

# Exhibit A: As Amended

## Findings of Fact Report

### For City Council June 23, 2021

Legislative amendments to the Comprehensive Plan goals, policies and map must be found to be consistent with the goals and policies of the Comprehensive Plan, Metro's Urban Growth Management Functional Plan, the Statewide Planning Goals, and any relevant area plans adopted by City Council. (33.835.040 and 33.810.050).

The Comprehensive Plan requires that amendments to its elements, supporting documents, and implementation tools comply with the plan itself. "Comply" means that the amendments must be evaluated against the comprehensive plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole, than the existing language or designation. (Policy 1.10)

Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, and plan district where the amendment is proposed, and any plan associated with the regulations. (33.835.040)

Legislative zoning map amendments must be found to comply with the Comprehensive Plan Map with a zone change to a corresponding zone of the Comprehensive Plan Map. The change also must demonstrate that there are adequate public services capable of supporting the uses allowed by the zone. In addition, the school district(s) within which the sites are located must have adequate enrollment capacity to accommodate any projected increase in student population over the number that would result from development in the existing zone. This criterion applies only to sites that are within the David Douglas School District, which has an adopted school facility plan that has been acknowledged by the City of Portland. (33.855.050)

1. **Finding:** The City Council has identified and addressed all relevant and applicable goals and policies in this document.
2. **Finding:** As discussed in more detail below, the City Council has considered the public testimony on this matter and has weighed all applicable goals and policies and on balance has found the Design Overlay Zone Amendments (DOZA will be used as short-hand in this document) are consistent with the goals and policies of the Comprehensive Plan, Metro Urban Growth Management Functional Plan, Statewide Planning Goals and other relevant city plans.

## Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

**The Statewide Planning Goals that apply to Portland are:**

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland’s municipal boundaries and beyond the regional urban service boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4. the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon’s coastal zone. Since Portland is not within Oregon’s coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

**Goal 1. Citizen Involvement.** To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

**3. Finding:** Portland adopted a Community Involvement Program on June 15, 2016. The Community Involvement Program serves as a framework to carry out policies from Chapter 2 — Community Involvement, of the 2035 Comprehensive Plan, and applies to legislative land use and transportation projects initiated by the City. Among the commitments that the City is asked to make in the Comprehensive Plan are the following:

- To provide a wide range of opportunities for involvement in planning and investment decisions.
- To achieve greater equity in land use actions through setting priorities and making decisions with meaningful involvement of under-served and under-represented communities.
- To meaningfully involve, in decision making, those who potentially will be adversely affected by the results of those decisions.
- To provide this meaningful involvement throughout the phases of planning and investment projects

- issue identification and project design through implementation, monitoring, evaluation, and enforcement.

- To provide well-designed, relevant, responsive and culturally-responsive public involvement.
- To build community capacity for meaningful participation and leadership in planning and investment decisions.

A Community Involvement Committee was appointed in June 2018 to oversee implementation of the program.

The findings for Goal 2 of the 2035 Comprehensive Plan demonstrate how that Community Involvement process followed the City's program requirements and meets the requirements of Statewide Goal 1. Therefore, Council finds that community members were afforded opportunities to be involved in all phases of the planning process.

**Goal 2. Land Use Planning.** To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

4. **Finding:** Goal 2, as it applies to the Design Overlay Zone Amendments (DOZA will be used as shorthand to refer to the project), requires the City to follow its established procedures for legislative amendments to the Comprehensive Plan policies, the Comprehensive Plan map, the Zoning Code, and the Zoning Map. As demonstrated by findings below, the project meets this goal, since DOZA was developed consistent with the Statewide Planning Goals, the Metro Urban Growth Management Functional Plan, 2035 Comprehensive Plan and Portland Zoning Code, as detailed in this ordinance. Additionally, consistent with Goal 2, other government agencies received notice from the 35-day DLCD notice and the City's legislative notice. Following the Planning and Sustainability Commission's recommendations to City Council, the City did not receive any requests from other government agencies to modify the amendments in DOZA.

The City Council's decision is based on the findings in this document, and the findings are based on the evidence presented to the Planning and Sustainability Commission, the Design Commission, and City Council that are incorporated in the record that provides the adequate factual basis for this decision.

**Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources.** To protect natural resources and conserve scenic and historic areas and open spaces.

5. **Finding:** Each category is addressed below:

**Open Spaces.** The amendments in DOZA are consistent with Statewide Planning Goal 5 because they do not affect the City's Open Space zoning. DOZA provides incentives for development of private open spaces, gardens or plazas and preservation of trees and natural areas on site through the new Citywide Design Guidelines and objective design standards.

**Scenic Resources.** The amendments in DOZA are consistent with Statewide Planning Goal 5 because they do not affect the scenic resource overlay zone, which conserves significant scenic resources identified in the City's adopted Scenic Resources Protection Plan.

**Historic Resources.** Historic resources are located throughout the City including in areas that may adjoin the Design overlay zone impacted by the amendments in DOZA. Identified historic resources (individual landmarks and districts) are conserved by the City's Historic Resources overlay zone. The DOZA project does not identify new resources nor affect any existing designated historic resources and the amendments do not affect any of the Historic Resource overlay zone regulations (Chapter 33.445). In general, historic resources located in the Design overlay zone are subject to the Historic

Resource overlay zone, instead of the Design overlay zone. Within the Central City, historic resources are subject to both historic guidelines and design guidelines. However, the requirements for conservation and limits on demolitions are determined through the Historic Resource overlay zone. For this reason, the amendments in DOZA are consistent with Statewide Planning Goal 5. Pursuant to OAR 660-023-0200, when local governments choose to amend acknowledged historic preservation plans and regulations, the standard Goal 5 process applies. DOZA does not amend such plans or historic resource regulations.

**Natural Resources.** The City protects natural resources by applying environmental zoning (i.e. the Environmental, River, and Pleasant Valley overlay zones) to significant natural resources that it identifies through a natural resources inventory. The amendments in DOZA are consistent with Statewide Planning Goal 5 related to natural resources because they do not amend any of the existing environmental zones and do not amend any of the zoning regulations associated with the environmental zones (33.430, 33.465, 33.475). DOZA does not establish a new conflicting use, nor do they allow greater development than what would be allowed in the base and environmental zones. Outside of these overlay zones, DOZA encourages the preservation of natural features or trees that are not identified as specific resources through the application of the guidelines and standards.

**Goal 6. Air, Water, and Land Resource Quality.** To maintain and improve the quality of the air, water, and land resources of the state.

6. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted administrative rules for complying with Statewide Planning Goal 6. The City is in compliance with federal and state environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control), the Stormwater Management Manual and for the Environmental overlay zones will remain in effect and are applicable to future development. These other regulations are generally the mechanism used to assure compliance with this goal. The amendments in DOZA are consistent with the goal as they do not impact the existing regulations.

Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan furthers Statewide Planning Goal 6. As shown below in the findings for the 2035 Comprehensive Plan, the amendments in DOZA are consistent with the goals and policies of Chapter 7 and the findings in response to those goals and policies are incorporated here by reference.

New design guidelines and design standards for development with the Design overlay encourage the preservation of natural areas that are not subject to other regulations, such as existing trees, and undesignated wetlands, water bodies, seeps or springs. Guidelines and standards encourage limiting vehicle area paving, using pervious paving or using trees or other protection for paved area which would improve water quality and reduce the heat island effect. Additional guidelines and standards encourage the provision of open spaces adjacent to the Willamette River.

**Goal 7, Areas Subject to Natural Disasters and Hazards.** To protect people and property from natural hazards.

7. **Finding.** Goal 7, Areas Subject to Natural Hazards, requires policies to reduce people and property from natural hazards such as floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. The State has not yet adopted administrative rules for complying with Statewide Planning Goal 7.

The amendments are consistent with this goal because City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the

environmental overlay zones are unchanged by these amendments and will ensure any new development will be done in a way to protect people and property from hazard.

New design guidelines and standards encourage incorporating natural features of a property into the development. They also encourage setting back development from the edge of the Willamette Greenway and placing open areas in these areas, which can help reduce hazards and erosion to property in these areas.

**Goal 8. Recreational Needs.** To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

- 8. Finding.** Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements."

The city's Parks 2020 Vision lays out the long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents. This includes the continued acquisition and development of lands for a public park system.

DOZA does not impact the existing vision. The amendments do not impact the zones where destination resorts may locate, nor do they change the location of existing Open Space zones. However, the amendments are consistent with the goal since new design guidelines and standards provide incentives for private development to provide open areas in conjunction with their buildings to allow residents, workers and the public to engage in recreational activities placed in the open area, such as gardens, playgrounds or sitting areas. These areas can supplement the publicly available parks lands.

**Goal 9. Economic Development.** To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

- 9. Finding.** Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

The *2035 Comprehensive Plan* demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the *Economic Opportunities Analysis* (EOA), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City's acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses, which are organized into different geographies that represent a distinct mix of business sectors and building types. In each of the geographies, the City analyzed the future employment growth and the developable land supply to accommodate that growth.

The amendments in DOZA do not amend the zoning entitlements located within the base zones and various plan districts. With only a few exceptions, the Design overlay zone does not apply in areas of the city zoned with General Employment or Industrial designations. The DOZA changes clarify the existing regulations for sites that are located within the Design overlay zone, providing greater flexibility for residential and mixed-use development. A larger number of projects outside of the

Central City can choose to use the clear and objective path towards project approval. This includes the following:

- An increase in the allowed height eligible to use the standards from 55-feet to 75 feet. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit.
- A new allowance for smaller projects and alterations to use the standards in the Gateway Regional Center; and
- An increase in the threshold for non-residential buildings from 20,000 to 40,000 square feet.

In addition, the thresholds addressing the type of land use review required have been simplified based upon building height and size instead of cost. Amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. Smaller residential projects of up to 4 units and 35-feet in height are exempt from the Design overlay zone. Alterations to existing development now only require a maximum staff level discretionary review which can save time and cost for existing businesses.

**Goal 10. Housing.** To provide for the housing needs of citizens of the state.

- 10. Finding.** Goal 10 specifies that each city must plan for and accommodate needed housing types. As used in ORS 197.307 “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, and includes attached and detached single-family housing and multiple family housing for both owner and renter occupancy.

The adopted *2035 Comprehensive Plan* conducted city-wide analysis to demonstrate compliance with Goal 10. The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing.

The DOZA project is consistent with Goal 10 in that it does not impact the underlying zoning that dictates the number of dwelling units or floor area that is allowed within each zone or plan district. As stated above for Goal 9, the project provides greater flexibility for projects that include residential projects as well as reducing the barriers for smaller residential projects. The changes include:

- An exemption from the Design overlay zone for smaller residential projects of up to 4 units and 35 feet in height;
- An increase in the allowed height eligible to use the standards from 55-feet to 75 feet. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit; and
- A new allowance for smaller projects and alterations to use the standards in the Gateway Regional Center.

In addition, amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones,

with an exception for height bonuses that are specifically granted through design review. This ensures that floor area included area allocated for housing in these zones is not limited through a design review. Lastly, the thresholds addressing the type of land use review required have been simplified based upon building height and size instead of cost

**Goal 11. Public Facilities and Services.** To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

**11. Finding.** Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

The DOZA project is consistent with this Goal because it does not change the zoning allowances and entitlements of the base zones and plan districts, and so does not impact the capacity of the city's water, sewer or transportation facilities.

**Goal 12. Transportation.** To provide and encourage a safe, convenient and economic transportation system.

**12. Finding.** OAR 660-012-0060 (1) states if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule.

DOZA is consistent with this Goal because the changes to the land use regulations and zoning maps do not change existing or planned development intensity which could impact transportation facilities. The map changes for DOZA simply remove the Design overlay zone from most single-family zones, which does not impact the scale of building on these sites. The regulatory changes impact the processes and criteria that projects subject to the Design overlay zone will need to meet. However, they do not impact the underlying development potential of the site since they focus on site and building design provisions. In one case, the new design standards provide an incentive for projects to not provide on-site parking which reduces the need for additional curb cuts in the right-of-way.

**Goal 13. Energy Conservation.** To conserve energy.

**13. Finding.** Goal 13 requires that land use plans contribute to energy conservation. The *Growth Scenario Report* adopted with periodic review Task IV of the *2035 Comprehensive Plan* (Ordinance 187831) contains information about how energy conservation was considered in the development of the comprehensive plan.

The amendments in DOZA do not adopt or amend a local energy policy or implementing provisions. However, the amendments generally support this goal, through the new Citywide Design Guidelines and objective design standards that encourage new development to incorporate energy saving measures such as sunshades, natural ventilation, ecoroofs, landscaping and other green building

materials, that could both reduce the energy load of the new development as well as reduce the “heat island” effect that can influence the energy needs of the neighborhood.

**Goal 14. Urbanization.** To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

**14. Finding.** Metro exercises Goal 14 obligations on behalf of Portland and other cities within the Metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

The Goal 2 analysis performed for the *Growth Scenarios Report* adopted by periodic review Task III (Ordinance 187831) provided substantial evidence that the spatial development pattern of urban jobs and housing allowed by the *2035 Comprehensive Plan Map* is compatible with the *Region 2040 Growth Concept*, ensures efficient use of urban land through infill and redevelopment opportunities, and will provide for more complete and livable communities.

The amendments in DOZA do not impact the Metro Urban Growth Management Plan or Growth Scenarios report.

**Goal 15. Willamette River Greenway.** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

**15. Finding.** Statewide Planning Goal 15 requires cities to adopt local greenway plans, along with criteria for new development, new uses, and the increase of uses along the river. The City implements Statewide Planning Goal 15 through application of the Greenway and River overlay zones.

The DOZA regulations do not amend the current greenway or river regulations that apply with those overlay zones. Use restrictions, setbacks and landscaping from these overlay zones continue to apply. The DOZA changes do include design guidelines and standards incentivizing development along the Willamette greenway to incorporate additional open areas and connections to the recreation trail while encouraging buildings to acknowledge their relationship to the river to further enhance the recreational, scenic and natural qualities of the river. These provisions are in addition to the regulations imposed by the river and greenway overlay zones. For this reason, the DOZA regulations are consistent with Goal 15.

## Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with the regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In Metro’s June 2011 update to its 2010 compliance report Metro found, “The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods. On January 16, 2013 the City received a letter from Metro stating that Portland had achieved compliance with Title 13.

### **Title 1. Housing Capacity**

**Title 2. Regional Parking Policy.** (Repealed Ord. 10-1241B, Sec. 6, 1997)



**Title 3. Water Quality and Flood Management.**

**Title 4. Industrial and Other Employment Areas.**

**Title 5. Neighboring Cities** (Repealed Ord. 10-1238A, Sec. 4, 1997)

**Title 6. Centers, Corridors, Station Communities and Main Streets.**

**Title 7. Housing Choice.**

**Title 8. Compliance Procedures.**

**Title 9. Performance Measures.** (repealed Ord. 10-1244B, Sec. 8, 2010)

**Title 10. Functional Plan Definitions.**

**Title 11. Planning for New Urban Areas.**

**Title 12. Protection of Residential Neighborhoods.**

**Title 13. Nature in Neighborhoods.**

**Title 14. Urban Growth Management Plan.**

**Title 1. Housing Capacity.** The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

**16. Finding.** The amendments in DOZA do not change the allowable housing capacity within the city. The amendments change some of the processes for the development of housing in the Design overlay zone. These changes include:

- Exempting smaller residential developments of up to 4 units and 35-feet in height from the overlay;
- Allowing projects up to 75-feet in height to be able to use the objective design standards. This provision, originally recommended by the Planning and Sustainability Commission was maintained by the City Council after hearing considerable testimony from proponents and opponents of the raising of the limit;
- Providing a condensed land use review table that states the type of design review required based upon height and size of the building instead of dollar value; and
- Allowing affordable housing projects normally subject to a Type III Design review to go through a Type II review.
- Ensuring that Design Review approval does not require reducing the floor area or height allowances of a project.

The changes made by the DOZA project are consistent with this title by maintaining capacity and increasing flexibility for housing within Design overlay zone.

**Title 2. Regional Parking Policy.** (Repealed Ord. 10-1241B, Sec. 6, 1997)

**Title 3. Water Quality and Flood Management.** To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

**17. Finding.** Title 3 calls for the protection of the beneficial water uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City implements zoning regulations (Title 33.430, 33.440, 33.465, 33.515, 33.537, 33.563, 33.631, 33.640), as well as erosion

control and balanced cut-and-fill standards (Title 10 and Title 24). Metro has found the City to be in substantial compliance with Title 3. This ordinance does not affect any of these regulations.

In addition, the guidelines and standards that guide development adopted through DOZA include incentives for protecting natural areas within the Design overlay, and for providing open area along the Willamette River frontage. These open areas can help support the goals for flood management, erosion control and water quality. For these reasons, DOZA is consistent with Title 3.

**Title 4. Industrial and Other Employment Areas.** The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

**18. Finding.** The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas.

There is very little acreage that has a Design overlay zone within the general employment or industrial zones that make up these areas. Within Industrial zones, only IG1 has a small area within the overlay, making up 0.31 percent of the total area zoned IG1. In the Employment zones outside EX, only EG2 has any area with the overlay, making up 3.28 percent of the area zoned EG2. Changes to the Design overlay zone have no effect on Portland's portion of the regional supply of existing industrial and employment lands and do not impact the allowed uses on these lands.

**Title 5. Neighboring Cities** (Repealed Ord. 10-1238A, Sec. 4, 1997)

**Title 6. Centers, Corridors, Station Communities and Main Streets.** The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

**19. Finding.** Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based, so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance.

Metro has designated the areas that may qualify for these regional incentives, including transit stations, the Central City, Gateway regional center, along with Hollywood, Hillsdale, Raleigh Hills, West Portland, Lents, and St. Johns town centers. The DOZA project supports the acknowledgement

of these centers and corridors by providing incentives through the Citywide Design Guidelines and objective design standards to create buildings that emphasize the center and the public realm. These encourage buildings to orient to street corners, create plazas, and provide active space on the ground floor. These guidelines and standards work in conjunction with the city's base zoning and plan districts to support the greatest amount of growth within these areas.

**Title 7. Housing Choice.** The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

**20. Finding.** Title 7 addresses housing choice. Metro adopted voluntary affordable housing goals for each city and county in the region for the years 2001 to 2006, but never updated them. Therefore, Title 7 does not apply. Nevertheless, the recently adopted *2035 Comprehensive Plan* includes city-wide affordable housing production goals that greatly exceed those adopted by the outdated Title 7 (Ordinance 178832). In addition, the zoning code includes inclusionary housing regulations within Chapter 33.245 that require affordable housing for buildings with more than 20 units.

While the DOZA project does not change the amount of housing allowed, nor the amount of affordable housing required, it does support the provision of affordable housing through process amendments. This includes a provision to allow affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of preliminary conversations.

**Title 8. Compliance Procedures.** Title 8 addresses compliance procedures and establishes a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements. An amendment to a city or county comprehensive plan or land use regulation shall be deemed to comply with the functional plan upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply, the functional plan requirement shall no longer apply to land use decisions made in conformance with the amendment. A city or county proposing an amendment to a comprehensive plan or land use regulation shall submit the proposed amendment to Metro at least 35 days prior to the first evidentiary hearing on the amendment.

**21. Finding.** Required notice was provided to Metro more than 35 days before the first evidentiary hearing on October 22, 2019. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. These findings meet this requirement. All applicable requirements of Title 8 have been met.

**Title 9. Performance Measures.** (repealed Ord. 10-1244B, Sec. 8, 2010)

**Title 10. Functional Plan Definitions.** Title 10 contains definitions.

**22. Finding.** DOZA does not change or add any definitions to the zoning code that could conflict with the definitions in the Metro Title.

**Title 11. Planning for New Urban Areas.** The purpose of Title 11 to guide long range planning for urban reserves and areas added to the UGB. It also provides interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization to become applicable to the areas.

**23. Finding:** The amendments do not add areas to the UGB. Therefore, this Title is not applicable.

**Title 12. Protection of Residential Neighborhoods.** Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

In order to protect these areas, Metro shall not require any city or county to authorize an increase in the residential density of a single-family neighborhood in an area mapped solely as Neighborhood. In addition, specific limits on access to commercial services are applied to commercial uses within designated neighborhood centers in order to reduce air pollution and traffic congestion. This Title also calls on Cities to establish a level of service standard for parks and greenspaces that calls for a park facility within a specified distance of all residences.

**24. Finding.** Title 12 largely restricts Metro's authority to plan and regulate density in single-family neighborhoods. The changes within DOZA do not change any underlying base zoning, plan districts or center designations. DOZA does remove the Design overlay zone within some neighborhoods that have R5 and R2.5 zoning. This overlay was originally placed on these areas due to concerns about row houses and garage domination. Base zone standards have since been developed city-wide to address these concerns. The DOZA changes do not include amendments to neighborhood center designations or commercial use limits. The City has already established a goal in its Parks 2020 Vision of providing a basic, developed Neighborhood Park facility within a half mile of every Portland resident, and a Community Park within a mile of every resident. DOZA does not impact development allowances that could impact parks service.

**Title 13. Nature in Neighborhoods.** The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

**25. Finding.** Title 13 is expressly intended to provide a minimum baseline level of protection for identified Habitat Conservation Areas. Local jurisdictions may achieve substantial compliance with Title 13 using regulatory and/or non-regulatory tools. The City of Portland implements Title 13 through its adopted Natural Resources Inventory (NRI) and environmental overlay zone protection measures, which Metro has found to be in substantial compliance with Title 13.

The DOZA project does not change the current map identifying natural resources, nor does it change the regulations that apply to sites identified through the NRI. Separate overlay zone regulations apply to these areas. The City is currently working on a separate project to update the mapping of the Environmental overlay zones and to address unprotected resources. Some of the Citywide Design Guidelines and objective design standards in DOZA are intended to encourage adapting natural features into development by incentivizing the protection of trees and natural areas in places that don't currently have any environmental protection measures. Thus, DOZA is consistent with this Title.

**Title 14. Urban Growth Management Plan.** Title 14 addresses the regional urban growth boundary.

**26. Finding.** The DOZA project does not amend the current regional urban growth boundary. This Title does not apply.

## Part III. Portland's Comprehensive Plan

Portland's 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part of Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

**27. Finding:** The City Council has identified the following guiding principles, goals and policies to be applicable to the DOZA project, except as additionally noted otherwise below.

### Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. While the policies in the Comprehensive Plan effectively ensure that the guiding principles are met, the findings below further demonstrate that in addition to meeting those specific policies on balance, the amendments in DOZA are consistent with these guiding principles as described below.

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

**28. Finding.** This guiding principle is about ensuring household prosperity through “a robust and resilient regional economy, thriving local businesses and growth in living-wage jobs”. The changes made in DOZA contribute to this Guiding Principle by updating the Citywide Design Guidelines and Zoning Code regulations to create a more efficient and effective review process for projects in the Design overlay zone. Areas with a Design overlay zone include many of the corridors and centers outside of the Central City where 50 percent of Portland's future population growth is estimated to occur. Many of the tools currently used, such as the discretionary Community Design Guidelines and the objective Community Design Standards had not been significantly updated since their initial implementation in the mid-1990s.

The changes include the creation of a new Purpose Statement that aligns the Design overlay zone with the intentions specified in the Comprehensive Plan, especially Chapters 3 and 4. The new Purpose considers Portland as a city designed for people and fulfills three tenets of design: building on context, addressing the public realm, and ensuring quality and resilience.

Other changes that support economic prosperity include updating the thresholds applicable to the design review process to align the city's regulations to projects with a greater development impact, providing greater flexibility in the use of different tools, reducing the overall number of design guidelines and providing alternative tools for smaller scale development in the Gateway plan district. This last item allows many projects within Gateway to use the objective design standards instead of requiring all proposals to go through a discretionary review. Several guidelines and standards have been created to encourage a range of development within the city's town and neighborhood centers, including providing commercial opportunities and developing corner plazas or active spaces.

Greater detail on these changes is provided within the findings below. The revisions made to the tools ensure that they align with updated economic goals and objectives of the Comprehensive Plan.

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

**29. Finding.** This guiding principle considers that, “Growing in centers and corridors to create complete neighborhoods is a core concept that brings together many facets to support human health.” The Comprehensive Plan expanded the Design overlay zone into many centers and corridors experiencing growth.

The amendments in DOZA include an emphasis on the urban design of these places to accommodate all people, through the update of the Design overlay zone’s Purpose Statement. This purpose statement includes the three tenets of design that provide the inspiration for the implementing tools. The three tenets, which include building on the area context, contributing to the public realm and promoting quality and long-term resilience, encourage opportunities for human interaction and activity. Many of the new design guidelines and standards encourage site and building designs that promote complete, active, healthy, comfortable and safe environments. Greater detail is provided within the goals and policies of the individual Chapters.

Several process and administrative changes are implemented to better clarify the role of public engagement within the land use process, and to make the criteria for project approval clearer to neighbors and people most affected by development.

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

**30. Finding.** In general, the protection of the city’s natural resources and environment is achieved through application of our Environmental overlay regulations and Natural Resources Inventory. However, the new standards and guidelines built into the DOZA tool kit include several incentives to integrate the natural environment into the design of projects and would apply to areas not covered under our Environmental overlay zones. Provisions include new design standards that provide incentives for maintaining natural features and large trees on site, and for providing public views into these features. New design guidelines address the area context, creating positive relationships with surrounding and designing for the health and stewardship of the environment. Several standards and guidelines specifically address development that is adjacent to the Willamette River Greenway. In addition, the list of potential professions that can serve on the Design Commission have been expanded to include natural resource management.

**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.

**31. Finding.** The DOZA project supports this guiding principle by shifting the focus of the Design overlay zone to be a more dynamic tool that creates more equitable inclusive and human-centered places. Many of the standards and guidelines encourage the opportunity to create spaces that can be used by all Portlanders, through incentivizing community benefits such as plazas, affordable commercial spaces, providing places for residents or the public to recreate, and providing opportunities to create spaces that consider the comfort and dignity of residents, workers, and visitors.

