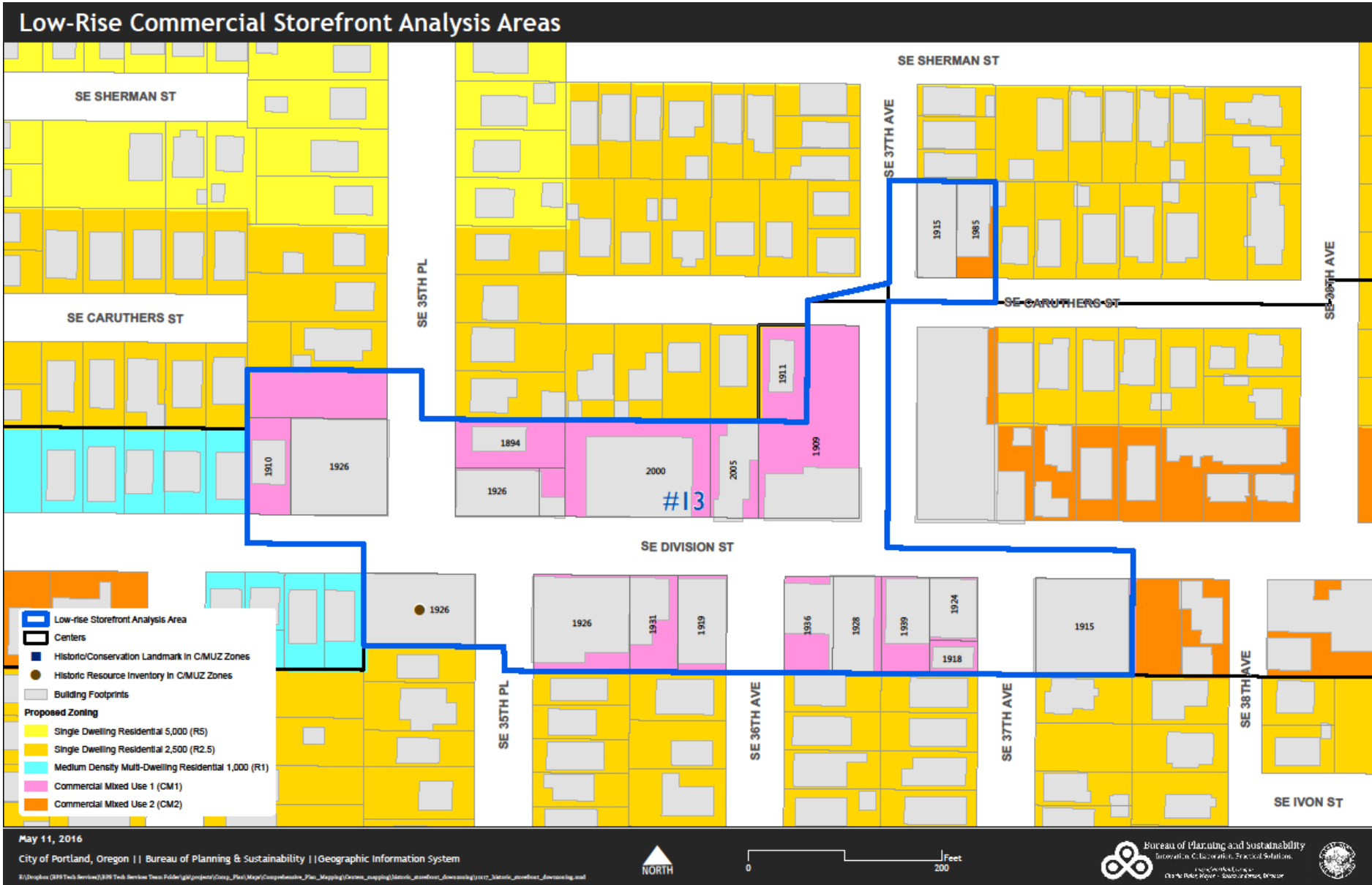
Notes:

The above percentages do not include several storefront-type buildings built in the 1950s. The analysis area does not include the Bagdad Theatre, which was left out because of its greater height. The analysis area includes several properties that are historic landmarks or are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the analysis area block west of SE 35th Avenue (buildings built 1997).

SE Division





SE Division, view east from near SE 35th Place



SE Division, view southwest from SE 36th

SE Division

Percentage of lots with Streetcar Era storefront buildings: 80%

Percentage of street frontage with Streetcar Era storefront buildings: 78%

Existing zoning: Primarily Storefront Commercial (CSm)

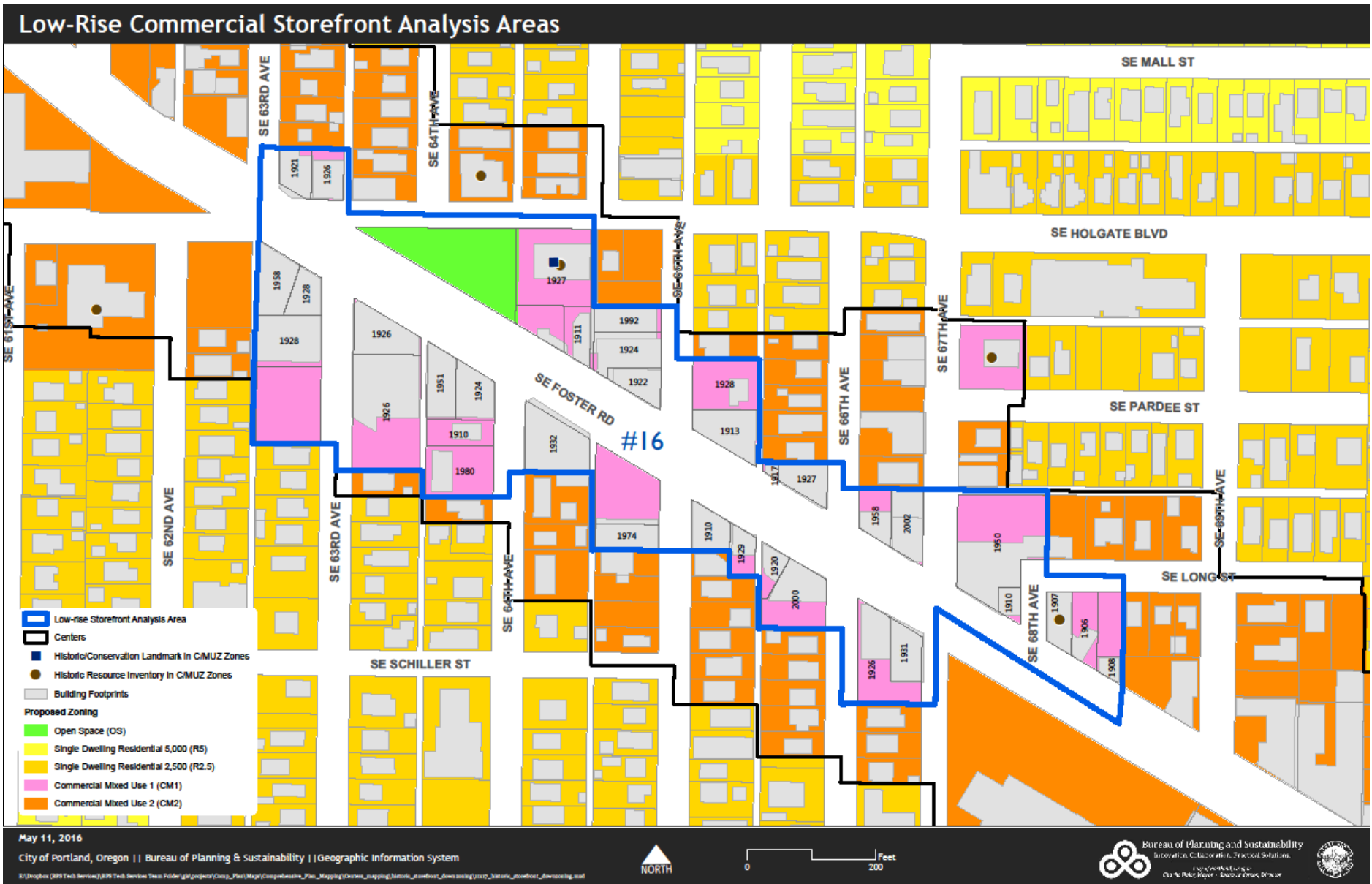
Notes:

The analysis area includes one property that is three stories in height (built 2000), and there is a more recently built building that is four stories immediately to the east of the analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the properties at the northeast corner of SE Caruthers and SE 37th (off of SE Division and location of a proposed four-story development).

SE Foster





Google Maps Street View

SE Foster, view southeast from near SE 63rd



Google Maps Street View

SE Foster, view northwest from near SE 67th

SE Foster

Percentage of lots with Streetcar Era storefront buildings: 77%

Percentage of street frontage with Streetcar Era storefront buildings: 69%

Existing zoning: Primarily Storefront Commercial (CS), with General Commercial (CG) east of SE 67th

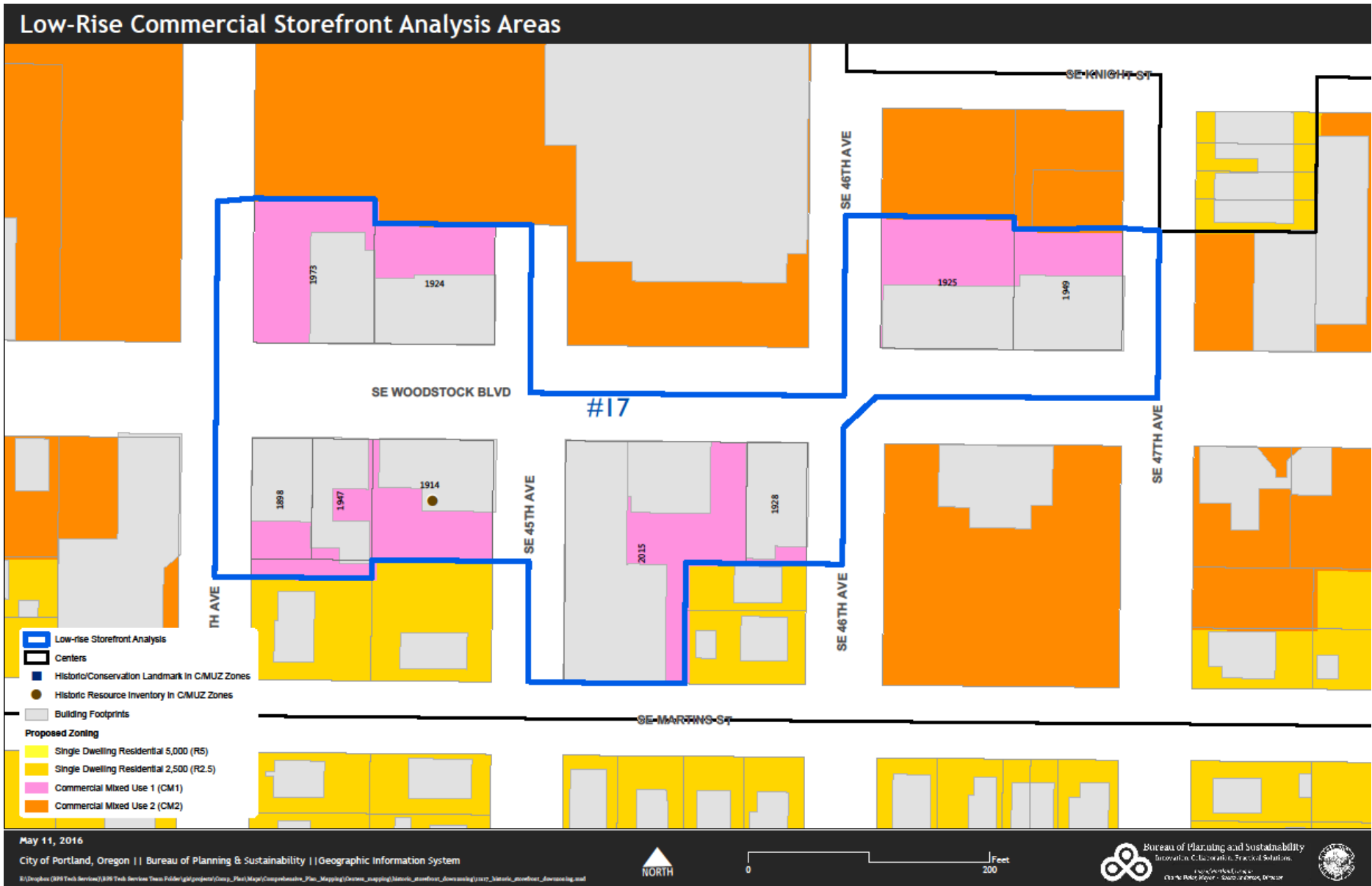
Notes:

The above percentages do not include several storefront-type buildings built in the 1950s, which generally continue the building street walls established by the Streetcar Era buildings.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties fronting or close to SE Foster.