The sorting of the guidelines and standards into the three tenets of design simplify and focus the approval criteria and standards into a format that can be understood by a wider range of participants. The amendments include reducing the number of guidelines from 16 to nine. DOZA also includes process improvements both within and outside of the Zoning Code to make the hearing and public comment process more transparent to participants. This includes clarifying the role of the Design Advice Request (DAR) and providing information to attendees of the hearings room. DOZA also provides opportunities for smaller projects and alterations within the Gateway plan districts, as well as throughout the city to avoid the additional steps of design review, and in some cases avoid requirements of the Design overlay zone. This will reduce burdens to small businesses, and the owners of smaller residential projects.

DOZA includes an alternative process for affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of preliminary conversations. This removes some time and cost constraints for projects and may incentivize projects to provide a higher level of affordable housing.

**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.

**32. Finding.** The 2035 Comprehensive Plan describes resilience as “reducing the vulnerability of our neighborhoods, businesses, and built and natural infrastructure to withstand challenges – environmental, economic and social – that may result from major hazardous events.” The Design overlay zone was expanded as part of the Comprehensive Plan to apply to the low risk areas that are expected for higher levels of growth.

DOZA supports this Guiding Principle by prioritizing quality and long-term resilience as one of the three tenets of design supporting the purpose of the Design overlay zone. Design guidelines include Guideline 9 to “design for resilience, . . . ensuring adaptability to climate change and the evolving needs of the city”. New quality and resilience design standards incentivize green building practices, the use of reclaimed or certified wood and low carbon concrete. Both standards and guidelines consider providing ground floors with ceiling heights that allow the adaptability of uses over time. The context guidelines and standards encourage incorporating natural features and large trees into site design to help to minimize changes from natural hazards and climate change. Guidelines and standards also encourage the provision of open areas along the Willamette Greenway trail which may reduce future flood losses.

## Chapter 1: The Plan

**Goal 1.A: Multiple goals.** Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

**Goal 1.B: Regional partnership.** Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

**Goal 1.C: A well-functioning plan.** Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and

**Goal 1.D: Implementation tools.** Portland’s Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public’s current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

**Goal 1.E: Administration.** Portland’s Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

**33. Finding.** The DOZA project implements the goals and policies of the recent 2035 Comprehensive Plan update, by revising the regulatory standards and discretionary guidelines to align with the policy direction given in the Comprehensive Plan. The current regulations and processes applicable in the Design overlay zone were instigated over 20 years ago with only minor additions and adjustments since, and so were no longer an efficient and effective implementation tool. The revision of the tools and processes within the Design overlay zone bring the regulations in alignment with the goals and policies of the Comprehensive Plan as shown through the findings. These changes recognize that growth within Portland will be focused in many of the Centers and Corridors identified within the Comprehensive Plan and administered, in part, through these new regulations. The DOZA changes also align with the changes that have been made to the Metro Urban Growth Management Plan, as they focus on development within the centers and corridors where the Design overlay zone was added. The amendments support the Citywide and Regional Plans as listed in the Guiding Principles of the Comprehensive Plan. Notification of the DLC and partner agencies was done in compliance with the regulations.

## The Comprehensive Plan

**Policy 1.1. Comprehensive Plan elements.** Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
- **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035 including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City’s public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.



- **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.

**34. Finding.** This policy ensures the maintenance of the elements of the Comprehensive Plan. The changes in DOZA update regulations that support and maintain the Comprehensive Plan. The new purpose of the Design overlay zone, and the revised exemptions, processes and tools align with the guiding principles, goals and policies of the Comprehensive Plan. The findings within this document indicate that support.

## Supporting Documents

**Policy 1.2. Comprehensive Plan supporting documents.** Maintain and periodically update the following Comprehensive Plan supporting documents.

- 1. Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
  - Economic Opportunities Analysis (EOA)
  - Buildable Lands Inventory (BLI)
  - Natural Resource Inventory (NRI)
  - Housing Needs Analysis (HNA)
- 2. Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland's Urban Services Boundary. The Citywide Systems Plan (CSP) is the City's public facilities plan.
- 3. Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*
- 4. School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.

**35. Finding.** The amendments in DOZA work within the existing goals and objectives of the Comprehensive Plan and its supporting documents. They do not amend or change the impact of the supporting documents listed above.

## Implementation tools

**Policy 1.3. Implementation tools subject to the Comprehensive Plan.** Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan.  
*Implementation tools include those identified in policies 1.4 through 1.9.*

**Policy 1.4. Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

**36. Finding.** The Zoning Code is one of the main implementation tools of the Comprehensive Plan. The

changes to the Zoning Code through the DOZA project update the Zoning Code to ensure that the Design overlay zone regulations implement the new guiding principles, goals and policies of the Comprehensive Plan. This includes acknowledging the gradual shift of the purpose of the Design overlay zone from solely applying to existing, established developed areas to include areas anticipated for the majority of the City's growth over the next 20 years. This is reflected in the revised purpose statement for the Design overlay zone as well as in the new tools (guidelines and standards) that are used to review development projects. These changes update a portion of the Zoning Code that last had substantial changes more than 20 years ago, well before the Comprehensive Plan update.

The new purpose statement focuses the regulations in the Design overlay zone on the following three tenets: building on the context of an area, contributing to the public realm, and ensuring projects of quality and resilience. The focus on these new regulations is less on the architectural character and features of a proposal and more on the urban and site design elements that contribute to an areas growth over the long term.

**Policy 1.5 Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

**37. Finding.** The Zoning Map is the tool used to indicate the geographic representation of the implementing Zoning Code. DOZA is not changing any of the base zones within the Zoning Map. DOZA is removing the Design overlay from some older plan areas that are zoned R5 and R2.5 that were assigned the overlay in the 1990s. In many of these situations, such as in Sellwood-West Moreland, the main concern for the R2.5 zone was the potential for rowhouses built with garage-dominated front facades. Since that time, the single-dwelling zone regulations have added design standards within the base zone that address the original concerns. In addition, the focus of the overlay zone in the past decade has shifted from an emphasis on compatibility within a neighborhood to an emphasis to direct larger-scale growth. With the changes in the purpose and tools of the Design overlay zone instituted through DOZA, the mapping of the overlay in the single-dwelling zones has little applicability. Removal of the overlay ensures the maintenance of the maps in conjunction with the change of the regulations.

**Policy 1.6 Service coordination agreements.** Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

**Policy 1.7 Annexations.** Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation. See policies 8.11-8.19 for service extension requirements for annexations.

**Policy 1.8 Urban renewal plans.** Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

**Policy 1.9 Development agreements.** Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

- 38. Finding.** DOZA is not proposing or amending any provisions related to Policies 1.6-1.9. The small changes to remove the Design overlay from some single-family zones occurs within Portland’s service area. An area of approximately 12 homes zoned R2.5 along North Prescott St is within the Interstate Corridor Urban Renewal Area. However, removal of the Design overlay zone does not impact the availability to access this program in this area. All other areas that are scheduled to have the Design overlay zone removed are outside of Urban Renewal Areas. The DOZA project does not impact any existing development agreements.

## Administration

**Policy 1.10. Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan’s elements, supporting documents, and implementation tools comply with the Comprehensive Plan. “Comply” means that amendments must be evaluated against the Comprehensive Plan’s applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

**1.10.a** Legislative amendments to the Comprehensive Plan’s elements and implementation tools must also comply with the Guiding Principles.

**1.10.b** Legislative amendments to the Comprehensive Plan’s elements should be based on the factual basis established in the supporting documents as updated and amended over time.

**1.10.c** Amendments to the Zoning Map are in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map.

- 39. Finding.** This is a fundamental policy of the Comprehensive Plan that guides the manner in which the City Council considers amendments to the Plan itself or any implementing regulations, such as the Zoning Code. This policy requires the Council to consider whether, after considering all relevant facts, an amendment is equally or more supportive of the Comprehensive Plan. The City Council finds that an amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The City Council finds that the policy requires consideration as to whether amendments are equally or more supportive of the Plan *as a whole*. The City Council finds that amendments do not need to be equally or more supportive with individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, the City Council finds that there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. The City Council finds that there is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires City Council discretion in evaluating the competing interests and objectives of the plan.

DOZA is a legislative amendment to the Zoning Code, the Zoning Map, and the design guidelines that form the approval criteria to discretionary reviews. These findings identify how the amendments comply with the Comprehensive Plan. That is, the amendments are evaluated against the Comprehensive Plan’s Guiding Principles, goals, and policies, as detailed throughout this set of findings. The factual basis of the Comprehensive Plan and its supporting documents are not changed by this ordinance.

The City Council finds that these amendments are equally or more supportive of the Comprehensive Plan than the existing Zoning Code, Zoning Map, and design guidelines. The current regulations and guidelines were developed under the previous Comprehensive Plan policies and objectives and were not updated with the change in focus in the application of the Design overlay zone to centers and corridors of growth. As illustrated throughout these findings, the amendments within DOZA are directly linked to the new Comprehensive Plan Goals and Policies, especially those related to Chapters 3, Urban Form and Chapters 4 Design and Development, which replaced previous Comprehensive Plan Goals from 1980. The amendments also incorporate the Urban Design Framework which serves as the blueprint for desired future development within the city. These amendments have also been shown to be consistent with the other goals and policies of the Comprehensive Plan update as shown in these findings.

**Policy 1.11. Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland Metropolitan area.

**Policy 1.12. Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

**40. Finding.** As illustrated under the findings above, the DOZA project remains consistent with the Metro Urban Growth Management Functional Plan and the Statewide Planning Goals. The project amends the implementation tools for the Comprehensive Plan and maintains the compliance with other planning documents and the Urban Growth Boundary.

**Policy 1.13. Consistency with state and federal regulations.** Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

**41. Finding.** The DOZA project was developed to be consistent with state and federal regulations. This includes recent changes to the Oregon Revised Statutes (ORS 197 and 227) related to local regulations for needed housing. DOZA clarifies the situations when clear and objective standards are used and ensures that land use decisions made through discretionary design review do not reduce the available floor area (i.e. density) granted through the city's zoning.

**Policy 1.14. Public facility adequacy.** Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

**42. Finding.** DOZA does not impact the development capacity of land in the city, nor does it revise any zone map entitlements, so the amendments do not impact the availability of public facilities and services.

**Policy 1.15. Intergovernmental coordination.** Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

**43. Finding.** As noted in Statewide Goal 2, notice was provided of the first evidentiary hearing to the Oregon Department of Land Conservation and Development who provided notification to other

partner agencies. BPS staff have also engaged in communication with other City Bureaus including the Bureaus of Transportation (PBOT) and Housing (PHB) to ensure the regulatory amendments do not cause conflict with other city programs.

In addition, BPS staff partnered with the Bureau of Development Services (BDS) to provide the opportunities for the Design Commission to discuss and make their recommendation on the Citywide Design Guidelines. This procedure is required since the Design Commission is the recommending body to the City Council on design guidelines. The process was similar to the review done under Policy 1.16. This included the initial discussion with staff and a consultant for development of the assessment portion of DOZA in 2016 – 2017. Further hearings and discussion took place as follows:

October 8, 2019 – PSC/Design Commission joint briefing on DOZA

October 22, 2019 – PSC/Design Commission joint hearing and testimony on DOZA

November 7, 2019 – Design Commission work session regarding their testimony on zoning code

December 5, 2019 – Design Commission work session on Quality and Resilience guidelines

December 19, 2019 – Design Commission work session on Public Realm guidelines

January 9, 2020 – Design Commission work session on Context guidelines

February 20, 2020 – Design Commission work session on guideline photos and introduction

March 12, 2020 – Design Commission work session to consider amendments to proposed guidelines

May 21, 2020 – Design Commission briefing and release of guideline amendments

June 4, 2020 – Design Commission review and approval of amendments to Citywide Design Guidelines

June 18, 2020 – Design Commission final review and vote of recommendation to City Council for Citywide Design Guidelines

**Policy 1.16. Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

**44. Finding.** The Planning and Sustainability Commission (PSC) have had many opportunities to discuss and influence the recommendations brought forward to City Council. This included initial discussion with staff and a consultant for development of the assessment portion of DOZA in 2016 – 2017.

Further hearings and discussion took place during 2019 and 2020 as follows:

October 8, 2019 – PSC/Design Commission joint briefing on DOZA

October 22, 2019 – PSC/Design Commission joint hearing and testimony on DOZA

November 12, 2019 – PSC work session regarding their testimony on design guidelines

November 19, 2019 – PSC work session on purpose and thresholds

December 17, 2019 – PSC work session on Quality and Resilience design standards\*

January 14, 2020 – PSC work session on Public Realm design standards

January 28, 2020 – PSC work session on design thresholds and process

February 11, 2020 – PSC work session on thresholds and Context design standards

February 25, 2020 – PSC work session to review the amendments to staff proposed draft

June 9, 2020 – PSC review and approval of amendments to draft zoning code

July 14, 2020 – PSC vote of recommendation for DOZA code and map amendments to City Council

**Policy 1.17. Community Involvement Committee.** Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

**45. Finding.** The Citizen Involvement Committee was appointed in June 2018 and reviews and advises the way City staff engage with the public in land use and transportation planning. While the workplan for DOZA was initially determined through the assessment completed in 2017, BPS staff met with the Committee in 2018 while the initial DOZA public outreach process was under way to gather ideas for contacting and notifying diverse members of the community.

**Policy 1.18. Quasi-judicial amendments to the Comprehensive Plan Map.** Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.

The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

**46. Finding.** This policy addresses Comprehensive Map amendments proposed through the quasi-judicial process and is not relevant to the legislative process for DOZA.

**Policy 1.19. Area-specific plans.** Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

**1.19.a** Area-specific plans that are adopted after May 24, 2018, should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

**1.19.b** Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

**1.19.c** Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

**47. Finding.** DOZA does not amend the language of any specific area plans. The DOZA changes affect the citywide application of the Design overlay zone. Some areas that were mapped with R2.5 and R5 zoning are having the Design overlay removed from the zone. In many cases with the R2.5 zone, this overlay was applied with an area specific plan and was added to address specific issues such as

the garage dominated row house. Since then, the base development standards in these zones have been updated to address many of these concerns, and the Design overlay zone is no longer necessary. In general, the area and community plans that included the Design overlay zone, including those with the Design overlay zone in single-family zones have been reviewed for relevant policy guidance. Specific responses to the area and neighborhood plan policies regarding urban design are contained within the section on area specific plans in Part IV.

## Chapter 2: Community Involvement

**Goal 2.A: Community involvement as a partnership.** The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

**Goal 2.B: Social justice and equity.** The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

**Goal 2.C: Value community wisdom and participation.** Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

**Goal 2.D: Transparency and accountability.** City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

**Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

**Goal 2.F: Accessible and effective participation.** City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

**Goal 2.G: Strong civic infrastructure.** Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

**48. Finding.** The above goals are intended to promote community involvement that engages and values all members of the community, with emphasis on engaging the full diversity of affected community members. The preparation of these amendments provided numerous opportunities for meaningful community and stakeholder involvement. This included the following steps:

**Design Overlay Zone Assessment.** The city hired a consultant, Walker Macy in 2016 to review the city's existing Design overlay zone process and tools, in order to make recommendations on potential areas of change. As part of the assessment during 2016 and 2017, the consultant hosted several interview sessions with developers, architects, community members and city staff to help determine issues with the current regulations and process. In addition, the city worked with the consultant to host an equity focus group. The consultant met with both the Design Commission and the Planning and Sustainability Commissions during briefings open to the public. In addition, the city and consultant developed an online questionnaire and held a public open house to provide opportunities for the public to comment on initial observations that they had made. The consultant combined information gained from these interviews with the review of other city's regulations and the observation of built projects to develop a report of findings about the Design overlay zone. These findings were formally presented to the City Council in April 2017 at a session that included public testimony.

**Discussion Draft.** During the City Council hearing on the assessment, the Council directed staff to provide some of the potential amendments on an accelerated schedule. As a result, the staff initially put together a Discussion Draft containing code amendments impacting the Design overlay process, while also discussing the potential changes to the tools through a Concept Report. These initial drafts were released to the public in April 2018 and followed up with an Open House on May 5, 2018 and over 15 meetings with stakeholder and neighborhood groups. At the conclusion of the public outreach, staff realized that the package of guidelines and standards needed to be combined with the process changes to provide clarity and transparency for the proposal. The remainder of 2018 was spent finalizing the guidelines and standards and combining the document.

The combined DOZA Discussion Draft was released in February 2019. This was followed by a total of 61 meetings including open houses, focus group, stakeholder and neighborhood meetings and briefings. Information was also provided through the City's website. Staff tallied approximately 1,100 comments from 97 different participants. In some cases, participants collected their own surveys to submit. The comments were received by individuals, bureaus or agencies, community and advocacy organizations and neighborhoods. These comments were reviewed and led to changes in some cases for the Proposed Draft.

**Proposed Draft.** The Proposed Draft was released in September 2019 and notice was sent via email of the upcoming hearing to nearly 700 recipients who had expressed an interest or participated in past DOZA discussions. Addition mailed notice was sent to over 350 recipients who are part of the legislative notice list to be notified of all planning projects and hearings, resulting total noticing of over 1000 recipients. The Form 1 notice was posted with DLCD in accordance with requirements. Additional information was posted on the city's website.

A joint hearing held with the Planning and Sustainability Commission and the Design Commission was held on October 22, 2019, following a joint briefing on October 5. Written and oral testimony were heard by both Commissions. A total of 168 distinct pieces of testimony were received, although some individuals submitted multiple pieces of testimony. The record for comment was held open until November 15, 2019. Similar to the comments received during the Discussion Draft, testimony was submitted by a wide range of residents, businesses, developers, contractors, and housing advocates. After the close of the hearing, each Commission deliberated at several follow up work sessions between December 2019 and June 2020. The Design Commission made their recommendation for the Design Guidelines on June 18, 2020 while the Planning and Sustainability Commission made their recommendation on July 14, 2020.



**Recommended Draft.** The Recommended Draft was released in November 2020, although a formal Council hearing date had not yet been established. Starting in 2021, staff sent emails to those who had participated in past events to notify them about the release and to offer to provide follow-up information. During March and April, staff met with several neighborhood and stakeholder groups to provide updates on the project and discuss tentative Council dates. The MapApp testimony database was re-opened at this time.

On April 23, 2021, the City sent a legislative notice of the City Council Hearing to the City's legislative list, those who testified to the PSC on the proposed draft and supplied contact information and interested parties.

City Council held a public hearing for the Recommended Draft in accordance with the COVID-19 executive order sent by Governor Brown in 2020, which requires local governments to conduct public meetings by telephone, video, or other electronic means whenever possible. The Bureau of Planning and Sustainability has continued to proceed with public noticing and the holding of public hearings following the guidelines of the order. The virtual public meeting was held on May 12, 2021, using the Zoom platform. It was free to participants and it allowed them to provide testimony by phone or computer. Participants were given 3 minutes to testify. Participants could also watch the hearing on YouTube with closed caption accommodations. The City Council closed the hearing on May 12 but kept the MapApp open for written testimony until May 14, 2021, giving ample time for the public to comment on the recommendation.

City Council heard oral testimony *from* 52 people in addition to receiving over 230 written pieces of testimony.. Common points within the testimony included both support and opposition to the raised height limits under which the objective design standards can be used, concerns about how the design review process can impact housing, including affordable housing, requests by several close-in neighborhood and business groups to consider more context sensitive guidelines and standards, and requests to require ground floor commercial for new development within the boundaries of the Arbor Lodge neighborhood.

In response to this testimony, staff held open and transparent work sessions with Council on May 26, 2021 to identify possible revisions to the proposals and discuss issues. The work session resulted in a list of seven sets of code amendments and an amendment to the implementing ordinance. The amendments were initially sponsored by individual Commissioners and incorporated both their concerns and the public's concerns. The amendments included the following topics:

1. Bridges
2. Makeup of the Design Commission
3. Main Street Standards Option
4. Affordable Housing Review Procedure
5. Thresholds for Design Review
6. Technical Amendments
7. Ground Floor Active Use in Arbor Lodge
8. Ordinance Directive to Create Future Character Statements

A second public hearing was held on June 10, 2021 to consider the amendments suggested by Council. The opportunity to testify was reopened on June 3, and over 100 additional pieces of written testimony was provided, and more than 30 people testified at the hearing.. Council did not make a motion on the amendment to the threshold height or for use of the design standards, stating that they agreed with the PSC and testimony stating that the standards achieved parity without requiring design review. They also did not make a motion for a standard to require ground floor retail in the

area of Interstate Avenue, in the Arbor Lodge neighborhood, stating that existing standards already provided incentives to both provide ground floor commercial, and to make it affordable. Other amendments were approved as presented, with the exception that Item 4 included an amendment to require affordable housing projects electing the Type II design review procedure to first hold a design advice request with the Design Commission. Council felt that this preliminary meeting ensures that potential development issues are considered before the formal review, which can reduce overall land use review time.

Staff presented amended exhibits of the staff report and code amendments, revised findings, and a revised ordinance for vote on June 23<sup>rd</sup>. Final approval of the project was made on June 30, 2021.

The events and outreach strategies summarized here demonstrate consistency with the requirements of Statewide Planning Goal 1.

**Summary:** In summary, the public engagement process provided opportunities for interested parties to comment on and influence the Recommended Draft and the final decision before City Council. To support these notices, the BPS website had a project page with the available documents; a Map App page with a testimony function; and BPS staff presented at community meetings and drop-in hours to explain and answer questions regarding the Proposed Draft.

The public was provided opportunities to express concerns and suggest amendments in front of both the Planning and Sustainability Commission, the Design Commission, and City Council. The outreach and engagement process utilized various methods and forums to interact and solicit input from a wide variety of perspectives. Staff made presentations to community groups and provided one-on-one communication with individuals and organizations requesting information, supporting the goal of meaningful community involvement.

## Partners in decision making

**Policy 2.1. Partnerships and coordination.** Maintain partnerships and coordinate land use engagement with:

**2.1.a** Individual community members.

**2.1.b** Communities of color, **low-income populations, Limited English Proficient (LEP) communities**, Native American communities, and other under-served and under-represented communities.

**2.1.c** District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

**2.1.d** Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

**2.1.e** Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

**2.1.f** Institutions, governments, and Sovereign tribes.

**49. Finding:** This policy directs the City to maintain partnerships and coordinate community engagement on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. Nevertheless, these partnerships were engaged to determine initial interest in the project, through interviews and open houses starting with the consultant assessment in 2016. These were maintained throughout the legislative amendment

process in 2018 through 2021 depending on the group’s interest, as shown in the finding for Goals 2A through G above. Staff conducted on-going communication and responded to requests for additional information from neighborhood associations, coalitions, community-based organizations, under-represented communities as well as individuals among others.

**Policy 2.2. Broaden partnerships.** Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

**50. Finding:** This policy directs the City to work with coalitions and associations to increase participation and improve communication on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. However, DOZA provided several opportunities for comment and participation during the project as shown under the finding for Goals 2A through, and as evidenced by the range of comments and testimony received. The city was engaged with a breadth of partners to increase participation from these organizations and better reflect the diversity of the people served by them.

## Environmental justice

**Policy 2.3. Extend benefits.** Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

**51. Finding:** The 2035 Comprehensive Plan defines “ensure” to mean “to make something certain; to make sure that something will happen or be available”. The intent is to provide opportunities for community benefits to be available through land use investments. While DOZA does not change the types of city improvements that can benefit under-represented communities, it is consistent with this policy within the Design overlay zone by expanding the improvements encouraged through guidelines or standards to include features that can benefit residents or tenants livability, such as open areas, operable windows and window shades. It also provides incentives for development to provide welcoming places for the public to “pause, sit, and interact”, including plazas, seating areas along the public realm, and weather protection along street frontages. Additional provisions encourage development to consider the social and historical context of an area when considering the features of a development.

**Policy 2.4. Eliminate burdens.** Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

**2.4.a,** Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

**2.4.b,** Use plans and investments to address disproportionate burdens of previous decisions.

**52. Finding:** The intent of this policy is to have plans and investments contribute to the elimination of the disproportionate burdens over the duration of the planning period. DOZA will apply new guidelines and standards that can provide benefits to residents and tenants as stated in the finding for 2.3. DOZA also amends the review process for affordable housing projects providing 50 percent of their units at up to 60 percent median income to choose to go through a Type II staff level design

review with a design advice request instead of a Type III design review with public hearing and pre-application conference. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This can reduce the process barriers for new affordable housing developments which could mitigate for potential loss of affordable housing in the neighborhood. In addition, the guidelines include introductory language on page 9 for every review to consider the historical impact of development on underserved populations.

## Invest in education and training

**Policy 2.5. Community capacity building.** Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

**Policy 2.6. Land use literacy.** Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

**Policy 2.7. Agency capacity building.** Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

**53. Finding:** These policies address broad approaches to educating community members and City staff about planning processes and are not applicable to this project given the project scope. As noted in findings 2.1 and 2.2, DOZA engaged partnerships through on-going communication and provided additional information in meaningful and culturally appropriate ways to better enable these community partners to convey important project information and engage their members.

## Community assessment

**Policy 2.8. Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

**54. Finding:** The intent of this policy is to create the opportunity for the community and advisory committees to have opportunities to communicate their issues and concerns to the PSC and City Council outside of the formal legislative process. The DOZA changes are a legislative process with formal opportunities to testify to communicate directly with the recommending commissions and City Council. Therefore, this policy does not apply.

**Policy 2.9. Community analysis.** Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

**Policy 2.10. Community participation in data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

**Policy 2.11. Open data.** Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

**55. Finding:** Policies 2.9 through 2.11 concern how the City collects and makes available data that supports land use decisions. In this case, the City worked with a consultant to develop an assessment of current Design overlay zone regulations and processes. This included surveying

community members and stakeholders in the process, holding interviews, analyzing and viewing land use cases and projects, and reviewing best practices elsewhere. This led to recommendations made from the assessment that helped inform the regulatory package in the legislative proposal.

## Transparency and accountability

**Policy 2.12. Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

**Policy 2.13. Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

**Policy 2.14. Community influence.** At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

**Policy 2.15. Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

**56. Finding:** The Comprehensive Plan defines establish as to “create something, such as a program or project, that does not exist and defines provide as “to supply, offer, or make available”. DOZA is a legislative project, so it is bound by the requirements of local and state law. As described in the findings above, the legislative process was clearly outlined in notices, documents and on the project website as to how to testify to influence the Proposed Draft at the joint hearing of the Planning & Sustainability and Design Commissions, who each made further amendments to the proposal. The Recommended Draft was published with information about how to testify.

Throughout this process, BPS staff contacted, met with, and coordinated with stakeholders to inform them how to engage in the decision-making process, how the process was structured, and additional opportunities to participate when such opportunities existed. Findings on this outreach are included in this document.

During the review phases of the project, BPS staff presented at various community meetings to inform people of the proposed amendments. All meetings and events were open to the public and included opportunities for public comment. Subsequent drafts included summaries and commentary providing information on the rationale for the amendments and the community involvement process.

## Community involvement program

**Policy 2.16. Community Involvement Program.** Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

**Policy 2.17. Community engagement manual.** Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

**Policy 2.18. Best practices engagement methods.** Utilize community engagement methods, tools, and technologies that are recognized as best practices.

**Policy 2.19. Community Involvement Committee.** The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

**Policy 2.20. Review bodies.** Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas.

**Policy 2.21. Program evaluation.** Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

**Policy 2.22. Shared engagement methods.** Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community.

**Policy 2.23. Adequate funding and human resources.** Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.

**57. Finding:** Policies 2.16 through 2.23 address the City's Community Involvement Program, including the Community Involvement Committee, and are not applicable because the amendments in DOZA do not change this program. During the project assessment, Discussion Draft, and legislative process, community members were afforded opportunities to be involved in and inform all phases of the planning process which meet the goals and purposes of the community involvement program.

## Process design and evaluation

**Policy 2.24. Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

**Policy 2.25. Early involvement.** Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

**Policy 2.26. Verifying data.** Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

**Policy 2.27. Demographics.** Identify the demographics of potentially affected communities when initiating a planning or investment project.

**Policy 2.28. Historical understanding.** To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

**Policy 2.29. Project-specific needs.** Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

**Policy 2.30. Culturally-appropriate processes.** Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

**Policy 2.31. Innovative engagement methods.** Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

**Policy 2.32. Inclusive participation beyond Portland residents.** Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

**Policy 2.33. Inclusive participation in Central City planning.** Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

**Policy 2.34. Accessibility.** Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

**Policy 2.35. Participation monitoring.** Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

**Policy 2.36. Adaptability.** Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

**Policy 2.37. Process evaluation.** Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

**58. Finding:** Policies 2.24 through 2.37 address how the community involvement program is designed and developed to support planning and investment projects. The community involvement began during the assessment phase, done in conjunction with the consultant Walker Macy in 2016. This involvement was targeted to those familiar with or impacted by the City's Design overlay zone, and included focused interviews with architects, staff and residents involved in the development process. Outreach also included an online survey and an open house in the city offices. This information helped inform the findings and recommendations of the assessment report presented to City Council in 2017.

During the development of the Discussion Draft, staff worked with the BPS equity specialist and with the Community Involvement Committee to discuss outreach strategies. Staff engaged with a wide range of neighborhood, business and stakeholder groups during two phases in 2018 and 2019,

which related to the two releases of the Discussion Draft. Groups included the neighborhood coalitions and associations, business associations, architects, the sign industry, advocates with the neighborhood prosperity initiative that supports developing business areas such as Cully and Rosewood. Staff also hosted two open house information sessions. One was held in the SE neighborhood in March 2019 and one was held as part of Design Week in April 2019. To supplement the outreach, the BPS website had a project page for DOZA which included information and documents, information on the open houses and opportunity to provide comment. Overall, staff attended approximately 60 meetings or events, including standing meetings hosted by other groups, and received approximately 1100 comments from nearly 100 sources. Some of the sources were made up of multiple individuals. Comments received during this phase were considered for implementation into the amendments for the Proposed Draft. This included concerns from business owners from the neighborhood prosperity initiative concerned with adding regulatory burdens to areas considered for Design overlay expansion.

For the Proposed Draft release and schedule of hearing, information was provided on the website and a link to the City's MapApp was provided for individuals to provide testimony to the Planning and Sustainability Commission (PSC) and to the Design Commission. The link to the MapApp was also provided as part of the legislative notice and through email communications with interested individuals who had signed up for notification. During this hearing process, a total of 168 pieces of testimony were provided including 36 people who testified orally at the hearing. These comments were considered by both Commissions during their work sessions over the following 6 months in 2020.

The Recommended Draft from the joint decisions of the PSC and the Design Commission was released in November 2020. Starting in January 2021, staff began contacting interested stakeholders and sending out email information about the draft. BPS staff updated the web site to provide access to the Recommended Draft and a summary of the changes made by the PSC and the Design Commissions. On request, staff attended meetings from stakeholders with an interest in the updated draft. On April 23, 2021, the City sent a legislative notice to interested parties, and others that participated in the PSC/Design Commission hearing to inform them of the opportunity to testify at the May 12, 2021 City Council public hearing, and provided email notification of the hearing to the email and contact list.

## Information design and development

**Policy 2.38. Accommodation.** Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**Policy 2.39. Notification.** Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

**Policy 2.40. Tools for effective participation.** Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

**Policy 2.41. Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**59. Finding:** Consistent with Policies 2.38 – 2.41 and BPS community involvement practices, meetings, open house events, and all public meetings, described in more detail in the findings above, were



held at locations that could accommodate people with disabilities, meetings were noticed, and information was provided online. Information about accommodation and translation was provided on all notices. The city maintained an email and contact list and provided updates to those on the list to announce decisions and upcoming events during the years of amendment development and legislative process. BPS also provided updates through the website and as part of the BPS Planning Project monthly notification. The City sent a legislative notice of the PSC/Design Commission hearings to interested parties, including neighborhood associations, business associations, and other affected jurisdictions, that have requested notice of proposed land use changes. The City also sent a legislative notice on April 23, 2021 to interested parties, and others that participated in the PSC/Design Commission hearing to inform them of the opportunity to testify at the May 12, 2021 City Council public hearing, and provided email notification of that hearing and the follow up amendment hearing on June 10, 2021 to the email and contact list. In accordance with COVID-19 guidelines, these meetings were held through the Zoom platform and broadcast on YouTube with Closed Captioning

## Chapter 3: 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.

**60. Finding:** This goal calls for a built environment that supports the ability of Portlanders to meet their needs, including but not limited to needs for housing, employment, commercial and community services, education, and access to recreation and open space. It is the basis for how the City of Portland will guide the future of the built environment. This goal promotes a number of important outcomes, including prosperity (which the Comprehensive Plan defines as including the prosperity of both households and businesses), health, equity (which the Comprehensive Plan defines to be when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential), and resilience (which the Comprehensive Plan defines as the capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment). This goal also calls for the City to be involved in fostering development and public investments that reduce disparities, which means reducing disparities among all Portlanders and Portland communities in access to resources that are essential for achieving equity, such as household income and access to housing, quality education, and services. A desired outcome of this goal is therefore to create a healthy connected city in which Portlanders can meet their needs for housing, employment, services, transportation, social connections, and have access to recreation and nature.

The changes in DOZA use this goal, as well as the other Urban Design Goals as the blueprint for many of the code amendments, starting with the revision of the Purpose Statement used to define the Design overlay zone. The new Purpose Statement, as copied below embodies this goal:

“The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city’s evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy."

The Citywide Design Guidelines and objective design standards are the tools used to implement this purpose. These standards and guidelines include several measures to ensure and encourage development to consider the need of residents and workers through the provision of active spaces, plazas and open areas, the standards and guidelines promote interaction between the public and private realms, and consider resiliency by designing buildings, and using materials, that are both long lasting and adaptable to changing conditions and consider the context of natural features on site and in the area. More detailed information is provided under the individual policies below.

**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.

**61. Finding:** The purpose of this goal is to link the impacts of development and the built environment and the region's climate and natural environment. By reducing carbon emissions, natural hazard risks and impacts, and improving the city's resilience to the effects of climate change, the city and the people who live and work here are in a stronger position to survive and prosper. This future is supported when development contributes to a compact urban form, through sustainable development practices such as energy-efficient development and green infrastructure, and by supporting active transportation such as walking, bicycling and transit.

As mentioned above, the changes to the Purpose of the Design overlay zone, as well as the tools to implement that purpose, are aligned with this and the other Goals for urban form. The Purpose Statement recognizes the need to build in harmony with nature and design buildings to be resilient and support alternative ways of mobility. New standards and guidelines further support developing sustainable systems such as solar arrays, ecoroofs and shading or reducing parking areas, as well as encouraging the reuse of materials. More specific detailed findings are found within the findings for individual policies.

**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.

**62. Finding:** This goal reflects the 2035 Comprehensive Plan's preferred growth scenario, which calls for 30 percent of the growth in the Central City, with Centers and Corridors accommodating 50 percent of new housing units, while the single-family residential areas account for the remaining 20 percent of growth. As a result, implementing land use strategies should contribute to meeting these growth percentages.

As part of the Comprehensive Plan update effective in 2018, several of the Centers and Corridors were assigned the Design ('d') overlay to provide this tool to the areas of concentrated growth. The changes brought forward through DOZA align the implementing regulations and tools with the growth strategy goal of Goal 3C, since the current Design overlay regulations were last updated well

before the approval of the Comprehensive Plan update. Both tool sets (guidelines and standards) implementing the Design overlay zone provide guidance specific to development along corridors and within the city's town and neighborhood centers. Several standards under Context and Public Realm specifically apply to these areas with a higher level of service and amenities and guide development to provide features that support the public realm in these areas. More specific detailed findings are found within the findings for individual policies.

**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.

**63. Finding:** The intention of this goal is to identify the role of the interconnected system of designated centers and corridors as central to the organization of Portland's urban form and transportation networks. The update to the Comprehensive Plan has laid out the policy while the changes instituted through DOZA help to implement the policy by updating the regulations and tools that apply to development in the centers and corridors that include a Design overlay zone. Similar to 3C, these tools, including the new guidelines and standards, provide focus to these centers and corridors and support the provision of active spaces, and a mixture of uses. Specific provisions in the guidelines and standards encourage commercial ground floor activity, and guidance to place the buildings and entrances toward the street encourage active and healthy communities. See below for findings to specific policies.

**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.

**64. Finding:** The City of Portland currently includes a diverse network of parks, streets, City Greenways, and other public spaces that provide connections and support community interaction. Projects in the Transportation System Plan (TSP) and Citywide Systems Plan (CSP) will continue to improve upon this network as those project designs are undertaken. While DOZA does not amend these plans or the application public streets and parks, the amendments are consistent with these plans by encouraging opportunities to provide plazas, open spaces, gardens and natural areas to augment the facilities that are publicly owned. This is done through design guidelines and standards that encourage private developers to include these spaces for the enjoyment of residents and the public. Spaces such as these, even on private property can support community interaction and provide gathering spaces and opportunities for more active living. Encouraging gardens and play areas provide more healthy opportunities for outside interaction. Encouraging balconies and views between the public spaces and private buildings create opportunities of informal interaction.

**GOAL 3.F: Employment districts.** Portland supports job growth in a variety of employment districts to maintain a diverse economy.

**65. Finding:** This goal works in conjunction with the policies within Goal 6, Economic Development to promote a diverse range of employment opportunities through the city. In general, the City's Design overlay zone do not apply within the industrial and employment districts. However, the process and tools implemented through DOZA encourage a range of mixed-use development within the Design overlay zone. Some standards encourage the provision of affordable commercial space within mixed use zones. As a result, DOZA is consistent with this goal where it may apply.

**GOAL 3.G: Nature in the city.** A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

**66. Finding:** This goal relates to achieving a system of habitat corridors, which include protected open space such as Forest Park, habitat areas such as stream corridors, and swaths of tree canopy, the concept for which is shown in Comprehensive Plan Figure 3-6 (Urban Habitat Corridors). The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. While DOZA does not directly impact the city's NRI or its environmental overlay zones, the project is consistent with this Goal by encouraging development to incorporate natural areas, strands of trees and other open space into its site planning through the design standards and guidelines. These tools are intended to satisfy the Purpose of the Design overlay zone as stated above, including designing a city for people in harmony with nature.

## Citywide design and development

**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.

**67. Finding:** Inclusive and enduring places are those that are both accessible and welcoming to residents, tenants, visitors and others, and that can provide a variety of services to maintain complete neighborhoods. These places are intended to be concentrated in the Centers and Corridors defined in the Urban Design Framework (UDF). The UDF provides guidance on the built and natural form of Portland, indicating in Comprehensive Plan Figure 3-1 a diagrammatic arrangement of centers, corridors, city greenways, urban habitat corridors, and pattern areas. The UDF identifies centers and corridors where the majority of commercial and housing development is intended to be concentrated. The UDF is also a resource document intended to link the current development pattern with the future context of the city.

DOZA supports the UDF by designing its processes and tools around the centers, corridors and transit station concepts of the UDF. It also uses the UDF as a source document in the references within the introduction to the Citywide Design Guidelines to the UDF as a foundational document for the guidelines. This includes references to the UDFs breakdown of Portland into four distinct layers: pattern areas, centers, corridors and transit stations. Further, Guideline 1 of the Citywide Design Guidelines uses the UDF as a measure of determining the character, local identity, and aspiration of a place where a development is being proposed. In addition, the objective design standards promote site and building designs to align with the Citywide Design Guidelines and the UDF. Lastly, many of the guidelines and standards encourage development to both provide welcoming public spaces and measures to ensure the development is enduring and resilient. In this way, the changes in DOZA implement and support the Urban Design Framework and the policy. Future work, as directed by the ordinance will consider contextual responses for area and neighborhood plans through development of character statements within the Citywide Design Guidelines and potential new standards specific to these areas.

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

**68. Finding:** This policy reflects the Comprehensive Plan preferred growth scenario which calls for roughly 30% of the housing growth in the Central City, centers and corridors accommodating about 50% of new housing units, while the single-family residential areas accounting for the remaining 20% of growth. This strategy focuses office and commercial growth in the centers and corridors

while industrial and employment growth is spread amongst the industrial sanctuaries, centers and corridors. DOZA does not change the underlying development allowances of the base zones or plan districts, but it is consistent with this policy by updating the tools used to implement the Urban Design Framework (UDF). Both the guidelines and standards include provisions to ensure that development within the centers and corridors contains a mix of uses, and provides amenities for residents, workers and visitors. The guidelines are approval criteria which are analyzed during the discretionary design review process, while the standards are objective regulations that are reviewed during a building permit instead of through a discretionary design review. Several standards under Context and Public Realm are specific to sites within town or neighborhood centers. Other standards apply to areas of transition to residential neighborhoods and encourage contextual responses, such as residential entries.

**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.** Incorporate requirements into the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

**3.3.e.** When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

**3.3.f.** Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

**3.3.g.** Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts to private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

**69. Finding:** This set of policies is intended to ensure that areas targeted for growth and public investments are done in a way that minimizes or mitigates the potential effects of this growth on the displacement of communities and the level of affordability of housing and services in the community. DOZA does not directly impact the siting of public facilities but may affect them if they are located within the Design overlay zone. Although DOZA does not impact past policy decisions determining areas of growth, it is intended to work in conjunction with other city regulations such as inclusionary housing to provide avenues to minimize and mitigate impacts of new development on underserved communities. In addition, the new Citywide Design Guidelines address the historical disparities that have been exacerbated through past development practices, as evidenced

on Page 9 of the Citywide Design Guidelines. Guideline 1 encourages new development to build on the social characteristics of a place, “such as the histories, cultures, and needs of the communities it serves”. It encourages developers to listen to community voices as well as official city documents. The alternative objective design standards provide incentives for new development to provide affordable commercial space as part of a development. In addition, the use of the standards and their scoring alternatives can encourage the use or expansion of existing buildings which could keep certain physical development as part of a community’s identity. The development of character statements in the guidelines to accompany future area planning can further build on this policy.

**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.

**70. Finding:** This policy is focused on creating a supportive built environment for all people, children, the elderly and people with disabilities. This policy is especially relevant in the Zoning Code in relationship to requirements for outdoor spaces that support active living and ensure that the built environment accommodates the needs of people of a variety of abilities, including those with mobility limitation. DOZA is consistent with this policy through guidelines and standards that provide opportunities for outdoor spaces within development projects that encourage recreation, contemplation and social interaction. Several development standards award points for developing plazas connected to the public realm as well as for providing outdoor recreation areas. These standards work with the building code requirements for accessibility to ensure that they can be visited by people of all abilities. Projects subject to the new Citywide Design Guidelines are encouraged to provide amenities including places to “pause, site and interact” within Guideline 05 as well as through Guideline 07 for “thoughtful site and building design” which includes ideas for plazas, courtyards and pedestrian walkways.

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

**71. Finding:** DOZA supports this policy on many levels. The new guidelines and standards encourage the inclusion of sustainable building principles, including the use or reuse of sustainable or existing materials, the inclusion of green building practices including solar panels, ecoroofs and the shading of vehicle areas, as well as through incorporating nature into the built environment. DOZA also encourages, through both its guidelines and standards, development and site planning that benefits those that use active transportation modes over the use of single occupancy vehicles. Excessive parking is discouraged, and the guidelines and regulations further encourage buildings to be accessible to the public realm.

**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.

**72. Finding:** DOZA does not change or limit any policies for the more efficient use of urban land, but is consistent with this policy by supporting the city’s existing zoning and UDF to encourage the greatest investment within areas anticipated for growth within the Design overlay zone. DOZA formalizes the policy through its zoning amendments that design review cannot dictate a reduction in floor area or height that is granted through the zoning code unless that granting is specifically subject to approval through design review, such as for certain current height bonuses. This ensures that the discretionary design review process promotes the intensification of urban lands where the growth has been allocated.

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

**73. Finding:** DOZA is consistent with this policy because it is intended to work with existing regulations to integrate nature and use green infrastructure, such as the environmental zone regulations and documents such as the Stormwater Management manual. DOZA also supports this policy through the application of guidelines and standards that encourage the integration of nature through the preservation of existing trees, the planting of new evergreen strands, and by encouraging the preservation of other natural features. Green infrastructure may be integrated by applying the guidelines and standards that encourage natural shading, ecoroofs or solar installations.

**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.

**74. Finding:** Similar to Policy 3.7 above, DOZA supports this policy through the tools by encouraging sustainable building practices, providing opportunities for reuse of buildings and materials, and providing guidelines and standards that ensure livability measures for residents and tenants of buildings by providing open space, operable windows and buildings that can adapt over time. Guideline 9 and several standards under the quality and resilience sections support this policy. These provisions will work with advances in other city and state codes and regulations.

**Policy 3.9. Growth and development.** Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

**75. Finding:** The Comprehensive Plan defines evaluate to “assess the range of outcomes and identify costs and benefits”. This policy asks to consider potential outcomes of the new tools and processes on existing neighborhoods and residents. Although DOZA does not change the public planning and investment decisions that guide new growth and infrastructure, it provides guidance within the Design overlay zone on how the development may relate to existing character. The new guidelines and standards work with other city policies such as inclusionary housing to mitigate the impacts of new development on underserved communities. See the finding for Policy 3.3 for more information.

**Policy 3.10. Rural, urbanizable, and urban land.** Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed, and full urban services are extended.

**76. Finding:** DOZA augments Portland’s regulations within the Design overlay zone of the City Limits and do not apply outside the Urban Growth Boundary. This policy does not apply.

**Policy 3.11. Significant places.** Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges

- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

**77. Finding:** Enhance means to intensify, increase, or further improve a situation. DOZA supports this policy through the implementation of its tools; the Guidelines and Standards, that apply to projects within the Design overlay zone. The Guidelines include provisions to address area and site context as part of Guidelines 1 through 3. Each of these guidelines requires the development to consider and build on the social and physical context of the area, starting at the level of the neighborhood and then focusing from adjacent sites down to the characteristics of the actual building site. While the new design standards need to provide an objective path to an approval, they also provide regulations based on a sites location in a town or neighborhood center or whether it is located adjacent to historic landmarks or natural features such as the Willamette River. These provisions apply to public buildings as well as private buildings. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address significant places if these areas are within the Design overlay zone. Lastly, new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission.

## Centers

**Policy 3.12. 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.

**78. Finding:** Enhance means to intensify, increase, or further improve a situation. DOZA supports this Policy by updating the processes and tools used to apply within the Design overlay zone. These overlay zones were expanded as part of the Comprehensive Plan Update to apply to several additional neighborhood and town centers. As a result, the language within the Design overlay zone, from the Purpose Statement to the review thresholds, to the new design standards and the Citywide Design Guidelines has been updated to acknowledge the role that centers play in creating complete neighborhoods. This rewrite is intended to complement the individual base zones that assign varying intensities to the centers as well as with the Centers Main Street overlay zone. The new guidelines and standards are specifically written to address the hierarchy of centers and corridors within Portland as laid out in the Urban Design Framework (UDF) which is specifically referenced within the guidelines. Specific guidelines and standards encourage the creation of active ground floor uses, link the public realm with private development, encourage the provision of plazas and open areas, and minimize ‘back of house’ provisions such as utilities, parking and storage areas. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.



**Policy 3.13. Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

**79. Finding:** DOZA implements this policy by providing new guidelines and standards that recognize the range of centers developed through the UDF. Guidelines are tailored to provide consideration for approval that are tailored to the intensity of the center. Standards provide a menu of options to allow applicants some leeway on what design features to include in the development, which can allow for geographically focused design based on an area's features.

**Policy 3.14. 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.

**80. Finding:** DOZA does not impact housing capacity which is determined through the City's Comprehensive Plan and Zone Map, and the standards located in the base zones and plan districts of the Zoning Code. However, the amendments to support housing that provides amenities for residents, contributes to the public realm and is sustainable and adaptable over time. These provisions are encouraged through the Citywide Design Guidelines and objective design standards that implement the Design overlay zone when the zone is applied in centers.

**Policy 3.15. Investments in centers.** Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

**81. Finding:** The amendments in DOZA do not impact the planned public investments of the Capital Systems Plan (CSP) or the Transportation Systems Plan (TSP), but they provide the guidance for development on parcels within centers to provide services and amenities that are accessible to the public realm of the center. This includes guidelines and standards that encourage plazas and open spaces, ground floor active uses in spaces that are resilient and can change as the center changes.

**Policy 3.16. Government services.** Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

**82. Finding:** The amendments in DOZA do not change the types of uses that can go into the centers but do encourage development on parcels to provide plazas, open spaces and ground floor active uses through application of the design guidelines and standards to development subject to the Design overlay zone.

**Policy 3.17. Arts and culture.** Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

**83. Finding:** The Comprehensive Plan defines ensure as to make certain or make sure it is available. The policy is intended to ensure that regulatory plans provide the opportunity for art and culture within centers. DOZA supports this policy through the application of the design guidelines and standards that encourage the provision of public art or water features as part of development. This includes standards PR21 and 22 and Guideline #5. Providing these features helps a development to gain discretionary design review approval or meet the objective standards.

**Policy 3.18. 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.

**84. Finding:** DOZA supports this policy through the application of the design guidelines and standards. These guidelines and standards encourage buildings and entrances to locate adjacent to the street,

or for development to provide plazas accessible to the public realm. Guidelines and standards also encourage places to pause and rest along the sidewalk or while waiting for public transit. These guidelines and standards work together with the building codes to ensure that public areas are accessible to those of all abilities.

**Policy 3.19. Center connections.** Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

**85. Finding:** DOZA does not directly impact the public connections and streets that connect centers to each other. However, the amendments do promote the connection of buildings and development on a site to the public realm, so they are consistent with this policy.

**Policy 3.20. Green infrastructure in centers.** Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

**86. Finding:** DOZA supports this policy by encouraging these features in a development. See the findings under Policies 3.7 and 3.8 for more information.

## Central City

**Policy 3.21. Role of the Central City.** Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

**Policy 3.22. Model Urban Center.** Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

**Policy 3.23. Central City employment.** Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 3.24. Central City housing.** Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services.

**Policy 3.25. Transportation hub.** Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

**Policy 3.26. Public places.** Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

**87. Finding:** The Central City is recognized as the regional hub for the Portland Metropolitan area and these policies provide the desired characteristics and functions of the Central City. While the Central City does include large areas with the Design overlay zone, it has its own set of review tools in the form of the Central City Fundamental Design Guidelines and various sub-district guidelines. Projects in the Central City do not have the option of meeting the revised objective design standards instead of a review.

However, DOZA supports the policies in the Central City by clarifying and simplifying some of the exemptions to the Design overlay. Many of these exemptions apply to the Central City. DOZA also

clarifies the thresholds that determine the type of design review to be based upon the size and height of a project, rather than based upon a dollar threshold. In addition, these amendments provide a single set of thresholds for all projects within the Central City, in contrast to the current system where review types change by the district or side of the street a project is located. These amendments provide a more universal design review process that applicants, staff and the public can more easily understand and navigate. The simplification and more consistent approach of the design review process will allow the focus of a Central City design review to shift toward a discussion on the approval criteria which are the applicable guidelines, and away from the administrative confusion. In addition, amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review.

## Gateway Regional Center

**Policy 3.27 Role of Gateway.** Encourage growth and investment in Gateway to enhance its role as East Portland’s center of employment, commercial, and public services.

**Policy 3.28 Housing.** Encourage housing in Gateway, to create East Portland’s largest concentration of high-density housing.

**Policy 3.29 Transportation.** Enhance Gateway’s role as a regional high-capacity transit hub that serves as an anchor for East Portland’s multimodal transportation system.

**Policy 3.30 Public places.** Enhance the public realm and public places in Gateway to provide a vibrant and attractive setting for business and social activity that serves East Portland residents and the region.

**88. Finding:** These policies provide direction for plans that impact the Gateway Regional Center and are intended to further emphasize Gateway’s role in the City’s future growth. However, currently the Gateway regional center is a mixture of development types and intensities not unlike other mixed-use areas. Currently all development in Gateway that isn’t exempt must go through the discretionary design review. The review requirement applies even for small development and alterations and can sometimes create a disincentive for small businesses to propose changes. The Gateway area is in a state of transition between the current suburban retail center that it is, and the city’s future as the second downtown. The DOZA changes recognize this transition and revise the processes and thresholds for review within the regional center. Smaller projects can elect to use the design standards as part of a building permit, while taller projects, over 35-feet in height, that will establish the future context of Gateway will still be required to go through discretionary design review. This allows flexibility for small developers while still providing more oversight for transformative projects. With the updated design standards in place, projects that go through the objective design standards path as part of a permit will be encouraged to provide active and mixed uses that relate to the public realm and encourage the redevelopment of sites to incorporate public amenities such as plazas.

## Town Centers

**Policy 3.31 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 3.32 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 capacity within a half-mile walking distance of a Town Center to accommodate 7,000 households.