SE Woodstock





Google Maps Street View

SE Woodstock, view east from SE 44th



Google Maps Street View

SE Woodstock, view west from near SE 47th

SE Woodstock

Percentage of lots with Streetcar Era storefront buildings: 78%

Percentage of street frontage with Streetcar Era storefront buildings: 69%

Existing zoning: Primarily Storefront Commercial (CS), with Neighborhood Commercial 2 (CN2) along north side of SE Woodstock in portion of analysis area between SE 44th and SE 45th

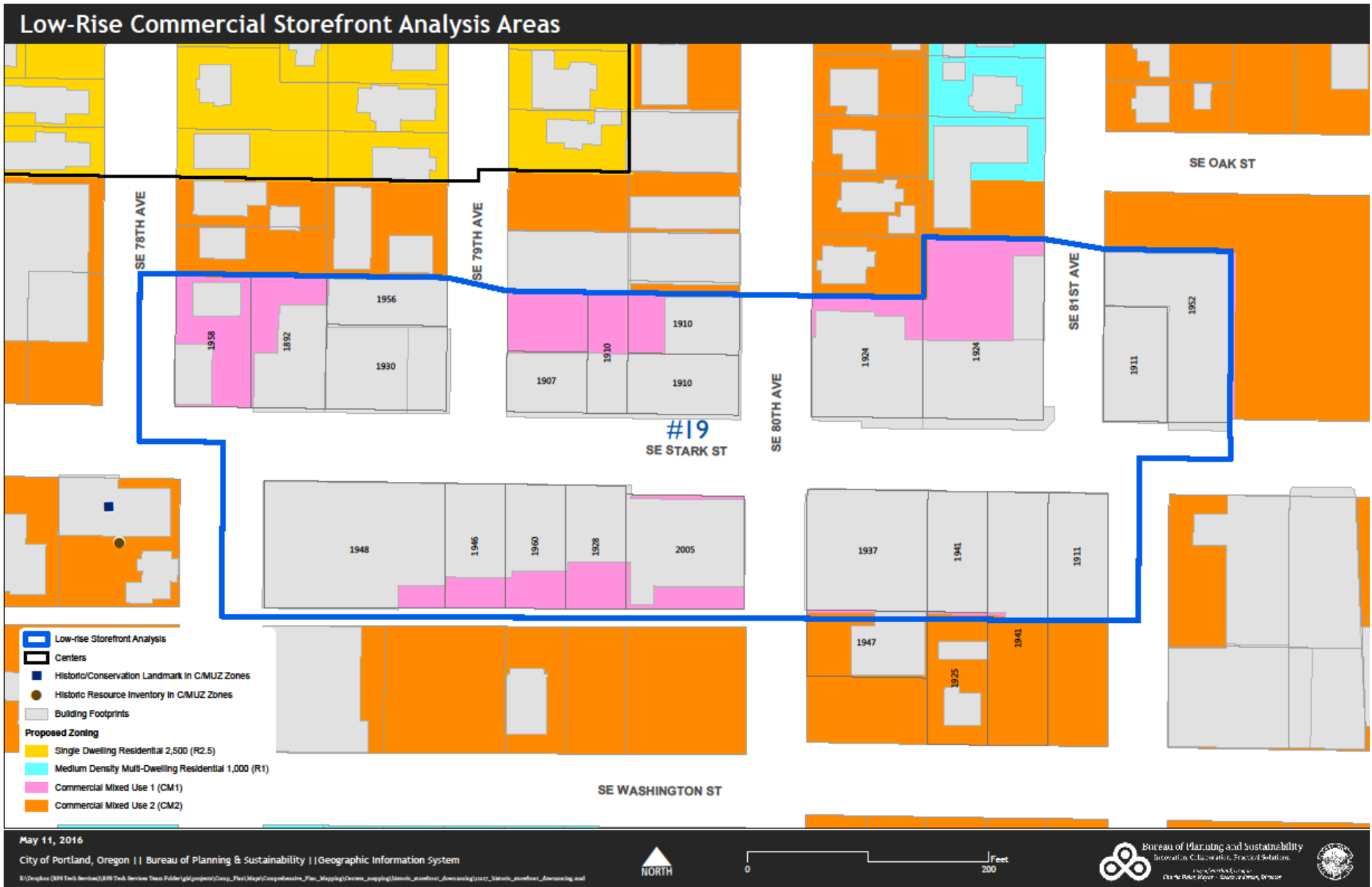
Notes:

The analysis area was mapped to focus on blocks with Streetcar Era buildings and does not include a block with front parking and another block with a bank building (built 1974). If both sides of the street were to be considered for the length of the analysis area corridor, slightly less than 50% of street frontage has Streetcar Era storefront buildings. The analysis area includes a recently-built grocery store.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Montavilla





SE Stark, view east from near SE 78th



SE Stark, view west from near SE 80th

Montavilla (SE Stark)

Percentage of lots with Streetcar Era storefront buildings: 79%

Percentage of street frontage with Streetcar Era storefront buildings: 81%

Existing zoning: Storefront Commercial (CS)