**Policy 3.33 Transportation.** Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system.

**Policy 3.34 Public places.** Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

**89. Finding:** Policies 3.31 through 3.34 provide the direction and function for Town Centers. DOZA does not change any designation or boundaries of the Town Centers, nor does it change the map of the Design overlay zone in the Town Centers, with the exception that it removes the Design overlay in areas of single-dwelling zoning within some centers such as Hillsdale. This removal is done to these lower density zones citywide. See the finding for Policy 1.5. DOZA does not change the development capacity of these centers, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). The town centers generally consist of commercial, employment and higher density residential zones, usually assigned with the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different centers. The findings for Policies 3.12 through 3.19 provide more information on how DOZA's implementation tools are tailored to support the public investments planned to establish the Town Center as an area serving the wider area. Guidelines 1 and 2 recognize the Town Center's role for discretionary review, while several standards specifically apply to areas within a Town Center. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

## Neighborhood Centers

**Policy 3.35 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 3.36 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 capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

**Policy 3.37 Transportation.** Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

**Policy 3.38 Public places.** Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

**90. Finding:** Policies 3.35 through 3.38 provide the direction and function for Neighborhood Centers. DOZA does not change any designation or boundaries of the Neighborhood Centers, nor does it change the map of the Design overlay zone in the Neighborhood Centers. DOZA does not change the development capacity of these centers, which is determined through the base zones and any

plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). The Neighborhood Centers generally consist of commercial, employment and moderate density residential zones, with some of these centers assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different centers. The findings for Policies 3.12 through 3.19 provide more information on how DOZA's implementation tools are tailored to support the public investments planned to establish the Neighborhood Center as an area serving the needs of the surrounding area. Guidelines 1 and 2 recognize the Neighborhood Center's role for discretionary review, while several standards specifically apply to areas of the Neighborhood Center. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

## Inner Ring Districts

**Policy 3.39 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 3.40 Corridors.** Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

**Policy 3.41 Distinct identities.** Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

**Policy 3.42 Diverse residential areas.** Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.

**Policy 3.43 Active transportation.** Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

**91. Findings:** Policies 3.39 through 3.43 provide the direction and function for the Inner Ring Districts. DOZA does not change any designation or boundaries of the Inner Ring Districts, nor does it change the map of the Design overlay zone in these districts, with the exception that it removes the Design overlay in areas of single-dwelling zoning within some areas like Sellwood-Moreland. This removal is done to these lower density zones citywide. See the finding for Policy 1.5. DOZA does not change the development capacity of these districts, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). These districts have a variety of commercial, employment and residential zones, with some, but not all, areas assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes

developing guidelines and standards that recognize the role of the different areas of the city including the inner neighborhoods. The finding for Policies 3.12 through 3.19 provides more information on how DOZA's implementation tools are tailored to support the public investments along the main streets of the Inner Ring Districts, which are often located within centers. Guidelines 1 and 2 recognize the area's role for discretionary review, while several standards apply to the main streets, including Context standard C3, added by City Council to apply to main streets that also have the Centers Main Street (m) overlay and are located within the inner pattern area of the city. The new discretionary guidelines and objective standards directly support Policies 3.41 and 3.42, especially as it relates to historic landmarks and properties. Several objective design standards provide incentives for new development adjacent to landmarks or other historic properties to incorporate characteristics of the historic building into the new development. The new Citywide Guidelines include contextual guidelines that acknowledge the historical form of the inner neighborhoods as well as references to character-defining architectural features. Guideline 2 includes specific direction that applies to new development next to historic landmarks and historic districts, as well as for providing contextual development with Portland's historic main street blocks, such as those within the Inner Ring Districts. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these centers if these areas are within the Design overlay zone.

## Corridors

**Policy 3.44. Growth and mobility.** Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

**Policy 3.45. Connections.** Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

**Policy 3.46. Design.** Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

**Policy 3.47. Green infrastructure in corridors.** Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

**92. Finding:** Policies 3.44 through 3.47 provide the direction and function of the corridors as active streets with redevelopment. DOZA does not change any designation of the corridors, nor does it change the map of the Design overlay zone along the corridors. DOZA also does not change the development capacity of these districts, which is determined through the base zones and any plan districts. However, it supports these policies as an implementation tool for the Urban Design Framework (UDF). These corridors have a variety of development opportunities, with some areas assigned the Design overlay zone. DOZA changes the Purpose of the Design overlay and the implementing tools to reflect the policy intent of the UDF. This includes developing guidelines and standards that recognize the role of the different areas of the city. Several guidelines and standards provide direction to different corridors in the city, including ways to incorporate existing landscaping and provide trees to better fit within the context of the existing area. Guidelines and standards encourage and often require street design that factors in active transportation and the needs of the pedestrian.

## Civic Corridors

**Policy 3.48. Integrated land use and mobility.** Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

**Policy 3.49. Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

**Policy 3.50. Mobility corridors.** Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

**Policy 3.51. Freight.** Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

**93. Finding:** As mentioned in the finding for Policies 3.44 through 3.47, DOZA provides guidance for development along corridors that include the Design overlay zone, including Civic Corridors. The objective design standards and the Citywide Design Guidelines provide regulations and criteria that are specific to development along Civic Corridors. Civic Corridors are identified within the background material for the Citywide Design Guidelines as an infrastructure resource that warrants treatment with development that accents the pedestrian experience, encourages landscaping to beautify the corridor and to minimize the heat island effect. Standards include encouraging of tree planting within required civic corridor setbacks as well as several standards applicable to Town and Neighborhood Centers, which often include Civic Corridors as the main street. Many guidelines and standards encourage the development of buildings with active uses out toward the sidewalk to contribute to the public realm as stated in the Purpose Statement for the overlay zone. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

## Neighborhood Corridors

**Policy 3.52. 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.

**94. Finding:** As mentioned above, the regulations, standards and guidelines that are updated through DOZA are consistent with this, and other corridor policies. While they do not change the underlying zoning or entitlements, the new guidelines and standards provide guidance to development within the city's corridors through the development of new objective design standards and the Citywide Design Guidelines that encourage active public realms, the consideration of area context and resilient neighborhoods. Standard C3 encourages development to include context based architectural features in neighborhood corridors located under the Centers Main Street (m) overlay within the inner pattern area. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

## Transit Station Areas

**Policy 3.53. 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 3.54. Community connections.** Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

**Policy 3.55. Transit station area safety.** Design transit areas to improve pedestrian, bicycle, and personal safety.

**Policy 3.56. 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 3.57. Employment stations.** Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

**Policy 3.58. 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 3.59. Destination stations.** Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

**95. Finding:** While DOZA does not change the underlying zoning or entitlements at transit stations, it supports the policies for transit station areas by updating the regulations and guidelines that apply to Transit Station Areas that have the Design overlay zone. Transit Station Areas are spelled out specifically within the background material for the Citywide Design Guidelines as an infrastructure that warrants treatment with development that accents the pedestrian experience and creates active links between the public and private realm. Many of the guidelines and design standards encourage pedestrian areas and plazas which can reinforce the potential for gathering and focused activity generated by the station. These implement the new Purpose Statement for the Design overlay one which was developed to align with the new Comprehensive Plan. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these station areas if these areas are within the Design overlay zone.

## City Greenways

**Policy 3.60. Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

**Policy 3.61. Integrated system.** Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

**Policy 3.62. Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

**Policy 3.63. Design.** Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City



Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

**96. Finding:** Policies 3.60 through 3.63 primarily relate to the design and construction of improvements for City Greenways within rights-of-way and not to the development requirements for lots that abut them. However DOZA provides implementing measures through the new Citywide Design Guidelines and the objective design standards to support the relationships between urban trails & city greenways, the Willamette Greenway, and adjacent private development. Specifically, the guidelines and standards recognize the Willamette Greenway as an environmental, open space resource and as a pedestrian network. Guidelines and standards encourage buildings to provide active uses, windows, plazas and landscaping along this greenway. See the finding under the Rivers Pattern Area for more information. Other standards and guidelines encourage private development to link their circulation system to the city's urban trail network to create an integrated system between private and public infrastructure. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context along these greenways if these areas are within the Design overlay zone.

## Urban habitat corridors

**Policy 3.64. Urban habitat corridors.** Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

**Policy 3.65. Habitat connection tools.** Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

**Policy 3.66. Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

**97. Finding:** Policies 3.64 through 3.66 provide direction on the desired characteristics and functions of urban habitat corridors. These policies call for achieving a system of habitat corridors, which include protected open space such as Forest Park, habitat areas such as stream corridors, and swaths of tree canopy, the concept for which is shown in Comprehensive Plan Figure 3-6 (Urban Habitat Corridors). The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. DOZA does not amend the environmental zones or the tree protection provisions in Title 11. However, DOZA supports these policies through the application of the new Citywide Design Guidelines and objective design standards to site development in Design overlay zone. These regulatory tools encourage the preservation of existing strands of trees, the planting of new groupings of evergreen trees in East Portland, the use of native plants in landscaping, and the preservation of existing natural features outside of environmental zones. These measures can help enhance and augment efforts within environmental zones, as well as public efforts to develop urban habitat corridors within the public realm.

## Employment areas

**Policy 3.67. Employment area geographies.** Consider the land development and transportation needs of Portland’s employment geographies when creating and amending land use plans and making infrastructure investments.

**Policy 3.68. Regional Truck Corridors.** Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 — Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

**98. Finding:** In general, DOZA does not impact much area set aside for employment or industrial zones, nor does it impact the intensity of development allowed by the base zones or plan districts. See finding under Metro Title 4. In cases where the Design overlay zone may include some employment zoning, or corridors designated for regional freight traffic, the amendments are consistent with the policies contained elsewhere. Within some employment area geographies, such as the neighborhood commercial, DOZA is intended to support land development that incorporates active or multi-modal transportation options, linking private development to the public realm.

## Rivers Pattern Area

**Policy 3.69. Historic and multi-cultural significance.** Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

**Policy 3.70. River transportation.** Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

**Policy 3.71. Recreation.** Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

**Policy 3.72 Industry and port facilities.** Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.

**Policy 3.73. Habitat.** Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

**Policy 3.74. Commercial activities.** Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

**Policy 3.75. River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

**Policy 3.76. River access.** Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections

between neighborhoods and the rivers.

**Policy 3.77. River management and coordination.** Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

**Policy 3.78 Columbia River.** Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

**Policy 3.79 Willamette River North Reach.** Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

**Policy 3.80. Willamette River Central Reach.** Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

**Policy 3.81 Willamette River South Reach.** Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

**Policy 3.82. Willamette River Greenway.** Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway.

**99. Finding:** While DOZA does not change the underlying zoning and plan districts that apply along the Willamette and Columbia Rivers, it supports several of these policies in areas where the Design overlay zone apply and when the Citywide Design Guidelines and objective design standards are used as the tools to review projects outside of the Central City within the River pattern areas. Specifically, the new guidelines and standards provide direction to development along the South Reach to orient open spaces and landscaping as well as building features and interest to the Willamette Greenway and the corresponding greenway trail Standards C16-C18 directly apply to sites located in the River overlay zone within or near the river setback and greenway trail. Guidelines include guidance for development to recognize the historic and multi-cultural significance of both the Willamette and Columbia Rivers. The character statement approved with the River Plan South Reach will be integrated with the Citywide Design Guidelines to provide criteria within the Design overlay zone along the South Reach. Guidelines and standards also provide incentives to integrate on-site pedestrian circulation systems with adjacent trails, which are often located along the city's waterways. This integration can help to activate the adjoining trails used for recreation.

## Central City Pattern Area

**Policy 3.83. Central City districts.** Enhance the distinct identities of the Central City's districts.

**Policy 3.84. Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

**Policy 3.85. Central City pedestrian system.** Maintain and expand the Central City's highly interconnected pedestrian system.

**Policy 3.86. Central City bicycle system.** Expand and improve the Central City’s bicycle system.

**100.Finding:** DOZA is consistent with these policies and simplifies the range of review processes within the Central City. This provides a more consistent review approach while it still ensures the distinct characteristics identified in the individual subdistrict design guidelines. However, DOZA does not have a large impact on the Central City Pattern Area, because it does not change the design guidelines used to approve projects within the Central City that are subject to design review. It also does not change any regulations for the subdistricts or for systems within the right of way.

## Inner Neighborhoods Pattern Area

**Policy 3.87 Inner Neighborhoods main streets.** Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

**Policy 3.88 Inner Neighborhoods street patterns.** Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets.

**Policy 3.89 Inner Neighborhoods infill.** Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

**Policy 3.90 Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system

**Policy 3.91 Inner Neighborhoods residential areas.** Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

**101.Finding:** Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods Pattern Area. DOZA does not impact the building intensity allowed through the base zones and plan districts. It also does not impact the street patterns and transportation modes planned within the right-of-way of these areas which are listed within policy’s 3.88, 3.90 and 3.91. However, DOZA supports policy 3.87 and 3.89 by providing new guidelines and standards that apply specifically to the older commercial corridors and historic blocks of the inner pattern areas, when they are within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Inner Neighborhoods Pattern Area. Guidelines and standards encourage buildings with active uses to locate close to the street and to integrate on-site amenities such as plazas, resting areas and artwork so that they are accessible from the public realm. Both the guidelines and standards encourage limiting parking, utilities and other non-active services along the street frontage. The guidelines and standards also provide an incentive to reuse and expand existing older buildings as an alternative to demolition and building new buildings. Several standards provide options to alterations and additions of existing buildings. Standard C3 encourages development to include context based architectural features in neighborhood corridors located under the Centers Main Street (m) overlay within the inner pattern area.

## Eastern Neighborhoods Pattern Area

**Policy 3.92 Eastern Neighborhoods street, block, and lot pattern.** Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area’s large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

- A. **North-South Transit.** Support development of, access to, and service enhancement for North-South transit.
- B. **Alleyways.** Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.

**Policy 3.93 Eastern Neighborhoods site development.** Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

**Policy 3.94 Eastern Neighborhoods trees and natural features.** Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

**Policy 3.95 Eastern Neighborhoods buttes.** Enhance public views of the area's skyline of buttes and stands of tall Douglas fir trees.

**Policy 3.96 Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.

**Policy 3.97 Eastern Neighborhoods active transportation.** Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

**102.Finding:** Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. DOZA does not impact the underlying development regulations that apply through the base zones and plan districts. It also does not impact the evolving street pattern which is provided through the Transportation System Plan (TSP), and it doesn't impact the regulatory protection of natural resources through the Environmental overlay zones, or trees through Title 11. The base zone and street planning impact several of the above policies. However, DOZA supports several of these policies, including Policies 3.94, 3.96 and 3.97, through the implementation of the new Citywide Design Guidelines and objective design standards when an area is within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Eastern Neighborhoods Pattern Area. These characteristics help to inform the Context Guidelines 1 through 3. Both guidelines and standards include provisions encouraging sites to preserve existing trees, to plant new groves of evergreen trees or replant with native vegetation, and to allow public views of natural features. Along Civic Corridors, they encourage providing additional landscaping along building setbacks. The guidelines and standards encourage the establishment of open areas for the use of residents or workers. They also encourage the linking of areas of private development with the public realm to provide the opportunity to create areas amenable to alternative and active forms of transportation.

## Western Neighborhoods Pattern Area

**Policy 3.98 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.

- A. **Prioritize new sidewalk connections.** Prioritize adding sidewalks where there are none over expanding/ widening existing connections.
- B. **North-South transit.** Support development of, access to, and service enhancement for North-

South transit.

**Policy 3.99 Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

**Policy 3.100 Western Neighborhoods development.** Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes.

**Policy 3.101 Western Neighborhoods habitat corridors.** Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.

**Policy 3.102 Western Neighborhoods trails.** Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

- A. **TDM strategies.** Explore and emphasize Transportation Demand Management strategies and tools, that function in spite of unique topographic conditions of the West Hills, to provide effective options for commuters while reducing carbon emissions, improving neighborhood livability and cycling safety, and protecting important natural resources.
- B. **Forest Park natural resources.** Protect the ecological quality and function of natural Forest Park's natural resources in the design and development of transportation projects in or near the park and avoid, minimize, then mitigate adverse impacts to wildlife, habitat, and riparian corridors.
- C. **Focus for active transportation.** Primarily focus sidewalk and bicycle route improvements in (and in close proximity to) the designated Centers and Corridors of the Comp Plan.
- D. **Filling gaps in connections.** Fill gaps in important access connections, including exploring traditional ROW acquisition and partnerships with other City bureaus.
- E. **Accessible routes.** Improve accessibility/create parallel routes in some cases (for motor vehicles, bicycles and pedestrians, and/or both). Explore what existing facilities and connections most merit upgrades or secondary accessible routes.

**103.Finding:** Policies 3.98 through 3.102 provide direction on the desired characteristics and functions of the Western Neighborhoods Pattern Area. DOZA does not impact the development regulations that apply through the base zones and plan districts. It also does not impact the evolving street pattern which is provided through the Transportation System Plan (TSP), and it doesn't impact the regulatory protection of natural resources through the Environmental overlay zones, or trees through Title 11. Many of the above policies are implemented through those measures. However, DOZA supports several of these policies through the implementation of the new Citywide Design Guidelines and objective design standards when an area is within the Design overlay zone. The Citywide Design Guidelines include background information from the Urban Design Framework that provides detail on the characteristics of the Western Neighborhoods Pattern Area. These characteristics help to inform the Context Guidelines 1 through 3 for proposals subject to design review. Both guidelines and standards include provisions encouraging sites to preserve existing trees, to replant with native vegetation, and to allow public views of natural features. They also encourage development to preserve and set back away from waterbodies or natural features that may be outside of an environmental zone protection. This further minimizes impacts on the areas habitat and can augment other policies to develop wildlife corridors along the street. The guidelines and standards encourage the establishment of open areas for the use of residents or workers. They also encourage the linking of areas of private development with the public realm and public trails to

provide the opportunity to create areas amenable to alternative and active forms of transportation.

## Chapter 4: 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.

**104.Finding:** The Design and Development chapter focuses on the specifics of the built environment. This goal calls for the design of new development to consider and respond to the context where the development is taking place. This context includes physical characteristics, as well as the history and culture of places. Responses to context are about replicating what exists, but for development and the regulations that shape this development to be informed by context. DOZA is consistent with this goal by updating the old implementation tools for development in the Design overlay zone. The new Citywide Design Guidelines and objective design standards were written using the Comprehensive Plan update and the Urban Design Framework (UDF) as the templates for reviewing development. The purpose of the Design overlay zone has been rewritten to address these new policy documents that address the three tenets of design, including building on an area's context. The design guidelines include the UDF within the background information, and Guidelines 1 through 3 are intended to guide development to consider the historical, natural and social context of an area. While these considerations are not intended to reduce the development entitlements provided through the Comprehensive Plan and Zoning updates in 2018, they do provide the ability for new development to build on the role of the area and site within the Design overlay zone. Guidelines 1 through 3 move from the scale of the area to the scale of the site, but all three address how development can fit contextually while still providing the opportunity for these areas to grow. As an alternative to design review, the objective design standards are also organized into the three tenets of design and provide a menu approach for development to consider the context of an area. Several of the context standards are specific to certain areas or when adjacent to features such as historic landmarks. In addition, the standards that impact the public realm and quality and resilience include components that can accentuate the context of the area, through the provision of plazas, outdoor areas, the providing of active ground floor spaces, the use of certain materials and green infrastructure. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of distinct areas if these areas are within the Design overlay zone.

**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.

**105.Finding:** This goal recognizes that Portland's built environment will and should continue to change over time, but that it is important that historic and cultural resources be preserved as part of this changing environment. The term "historic and cultural resources" refers to "historic resources" as defined in the Comprehensive Plan, which indicates that these are designated historic resources that include "historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic Places." In general, DOZA updates areas that are subject to the Design overlay zone, but it does not change the regulations that are specific to historic resources. These resources, including historic and conservation districts are subject to the Historic Resource overlay zone. However, DOZA is consistent with this goal by including contextual provisions within the Citywide Design Guidelines and objective design standards that address when development is proposed adjacent to, or across the street from, historic resources.

These guidelines and standards include provisions that encourage new development to reference the historic resources through elements of design, which can provide a design continuity between the existing historic resource and new development. In addition, the objective design standards include regulations that encourage the preservation of the facades of older buildings which are not formally identified as “historic landmarks”. This allows for the reuse and additions to buildings that have been part of the community or areas history.

**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.

**106.Finding:** This goal calls for the protection and enhancement of human and environmental health as objectives that should guide City actions related to the built environment. Development that is “efficiently designed” is development that can be resource- and cost-efficient. DOZA supports this goal by realigning the tools used to guide development with the Design overlay zone to incorporate elements that will access human and environmental health. The purpose of the overlay zone has been rewritten to recognize that development must balance the needs of people and of nature. This revised purpose forms the basis for the new Citywide Design Guidelines and the objective design standards, which are the options for gaining project approval within the Design overlay. Both guidelines and standards include provisions to preserve existing trees and natural features, provide amenities that increase the livability of residents, workers, and visitors, and encourage active human engagement through thoughtful building and site design.

**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.

**107.Finding:** “Resilience” is defined in the Comprehensive Plan as the “capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.” Plans and proposals are consistent with this goal when they contribute to this resilience and are responsive to changing demographics, climate and the economy. DOZA addresses this goal by updating the tools used to guide development within the Design overlay zone to incorporate elements for development to be resilient and adaptable over time. The purpose of the overlay zone has been rewritten to recognize that development should “promote quality and long-term resilience in the face of changing demographics, climate and economy”. This revised purpose forms the basis for the new Citywide Design Guidelines and the objective design standards, which are the options for gaining project approval within the Design overlay zone. Both guidelines and standards include provisions to provide buildings that are adaptable to a range of uses, to provide green and sustainable building features that can make the building more resilient over time, and to consider the reuse of existing and sustainable materials in construction.

## Context

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

**Policy 4.2. Community identity.** Encourage the development of character-giving design features that



are responsive to place and the cultures of communities.

**Policy 4.3. Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

**108.Finding:** Policies 4.1 through 4.3 provide direction on how the context of where development occurs should be considered in City implementation approaches. As stated above, the rewrite of the regulations through DOZA supports these policies. The revised purpose statement directly refers to the building of existing context and enhancing an area's identity. The new Citywide Design Guidelines are based upon the pattern areas developed with the Urban Design Framework (UDF) and use this framework as the backbone for Guideline #1. Guidelines #1-3 encourage development to look at the community and the features of the neighborhood and site in designing a development. The new objective design standards feature several standards that are sensitive to the area's context and identity while still providing development flexibility through a menu approach toward meeting the standards. Standard C3 encourages development to include context based architectural features in close-in neighborhoods located under the Centers Main Street (m) overlay within the inner pattern area. As new area plans are developed, the ordinance directs BPS to create character statements within the guidelines and potential new standards that will address the context of these corridors if these areas are within the Design overlay zone.

**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.

**109.Finding:** This policy calls for including natural elements, such as trees, and green infrastructure, such as ecoroofs and vegetated stormwater facilities, as part of the urban environment – both as part of development projects and within public spaces, such as streets. DOZA supports this policy throughout the rewrite of the amendments. The Purpose Statement recognizes the value of these features in their balance with development. The guidelines encourage this both through the Context Guidelines, especially Guideline #3, as well as through the Quality and Resilience Guidelines, especially Guideline #9 which encourages integrating natural features and green infrastructure to gain approval. The objective standards provide a parallel set of development standards through the context and quality and resilience tenets to encourage the preservation of trees and natural features and the use of green infrastructure.

**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.

**110.Finding:** These policies direct plans to provide opportunities to enhance the pedestrian experience, both from the street and public spaces as well as on site through thoughtful placement of entrances, pathways and public spaces that are accessible to all. DOZA supports these policies through consideration of context and public realm within the tenets of design. This starts with

identifying these features through the Purpose Statement and is implemented through the new Citywide Design Guidelines and objective design standards. Both the guidelines and standards include provisions to encourage, and in some cases require, buildings to orient to the street by providing main entrances and including weather protection to enhance the pedestrian experience. Windows, balconies and other façade provisions are also elements that are encouraged through the guidelines and standard. The provision of public plazas, public art and welcoming spaces are elements listed as ways to achieve approval through the guidelines and standards.

**Policy 4.8. Alleys.** Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units.

**111.Finding:** The Comprehensive Plan defines “encourage” as “promote or foster using some combination of voluntary approaches, regulations, or incentives.” DOZA indirectly supports this policy by providing guidance through the guidelines and standards to locate vehicle areas and other non-active building services away from the public street frontage, although it does not change any policies regarding the formation of alleys.

**Policy 4.9. Transitional urbanism.** Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

**112.Finding:** This policy promotes the use of transitional places for temporary activities that can foster human interaction. While DOZA encourages development that is responsive to area context and fosters the public realm it applies to permanent buildings and improvements. Temporary activities are generally not subject to land use reviews or building permits.

## Health and safety

**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 4.14. Fire prevention and safety.** Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

**113.Finding:** Policies 4.10 through 4.14 provide direction on the promotion of health and safety in development. DOZA supports these policies through implementation of The Citywide Design Guidelines and objective design standards. Both the guidelines and standards support development that includes open areas, plazas, walkways and common areas within the site to encourage physical activity and interaction. Proposals are encouraged to include operable windows and balconies to provide residents and workers access to light and air. Solar panels are encouraged both on roofs and as a way to cover surface parking. The encouragement of active ground floor and common space encourage informal views into public areas to prevent crime, while buildings with residential uses are encouraged to provide separation to both enhance resident privacy and remove narrow spaces. Exterior lighting to benefit pedestrians is encouraged. While there are no direct provisions

that impact fire prevention, the guidelines and standards are intended to work with building codes to create safe buildings that are resilient over time.

## Residential areas

**Policy 4.15. Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

**Policy 4.16. Scale and patterns.** Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

**Policy 4.17. Demolitions.** Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

**Policy 4.18. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

**Policy 4.19. Resource efficient and healthy residential design and development.** Support resource efficient and healthy residential design and development.

**114.Finding:** The Comprehensive Plan defines residential areas as “predominantly residential areas located outside centers, civic corridors, and transit station areas”. These areas generally are zoned with single-family residential zones and lower density multi-family residential zones that are not within centers or corridors. The Design overlay zone does not apply to most lower density residential areas, and the overlay does not override the base zoning density regulations. However, in areas with the Design overlay zone, DOZA is consistent with these policies because the new guidelines and standards address issues of context and scale. Residential development not on corridors is encouraged to provide individual residential entrances and semi-public space through landscaping and private open space. Through the Quality and Resilience guidelines and standards, buildings are encouraged to include resource efficient design including ecoroofs, solar panels and green building materials. Both the guidelines and standards include flexibility to remodel and alter existing buildings to readapt them to new uses and new forms of housing.

DOZA is proposing to remove the Design overlay zone from some scattered areas that are zoned R5 and R2.5. These areas were assigned the Design overlay zone 20 or more years ago at a time when single-dwelling zones had few design standards. There was concern over having more concentrated single family detached and attached housing that was dominated by a garage frontage. Changes to the base zone development standards over the past 20 years has addressed these design concerns. The new guidelines and standards that implement DOZA are intended to apply to more intense residential, mixed use, and commercial development and are not applicable to smaller scale residential development. As a result, DOZA also exempts residential development of 4 or fewer units if the development is a maximum height of 35 feet.

## Design and development of centers and corridors

**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 4.23. Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

**115.Finding:** Policies 4.20 – 4.23 are intended to ensure that plans and policies consider the relationship between the private and public realms in the centers and corridors identified by the Comprehensive Plan. While DOZA does not impact the development regulations that apply through the base zones and plan districts, it is consistent with these policies as part of the rewrite of the Design overlay zone regulations, including the new purpose statement and implementation tools. The purpose statement recognizes the public/private realm interface as one of the three tenets of design. DOZA encourages private development that contributes “to a public realm that encourages social interaction and fosters inclusivity in people’s daily experience”. To achieve this, the Citywide Design Guidelines and the objective design standards include provisions that encourage development to orient to the public realm in all situations. Pedestrian access is fostered through building access and weather protection. In addition, several guidelines and standards provide direction to development located in town or neighborhood centers, or along civic or neighborhood corridors. This includes provisions to emphasize prominent corners in the center through buildings or publicly accessible corners. These provisions are intended to work with the base zone and plan district development parameters that state allowed height and massing in these areas. In areas where taller buildings may be allowed through the zoning, DOZA includes additional required standards and points to address their impact, which maintain a clear and objective tract for these buildings.

**Policy 4.24. Drive-through facilities.** Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

**116.Finding:** This policy is intended to limit the creation of drive-through facilities in the areas anticipated for the greatest pedestrian activity and active transportation options. These limitations are implemented through the base zoning and plan districts. DOZA doesn’t change these underlying rules. However, DOZA supports buildings and active ground floors that are adjacent to streets and the public realm.

**Policy 4.25. 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.

**117.Finding:** This policy is intended to create space between busy spaces and residential units to help buffer the negative impacts of the street from the units. The multi-dwelling and mixed-use base zones include requirements for special treatment of residential units on ground floor to ensure separation through setbacks or elevation changes or future adaptability into commercial space. DOZA is consistent with the policy by encouraging more active uses on the ground floor of buildings on civic or neighborhood corridors through the provision of taller ground floors which can be adaptable for future commercial uses.

**Policy 4.26. 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.

**118.Finding:** This policy encourages the development of public gathering places such as plazas and squares in the centers and corridors where there will be a concentration of pedestrian activity. As mentioned elsewhere, DOZA supports the activation of the intersection between the public realm, first through the revision of the Design overlay zone purpose statement and second through the implementation tools of the Citywide Design Guidelines and objective design standards. Both the guidelines and standards encourage the placement of plazas or courtyards adjacent to the public realm. Guidelines and standards also promote the provision of ground-floor active spaces including commercial uses and common spaces such as lobbies. The standards provide an incentive for affordable commercial space through Prosper Portland’s program which can aid locally serving businesses.

**Policy 4.27. Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

**Policy 4.28. Historic buildings in centers and corridors.** Protect and encourage the restoration and improvement of historic resources in centers and corridors.

**119.Finding:** The Comprehensive Plan defines “protect” as “to defend or guard against loss, injury, or destruction”. Policies can accomplish this through regulations limiting an action, public investments, or community partnerships. In general, natural resources and historic resources have regulatory protections through the Environmental and Historic Resource Protection overlay zones. However, DOZA supports these policies by providing additional guidance when development occurs on sites in areas with historic, cultural or natural significance. As stated in previous findings, both the Citywide Design Guidelines and the objective design standards contain approval criteria and development standards that require developments to consider their context, from the general area, to surrounding buildings, to features on site. While these guidelines and standards may not apply to historic landmarks directly, they do encourage development adjacent or near historic resources to potentially incorporate the design context of these landmarks into the new development. In addition, natural features of an area, such as existing trees or rock outcropping are encouraged to be preserved and incorporated into the development. Areas that contain a concentration of culturally or historically significant resources can be considered for protection under the city’s Historic Resource overlay zone, which is the city’s policy for preservation.

**Policy 4.29. 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.

**120.Finding:** The Comprehensive Plan defines encourage to “promote or foster using some combination of voluntary approaches, regulations, or incentives”. The intent is to use incentives and regulations to provide public art and other design elements within new development to support and build on a neighborhood’s identity and culture. DOZA supports this policy by having specific guidelines (Guideline #5) and standards (PR21) that incentivize the inclusion of public art as part of their projects. The intent of this inclusion is both to build on an area’s context as well as to activate the public realm and to make places that are resilient to change.

## Transitions

**Policy 4.30. 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 4.31. 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.

**121.Finding:** These policies give direction to develop regulations that soften the transition between more intense and less intense development as well as between uses that may have conflicts such as employment zones and residential zones. In general, the base zones provide the regulatory tools that support these policies, including setbacks, stepped down height and landscaping. The new guidelines and standards that apply in the Design overlay zone are consistent with these policies by including provisions within the guidelines to consider details like building volumes and relationships, landscaping, entrances, and placement of lighting and windows between higher and lower intensity zones. The standards include provisions (C2 and PR10) for a softer residential edge with more façade articulation on side streets, and (PR9) to maintain 25 feet from commercial main entrances and lot lines with single-dwelling residential zones.

**Policy 4.32. Industrial edge.** Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels using a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

**122.Finding:** Similar to above, this policy is intended to reduce the impacts of industrial uses on residential or mixed-use areas. The base zone regulations for industrial and employment zones, as well as the Buffer overlay zone include regulations for enhanced setbacks, landscaping and screening within these areas. While most I and EG zoned areas do not have the Design overlay zone, the same guidelines and standards mentioned above would apply in the few situations where there may a Design overlay. Therefore, DOZA is consistent with this policy.

## Off-site impacts

**Policy 4.33. Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay attention to limiting and mitigating impacts to under-served and under-represented communities.

**Policy 4.34. 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 4.35. Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

**Policy 4.36. Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

**Policy 4.37. Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic.

**Policy 4.38. Light pollution.** Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

**Policy 4.39. Airport noise.** Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

**Policy 4.40. Telecommunication facility impacts.** Mitigate the visual impact of telecommunications and broadcast facilities near residentially zoned areas through physical design solutions.

**123.Finding:** Policies 4.33 through 4.40 address industrial and commercial uses that can negatively affect adjacent residential uses and areas. These policies generally apply to non-residential uses, such as those allowed in commercial and employment zones, that can have negative public health impacts on adjacent residential uses. These policies are implemented through the requirements of Zoning Code Chapter 33.262, which is designed to protect uses from off-site impacts associated with nonresidential uses and by requirements in the base zones of Chapters 33.130 and 33.140 that require landscaped setbacks and screening adjacent to residential zones. DOZA is consistent with these policies by including direction through the guidelines and standards that enhance the base zone standards, such as provisions to reduce glare from lighting, integrating or screening building service equipment which can generate noise, and limiting the impact of vehicle areas which would apply to more auto-oriented uses.

## Scenic resources

**Policy 4.41. Scenic resources.** Enhance and celebrate Portland’s scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

**Policy 4.42. Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

**Policy 4.43. Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

**Policy 4.44. Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing to preserve designated significant scenic resources.

**Policy 4.45. Future development.** Encourage new public and private development to create new public viewpoints providing views of Portland’s rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

**124.Finding:** Policies 4.41 through 4.45 provide direction regarding Portland’s designated scenic resources. The amendments in DOZA do not change the management of designated scenic resources. View corridors are protected through the establishment of specified height limits that supersede base zone height limits. Scenic corridors are protected through the establishment of setbacks that supersede the base zone front or street side setback and include other development standards that augment the base zone regulations. In general, since DOZA does not change these

standards, and they continue to supersede base zone standards in cases of conflict, scenic resource protection is unaffected. However, DOZA also supports these policies by including provisions within the guidelines and tools that support the preservation and featuring of on-site scenic resources such as existing trees or natural features, even those that are may be outside of scenic overlay zones. In addition, new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission. These new bridges may create new opportunities for scenic views.

## Historic and cultural resources

**Policy 4.46. 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 4.47. State and federal historic resource support.** Advocate for state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

**125.Finding:** Policy 4.46 and 4.47 call for considering local regulations and incentives to preserve historic buildings, places and districts, while also advocating for the expansion of state and national policies that provide opportunity for greater local protections. Historic and Conservation Landmarks, and Historic and Conservation Districts are protected through regulations provided in Chapter 33.445, Historic Resource Protection overlay zone. However, there can be older buildings and historic features that are not formally protected.

While the Design overlay zone does not generally apply to formal historic resources, DOZA supports Policy 4.46 within the Design overlay zone through the implementation of the new guidelines and standards. These tools encourage the reuse and integration of existing buildings through alterations and additions, providing direction in the guidelines as well as specific standards that apply to alterations of older buildings. The guidelines and standards also provide direction for new development that is located adjacent to historic resources, encouraging the use of façade patterns, materials, or other contextual provisions related to the resource.

**Policy 4.48. Continuity with established patterns.** Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

**126.Finding:** This policy, as it relates to vacant sites within historic and conservation districts, is implemented through the regulations provided in Chapter 33.445, Historic Resource Protection overlay zone. However, there may also be situations where a vacant site is outside of a historic or conservation district but is located adjacent or near historic resources. DOZA supports this policy by including guidelines and standards that apply specifically to development that is abutting or across the street from historic resources. All three context guidelines provide direction for considering the historic and cultural factors at the area, block, and site scale. Several standards provide direction and incentives for considering historic resources that are adjacent or across the street from a proposed development.

**Policy 4.49. Resolution of conflicts.** Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to consider the character of the historic resources in the district.



**127.Finding:** This policy applies to design guidelines specific to historic districts. These districts are part of the set of regulations in Chapter 33.445, Historic Resource Protection overlay zone, that apply to the City's historic resources. DOZA applies to areas with the Design overlay zone, and areas with historic resources are generally subject to a different set of regulations and criteria. However, the updates in DOZA are consistent with this policy through updating the guidelines and standards that could apply to projects adjacent or nearby historic resources. These guidelines and standards encourage new development to consider architectural and social features of the historic resource in the design of the new development.

**Policy 4.50. Demolition.** Protect historic resources from demolition. Provide opportunities for public comment, and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

**Policy 4.51. City-owned historic resources.** Maintain City-owned historic resources with necessary upkeep and repair.

**Policy 4.52. Historic Resources Inventory.** Maintain and periodically update Portland's Historic Resources Inventory to inform historic and cultural resource preservation strategies.

**128.Finding:** Policies 4.50 -4.52 generally apply to the preservation and maintenance of historic resources, and to maintain the administrative lists of potential historic resources. These regulations are generally found within Chapter 33.445, Historic Resource Protection overlay zone. In addition, the city's historic resource program and the bureaus in charge of city owned facilities have the responsibility for the maintenance and oversight of these facilities and resources. DOZA provides support for existing structures within the inventory that are not formally recognized by providing incentives in the guidelines and standards to consider preservation and adaptive reuse of the buildings and to consider the historic and cultural role of an area as stated within the Citywide Design Guidelines.

**Policy 4.53. Preservation equity.** Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

**Policy 4.54. Cultural diversity.** Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.

**Policy 4.55. Cultural and social significance.** Encourage awareness and appreciation of cultural diversity and the social significance of historic places and their roles in enhancing community identity and sense of place.

**Policy 4.56. Community structures.** Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

**Policy 4.57. Economic viability.** Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

**129.Finding:** Policies 4.53 to 4.57 provide the direction to expand the city's historic preservation programs and incentives to apply to a wider range of historic and cultural locations including locations in areas and communities that have not benefitted from past preservation efforts. The city's historic resource program has recently worked with underserved communities to designate new city landmarks important to the city's LGBTQ and Black community. Programs within the City's

Historic Resource overlay zone provide incentives and options for alternative uses with the adaptive reuse of designated historic buildings. DOZA does not change any of these existing or planned programs for historic buildings, but supports these policies by providing incentives in the guidelines and standards to consider preservation and adaptive reuse of the buildings and to consider the historic and cultural role of an area as stated within the Citywide Design Guidelines.

**Policy 4.58. Archaeological resources.** Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

**130.Finding:** The Comprehensive Plan contains definitions for both protect and preserve as to save against loss or significant change. This policy is intended to save any existing archaeological resources, especially those associated with Native American cultures. These resources are generally located under the surface of the ground. The city has regulations for archaeologic protection along the major waterways of the Columbia and Willamette Rivers, through the Columbia Southshore plan district and the River plan. DOZA does not impact any of the current provisions to protect these resources. In general, DOZA provides direction for new development within the Design overlay zone. However, DOZA is consistent with this policy by encouraging new projects to consider the cultural and physical history of a site through the application of the new Citywide Design Guidelines.

## Public art

**Policy 4.59. Public art and development.** Create incentives for public art as part of public and private development projects.

**131.Finding:** This policy gives direction for planning projects to include incentives for public and private developments to incorporate public art within the site and building design. DOZA supports this policy through the new implementation tools. Both the Citywide Design Guidelines and the objective design standards include provisions to encourage and incentivize developments to include art installations that are accessible to the public realm. The new provisions encourage an applicant to work with the Regional Arts and Culture Council (RACC), including a flexible standard to gain points.

## Resource-efficient design and development

**Policy 4.60. Rehabilitation and adaptive reuse.** Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

**132.Finding:** This policy is intended for regulatory and other projects to promote the rehabilitation and reuse of existing buildings, especially those with historic or cultural significance. As stated above, DOZA does not impact the regulations that apply specifically to formally designated historic structures. However, DOZA supports this policy through the new Citywide Design Guidelines and objective design standards. Both provide options and incentives under the Context section for projects to incorporate existing older buildings into development project through alterations and additions.

**Policy 4.61. Compact housing.** Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

**133.Finding:** DOZA does not change the allowed types and size of housing types as those provisions are regulated through the base and overlay zones and plan districts. However, the new implementation tools are consistent with this policy by including provisions in the guidelines and standards that promote sustainable and green building materials and systems such as ecoroofs and solar installations.

**Policy 4.62. Seismic and energy retrofits.** Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

**134.Finding:** In general, seismic and energy retrofits are administered through building and structural codes. While it is these codes that ultimately promote the policy, DOZA is consistent with this policy by including opportunities within the standards and guidelines for building retrofits to incorporate energy efficient systems such as solar or ecoroofs.

**Policy 4.63. Life cycle efficiency.** Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

**135.Finding:** In general, these technologies, techniques and materials are administered through building and structural codes. While it is these codes that ultimately promote the policy, DOZA is consistent with this policy by including opportunities within the standards and guidelines to incorporate materials such as low carbon concrete and sustainable materials, as well as systems that will reduce energy use and the heat island effect over time.

**Policy 4.64. Deconstruction.** Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

**136.Finding:** Deconstruction requirements are generally covered by other City titles. DOZA includes opportunities to incorporate salvaged lumber and other materials into new buildings, which can help with deconstruction efforts.

**Policy 4.65. Materials and practices.** Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

**Policy 4.66. Water use efficiency.** Encourage site and building designs that use water efficiently and manage stormwater as a resource.

**Policy 4.67. Optimizing benefits.** Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

**Policy 4.68. 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.

**137.Findings:** Policies 4.65 to 4.68 are intended to expand city policy and regulations that apply to development to incorporate a range of more environmental and climate friendly designs and materials. The Comprehensive Plan defines “encourage” as promoting or fostering the above through regulatory or voluntary programs. Several of the new guidelines and standards within DOZA provide incentives to, or require, addressing many of these practices, including using sustainable materials and systems including sustainable wood, low carbon concrete, solar energy, and ecoroofs. Guidelines and standards also encourage native planting and trees to lessen watering or reduce the heat-island effect, and promote operable windows, balconies and sunshades which may reduce the need for mechanical demands to heat and cool the building.

**Policy 4.69. Reduce carbon emissions.** Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

**138.Finding:** DOZA supports this policy by incentivizing many of the building systems as listed above which can lower carbon emissions from energy use. DOZA also provides incentives to minimize the amount of non-required parking provided on site. This allow sites to be used more efficiently and discourages vehicle use by residents or tenants.

**Policy 4.70. District energy systems.** Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

**Policy 4.71. Ecodistricts.** Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

**139.Finding:** Policies 4.70 and 4.71 are supported by other City regulations and plans that address city systems rather than site development. However, the changes in DOZA are consistent with these policies because they do not prohibit the ability for interested parties to form district energy systems or ecodistricts, and larger sites are incentivized through the guidelines and standards to incorporate elements that support energy efficiency, green building and other features to ensure future resilience.

**Policy 4.72. 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.

**140.Finding:** DOZA is consistent with this finding because the new guidelines and standards incentivize and provide opportunities for development to incorporate rooftop solar installations and ecoroofs which help to filter and store water.

## Designing with nature

**Policy 4.73. Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

**Policy 4.74. Flexible development options.** Encouraging flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally sensitive areas and to retain healthy native and beneficial vegetation and trees.

**Policy 4.75. Low-impact development and best practices.** Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

**Policy 4.76. Impervious surfaces.** Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

**Policy 4.77. Hazards to wildlife.** Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

**Policy 4.78. Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

**141.Finding:** Policies 4.73 through 4.78 provide direction regarding the interface between development and natural features and functions. In many situations, the city addresses ways to minimize and mitigate the impact of development through the City’s Natural Resource Inventory (NRI) and the overlay zones that apply to these resources, including the Environmental overlay and the River overlay zones. DOZA supports these policies by incentivizing additional measures within the Design overlay zone to protect and enhance natural resources. This includes guidelines that address the different pattern areas and natural corridors of the city and specific responses to natural resources in the area and onsite. The guidelines consider building siting, landscaping and green features in context with the environment. The objective design standards include several standards to preserve trees and natural features, use native landscaping, incorporate ecoroofs and bird safe glazing, encourage the shading of parking areas, and incorporate open space along the Willamette River.

## Hazard-resilient design

**Policy 4.79. Natural hazards and climate change risks and impacts.** Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

**Policy 4.80. Geological hazards.** Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

**Policy 4.81. Disaster-resilient development.** Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

**Policy 4.83. Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

**Policy 4.82. Portland Harbor Facilities.** Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

**Policy 4.84. Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

**142.Finding:** Policies 4.79 through 4.84 provide direction regarding the interface of development with natural hazards. In general, these policies are addressed through the City’s application of our natural resource inventory, flood and landslide mapping and the application of other codes and overlay zones to these areas. DOZA further supports these responses through provisions in the guidelines and standards. The guidelines include Guideline 39 to ‘design for resilience’, including creating buildings that are adaptable over time, conserve resources, use systems to reduce the urban heat island, and methods to reduce runoff which adds to flooding. There are several design standards which encourage resilience, including preserving natural features and landscaping, the shading of parking and increasing building resilience through ecoroofs and solar installations

## Healthy food

**Policy 4.85. Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmer’s markets offering fresh produce in centers.

**Policy 4.86. Neighborhood food access.** Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

**Policy 4.87. Growing food.** Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.

**Policy 4.88. Access to community gardens.** Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

**143.Finding:** Policies 4.85 through 4.88 provide direction regarding the role of development in contributing to access to healthy foods. DOZA contributes to this policy within the Design overlay zone through measures within the guidelines and standards. Guidelines include provisions for active mixed use and commercial development which can foster retail at both a small and larger scale, provided the development maintains an orientation to the public realm. Standards provide incentives for the location of commercial development, including affordable commercial. Both guidelines and standards encourage developments to provide common open space which could be used as publicly accessible plazas for events like small farmers markets, or as spaces to grow food for the use of residents or tenants.

## Chapter 5: Housing

**Goal 5.A: Housing diversity.** Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

**144.Finding:** The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing. This demonstrated compliance with Statewide Land Use Goal 10. These background documents formed the policy direction that planning projects ensure that a variety of housing be provided to meet the needs of all Portlanders.

DOZA does not change the allowed amount of housing within the base zones or plan districts. It also does not change the regulations related to inclusionary housing and affordability. However, it is consistent with this goal by developing guidelines and standards within the Design overlay zone to ensure that development projects factor the needs of residents and tenants by providing livable units and encouraging outdoor space and buildings that contribute to the public realm. In addition, the new exemptions allow for smaller scale residential development to be exempt from the regulations of the Design overlay zone. Depending on the size of the units, these may provide opportunities for affordability. The table that addresses the design review process has also been simplified, based on scale of building rather than cost. In addition, this table provides an option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design

review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

DOZA also amends factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This ensures that the full allowance of housing can be built.

**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.

**145.Finding:** This goal is to create opportunities for housing that is accessible and affordable to a wide range of household, including people with disabilities, people of color, low-income households, diverse household types, and older adults. DOZA does not change the regulations that dictate the size and density of housing allowed throughout the city, nor does it amend the regulations for inclusionary housing. While the amendments do not change what's allowed, the guidelines and standards support measures to include amenities on the site such as outdoor areas and gardens that are accessible to all.

In addition, the review threshold table provides an option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**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.

**146.Finding:** This goal ensures that housing be provided in areas of the city that also have access to the goods and services needed by the residents on a daily basis, often defined as a Complete Neighborhood, as well as to ensure access to affordable transportation options. This goal is generally implemented through the base zones and plan districts that concentrate the greatest amount of housing growth in the areas with the best access to services. Many of these areas are within the Design overlay zone. DOZA is consistent with this goal by implementing guidelines and standards that encourage housing to reflect an area's existing and future context while also ensuring site access to the public realm, which facilitates the ability of residents to access the goods and services and transportation options of the area.

**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.

**147.Finding:** This goal encourages programs to ensure a steady supply of regulated affordable housing to provide long-term stability to low-income households and those on a fixed income who can't afford rising housing costs. In general, DOZA does not impact the regulations that pertain to the city's affordable housing program or inclusionary housing regulations. However, DOZA does provide a

process option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Goal 5.E: High-performance housing.** Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

**148.Finding:** High performance housing is housing that is developed with a lighter environmental impact (smaller carbon footprint, eco-friendly materials, longevity of construction, reducing waste, recycling). DOZA supports high performance housing within the Design overlay zone by including several measures in the guidelines and standards that incentivize and require features that contribute to a reduced ecological footprint and longevity of the development. These include consideration of low carbon and sustainable or recycled materials in determining the life cycle costs, promotion of building elements including operable windows and balconies that can reduce heat impacts and circulation, the integration of natural features into the housing development, and consideration of resilient features such as ecoroofs and solar access.

## Diverse and expanding housing supply

**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 (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**149.Finding:** Policy 5.1 and 5.2 ensure that Portland’s plans preserve enough land and development capacity to accommodate household growth projection and to continue to capture a significant proportion of future regionwide residential growth. These policies are generally implemented through the density allotments dictated by the base zones and plan districts. DOZA does not change these entitlements.

However, DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This ensures that the full allowance of housing can be built.

**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.

**150.Finding:** The Comprehensive Plan defines evaluate as to “assess the range of outcomes and identify costs and benefits”. This policy directs the City to determine the cost and benefit of the DOZA revisions on housing capacity, especially housing that serves low- and moderate-income households. While DOZA does not change existing regulations on housing capacity or regulated affordable housing, it provides a process options for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a



pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.4. Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

**151.Finding:** In general, the types of housing allowed are dictated through the base zones and plan districts. DOZA does not change the underlying housing types allowed. DOZA does exempt smaller scale residential development of up to 4 units and 35-feet in height on a site from the overlay zone regulations, which can simplify the city review process for smaller residential projects and alterations, which is consistent with this policy.

**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 5.6. Middle housing.** Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed-use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

**152.Finding;** Policies 5.5 and 5.6 address the implementation of different zoning to support a broad range of housing and housing types, whether within centers or in the areas of transition between centers and surrounding single family development. This is generally achieved through the application of different base zones or developing specific regulations as part of a plan district. DOZA does not amend the maps that implement the base zones or plan districts. However, on sites within the Design overlay zone, the new guidelines and standards provide opportunities to address the transitions from more intense zones to less intense zone. In addition, DOZA exempts smaller scale development of up to 4 units and 35-feet in height from the overlay zone regulations, which can simplify the city review process for smaller middle housing options.

**Policy 5.7. Adaptable housing.** Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

**153.Finding:** This policy promotes adaption of existing buildings and new building construction that is adaptable in the future, as it relates to the changing composition of households and housing. DOZA does not change existing policy regarding how interior residential spaces are used and the intensity and scale of a building is determined through the base zones and plan districts. However, many of the new tools promote the reuse/alteration or expansion of existing buildings, within both the guidelines and standards. Several guidelines and standards encourage buildings to provide flexible ground floors to allow changes in use. Several standards under the public realm and quality and resilience tenets encourage providing features for housing such as balconies, operable windows, sunshades, and garden areas on site which can increase resiliency and may help as the site and interior spaces change over time.

**Policy 5.8. Physically-accessible housing.** Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

**Policy 5.9. Accessible design for all.** Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, using Universal Design Principles.

**154.Finding:** Policies 5.8 and 5.9 are intended to foster housing that is accessible to people of all physical abilities. In general, the regulations requiring accessibility are determined through the state building codes, which are not preempted at the local level. These codes require a certain percentage of housing units to be accessible to those with disabilities. DOZA is consistent with these policies by providing incentives for common spaces to be provided with housing developments. These common areas are required to be accessible through application of the building codes. Although DOZA promotes the provision of some privacy between individual ground floor entries and the public realm which can include vertical separation, several other options to achieve this privacy can be used without any grade change, which can also support those units meeting the disability requirements of the building code.

**Policy 5.10. Coordinate with fair housing programs.** Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

**155.Finding:** This policy encourages programs and projects to ensure neighborhoods provide for a wide diversity of people in terms of people in terms of race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other characteristics. Generally, programs administered by the Housing Bureau, and regulations such as the Inclusionary Zoning requirements provide the opportunity to create developments that provide access to housing for people in a range of classes. DOZA is consistent with this policy by directing development through the guidelines and standards to include livability features and common open space for buildings in the Design overlay zone, including those invested in by the City.