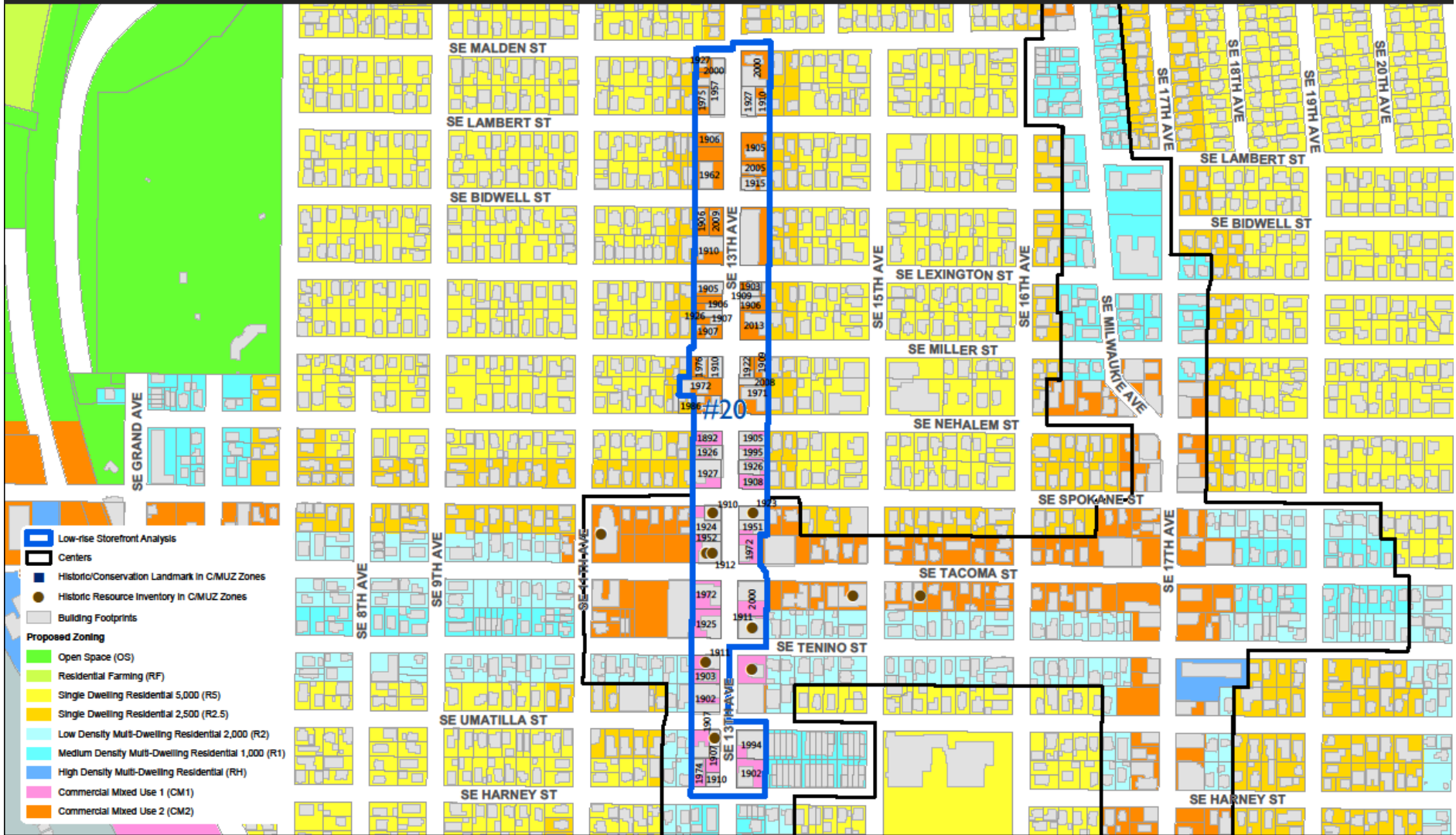
Notes:

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Sellwood

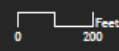
Low-Rise Commercial Storefront Analysis Areas



May 11, 2016

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

E:\Dropbox (399 Teds Service)\399 Teds Service Desk Folder\GIS\projects\Comp_Plan\Map\Comprehensive_Plan_Mapping\Center_mapping\Map\low_rise_storefront_analysis\1117_sellwood_storefront_analysis.mxd



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



Portland, Oregon
City of Portland Mayor - Steve Levitt, Director



Google Maps Street View

SE 13th, view south from SE Spokane



Google Maps Street View

SE 13th, view south from near SE Umatilla

Sellwood (SE 13th)

(Analysis divided into north and south portions, due to corridor length and greater concentration of storefront buildings to the south)

North of Nehalem

Percentage of lots with Streetcar Era storefront buildings: 43%

Percentage of street frontage with Streetcar Era storefront buildings: 33%

South of Nehalem

Percentage of lots with Streetcar Era storefront buildings: 52%

Percentage of street frontage with Streetcar Era storefront buildings: 50%

Existing zoning: Storefront Commercial (CS)

Notes: Many of the Streetcar Era buildings in the northern portion are house-type buildings, rather than storefront buildings. The southern portion includes several properties in the Historic Resources Inventory. The southern portion also includes a four-story building under construction (at corner of SE 13th & Spokane), and excludes a property with a recently built four-story building (at corner of SE 13th & Umatilla).

Staff proposal

Include the southern portion of the analysis area (south of SE Nehalem) as part of low-rise commercial storefront proposal (CM1 zoning), with the addition of the property at the southeast corner of SE 13th and SE Tenino (building built 1920).

Moreland





Google Maps Street View

SE Milwaukie & SE Bybee, view north



Google Maps Street View

SE Milwaukie, view south from SE Glenwood

Moreland (SE Milwaukie & SE Bybee)

(Analysis figures are for properties with frontage on SE Milwaukie or SE Bybee)

Percentage of lots with Streetcar Era storefront buildings: 75%

Percentage of street frontage with Streetcar Era storefront buildings: 71%

Existing zoning: Storefront Commercial (CS)

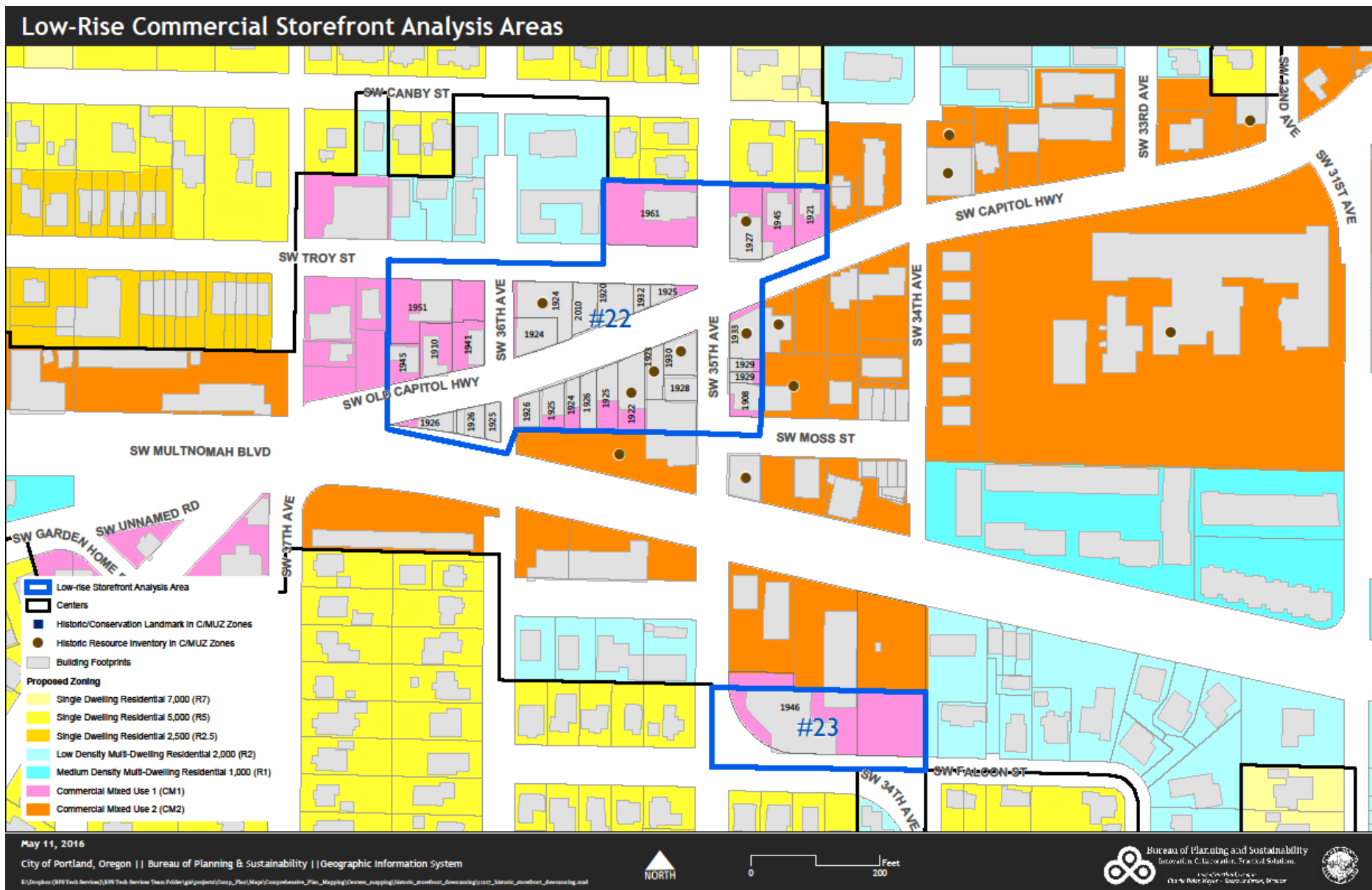
Notes:

The western portion of the analysis area includes two recently constructed storefront buildings and two Streetcar Era house-type structures.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties to the west that do not have frontage on the primary corridors to provide full-block zoning and a cohesive zoning pattern.

Multnomah Village





SW Old Capitol Hwy & SW 35th, view southwest



SW Old Capitol Hwy, view northwest from SW 36th

Google Maps Street View

Multnomah Village (core area)

(Analysis figures are for properties with frontage on SW Old Capitol Hwy or SW 35th)

Percentage of lots with Streetcar Era storefront buildings: 90%

Percentage of street frontage with Streetcar Era storefront buildings: 77%

Existing zoning: Storefront Commercial (CSd)

Notes:

Analysis area includes several properties in the Historic Resources Inventory. Other portions of Multnomah Village, outside this analysis area, are proposed for zoning to CM1 due to their locations at the edges of the center area, adjacent to single-dwelling zoning.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Low-rise Commercial Storefront Analysis - Appendix

Other Analysis Areas (Not Selected for Low-rise Storefront CM1 Zoning)

- Analysis area outlined in blue
- Numbers on building footprints indicate year built
- Zoning shown is proposed zoning
- Includes identification of historic/conservation landmarks and properties in the Historic Resources Inventory
- Figures for percentages of lots and street frontages with “Streetcar Era storefront buildings” are for properties within the analysis area that have frontage on the primary corridor, were built prior to 1951, and are 1 to 2 stories in height

-
1. **St. Johns** (N Lombard from N John to N Baltimore)
 2. **N Mississippi** (N Failing to N Shaver)
 3. **Lents** (SE 92nd from SE Foster to SE Reedway)
 4. **NW 23rd** (NW Hoyt to NW Kearney)
 5. **NE Alberta** (NE 27th to 31st)
 6. **Beaumont Village** (NE Fremont from NE 41st to 48th)
 7. **NE Sandy** (NE 52nd to 54th)
 8. **SE Hawthorne** (areas near SE 49th)

St. Johns

Low-Rise Commercial Storefront Analysis Areas



May 11, 2016

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

E:\Dropbox (2016)\2016\2016 Review Team\Public\GIS\project\Comp_Plan\Map\CompPlanMap_Plan_Mapping\Output\mapping\Mapbook\cmuz\cmuz_low_rise_storefront_analysis.mxd



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
City of Portland Mayor - Swoosie Hunter, Director





N Lombard, view northwest from N Burlington



N Lombard, view southeast from near N Baltimore

Google Maps Street View

St. Johns

Percentage of lots with Streetcar Era storefront buildings: 93%

Percentage of street frontage with Streetcar Era storefront buildings: 92%

Existing zoning: Storefront Commercial (CSd)

Notes:

The analysis area includes several properties in the Historic Resources Inventory.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center.

N Mississippi

Low-Rise Commercial Storefront Analysis Areas



May 11, 2016

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

S:\Desktop (BPS Tech Services)\BPS Tech Services Team Folder\GIS\projects\Comp_Plan\Map\Comprehensive_Plan_Mapping\Drawings\mapping\MapInfo\cm2\cm2_lowrise\cm2_lowrise.mxd



0 Feet 200



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
City of Public Works - Space & Urban Director





N Mississippi, view south from near N Shaver



N Mississippi, view north from N Failing

N Mississippi

Percentage of lots with Streetcar Era storefront buildings: 65%

Percentage of street frontage with Streetcar Era storefront buildings: 53%

Existing zoning: Storefront Commercial (CS) and Central Employment (EXd)