## Housing access

**Policy 5.11. Remove barriers.** Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

**156.Finding:** DOZA adjusts several process regulations which may remove or lessen the regulatory barriers for some forms of housing within the Design overlay zone. First, the amendments exempt smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects. Second, the amendments allow a process option for projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing. Third, DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through

design review. This ensures that the full allowance of housing can be built.

**Policy 5.12. Impact analysis.** Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

**Policy 5.13. Housing stability.** Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

**Policy 5.14. Preserve communities.** Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

**Policy 5.15. 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 5.16. 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 5.17. Land banking.** Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

**Policy 5.18. Rebuild communities.** Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

**157.Finding:** Policies 5.12 through 5.18 require plans and investments to consider the impact of these plans on protected classes, including low income households and underrepresented populations. In general, these policies are implemented through other programs including providing assistance for housing. DOZA does not impact the intensity or type of development allowed as that is determined through the base zoning and plan districts. The placement of the Design overlay zone does not create incentives or disincentives for displacement. However, certain regulatory improvements proposed through DOZA are consistent with these findings even if they do not directly impact the physical displacement of current and historic communities. As stated under Finding 5.11, certain process measures allow for the development of a range of housing projects. In addition, several elements of the Citywide Design Guidelines and objective design standards provide incentive to consider the physical and social context of the area where new development and alterations take place. This helps to recognize the role of all community members in establishing and maintaining the social and physical features and connections.

**Policy 5.19. Aging in place.** Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

**158.Finding:** DOZA is consistent with this policy by providing site and building features that can apply to a range of housing types. In addition, by exempting small-scale development and alterations involving up to 4 units on a site, it allows for continued upkeep of smaller developments without having to meet the added standards or procedures required by the Design overlay zone. This could

benefit small property owners as they grow older and need to retrofit their units.

## Housing location

**Policy 5.20. Coordinate housing needs in high-poverty areas.** Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

**Policy 5.21. Access to opportunities.** Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

**Policy 5.22. 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 5.23. 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 5.24. Impact of housing on schools.** Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

**159.Finding:** DOZA does not change the allowed types or intensity of housing. This is determined through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay zone, DOZA provides criteria through the updated implementation tools to encourage development to orient to the public realm. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

## Housing affordability

**Policy 5.25. Housing preservation.** Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

**Policy 5.26. 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 5.27. Funding plan.** Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

**Policy 5.28. Inventory of regulated affordable housing.** Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

**Policy 5.29. Permanently-affordable housing.** Increase the supply of permanently-affordable housing,

including both rental and homeownership opportunities.

**160.Finding:** Policies 5.25 through 5.29 promote the production and preservation of regulated affordable housing. In general, these policies are implemented through city programs administered by the Portland Housing Bureau. Within the zoning code, the inclusionary housing provisions require buildings over 20 units to provide certain units at listed affordability targets. DOZA does not affect these existing programs. DOZA does provide a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.30. Housing cost burden.** Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

**161.Finding:** The Comprehensive Plan defines evaluate as to ‘assess the range of outcomes and identify costs and benefits’. DOZA includes new guidelines and standards for development within the Design overlay zone. While these new tools provide a range of flexible options to gain approval, several options promote green building and sustainable features which can lower the cost of the development now and in the future. These features include not dedicating areas to vehicle parking, promoting natural ways for units to gain light and ventilation, and encouraging ecoroofs and solar installations which can reduce future energy costs.

**Policy 5.31. Household prosperity.** Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.32 Affordable Housing in Centers.** Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

**Policy 5.33. Central City affordable housing.** Encourage the preservation and production of affordable housing in the Central City to take advantage of the area’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

**162.Finding:** Policies 5.31 through 5.33 promote the placement of a mix of housing, focused on affordable housing in areas that have access to transit and services, especially in Centers and the Central City. DOZA does not change the allowed types or intensity of housing. This is determined through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.34. Affordable housing resources.** Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

**163.Finding:** DOZA does not impact the funding mechanisms nor the regulatory mechanisms such as inclusionary housing that directly impact the number of affordable housing unit. DOZA supports the affordable housing through a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.35. Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

**164.Finding:** Inclusionary housing regulations were adopted in 2018. DOZA does not change that program.

**Policy 5.36. 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.

**165.Finding:** DOZA regulations do not change the allowed types or intensity of housing, including affordable housing. This is determined through the zones and development standards assigned through the base zones and plan districts, and the chapter on Inclusionary Zoning. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm. The guidelines and standards include the flexibility for projects to choose lower cost ways to meet the criteria. DOZA includes a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.37. Mobile home parks.** Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

**166.Finding:** DOZA does not change the regulations related to mobile home parks and does not revise the map that established the new RMP manufactured park zoning. This policy does not apply.

**Policy 5.38. Workforce housing.** Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

**167.Finding:** DOZA does not change the allowed types or intensity of housing. This is determined

through the zones and development standards assigned through the base zones and plan districts. Within areas that have the Design overlay, DOZA does provide mechanisms through the updated implementation tools to encourage development to orient to the public realm where transit would be accessed. DOZA includes a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Policy 5.39. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

**168.Finding:** The recently approved regulatory changes through the Residential Infill Project (RIP) were focused on encouraging small-scale homes in single family zones. The intent of the amendments in DOZA is to provide oversight to larger-scale residential, commercial and mixed-use projects. However, DOZA is consistent with this finding by removing the Design overlay zone from some R5 and R2.5 zones that had the Design overlay zone applied many years ago. At that time, there were few design standards that applied in these base zones. Since then, several standards have been added to the base zone that limit garage fronts, and encourage visible front doors, porches and street-facing windows. RIP provided further standards to better integrate the structures with the public realm. In other zones, DOZA exempts smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects. This will allow smaller scale single family homes to be built or altered without additional regulatory burden, and focuses the Design overlay zone regulations on larger-scale projects.

**Policy 5.40. Employer-assisted housing.** Encourage employer-assisted affordable housing in conjunction with major employment development.

**169.Finding:** DOZA does not impact employer assisted affordable housing programs. This policy does not apply.

**Policy 5.41. Affordable homeownership.** Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.42. Homeownership retention.** Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

**170.Finding:** DOZA does not impact regulatory or funding programs that impact homeownership. DOZA is consistent with these policies by exempting smaller residential development or remodels involving sites containing 4 or few units in buildings 35-feet or less in height. This removes additional design requirements for these smaller projects, which historically have been more likely to be owner occupied, or owned by small scale landlords. This will allow smaller scale single family homes to be built or altered without additional regulatory burden.

**Policy 5.43. Variety in homeownership opportunities.** Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

**171.Finding:** DOZA does not impact any programs that encourage or provide assistance for home ownership opportunities. This policy does not apply.

**Policy 5.44. Regional cooperation.** Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland Metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

**Policy 5.45. Regional balance.** Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

**172.Finding:** These policies encourage regional collaboration among the jurisdictions within the Portland Metropolitan area to ensure that a range of housing and services is provided throughout the region. DOZA does not impact any measures for coordination with Metro and the region, so these policies do not apply.

## Homelessness

**Policy 5.46. Housing continuum.** Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to Permanent Supportive Housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds.

**173.Finding:** In general, DOZA does not impact the types or intensity of housing that is allowed throughout the city. This is determined through the zones and development standards assigned through the base zones and plan districts. The recent Shelter to Housing Continuum project expanded the areas where other forms of housing such as transitional housing, shelters and group living arrangements can occur. Within areas that have the Design overlay zone, DOZA provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

## Health, safety, and well-being

**Policy 5.47 Healthy housing.** Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

**174.Finding:** DOZA includes new guidelines and standards that have a focus on multi-dwelling housing that provides features to encourage the health and safety as well as active living. These are located within the new standards and guidelines for Quality and Resilience. They encourage the provision of windows on upper floors as well as operable windows and balconies that can provide access to light and air. Guidelines and standards also promote the provision of open areas that can be used for general recreation, children’s play areas, or for gardens.

**Policy 5.48 Housing safety.** Require safe and healthy housing free of hazardous materials such as



lead, asbestos, and radon.

**175.Finding:** In general, regulations that address hazardous materials such as lead, asbestos, and radon are administered by the State Department of Environmental Quality, as well as through local programs to safely remove hazardous materials during remodels and tear downs. While DOZA does not impact these existing programs, the new guidelines and standards do encourage the use of green and sustainable materials, so DOZA is consistent with this policy.

**Policy 5.49. Housing quality.** Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

**176.Finding:** As stated under policy 5.47, DOZA includes design standards and guidelines that provide for access to air, light and outdoor spaces, in conjunction with the development of residential projects.

**Policy 5.50. High-performance housing.** Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

**177.Finding:** The new Citywide Design Guidelines and objective design standards encourage development to provide energy efficiency systems, and to use green and sustainable materials through the implementing measures in the Quality and Resilience guidelines and standards. As examples, Guideline 9 encourages a design review to consider the life-cycle costs of materials and to design for resilience and to use sustainable materials. Many of the Quality and Resilience standards encourage the use of ecoroofs, solar installation, low carbon concrete and sustainable wood.

**Policy 5.51. Healthy and active living.** Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

**178.Finding:** As stated in policy 5.47, DOZA includes guidelines and standards that encourage residential development to provide open areas on site through Guideline 7 and through the several standards that encourage open areas to be used as public plazas or as private gardens, recreation areas, or playground.

**Policy 5.52. Walkable surroundings.** Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

**179.Finding:** The new guidelines and standards support this policy by encouraging buildings and sites to provide access to the sidewalks of the public realm, as well as to encourage places to sit and interact for both people onsite as well as along the street. The guidelines and standards support the recent regulatory changes for secure bicycle parking, while also ensuring that the bike storage doesn't negatively impact on the street activity. This is achieved through Guideline #6 and standard PR8.

**Policy 5.53. Responding to social isolation.** Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

**180.Finding:** As stated above, many of the new Citywide Design Guidelines and objective design standards encourage the provision of common areas such as gardens and recreation areas. In addition, street-facing balconies are encouraged which provide visual and auditory links between

residential units and the street. The encouraging of commercial ground floor space and public plazas along with residential entrances provide opportunities for interaction amongst all groups of people.

**Policy 5.54 Renter protections.** Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

**181.Finding:** DOZA does not impact the city’s existing housing and code compliance programs which allow for residents to anonymously report potential health and safety issues. Other programs can provide rental assistance and tenant protection. This policy doesn’t apply.

## Chapter 6: Economic Development

**Goal 6.A: Prosperity.** Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

**182.Finding:** DOZA does not change the zoning entitlements that provide the guidance to the amount of growth and development opportunities on individual sites. However, DOZA supports this goal by simplifying several of the processes for development in the Design overlay zone. The guidelines and standards also encourage development to include measures that can improve public health and support a healthy environment. These include the Quality and Resilience guidelines and standards that encourage open areas and amenities for residents and tenants as well as supporting the installation of building features that lead to resilience and long-term prosperity.

**Goal 6.B: Development.** Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

**183.Finding:** DOZA does not change the overall land supply under the different zones, nor does it impact the public improvement plans that consider locations of public facilities and services, so it does not apply to 1) and 3). However, DOZA simplifies and adds flexibility to the development review processes that apply within the Design overlay zone. The new objective standards can apply to a greater number of development proposals and include options to meet a variety of standards, which provides flexibility. For projects that go through a discretionary design review, the table that illustrates what review is required has been simplified to remove the different review types for a variety of subareas of the city. Instead, the review is determined by two geographies (Central City and the remainder of the city) and by the size of the development proposal. DOZA amends the factors considered section of the Design Review Chapter (33.825.035) to clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. These changes support item 2) of this goal to have a local review system that is nimble, predictable, and fair.

**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.

**184.Finding:** As stated under Goal 6B, DOZA does not impact the base zoning or allowances that dictate the type and size of development within business districts. However, it is consistent with this Goal by encouraging development that supports the growth and synergy of the mixed use and employment districts that are subject to the Design overlay zone. This is done by encouraging development to orient toward the public realm and provide active ground floor and/or commercial spaces. These spaces and their orientation increase access between residential and commercial tenants. The guidelines and standards within context and public realm provisions consider an areas contextual viability, support building rehabilitation and expansion and provide active public spaces.

## **Diverse, expanding city economy**

**Policy 6.1. Diverse and growing community.** Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

**Policy 6.2. Diverse and expanding economy.** Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

**Policy 6.3. Employment growth.** Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 6.4. Fiscally-stable city.** Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

**185.Finding:** Policies 6.1 through 6.4 provide guidance to ensure that the city maintain enough lands to create opportunities for diverse economic and employment opportunities across the city and at levels that can support our residential growth. DOZA does not impact the Comprehensive Plan or Zoning designations that impact the location, type or amount of employment opportunities, so these policies do not apply.

**Policy 6.5. Economic resilience.** Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

**Policy 6.6. Low-carbon and renewable energy economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

**186.Finding:** Policies 6.5 and 6.6 require the city's plans to consider future resilience and energy efficiency to ensure that the city can remain prosperous and adaptable to changing conditions.

DOZA supports this policy within the Design overlay zone by implementing guidelines and standards that incentivize development to provide features for future resiliency and adaptability as well as to use materials that can lifecycle carbon emissions. Guidelines 8 & 9 encourage high quality, lasting materials that consider their environmental impacts. Several quality and resilience standards support the use of resilient features such as adaptable ground floors, solar installations and ecoroofs while also encouraging low carbon concrete and sustainable materials.

**Policy 6.7. Competitive advantages.** Maintain and strengthen the city’s comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

**Policy 6.8. Business environment.** Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

**187.Finding:** Policies 6.7 and 6.8 ensure the city maintain and promote a diverse and strong business environment to remain competitive in the region. The Comprehensive Plan defines “maintain” as to keep what you have or preserve. DOZA does not directly impact the quality of the workforce or business diversity and it does not affect assistance programs maintained by other agencies. However, it does provide opportunities to maintain a competitive business climate and a more positive business environment. DOZA supports this by clarifying the existing processes for reviewing development applications within the Design overlay zone. This includes creating more flexibility for project applicants to choose the standards that apply, if they go through the objective design standards, as well as a fewer number of guidelines to meet if they go through a discretionary design review. In addition, the table used to determine the type of design review process has been simplified both for a geographic application and from the overall number of variations to the type of design review. Finally, the revision of the table ensures that all building alterations that don’t significantly increase the size of the building will go through a staff review, avoiding the pre-application conference and a hearing in front of the Design Commission.

**Policy 6.9. Small business development.** Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

**188.Finding:** DOZA does not impact programs directed by other agencies to provide technical and financial assistance to small businesses. However, DOZA does support this policy by implementing a clearer set of processes that apply to development in the Design overlay zone, as well as providing additional exemptions to the regulations for small-scale alterations. In addition, the guidelines and standards promote development with mixed use development and the standards incentivize both the provision of ground floor active space accessible to the street and the provision of affordable ground floor commercial space through a program administered by the Portland Development Commission (aka Prosper Portland).

**Policy 6.10. Business innovation.** Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

**Policy 6.11. Sharing economy.** Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

**189.Finding:** The Comprehensive Plan defines ‘encourage’ as to promote or foster through voluntary

approaches, regulations or incentives. Policies 6.10 and 6.11 promote regulations that develop new and innovative technologies and economic approaches. While DOZA does not directly impact these policies, the clarification of the regulatory process and tools can minimize the burdens on any new business endeavor, so the project is consistent with these policies.

**Policy 6.12. Economic role of livability and ecosystem services.** Conserve and enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

**190.Finding:** In general, formal recognition of the City’s historic, cultural, and environmental assets is recognized through many of the city’s overlay zones and plan districts, as well as other city programs that lend technical and financial support to retain features that continue to attract a diverse work force. However, DOZA supports this policy by incorporating new guidelines and standards that consider the social, physical and natural context of an area and the site when addressing development. Three guidelines and 18 standards are specifically related to the Context tenet – one of three tenets of design that make up the new guidelines and standards.

## Land development

**Policy 6.13. Land supply.** Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

**Policy 6.14. Brownfield redevelopment.** Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035.

**Policy 6.15. Regionally-competitive development sites.** Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas using incentives, and regional and state assistance for needed infrastructure and site readiness improvements.

**191.Finding:** Policies 6.13 -6.15 are meant to ensure the city provides an adequate supply of buildable lands for long term employment growth, and to provide incentives for encumbered land. DOZA does not impact the city’s buildable lands inventory or programs for brownfield development and other financial incentives, so these policies do not apply.

**Policy 6.16. Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

**6.16.a.** Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.

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

**6.16.c.** Allow discretionary-review to facilitate flexible and innovative approaches to meet requirements.

**6.16.d.** Design and monitor development review processes to avoid unnecessary delays.

**6.16.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

**192.Finding:** The Comprehensive Plan defines ‘improve’ to make the current situation better or to increase enhance or expand facilities or resources. This policy promotes improvement in the development review process and regulations to provide predictability in supporting economic growth and retention. The sub policies provide added guidance on ways to make these improvements. While DOZA does not apply in most of the employment and industrial lands, a key component of DOZA is to improve the process and predictability within the Design overlay zone, which covers areas of commercial and residential growth that can impact economic viability. As stated throughout the findings, DOZA includes process improvements to clarify the options for discretionary review or meeting clear and objective standards. This was done through rewriting the Design overlay zone chapter, remaking the purpose of the overlay, rewriting the exemptions, expanding the thresholds for what development can use the clear and objective standards, and simplifying the range of discretionary process thresholds for projects that choose to go through design review, with one set of options applying in the Central City and another set outside the Central City. Previous process thresholds included several review options within the Central City and many more applicable to individual zones and plan districts. In addition, the discretionary design guidelines applicable outside of the Central City were reduced in number to nine guidelines, while the clear and objective standards have been rewritten to provide greater flexibility for applicants to choose the features/standards they wish to meet.

**Policy 6.17. Short-term land supply.** Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

**Policy 6.18. Evaluate land needs.** Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

**Policy 6.19. Corporate headquarters.** Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

**193.Finding:** Policies 6.17-6.19 ensure that the City maintains an adequate supply of employment lands, including lands that can be used for future corporate headquarters, and continuously updates that land supply on a regular basis. DOZA does not impact the city’s buildable land inventory or the updates required through an Economic Opportunities Analysis, so these policies do not apply.

## Traded sector competitiveness

**Policy 6.20. Traded sector competitiveness.** Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

**Policy 6.21. Traded sector diversity.** Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

**Policy 6.22. Clusters.** Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

**Policy 6.23. Trade and freight hub.** Encourage investment in transportation systems and services that will retain and expand Portland’s competitive position as a West Coast trade gateway and freight distribution hub.

**Policy 6.24. Traded sector land supply.** Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

**Policy 6.25. Import substitution.** Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

**Policy 6.26. Business opportunities in urban innovation.** Strive to have Portland’s built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

**194.Finding:** The changes in DOZA impact the regulations that apply within the Design overlay zone, which consider site and building design. They do not impact city programs that consider traded sector economic impacts or the types of goods that may be produced locally, imported or exported. They also do not impact the City’s programs for freight movement and shipping. Therefore, these policies do not apply.

## Equitable household prosperity

**Policy 6.27. Income self-sufficiency.** Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

**6.27.a.** Support the role of industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

**6.27.b.** Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

**Policy 6.28. East Portland job growth.** Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

**Policy 6.29. Poverty reduction.** Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

**Policy 6.30. Disparity reduction.** Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

**Policy 6.31. Minority-owned, woman-owned and emerging small business (MWESB) assistance.** Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

**Policy 6.32. Urban renewal plans.** Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- Revitalization of neighborhoods.
- Expansion of housing choices.
- Creation of business and job opportunities.
- Provision of transportation linkages.
- Protection of residents and businesses from the threats posed by gentrification and displacement.

- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

**195.Finding:** The changes in DOZA impact the regulations that apply within the Design overlay zone, which consider site and building design. They do not impact city programs that provide for targeted job growth, income levels or poverty reduction. However, DOZA does provide process incentives and tools that encourage development to consider affordable commercial space by partnering with Prosper Portland. DOZA also creates a lower level of design review for affordable housing projects providing 50 percent of the units to those earning no more than 60 percent of the median income. This includes projects that may be considered within urban renewal areas to expand housing choices. So DOZA maintains consistency with these policies.

## Central City

**Policy 6.33. Central City.** Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 6.34. Central City industrial districts.** Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

**Policy 6.35. Innovation districts.** Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

**196.Finding:** Policies 6.33 through 6.35 ensure that the Central City continues as an employment and innovation hub, including the preservation of centralized institutions. DOZA does not impact the allowed uses and intensity of the uses, which are generally regulated through the base zones and plan districts. In addition, the Design overlay zone does not apply to industrially zoned lands with a few exceptions. Finally, DOZA does not impact the Central City Fundamental Design Guidelines which are the approval criteria for design review in the Central City. DOZA does simplify and clarify Table 825-1, which dictates what type of design review is required, so that all design reviews within the Central City follow the same process regardless of where they are geographically in the Central City. This will help to eliminate confusion about what type of review is applicable. In addition, small alterations impacting under 500 square feet of façade or roof area will go through a more efficient Type I review process, not available previously.

## Industrial and employment districts

**Policy 6.36. Industrial land.** Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

**Policy 6.37. Industrial sanctuaries.** Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

**Policy 6.38. Prime industrial land retention.** Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.



**6.38.a.** Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

**6.38.b.** Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

**6.38.c.** Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources are also protected.

**6.38.d.** Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

**6.38.e.** Protect prime industrial land for siting of parks, schools, large-format places of assembly, and large-format retail sales.

**6.38.f. Promote efficient** use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be in the prime industrial area.

**Policy 6.39. Harbor access lands.** Limit use of harbor access lands to river- or rail-dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river-dependent industrial uses.

**Policy 6.40. Portland Harbor Superfund Site.** Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses.

**Policy 6.41. Multimodal freight corridors.** Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

**Policy 6.42. Columbia East.** Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

**Policy 6.43. Dispersed employment areas.** Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

**Policy 6.44. Industrial land use intensification.** Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

**Policy 6.45. Industrial brownfield redevelopment.** Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

**Policy 6.46. Impact analysis.** Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

**Policy 6.47. Clean, safe, and green.** Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

**Policy 6.48. Fossil fuel distribution.** Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

**Policy 6.49. Industrial growth and watershed health.** Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

**Policy 6.50. District expansion.** Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

**Policy 6.51. Golf course reuse and redevelopment.** Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

**Policy 6.52. Residential and commercial reuse.** Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

**Policy 6.55. Neighborhood park use.** Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

**197.Finding:** Policies 6.36 through 6.55 provide direction regarding industrial and employment districts. DOZA does not change the comprehensive plan designations or regulations affecting any currently designated industrial or employment lands. There is very little acreage that has a Design overlay zone within the general employment or industrial zones that make up these areas. Within Industrial zones, only IG1 has a small area within the overlay, making up 0.31 percent of the total area zoned IG1, only consisting of a small area on North Russell Street in the Central City, and this area has a Central Employment Comprehensive Plan designation. In the Employment zones outside EX, only EG2 has any area with the overlay, making up 3.28 percent of the area zoned EG2. Therefore, there is no impact to the development capacity of the City's industrial and employment districts.

## Campus institutions

**Policy 6.56. Campus institutions.** Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.

**Policy 6.57. Campus land use.** Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

**Policy 6.58. Development impacts.** Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

**Policy 6.59. Community amenities and services.** Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

**Policy 6.60. Campus edges.** Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

**Policy 6.61. Satellite facilities.** Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

**198.Finding:** Policies 6.56 through 6.61 provide the direction to support the maintenance and growth of the City's institutions. These policies are generally implemented through the application of the Campus Institutional (CI) zones or the Institutional Residential (IR) zones. DOZA does not change the mapping of these zones or the allowed uses and intensity that is dictated through the base zones. The Design overlay zone does apply to areas zoned IR, which include some high school campuses, as well as to some CI zones that are currently in design districts such as Portland State University within the Central City and the Adventist Medical Center complex within the Gateway plan district. The changes in DOZA support these policies when applied by including the tools to review the projects development impacts and context, in conjunction with the base zone standards or other reviews that may be necessary such as the Impact Mitigation review.

## Neighborhood business districts

**Policy 6.62. Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts.

**Policy 6.63. District function.** Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

**199.Finding:** Policies 6.62 and 6.63 encourage plans and regulations to promote the growth, vitality and function of neighborhood business districts to be the center and an asset for the surrounding neighborhood. Several of these neighborhood business districts have the Design overlay zone applied to them. The changes in DOZA support these districts by providing guidelines and standards that recognize the different context of these districts and encouraging development applications to consider the area context in their development. This is done through Guidelines 1-3 and the Context standards C1 through C18, including an additional standard C3 approved by Council applicable to close in main streets. The new guidelines and standards also support development that interacts with the public realm of these business districts through encouraging mixed uses, publicly accessible plazas and ground floor active spaces.

**Policy 6.64. Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.

**200.Finding:** The Comprehensive Plan defines 'facilitate' as to make something easier or run more smoothly, and the policy is intended to keep small and locally owned businesses within our neighborhood business districts. DOZA uses a combination of process improvements and tools to help existing small businesses to remain within the Design overlay zones. One way this is done is by allowing smaller projects within the Gateway plan district to meet the objective design standards as an option, while current regulations require design review. While Gateway includes national retailers, it is also home to locally based main street businesses. Other changes include an expansion of exemptions to design review that allow some small business alterations without triggering additional requirements, and a more flexible set of design standards, with fewer requirements for alterations to existing buildings. In addition, a new standard provides opportunities for a development to partner with the Portland Development Commission to provide affordable commercial space.

**Policy 6.65. Home-based businesses.** Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

**201.Finding:** DOZA does not change any of the underlying zoning or regulations that apply to home-based businesses. Home-based businesses do not generally impact the exterior of the residence, so the changes in DOZA do not apply.

**Policy 6.66. 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. Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

**202.Finding:** The Comprehensive Plan defines ‘provide’ as to supply, offer or make available. Policies 6.66 and 6.67 are intended to foster commercial areas both within smaller and larger commercial nodes. The implementing tool for offering lands for small commercial nodes and a supply of retail sites is the mixed-use comprehensive plan designation and the commercial mixed-use zones. DOZA does not make any changes to the existing zoning map of these areas. DOZA is consistent with the policy within the Design overlay zone by providing guidelines and tools that encourage buildings to include commercial uses as has been documented elsewhere in this document.