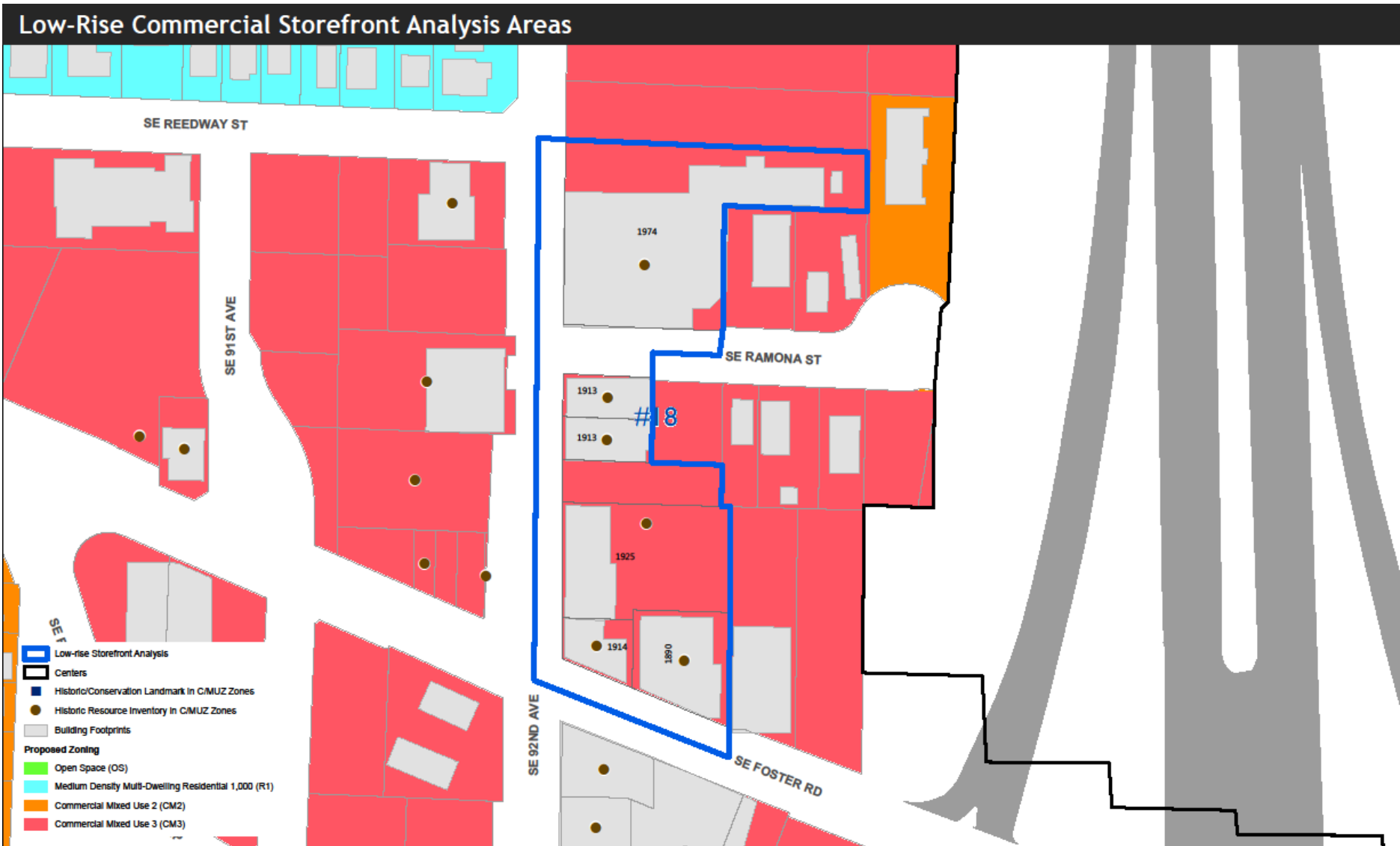
Notes:

The analysis area is located within the Mississippi Conservation District. South half of main block is currently zoned EX and includes several properties that are not Streetcar Era storefront commercial buildings. Bordering the analysis area are newer buildings that are 4 to 6 stories tall.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a conservation district (which provides regulatory tools for historic preservation) and current EX zoning.

Lents



May 11, 2016

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

F:\Desktop (DPS Tech Services)\DPS Tech Services Team Folder\GIS\project\Comp_Plan\Map\Comprehensive_Plan_Mapping\Screen_Mapping\Miscellaneous\Lowrise\Lowrise_Analysis_051116.aprx



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





Google Maps Street View

SE 92nd, view north from SE Foster



SE 92nd, view south from near SE Ramona

Lents

Percentage of lots with Streetcar Era storefront buildings: 71%

Percentage of street frontage with Streetcar Era storefront buildings: 71%

Existing zoning: Central Employment (EXd)

Notes:

The analysis area includes several properties in the Historic Resources Inventory. If both sides of the street were to be considered, less than 50% of the street frontage has Streetcar Era storefront buildings (mapping shows several properties on the west side of SE 92nd, no longer existing, that were on the Historic Resources Inventory).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center and current EX zoning.



Google Maps Street View

NW 23rd, view north from near NW Irving



Google Maps Street View

NW 23rd, view south from NW Kearney

NW 23rd Avenue

Percentage of lots with Streetcar Era storefront buildings: 39%

Percentage of street frontage with Streetcar Era storefront buildings: 55%

Existing zoning: Storefront Commercial (CS)

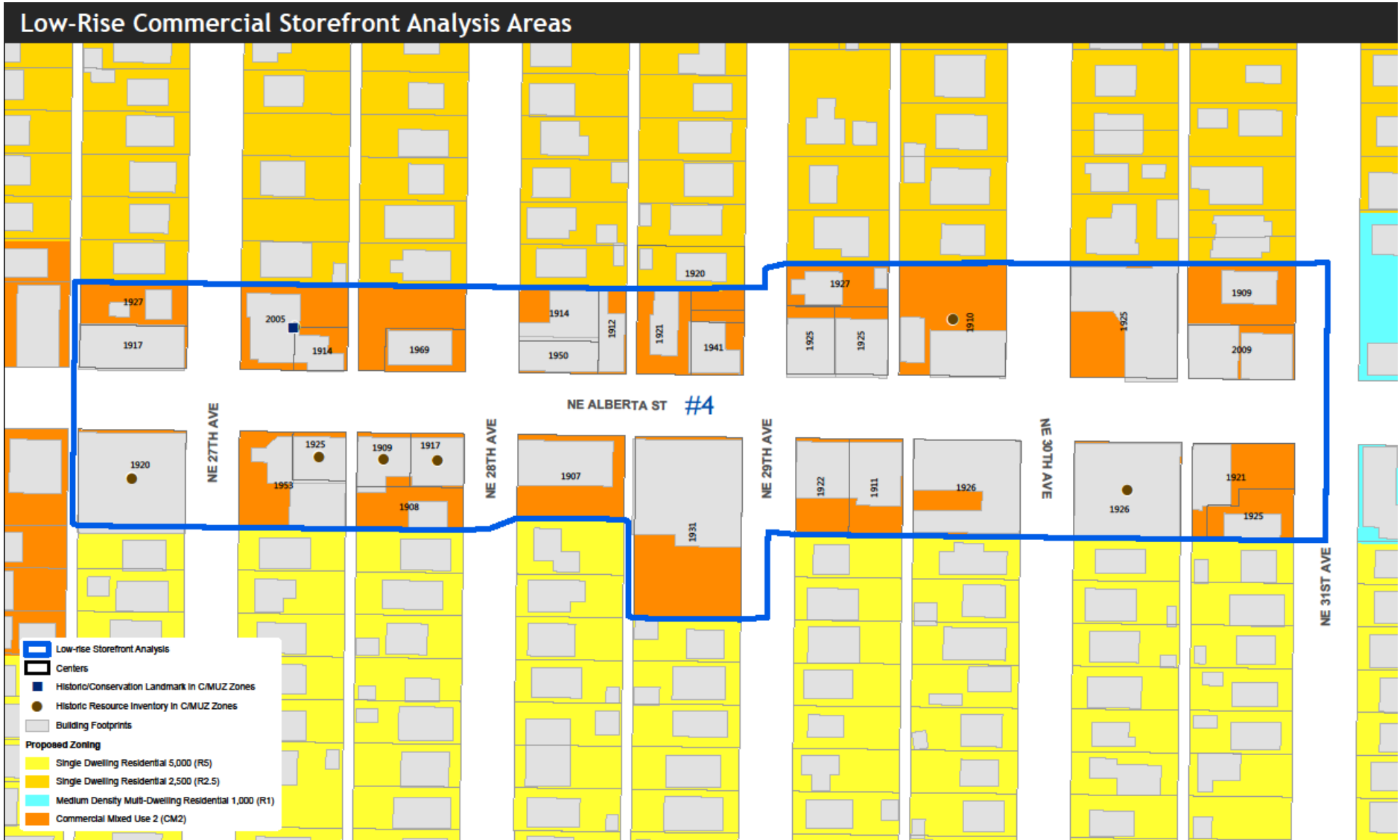
Notes:

The analysis area is located within the Alphabet Historic District. Several of the Streetcar Era buildings are residential-type buildings (converted to commercial uses), rather than storefront-type buildings. The analysis area includes a Streetcar Era storefront building that is three stories, and bordering the analysis area are some three- to five-story buildings (also built during the Streetcar Era).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center and historic district designation (provides regulatory tools for historic preservation).

NE Alberta - East



May 11, 2016

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

E:\Desktop\GIS\Tools\services\GIS\Tools\Review\Tools\Folder\GIS\project\copy_files\Map\Conservation_Plan_Mapping\Conservation_Plan_Mapping\Stores_storefront_analysis\1017_Stores_storefront_analysis.mxd



0 200 Feet



Bureau of Planning and Sustainability
Innovative. Collaborative. Practical Solutions.





NE Alberta, view east near NE 28th



NE Alberta, view west from NE 30th

NE Alberta - East

Percentage of lots with Streetcar Era storefront buildings: 59%

Percentage of street frontage with Streetcar Era storefront buildings: 58%

Existing zoning: Storefront Commercial (CSh)

Notes:

The analysis area includes several properties in the Historic Resources Inventory, but Streetcar Era storefront buildings are less continuous than in most analysis areas. This analysis area is outside the Alberta neighborhood center Comprehensive Plan boundaries.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center.

Beaumont Village

Low-Rise Commercial Storefront Analysis Areas



- Low-rise Storefront Analysis Area
- Centers
- Historic/Conservation Landmark in C/MUZ Zones
- Historic Resource Inventory in C/MUZ Zones
- Building Footprints
- Proposed Zoning**
- Open Space (OS)
- Single Dwelling Residential 5,000 (R5)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)



NE Fremont, view east from NE 42nd



NE Fremont, view west from NE 48th

Beaumont Village (NE Fremont)

Percentage of lots with Streetcar Era storefront buildings: 48%

Percentage of street frontage with Streetcar Era storefront buildings: 38%

Existing zoning: Storefront Commercial (CSh)

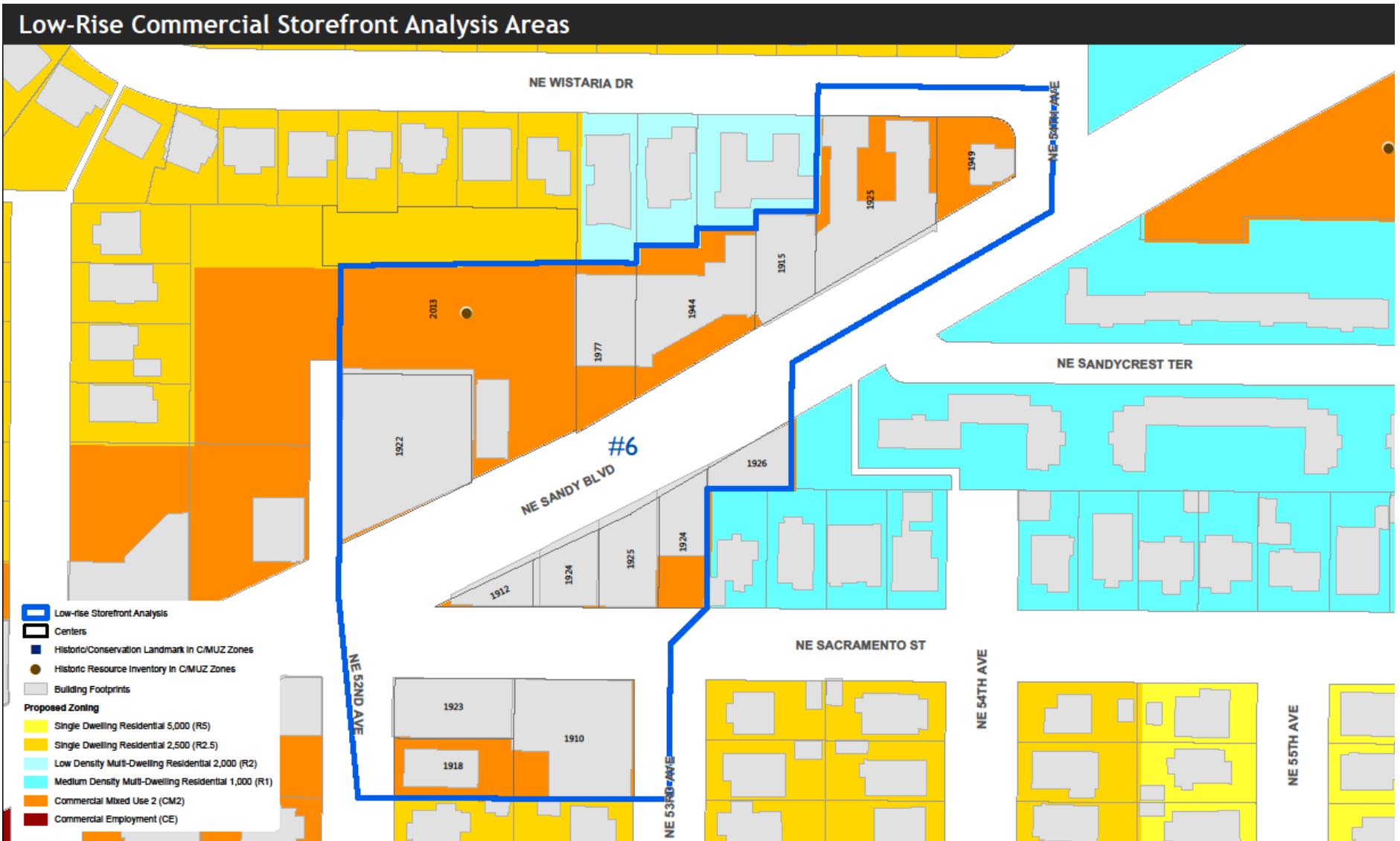
Notes:

Less than 50% of the street frontage and properties in this analysis area are Streetcar Era storefront buildings. The analysis area includes two four-story buildings recently completed or under development. This analysis area is not designated as a center in the Comprehensive Plan.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center and low percentage of Streetcar Era storefront buildings. Some CM1 zoning is proposed for this area for other reasons, such as lack of frequent transit service.