**Policy 6.68. Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

**203.Finding:** The Comprehensive Plan defines ‘prioritize’ as to treat something as more important than something else. DOZA does not impact city programs that oversee business or neighborhood investments. However, DOZA is consistent with this policy by providing guidelines and standards within the Design overlay zone that encourage the alteration and expansion of existing buildings within communities.

**Policy 6.69. Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

**204.Finding:** DOZA does not change the zoning map nor change the regulations that apply to non-conforming development, so this policy does not apply.

**Policy 6.70. Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.

**6.70.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.

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

**205.Finding:** DOZA supports these policies in several ways. Similar to Policy 6.64 and restated here,

DOZA uses a combination of process improvements and tools to help existing small businesses to remain within the Design overlay zone. One way this is done is by allowing smaller projects within the Gateway plan district to meet the objective design standards as an option, while current regulations require design review. While Gateway includes national retailers, it is also home to locally based main street businesses. Other changes include an expansion of exemptions to design review that allow some small business alterations without triggering additional requirements, and a more flexible set of design standards, with fewer requirements for alterations to existing buildings. In addition, a new standard provides opportunities for a development to partner with the Portland Development Commission to provide affordable commercial space.

**Policy 6.71. Temporary and informal markets and structures.** Acknowledge and support the role that temporary markets (farmer’s markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also, acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

**206.Finding:** DOZA is consistent with this policy as it is only intended to apply to permanently installed structures and not to temporary activities. It also does not apply to parked vehicles in a parking lot such as food carts. In addition, small accessory structures such as covered garbage areas are exempt if located in a parking lot. This reduces the regulatory burdens of setting up a temporary activity, or food carts.

**Policy 6.72. Community economic development.** Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

**6.72.a.** Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

**6.72.b.** Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

**6.72.c.** Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

**207.Finding:** DOZA works within the current neighborhood notification and land use notification processes for notifying people of development. DOZA provides a more clear range of land use processes and a smaller set of design guidelines to help residents and business owners to understand the process and the opportunities to comment.

**Policy 6.73. Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

**6.73.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.

**6.73.b.** Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

**6.73.c.** Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

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

**6.73.e.** Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

**208.Finding:** Policy 6.73 and its sub-policies ensure that centers include a broad range of commercial services in a concentration that is convenient to the surrounding neighborhoods. DOZA supports these policies by crafting guidelines and standards that focus specific features within centers. These features include providing active and flexible ground floor spaces that can be adapted to various uses, encouraging commercial spaces on the ground floor, incentivizing plazas and other features accessible to the public realm, providing opportunities for public art that can serve as a neighborhood attraction, as well as providing flexible standards for altering and adding on to existing buildings in the center. A council added standard also provides an option for development within the close-in commercial areas to include architectural features on the ground floor found in these areas.

## Chapter 7: Environmental and Watershed Health

**Goal 7.A: Climate.** Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

**209.Finding:** There are several city programs working to reduce carbon emissions both from city operations and through programs for private firms. DOZA is consistent with the goal by developing regulations that foster development that orients to the public realm and is compatible with alternative modes of transportation including, transit, walking and bicycling.

**Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

**210.Finding:** The Comprehensive Plan defines maintain as to keep what you have or preserve. In general, the city's ecosystem functions and watershed health are maintained through the Natural Resources Inventory and the Environmental overlay zones. DOZA is not amending any of these documents or zones. However, DOZA does provide guidance in the guidelines and standards to maintain on-site natural features, wetlands/waterbodies and trees, even if those are not formally protected through the overlay zones. This incentive can further expand the environmental quality of the city and is part of the new Purpose of the Design overlay zone to balance development to benefit both people and the natural environment.

**Goal 7.C: Resilience.** Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

**211.Finding:** DOZA has updated the Purpose statement of the Design overlay zone to indicate that this overlay ensures that Portland is "both a city designed for people and a city in harmony with nature. The amended overlay zone includes quality and resilience as one of the three tenets of design. The new Citywide design guidelines and codified design standards include several criteria or development standards to ensure that buildings and development can be resilient in the future. This includes provisions to accommodate natural features, provide open space, encourage solar panels and ecoroofs, encourage low carbon concrete and recycled materials, and provide ground floor spaces that can accommodate different uses over time.

**Goal 7.D: Environmental equity.** All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

**212.Finding:** DOZA supports this goal through guidelines and standards that encourage development to provide open areas accessible to the residents, workers and the public, preserve existing trees and natural areas, and incorporate natural air circulation within buildings through operable windows and balconies.

**Goal 7.E: Community stewardship.** Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

**213.Finding:** This goal is focused on actions that have the potential to activate Portland’s residents on behalf of the environment and watershed health. DOZA contains zoning code amendments and a small number of Design overlay map amendments. DOZA does not affect non-regulatory, environmental public involvement programs or actions. Therefore, this goal does not apply.

## Improving environmental quality and resilience

**Policy 7.1. Environmental quality.** Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

**214.Finding:** While the changes in DOZA do not change the Natural Resource Inventories or Environmental overlay zone regulations that implement our natural resource protection, DOZA supports this policy by incentivizing the preservation and incorporation of undocumented natural features into a development proposal. This includes guidelines and standards that encourage the preservation of trees and natural features on site as well as the planting of native plant species.

**Policy 7.2. Environmental equity.** Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

**215.Finding:** As stated in Policy 7.1, DOZA does not change the regulations intended to protect identified natural resources. However, DOZA provides incentives for projects to preserve undocumented natural features. The amendments also encourage the provision of general open space areas for recreation. These features would be accessible to residents and tenants of these projects and in some cases are made accessible to people within the public realm by encouraging plazas or views into natural areas. In addition, all buildings are given incentives for providing features to make them more resilient, such as providing ecoroofs, solar installations, and pervious paving, which increase site resiliency and reduce environmental impacts for the area.

**Policy 7.3. Ecosystem services.** Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

**216.Finding:** The Comprehensive Plan defines ecosystem services as the contribution of ecosystem conditions and processes to human well-being, and include a variety of systems such as pollination of trees and plants, climate regulation, and flood mitigation among others. While DOZA does not change the regulations intended to protect identified natural resources, it is consistent with this policy by acknowledging the value of mature trees, native landscaping and climate measures. Guidelines and standards encourage the preservation of strands of trees, the planting of native landscaping, the installation of ecoroofs and pervious pavement and overall limitations on vehicle area that can increase surface temperatures.

**Policy 7.4. Climate change.** Update and implement strategies to reduce carbon emissions and impacts and increase resilience through plans and investments and public education.

**7.4.a. Carbon sequestration.** Enhance the capacity of Portland’s urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

**7.4.b. Climate adaptation and resilience.** Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

**217.Finding:** As indicated above, DOZA encourages development, through the guidelines and standards, to use native landscaping, preserve larger, existing trees, provide ecoroofs and pervious pavement to reduce heat island effects and use sustainable products such as low-carbon concrete and sustainable wood products to reduce the climate impacts of construction. These measures can both work to sequester carbon and to create a more resilient landscape, and support these policies.

**Policy 7.5. Air quality.** Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders.

**218.Finding:** DOZA does not change regulations for air quality as those are regulated through the State Department of Environmental Quality (DEQ) to meet the air quality standards required by the Federal Clean Air Act. DOZA is consistent with this finding by encouraging development with the Design overlay zone to limit paved areas which can both limit car usage and reduce heat island effects, encouraging roof treatments that can reduce heat impacts, and by creating buildings and sites to orient to people using active transportation modes including walking, biking and taking transit.

**Policy 7.6. Hydrology.** Through plans and investments, improve or support efforts to improve watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

**Policy 7.7. Water quality.** Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

**219.Finding:** Policies 7.6 and 7.7 address the quality and hydrology of water and watershed as part of plans and investments. While the city has regulations to preserve and protect identified watersheds, DOZA also supports these policies in Design overlay zone by including guidelines and standards that encourage preservation of features such as undocumented water features and natural resources such as existing mature trees which can support water percolation and reduce water temperature. Other guidelines and standards support ecoroofs and pervious paving where feasible, which also help limit water toxics and improve area hydrology.

**Policy 7.8. Biodiversity. Strive to achieve and maintain self-sustaining populations of native species,** including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

**Policy 7.9. Habitat and biological communities.** Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological



communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

**Policy 7.10. Habitat connectivity.** Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

**220.Finding:** Policies 7.8 – 7.10 provide direction on integrating efforts to improve habitat and biodiversity and to better connect habitat areas to repair fragmentation. These policies are generally supported through the city’s natural resource inventory and corresponding environmental zones. DOZA is consistent with these within the Design overlay zone by using guidelines and standards to encourage preservation of existing undocumented natural features and trees and providing open areas. These provisions may help connect the more formally recognized environmental resources to each other encouraging habitat corridors.

**Policy 7.11. Urban forest.** Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest through plans and investments.

**7.11.a. Tree preservation.** Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

**7.11.b. Urban forest diversity.** Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

**7.11.c. Tree canopy.** Support progress toward meeting City tree canopy targets.

**7.11.d. Tree planting.** Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

**7.11.e. Vegetation in natural resource areas.** Require native trees and vegetation in significant natural resource areas.

**7.11.f. Resilient urban forest.** Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

**7.11.g. Trees in land use planning.** Identify priority areas for tree preservation and planting in land use plans.

**7.11.h. Managing wildfire risk.** Address wildfire hazard risks and management priorities through plans and investments.

**221.Finding:** Policy 7.11 and its sub-policies support the maintenance and expansion of the city’s forest canopy. Title 11, Trees is the main mechanism for implementing these policies. DOZA is consistent with this policy within the Design overlay zone by encouraging tree preservation and native tree planting through the guidelines and standards. Native planting in general is also incentivized through the standards and addressed in the guidelines.

**Policy 7.12. Invasive species.** Prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

**222.Finding:** In general, Title 11, Trees is the mechanism for limiting invasive trees through its nuisance and prohibited tree lists. In addition, the Portland Tree and Landscaping Manual provides direction for planting trees, shrubs and groundcover. DOZA is consistent with this policy by encouraging native trees and shrubs which reduce the impacts of invasive species.

**Policy 7.13. Soils.** Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

**Policy 7.14. Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

**223.Finding;** Policy 7.13 and 7.14 require plans and projects to safeguard soils and land from erosion, contamination and degradation that can lead to hazards such as landslides, wildfire, flooding and earthquake risks. In general, these policies are met through site development requirements and natural resource management. DOZA is consistent with these policies within the Design overlay zone by incorporating guidelines and standards that incorporate native landscaping, tree preservation and green building incentives that can reduce soil contamination and degradation.

**Policy 7.15. Brownfield remediation.** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

**Policy 7.16. Adaptive management.** Evaluate trends in watershed and environmental health using current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

**Policy 7.17. Restoration partnerships.** Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

**Policy 7.18. Community stewardship.** Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

**224.Finding:** Policies 7.15 through 7.18 provide direction on specific remediation and monitoring or on developing partnerships with other stakeholders. These policies are implemented through other city measures and outreach efforts. DOZA is not impacting these current efforts, and so these policies generally don’t apply. While not applicable, DOZA can complement the other city measures by encouraging developers to incorporate natural features into their development in order to meet standards and/or guidelines. These can be the result of cooperation with community organizations.

## Planning for natural resource protection

**Policy 7.19. Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

**Policy 7.20. Natural resource inventory.** Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

**Policy 7.21. Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. *See Figure 7-2 — Adopted Environmental Plans.*

**7.21.a.** Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

**Policy 7.22. Land acquisition priorities and coordination.** Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

**225.Finding:** Policies 7.19 through 7.22 provide direction for the preservation and maintenance of significant natural resources within the City. These resources are generally catalogued through updates to various natural resource inventories and regulated through overlay zones such as the Environmental, River and Greenway overlay zones. DOZA does not change these regulations and the implementing overlay zones to protect resources work with the Design overlay zone in cases where the two overlay zones overlap. DOZA is consistent with these policies by including some additional incentives through the guidelines and standards to maintain and preserve other natural features that may not be considered significant for the purpose of the Environmental overlay zones.

## Protecting natural resources in development situations

**Policy 7.23. Impact evaluation.** Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26. and other relevant Comprehensive Plan policies.

**Policy 7.24. Regulatory hierarchy: avoid, minimize, mitigate.** Maintain regulations requiring that the

potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

**Policy 7.25. Mitigation effectiveness.** Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

1. On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
2. Off-site with the same kind of resource; if that is not possible, then
3. On-site with a different kind of resource; if that is not possible, then
4. Off-site with a different kind of resource.

**Policy 7.26. Improving environmental conditions through development.** Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

**226.Finding:** Policies 7.23 through 7.26 require development projects to evaluate for, minimize damage to, mitigate impacts for, and enhance the function of significant natural resources. These policies are implemented for significant natural resources through the city's natural resource inventory and various Environmental overlay zones. DOZA is consistent with the policies by including several guidelines and standards that encourage the preservation of existing trees and natural features and the use of native landscaping outside of Environmental overlay zones.

## Aggregate resources

**Policy 7.27. Aggregate resource protection.** Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

**Policy 7.28. Aggregate resource development.** When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

**Policy 7.29. Mining site reclamation.** Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

**227.Finding:** Policies 7.27 through 7.20 provided guidance for mining and resource extraction sites. The DOZA project does not apply to these policies.

## Columbia River Watershed

**Policy 7.30. In-water habitat.** Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

**Policy 7.31. Sensitive habitats.** Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

**Policy 7.32. River-dependent and river-related uses.** Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site

design and practices.

**228.Finding:** Policies 7.30 through 7.32 provide guidance for lands along the Columbia River. With the exception of a small area within the Bridgeton mixed use neighborhood, the lands along the Columbia River do not have the Design overlay zone. Within the Bridgeton neighborhood, all areas along the shoreline and within other sensitive areas include Environmental overlay zones which regulate development in these In-water and sensitive habitats. In addition, development in the water is regulated by the Department of State Lands. In most area of the Columbia River Watershed, the policies above are not applicable to DOZA. Within the Bridgeton area, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

## Willamette River Watershed

**Policy 7.33. Fish habitat.** Provide adequate intervals of ecologically-functional shallow-water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

**Policy 7.34. Stream connectivity.** Improve stream connectivity between the Willamette River and its tributaries.

**Policy 7.35. River bank conditions.** Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

**Policy 7.36. South Reach ecological complex.** Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

**Policy 7.37. Contaminated sites.** Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

**Policy 7.38. Sensitive habitats.** Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

**Policy 7.39. Riparian corridors.** Increase the width and quality of vegetated riparian buffers along the Willamette River.

**Policy 7.40. Connected upland and river habitats.** Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

**Policy 7.41. River-dependent and river-related uses.** Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

**Policy 7.42. Forest Park.** Enhance Forest Park as an anchor habitat and recreational resource.

**229.Finding:** Policies 7.33 through 7.42 give direction for plans, programs and regulations that impact the Willamette River and local watersheds that feed into the Willamette. These policies are generally implemented through policies and codes other than those changed through DOZA. This

includes the city's existing River and Greenway overlay zones along the Willamette as well as Environmental overlay zones that apply to sensitive upland habitats and waterbodies. Within the South Reach, DOZA is consistent with Policy 7.36 by including guidelines and standards (specifically guidelines 1 and 2 and standards C16 through C18) that encourage creating positive relationships with the adjoining Willamette River and recreational trails and facilities. Guideline 1 is also complemented by the character statement developed for the River Plan South Reach project that applies through the Macadam plan area and Willamette shoreline.

## Columbia Slough Watershed

**Policy 7.43. Fish passage.** Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

**Policy 7.44. Flow constriction removal.** Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

**Policy 7.45. Riparian corridors.** Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

**Policy 7.46. Sensitive habitats.** Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

**Policy 7.47. Connected rivers habitats.** Enhance upland habitat connections to the Willamette and Columbia rivers.

**Policy 7.48. Contaminated sites.** Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.

**Policy 7.49. Portland International Airport.** Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

**230.Finding:** Policies 7.43 through 7.49 address plans, programs and regulations that impact the sites and natural resources along the Columbia Slough watershed that parallels the Columbia River in North and Northeast Portland. The changes within DOZA do not impact the regulations within the Columbia Slough, as this area does not include a Design overlay zone, with the exception of a small area in the Bridgeton mixed use neighborhood. Within the Bridgeton neighborhood, areas along the slough and within other sensitive areas include Environmental overlay zones which regulate development in these In-water and sensitive habitats. In the areas of Bridgeton that have a Design overlay zone, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

## Fanno and Tryon Creek Watersheds

**Policy 7.50. Stream connectivity.** Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

**Policy 7.51. Riparian and habitat corridors.** Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

**Policy 7.52. Reduced hazard risks.** Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

**231.Finding:** Policies 7.50 through 7.52 give direction for plans, programs and regulations that impact the watersheds of Fanno and Tryon Creek. These policies are generally implemented through policies and codes other than those changed through DOZA. The policies are implemented through the existing Environmental overlay zones in areas identified as significant natural resources in these watersheds. There are some areas in these watersheds that have both Design and Environmental overlay zones. In these areas, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

## Johnson Creek Watershed

**Policy 7.53. In-stream and riparian habitat.** Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

**Policy 7.54. Floodplain restoration.** Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

**Policy 7.55. Connected floodplains, springs, and wetlands.** Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

**Policy 7.56. Reduced natural hazards.** Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

**Policy 7.57. Greenspace network.** Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

**232.Finding:** Policies 7.53 through 7.57 give direction for plans, programs and regulations that impact the watershed of Johnson Creek. These policies are generally implemented through policies and codes other than those changed through DOZA. The policies are implemented through the existing Environmental overlay zones and Pleasant Valley Natural Resource Overlay zones in areas identified as significant natural resources in these watersheds. There are some areas in these watersheds that have both Design and Environmental overlay zones. In these areas, the amendments are complementary to the Environmental overlay zones to encourage enhancement and protection of the sensitive areas. As mentioned above, DOZA is consistent with principles to enhance habitats through guidelines and standards that encourage maintaining natural features and trees in areas not also subject to the Environmental overlay zone.

## Chapter 8: Public Facilities and Services

**Goal 8.A: Quality public facilities and services.** High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

**Goal 8.B: Multiple benefits.** Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

**Goal 8.C: Reliability and resiliency.** Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

**Goal 8.D: Public rights-of-way.** Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

**Goal 8.E: Sanitary and stormwater systems.** Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.F: Flood management.** Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

**Goal 8.G: Water.** Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.H: Parks, natural areas, and recreation.** All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

**Goal 8.I: Public safety and emergency response.** Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

**Goal 8.J: Solid waste management.** Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

**Goal 8.K: School facilities.** Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

**Goal 8.L: Technology and communications.** All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

**Goal 8.M: Energy infrastructure and services.** Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

**233.Finding:** The policies in this chapter, and these goals, generally address provision of public services, and adequacy of services as it relates to growth and development. The adopted 2035 Comprehensive



Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects. Many of these goals and policies are not applicable because they guide public agencies that provide public facilities, on how those facilities should be provided.

DOZA revises the rules that apply to development on individual sites and lots, and it does not apply to standard improvements in areas of the right-of-way or to facilities underground such as sewer and water conveyance. Some provisions for specific services are addressed below.

## Service provision and urbanization

**Policy 8.1. Urban services boundary.** Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

**Policy 8.2. Rural, urbanizable, and urban public facility needs.** Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

**Policy 8.3. Urban service delivery.** Provide the following public facilities and services at urban levels of service to urban lands within the City’s boundaries of incorporation:

- Public rights-of-way, streets, and public trails
- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

**Policy 8.4. Supporting facilities and systems.** Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

**Policy 8.5. Planning service delivery.** Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City’s Urban Services Boundary.

**234.Finding:** Policies 8.1 through 8.5 provide direction on the provision of public facilities and services and the process of urbanization. In general, DOZA does not change provisions related to urbanizable land, or the location of public services. DOZA does support Policy 8.5 by updating the zoning regulations within the Design overlay zone within city boundaries to better align the implementing regulations with the approved Comprehensive Plan.

## Service coordination

**Policy 8.6. Interagency coordination.** Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People's Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

**Policy 8.7. Outside contracts.** Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

**Policy 8.8. Public service coordination.** Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

**Policy 8.9. Internal coordination.** Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

**Policy 8.10. Co-location.** Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

**235.Finding:** Policies 8.6 through 8.10 serve to reinforce the City's coordination obligations under Statewide Goal 2, Land Use Planning by providing direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary. The DOZA changes do not include new public facility or infrastructure projects or amendments to public service coordination agreements. The policies do not apply.

## Service extension

**Policy 8.11. Annexation.** Require annexation of unincorporated urbanizable areas within the City's

Urban Services Boundary as a prerequisite to receive urban services.

**Policy 8.12. Feasibility of service.** Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

**Policy 8.13. Orderly service extension.** Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

**Policy 8.14. Coordination of service extension.** Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

**Policy 8.15. Services to unincorporated urban pockets.** Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

**Policy 8.16. Orderly urbanization.** Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

**Policy 8.17. Services outside the city limits.** Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

**Policy 8.18. Service district expansion.** Prohibit service district expansion or creation within the City's Urban Services Boundary without the City's expressed consent.

**Policy 8.19. Rural service delivery.** Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

**236.Finding:** Policies 8.11 through 8.19 provide direction on extending public services. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

## Public investment

**Policy 8.20. Regulatory compliance.** Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

**Policy 8.21. System capacity.** Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

**Policy 8.22. Equitable service.** Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

**8.22.a.** In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

**8.22.b.** In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

**8.22.c.** In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

**8.22.d.** In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

**Policy 8.23. Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

**Policy 8.24. Risk management.** Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

**Policy 8.25. Critical infrastructure.** Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

**Policy 8.26. Capital programming.** Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

**237.Finding:** Policies 8.20 through 8.26 provide direction on investment priorities for public facilities. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

## Funding

**Policy 8.27. Cost-effectiveness.** Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability.

**Policy 8.28. Shared costs.** Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

**Policy 8.29. System development.** Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

**Policy 8.30. Partnerships.** Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

**238.Finding:** Policies 8.27 through 8.30 provide direction on funding public facilities and services within the City of Portland’s Urban Services Boundary. DOZA does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. Other city regulations ensure that prospective development contribute to the need for public facility improvements. These policies do not apply.

## Public benefits

**Policy 8.31. Application of Guiding Principles.** Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

**Policy 8.32. Community benefit agreements.** Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

**Policy 8.33. Community knowledge and experience.** Encourage public engagement processes and strategies for larger public facility projects to include community members in identifying potential impacts, mitigation measures and community benefits.

**Policy 8.34. Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

**Policy 8.35. Natural systems.** Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

**Policy 8.36. Context-sensitive infrastructure.** Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

**Policy 8.38. Age-friendly public facilities.** Promote public facility designs that make Portland more age-friendly.

**239.Finding:** Policies 8.31 through 8.38 provide direction on the associated public benefits that should be considered in conjunction with investment in public facilities and services within the City of Portland's Urban Services Boundary. DOZA does not include new public facility or infrastructure projects, nor does it impact use regulations to provide public facilities and infrastructure. These policies do not apply.

## Public rights-of-way

**Policy 8.39. Interconnected network.** Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

**Policy 8.40. Transportation function.** Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

**Policy 8.41. Utility function.** Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

**Policy 8.42. Stormwater management function.** Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

**Policy 8.43. Trees in rights-of-way.** Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

**Policy 8.44. Community uses.** Allow community use of rights-of-way for purposes such as public gathering space, events, or temporary festivals, if the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

**Policy 8.45. Pedestrian amenities.** Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right-of-way.

**Policy 8.46. Commercial uses.** Accommodate allowable commercial uses of the rights-of-way for

enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way.

**Policy 8.47. Flexible design.** Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

**8.47.a.** Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.).

**Policy 8.48. Corridors and City Greenways.** Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

**Policy 8.49. Coordination.** Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

**8.49.a.** Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

**8.49.b.** Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

**Policy 8.50. Undergrounding.** Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

**Policy 8.51. Right-of-way vacations.** Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

**Policy 8.52. Rail rights-of-way.** Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

**240.Finding:** Policies 8.39 through 8.52 apply to new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. These facilities are generally regulated through other City codes, including Title 17 for right of way, sewer and stormwater, Title 21 for water and Title 11 for trees in the right-of-way. DOZA does not impact any regulations for the installation of public facility, uses, or infrastructure projects in the right-of-way, with the exception of bridges. In this case, the process for considering bridges within the Design overlay zone that have a span in excess of 100 feet is for the applicant to hold a design advice request with the Design Commission as part of the bridge planning and outreach process. While these policies generally don’t apply, DOZA provides guidelines and standards applicable to private development that will support the linkage of private pedestrian networks and plazas with public pedestrian and community amenities.

## Trails

**Policy 8.53. Public trails.** Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

**Policy 8.54. Trail system connectivity.** Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

**Policy 8.55. Trail coordination.** Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

**Policy 8.56. Trail diversity.** Allow a variety of trail types to reflect a trail’s transportation and recreation roles, requirements, and physical context.

**Policy 8.57. Public access requirements.** Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 — Future Public Trail Alignments.

**Policy 8.58. Trail and City Greenway coordination.** Coordinate the planning and improvement of trails as part of the City Greenways system.

**Policy 8.59. Trail and Habitat Corridor coordination.** Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors.

**Policy 8.60. Intertwine coordination.** Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland’s trail and active transportation network with the bi-state regional trail system.

**241.Finding:** These policies apply to designated trails. Designated trails can occur within sites that have the Design overlay zone, including along the Willamette River. DOZA includes new design standards and guidelines that both require the site to provide access to the trail, and in some cases require development to provide active spaces along trail frontages. Guideline 1 references character statements to aid in approval. The River Plan South Reach has included a character statement that addresses the relationship between development and the greenway trail. Related to this are standards C16 -C18 which address development along the Willamette Greenway trail. In addition, standards QR3, PR12 and PR16 acknowledge the relationships between development and a recreation trail. Guidelines 1 and 2 consider the river and recreational trails from a contextual basis while guidelines 4 and 6 consider the relationship of a trail from a public realm and livability standpoint. For these reasons, DOZA is consistent with these policies.

## Sanitary system

**Policy 8.61. Sewer connections.** Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

**Policy 8.62. Combined sewer overflows.** Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

**Policy 8.63. Sanitary sewer overflows.** Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

**Policy 8.64. Private sewage treatment systems.** Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained.

**Policy 8.65. Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

**Policy 8.66. Pollution prevention.** Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

**Policy 8.67. Treatment.** Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

**242.Finding:** Policies 8.61 through 8.67 to apply to the provision of sanitary sewer facilities. DOZA is not changing any regulations related to development and infrastructure capacity, nor does it impact any capital improvement projects related to sewer or sanitary systems. Policies 8.61 and 8.64 apply to development and private sewage treatment. Title 25, Plumbing Regulations apply at the time of development and would ensure sewer connections. Private sewage treatment systems are subject to existing regulations and are not altered by the changes in DOZA. The policies are not applicable to the DOZA changes.