NE Sandy (NE 52nd – 54th)



May 11, 2016

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

F:\Desktop (DPS Tech Services)\DPS Tech Services Team\Folder\GIS\project\Comp_Plan\Map\Comprehensive_Plan_Mapping\GIS\mapping\MapInfo_storefront_analysis\1107_Mobile_storefront_analysis.mxd



Bureau of Planning and Sustainability
 Innovation. Collaboration. Practical Solutions.
 City of Portland, Oregon
 1500 NE Oregon Street, Suite 2000, Portland, OR 97232





NE Sandy, view west from near NE 54th



NE Sandy, view east from NE 52nd

NE Sandy (NE 52nd – 54th)

Percentage of lots with Streetcar Era storefront buildings: 71%

Percentage of street frontage with Streetcar Era storefront buildings: 67%

Existing zoning: Storefront Commercial (CS)

Notes:

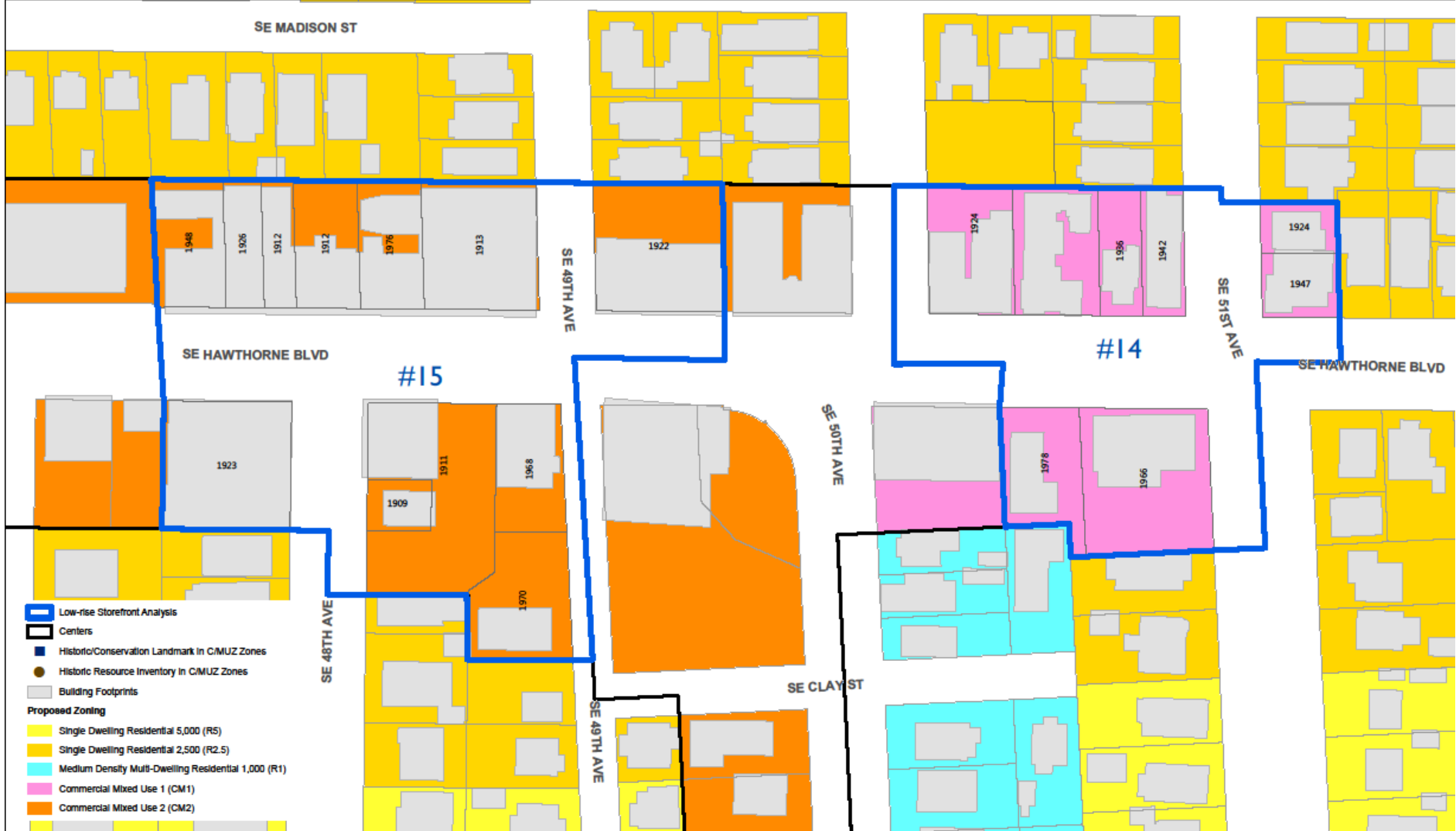
This analysis area is not designated as a center in the Comprehensive Plan (NE Sandy is designated as a Civic Corridor).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center.

SE Hawthorne - East

Low-Rise Commercial Storefront Analysis Areas



May 2, 2016

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

E:\Dropbox (895 Tech Services)\895 Tech Services Team Folder\GIS\project\Comp_Plan\Map\Comp\resuse_Plan_Mapping\Drawings\mapping\storefront_analysis\1527_storefront_analysis.mxd



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





Google Maps Street View

SE Hawthorne, view east from near SE 48th



Google Maps Street View

SE Hawthorne, view west from near SE 49th

SE Hawthorne - East

Percentage of lots with Streetcar Era storefront buildings: 70%

Percentage of street frontage with Streetcar Era storefront buildings: 62%

Existing zoning: Storefront Commercial (CS)

Notes:

A four-story building is proposed within the analysis area for the northeast corner of SE Hawthorne and 49th, which would leave this corridor segment less than 400-feet in length. A recently-built four-story building is adjacent to the analysis area to the west. A three-story Streetcar Era apartment building is adjacent to the analysis area to the east.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to short length of this corridor segment. A portion of the SE Hawthorne corridor east of SE 50th is proposed for CM1 zoning for other reasons (location at edge of center).