## Stormwater Systems

**Policy 8.68. Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

**Policy 8.69. Stormwater as a resource.** Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.

**Policy 8.70. Natural systems.** Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

**Policy 8.71. Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

**Policy 8.72. Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

**Policy 8.73. On-site stormwater management.** Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

**Policy 8.74. Pollution prevention.** Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

**Policy 8.75. Stormwater partnerships.** Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

**243.Finding:** Policies 8.68 through 8.75 to apply to the provision of stormwater facilities. Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and



rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction.

Land use changes can impact the feasibility of implementing these policies if development is encouraged in places that constrain the types of facilities encouraged by these policies. In general, development feasibility may be constrained by the lack of storm or combined sewer pipes, the presence of soil that does not allow on-site stormwater infiltration, or lack of access to drainage ditches, rivers and streams.

In many cases, policies for stormwater are regulated through other Titles administered through the Bureau of Environmental Services. However, DOZA includes regulatory changes that are consistent with Policies 8.69 through 8.72. Specifically, DOZA includes provisions within the Citywide Design Guidelines and design standards to preserve and maintain natural features on the site such as trees, and undesignated wetlands or waterbodies, and to plant native landscaping on site to enhance the natural capacity of the land. Other green infrastructure such as ecoroofs and pervious paving are encouraged to reduce the impact of stormwater runoff.

## Flood management

**Policy 8.76. Flood management.** Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

**Policy 8.77. Floodplain management.** Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

**Policy 8.78. Flood management facilities.** Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

**Policy 8.79. Drainage district coordination.** Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

**Policy 8.80. Levee coordination.** Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

**244.Finding:** Policies 8.76 through 8.80 apply to the management of floodplains. These policies are generally met through the application of the City's Environmental, River, and Greenway overlay zones as well as through other City Titles. While DOZA does not impact the policies around flood management, DOZA provides guidance to preserve and maintain contextual natural features on site, such as native trees, unprotected wetlands and seeps through the application of the Citywide Design Guideline 3 and Standards C14 and C15. Therefore, DOZA is consistent with these policies.

## Water systems

**Policy 8.81. Primary supply source.** Protect the Bull Run watershed as the primary water supply source for Portland.

**Policy 8.82. Bull Run protection.** Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

**Policy 8.83. Secondary supply sources.** Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other

alternative water sources designated as secondary water supplies.

**Policy 8.84. Groundwater wellfield protection.** Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

**Policy 8.85. Water quality.** Maintain compliance with state and federal drinking water quality regulations.

**Policy 8.86. Storage.** Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

**Policy 8.87. Fire protection.** Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

**Policy 8.88. Water pressure.** Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

**Policy 8.89. Water efficiency.** Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

**Policy 8.90. Service interruptions.** Maintain and improve water facilities to limit interruptions in water service to customers.

**Policy 8.91. Outside user contracts.** Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

**245.Finding:** Policies 8.81 through 8.91 to apply to the provision of water service. Primarily these policies govern how the City manages its water system and are not applicable to development. Title 21 provides the regulations that govern the management of the City's water supply infrastructure and the provision of water to individual lots. The requirements for providing water service are reviewed during development proposals. DOZA does not impact current policies for the City's water infrastructure, and the regulatory changes of DOZA do not impact the development capacity within the city. These policies do not apply.

## Parks and recreation

**Policy 8.92. Acquisition, development, and maintenance.** Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

**Policy 8.93. Service equity.** Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

**Policy 8.94. Capital programming.** Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

**Policy 8.95. Park planning.** Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

**Policy 8.96. Recreational trails.** Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation's trail strategy.

**Policy 8.97. Natural resources.** Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

**Policy 8.98. Urban forest management.** Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation.

**Policy 8.99. Recreational facilities.** Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

**Policy 8.100. Self-sustaining Portland International Raceway (PIR).** Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

**Policy 8.101. Self-sustaining and inclusive golf facilities.** Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

**Policy 8.102. Specialized recreational facilities.** Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

**Policy 8.103. Public-private partnerships.** Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

**246.Finding:** Policies 8.92 through 8.103 primarily address City-owned parks and natural areas and not development on private land. DOZA does not change current parks and recreation programs. Therefore, most of these policies do not apply. DOZA is consistent with Policy 8.96 addressing trails and Policy 8.98 addressing the urban forest through the application of the new Citywide Guidelines and design standards which require connections between the development and developed trails and encourage the maintenance of existing strands of trees. Title 11 also addresses the urban forest canopy.

## Public safety and emergency response

**Policy 8.104. Emergency preparedness, response, and recovery coordination.** Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

**Policy 8.105. Emergency management facilities.** Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

**Policy 8.106. Police facilities.** Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

**Policy 8.107. Community safety centers.** Establish, coordinate, and co-locate public safety and other community services in centers.

**Policy 8.108. Fire facilities.** Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds

minimum established service levels.

**Policy 8.109. Mutual aid.** Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

**Policy 8.110. Community preparedness.** Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

**Policy 8.111. Continuity of operations.** Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

**247.Finding:** Policies 8.104 through 8.111 address the provision of public safety and emergency response services and not development on private land. DOZA does not impact the underlying zoning that determines where various public safety facilities can locate. DOZA does change the regulations that impact all development within the Design overlay zone including the development and alterations of public safety facilities. However, these facilities currently are subject to similar standards and DOZA does not add areas to the Design overlay zone, so the overall impact of the DOZA project is not significant on public safety facilities and is consistent with these policies.

## Solid waste management

**Policy 8.112. Waste management.** Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

**248.Finding:** This policy addresses the provision of waste management services and generally does not apply to development on private land. However, DOZA is consistent with this policy by including provisions in Guideline 9 and the standards (QR18) to use reclaimed or recycled materials.

## School facilities

**Policy 8.113. School district capacity.** Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

**Policy 8.114. Facilities Planning.** Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

**Policy 8.115. Co-location.** Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

**Policy 8.116. Community use.** Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

**Policy 8.117. Recreational use.** Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

**Policy 8.118. Schools as emergency aid centers.** Encourage the use of seismically-safe school facilities

as gathering and aid-distribution locations during natural disasters and other emergencies.

**Policy 8.119. Facility adaptability.** Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

**Policy 8.120. Leverage public investment.** Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

**Policy 8.121. School access.** Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

**Policy 8.122. Private institutions.** Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

**249.Finding:** Policies 8.115 through 8.122 address school facilities and school sites. DOZA does not change any development entitlements that could impact school capacity, nor does it change the base zone use allowances that could impact school siting or use. Some school facilities are located within the Design overlay zone, and so the changes within DOZA may change the type of review process within those areas and the discretionary criteria or design standards that could apply. However, as mentioned previously, changes to the threshold table for review have been simplified based upon building height and size instead of cost. Amendments made within the Design Review Chapter (33.825.035) clarify that discretionary approval cannot restrict the floor area or height allowed under the underlying zones, with the exception for height bonuses that are specifically granted through design review. This provides greater clarity for schools undergoing design review. The changes in DOZA are consistent with these policies.

## Technology and communications

**Policy 8.123. Technology and communication systems.** Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

**Policy 8.124. Equity, capacity, and reliability.** Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

**250.Finding:** Policies 8.123 and 8.124 address technology and communication services. Technology systems within the City of Portland are primarily handled by the Bureau of Technology Services (BTS). The Bureau of Technology Services is tasked with providing management, policy setting, strategic planning, and leadership in the use of computer, radio, and telecommunications technologies for the City. The Bureau of Technology Services is not subject to State comprehensive planning requirements to meet any specific service levels. The Citywide Systems Plan identifies opportunities for on-going maintenance and enhancements, an integrated decision-making process, along with financial strategies. All of which are outside the scope of DOZA and are not impacted by the amendments.

## Energy infrastructure

**Policy 8.125. Energy efficiency.** Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy

systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

**Policy 8.126. Coordination.** Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

**251.Finding:** DOZA does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure and do not affect coordination efforts. DOZA does include provisions within the Citywide Design Guidelines and the design standards to encourage energy efficiency measures such as using low-carbon concrete as a building materials and green building practices such as solar or reflective roof installations. With these measures, DOZA supports these City policies.

## Chapter 9 Transportation

**GOAL 9.A: Safety.** Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland’s transportation system.

**Goal 9.B: Multiple goals.** Portland’s transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

**GOAL 9.C: Great places.** Portland’s transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

**GOAL 9.D: Environmentally sustainable.** The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on private vehicles.

**GOAL 9.E: Equitable transportation.** The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

**GOAL 9.F: Positive health outcomes.** The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

**GOAL 9.G: Opportunities for prosperity.** The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland’s role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

**GOAL 9.H. Cost Effectiveness.** The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

**GOAL 9.I. Airport Futures.** Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region’s air transportation needs without compromising livability and quality of life for future generations.

**252.Finding:** The goals and the policies of Chapter 9 address transportation improvements, programming, funding priorities and maintenance and not development on private land. That said, there are several specific policies that address the intersection between land use and transportation, which are applicable to this ordinance. These policies are addressed individually below.

## Designing and planning

**Policy 9.1. Street design classifications.** Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

**Policy 9.2. Street policy classifications.** Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

**9.2.a.** Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

**9.2.b.** Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

**9.2.c.** Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

**Policy 9.3. Transportation System Plan.** Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

**Policy 9.4. Use of classifications.** Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

**9.4.a.** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

**253.Finding:** Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The amendments in DOZA do not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system or amend the Transportation System Plan (TSP). Development on parcels subject to the Design overlay zone will be required to meet the development standards in Title 17 and its implementing rules which are developed in accordance with the TSP.

**Policy 9.5. Mode share goals and Vehicle Miles Travelled (VMT) reduction.** Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan and meet or exceed Metro’s mode share and VMT targets.

**254.Finding:** The intent of Policy 9.5 is to reduce the share of single occupant motor vehicle trips through actions, investments, and plans that either encourage use of other modes, such as transit, bicycles or walking, or discourage the overall use of single occupant vehicles. DOZA is consistent with this Policy through several mechanisms discussed previously. These include guidelines and standards that encourage development to provide active ground floors and a physical relationship with the public sidewalks which make walking, bicycling and taking transit to the site convenient. Other provisions encourage the limitation of parking areas.

**Policy 9.6. Transportation strategy for people movement.** Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

**255.Finding:** This policy seeks to prioritize modes through street design considerations. DOZA does not propose new prioritizations or change implementation strategies relevant to this policy. However, as stated under Policy 9.5, DOZA includes guidelines and standards that encourage development to be designed around walking, bicycling and transit, which are the more active transportation modes favored above. This is done by encouraging ground floors oriented to sidewalks and public spaces and incorporating bicycle parking and transit waiting areas into the design. Therefore, this policy is met.

**Policy 9.7. Moving goods and delivering services.** In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

**Policy 9.8. Affordability.** Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

**Policy 9.9. Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.



**Policy 9.10. Geographic policies.** Adopt geographically specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

**256.Finding:** Policies 9.7 through 9.10 provide direction regarding planning for the transportation system. Generally, these policies address the design and planning of transportation facilities and not development on private land. These policies do not apply.

## Land use, development, and placemaking

**Policy 9.11. Land use and transportation coordination.** Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

**Policy 9.12. Growth strategy.** Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

**Policy 9.13. Development and street design.** Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

**257.Finding:** Policies 9.11 through 9.13 provide the mechanism to align the street design and policy classifications with the anticipated development design and growth. In general, DOZA does not impact these policies because it proposes no changes to the functional classification of any transportation facility or system. It also does not change the development entitlements. However, as stated above DOZA supports the Goals and Policies of Chapter 3, Urban Form and includes the implementation measures in the Citywide Design Guidelines and design standards to encourage buildings to orient to the street network in ways that encourage a symbiotic relationship between private sites and public streets within town and neighborhood centers and civic and neighborhood corridors. In addition, DOZA clarifies that new bridges with a span over 100-feet in length are required to go through a design advice request as part of their overall project planning and outreach. This public meeting is held with the Design Commission and can provide a discussion on the design of major transportation infrastructure.

## Streets as public spaces

**Policy 9.14. Streets for transportation and public spaces.** Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

**Policy 9.15. Repurposing street space.** Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

**Policy 9.16. Design with nature.** Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

**258.Finding:** Policies 9.14 through 9.16 apply to the design of public streets and encourage a contextual response to these streets. In general, DOZA provides regulatory guidance to site development and

not to public streets. However, DOZA is consistent with these policies by encouraging similar contextual review of features on private property and the relationship between the private property and the right of way, whether that right of way is a transit street in a center or a recreational trail. In the former, the new guidelines and standards encourage active commercial areas and plazas, and in the latter, it can include trail connection and landscaping treatments.

## Modal policies

**Policy 9.17. Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

**Policy 9.18. Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

**Policy 9.19. Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

**259.Finding:** Policies 9.17 through 9.19 are intended to establish and expand pedestrian networks to further increase pedestrian safety and make walking as the most attractive mode for short trips and to access public transportation. Generally, these policies apply to the network within the city's existing street network. However, development on individual sites can support these policies by providing the attractions on site in a way that encourages walking. DOZA supports these policies through implementing guidelines and standards that support pedestrian access to the developed sites. This includes nearly all the guidelines which call for improving the experience of the pedestrian in a development, as well as many of the design standards which consider the relationships for pedestrians within centers and corridors and between the public street and the private development.

**Policy 9.20. Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

**Policy 9.21. Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

**260.Finding:** Similar to the policies for pedestrians, policies 9.20 and 9.21 are intended to further establish bicycle transportation as a viable alternative to driving by developing bike networks and expanding rider safety. Similar to the finding for pedestrian networks, DOZA supports the development of an accessible bicycle transportation system by having development incorporate long-term and short-term bike parking within their plans to address the Citywide Design Guidelines and design standards.

**Policy 9.22. Public transportation.** Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

**Policy 9.23. Transportation to job centers.** Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

**Policy 9.24. Transit service.** In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a

week.

**Policy 9.25. Transit equity.** In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

**9.25.a.** Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

**Policy 9.26. Transit funding.** Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising Metro-wide funding to improve service and decrease user fees/fares.

**Policy 9.27. Transit service to centers and corridors.** Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

**9.27.a.** Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

**261.Finding:** Policies 9.22 through 9.27 address funding for the development and expansion of the public transit system and to create conditions so that public transit is more convenient. While DOZA does not impact transit system routes, transit funding or infrastructure improvements in the right-of-way, DOZA does support Policy 9.22 and 9.23 to develop commercial and mixed-use developments that encourage all forms of alternative transit. Similar to the findings for pedestrian and bicycle transportation, the guidelines and standards encourage development to orient toward the street and to provide amenities that benefit pedestrians and people transitioning from the private realm through the public realm, by encouraging plazas, weather protection and places to sit and rest.

**Policy 9.28. Intercity passenger service.** Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

**Policy 9.29. Regional trafficways and transitways.** Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

**262.Finding:** Policies 9.28 and 9.29 apply to transportation systems for intercity passenger service and regional highways and rights-of-way. DOZA does not impact these systems or plans and does not change the underlying development capacity that could impact regional trafficways, so these policies do not apply.

**Policy 9.30. Multimodal goods movement.** Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

**Policy 9.31. Economic development and industrial lands.** Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

**Policy 9.32. Multimodal system and hub.** Maintain Portland’s role as a multimodal hub for global and regional movement of goods. Enhance Portland’s network of multimodal freight corridors.

**Policy 9.33. Freight network.** Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

**Policy 9.34. Sustainable freight system.** Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

**Policy 9.35. Freight rail network.** Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

**263.Finding:** Policies 9.30 through 9.35 address the transportation network as it relates to the transport of freight goods and the role the city’s industrial lands plays in this transportation network. DOZA does not impact the freight network, nor does it impact development on prime industrial lands. These policies do not apply.

**Policy 9.36. Portland Harbor.** Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river dependent uses in Portland Harbor.

**9.36.a.** Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

**9.36.b.** Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

**9.36.c.** Support more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

**264.Finding:** Policy 9.36 addresses land within the Portland Harbor, generally recognized as the prime industrial lands along the North Willamette and Columbia Rivers. DOZA does not impact prime industrial lands, so this policy does not apply.

**Policy 9.37. Portland Heliport.** Maintain Portland’s Heliport functionality in the Central City.

**265.Finding:** The Comprehensive Plan defines maintain as to keep what you have, preserve. While DOZA makes some changes to the design review thresholds and exemptions, it does not change the underlying use allowances related to heliports, nor does it change the approval criteria that are used for reviews within the Central City. Therefore, this policy does not apply.

**Policy 9.38. Automobile transportation.** Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

**266.Finding:** The changes in DOZA do not impact the overall intensity of floor area or housing allowed by the base zones which could impact vehicle miles traveled. While DOZA does not create any prohibitions on automobile access into a development, the changes do include guidelines and

standards that can encourage development to orient their active spaces and plazas to alternative modes of transportation such as walking and bicycling, while encouraging development to de-emphasize automobile parking on the site.

**Policy 9.39. Automobile efficiency.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

**267.Finding:** DOZA includes guidelines and standards that encourage development to orient their active spaces and plaza to alternative modes of transportation, while encouraging development to de-emphasize automobile parking on the site. However, DOZA does not create any prohibitions on automobile access onto a site, and does not limit using vehicle areas for electric vehicle charging or car share. DOZA supports other Comprehensive Plan policies regarding automobile access and the urban form, and is consistent with this policy.

**Policy 9.40. Emergency response.** Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

**268.Findings:** DOZA does not impact the street network or regulations related to emergency response streets, so this policy doesn't apply.

## Airport Futures

**Policy 9.41. Portland International Airport.** Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

**Policy 9.42. Airport regulations.** Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District.

**9.42.a.** Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process.

**9.42.b.** Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

**9.42.c.** Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

**Policy 9.43. Airport partnerships.** Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. Support an ongoing public advisory committee for PDX to:

**9.43.a.** Support meaningful and collaborative public dialogue and engagement on airport related planning and development.

**9.43.b.** Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region.

**9.43.c.** Raise public knowledge about PDX and impacted communities.

**Policy 9.44. Airport investments.** Ensure that new development and redevelopment of airport facilities supports the City’s and the Port’s sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration’s airport design criteria.

**269.Finding:** Policies 9.41 through 9.44 provide policy direction related to Portland International Airport and the Portland International Airport plan district DOZA does not impact the regulations for the airport. These lands do not contain the Design overlay zone, so DOZA does not apply.

## System management

**Policy 9.45. System Management.** Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

**9.45.a.** Support regional equity measures for transportation system evaluation.

**Policy 9.46. Traffic management.** Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

**9.46.a.** Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

**Policy 9.47. Connectivity.** Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

**9.47.a.** Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

**9.47.b.** As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.c.** Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.d.** Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

**9.47.e** Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where

prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

**Policy 9.48 Technology.** Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

**270.Finding:** Policies 9.45 through 9.48 address the system-wide management of the City's transportation system. DOZA does not address specific traffic improvements nor make changes to the city's Transportation Systems Plan (TSP). Policy 9.48 focuses on vehicle and parking technology, but the focus is on the city's transportation network and not on private development. DOZA does not apply to the management of the network. These policies do not apply.

**Policy 9.49 Performance measures.** Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

**9.49.a.** Eliminate deaths and serious injuries for all who share Portland streets by 2025.

**9.49.b.** Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

**9.49.c.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

**9.49.d.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas.

**9.49.e.** By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

**9.49.f.** By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

**9.49.g.** By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

**9.49.h.** By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

**9.49.i.** Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

**9.49.j.** Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

**9.49.k.** Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

**9.49.l.** In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.



<b>Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards</b>			
Location	Standards		
	Mid-Day One-Hour Peak *	PM 2-Hour Peak *	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

**9.49.m.** Develop performance measures to track progress in creating and maintaining the transportation system.

**271.Finding:** The Transportation Systems Plan (TSP) established multimodal performance measures and measures of system completeness. DOZA does not propose changes to these measures or action plans. However, DOZA includes new Citywide Design Guidelines and design standards that apply to development in many of the new centers and corridors anticipated for growth. These guidelines and standards encourage development that is more amenable to active transportation modes such as walking, bicycling or taking transit. In this sense, DOZA supports the mode share goals of the TSP by increasing the convenience of these modes by residents, tenants and customers of a development.

**Policy 9.50 Regional congestion management.** Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

**9.50.a.** Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

**272.Finding:** This policy provides guidance for local coordination of congestion management with Metro standards. DOZA does not impact these plans so it does not apply.

**Policy 9.51. Multimodal Mixed-Use Area.** Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

**273.Finding:** While DOZA changes and simplifies the range of review thresholds for design review within the Central City it does not change any approval criteria for projects in the Central City and the regulatory changes made in the Central City plan district are technical clarifications to match up references. This policy does not apply.

## Transportation Demand Management

**Policy 9.52. Outreach.** Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

**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. Projects and programs.** Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

**274.Finding:** Policies 9.52 through 9.54 provide direction regarding transportation demand management. The City has created TDM financial incentive programs to apply to larger developments (10 or more units). TDM also includes outreach programs such as Smart Trips and Safe-Routes to School. DOZA does not change any of these programs, nor does it change the thresholds that would apply to new development. These programs will apply regardless if the project uses objective design standards or goes through design review, and this has not changed. DOZA's new guidelines do include site and building design measures that may also encourage residents, tenants and visitors to use active transportation modes. However, in general these policies do not apply.

## Parking management

**Policy 9.55. 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.

**275.Finding:** Policy 9.55 requires considering ways to shift mode share from vehicles to other active modes of transportation such as pedestrian, bicycle and transit modes by managing parking demand and supply. As stated elsewhere in this document DOZA uses the updated Citywide Design Guidelines and design standards to encourage buildings to orient to the public realm where these other active modes occur and to either limit the amount of vehicle parking on site or to integrate and minimize the impact of parking on site. As a result, DOZA is consistent with this policy.

**Policy 9.56. Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

**Policy 9.57. 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.

**276.Finding:** Policies 9.56 and 9.57 apply to the parking and curb/sidewalk areas within the public right-of-way. While DOZA includes guidelines and standards to encourage developments to orient to the public space known as the curb zone, the amendments do not impact the regulations that apply to the public right of way. Therefore, these policies do not apply.

**Policy 9.58. 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 9.59. Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

**277.Finding:** Policies 9.58 and 9.59 encourage development to limit the amount of land dedicated to new parking spaces, or in cases where new parking is provided, to allow that parking area to have multiple uses. DOZA supports these policies through the Citywide Design Guidelines and design standards. Several guidelines encourage active uses along the street such as storefronts, plazas and places to interact. Guideline 6 encourages integrating parking in a way to accommodate multiple functions and to minimize negative effects on the public realm. Standards encourage limiting the number of parking spaces (PR18) and considering pervious materials (PR17).

**Policy 9.60. 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.

**278.Finding:** Policy 9.60 focuses on the management of parking spaces and discouraging subsidies such as free parking. While DOZA includes regulations that encourage limiting the parking supply, it does not impact the management of providing parking to tenants or residents. This standard does not apply.

**Policy 9.61. Bicycle parking.** Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

**279.Finding:** This policy requires regulatory projects to consider ways to encourage new bicycle facilities. The bicycle parking regulations were recently updated effective March 1, 2020. While DOZA does not amend any regulations adopted through this recent update, it is consistent with this policy by addressing ways to encourage providing long- and short-term bicycle parking on a site such that the parking is convenient, but does not detract from the public realm. This includes Guideline 6 and standard PR8, but also includes a new exemption from design review for sites that are upgrading their bicycle parking on site.

## Finance, programs, and coordination

**Policy 9.62. Coordination.** Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

**280.Finding:** This policy addresses the planning, funding and design of the City's transportation system. DOZA does not impact these programs. This policy does not apply.

**Policy 9.63. New development impacts.** Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

**281.Finding:** This policy requires projects to consider the impact of development on the transportation system, and to consider strategies to reduce the impact. While DOZA includes provisions to encourage development to design for pedestrians and other active modes, it does not change the development entitlements of the underlying property. Additional programs such as the requirement for Transportation Demand Management (TDM) apply to new development of over 10 dwelling units. DOZA is consistent with this policy.

**Policy 9.64. Education and encouragement.** Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

**Policy 9.65. Telecommuting.** Promote telecommuting and the use of communications technology to reduce travel demand.

**Policy 9.66. Project and program selection criteria.** Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

**Policy 9.67. Funding.** Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

**282.Finding:** Policies 9.64 through 9.67 address the planning, funding and design of the City's transportation system. DOZA does not impact these programs. These policies do not apply.

## Connected and Automated Vehicles

**Policy 9.68 New mobility priorities and outcomes.** Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

**9.68.a.** Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public-at-large by providers of new mobility vehicles and services.

**9.68.b.** Ensure that new mobility vehicles and services improve active transportation and shared

ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland's transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency; and
4. supporting and encouraging use of public transportation.

**9.68.c.** Cut vehicle carbon pollution by reducing low occupancy “empty miles” traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

**9.68.d.** Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.

**9.68.e** Identify, prevent, and mitigate potential adverse impacts from new mobility vehicles and services.

**Policy 9.69 New mobility tools.** Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

**9.69.a.** Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

**9.69.b.** Design and manage the mobility zone, curb/flex zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

**9.69.c.** Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services.

**9.69.d.** Develop sustainable user-pays funding mechanisms to support new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

**9.69.e.** Ensure that new mobility vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a

tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

**283.Finding:** Policies 9.68 and 9.69 address the management of automated vehicles and not development on private land. These policies do not apply.

## Chapter 10: 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.

**284.Finding:** DOZA mostly amends the Zoning Code, but also makes some amendments to the Zoning Map, specifically to remove the Design overlay zone from single dwelling zones that may had the overlay applied as part of previous projects. The amendments to the Purpose Statement, discussed further below are based specifically upon the new language provided in Goals 3 and 4 of the Comprehensive Plan. This chapter includes the land use designation descriptions, and policies related to amending the zoning code and maps. The findings below describe how the EOAH project is consistent with this goal.

### Land use designations

**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.

**285.Finding:** DOZA does not make any changes to the base, land use designations within the City. These designations were recently updated through the Comprehensive Plan update and subsequent legislative projects, and were not reviewed with DOZA. This policy does not apply.

### The Zoning Map and the Zoning Code

**Policy 10.2. Relationship of land use designations to base zones.** Apply a base zone to all land and water within the City's urban services boundary. The base zone applied must either be a zone that corresponds to the land use designation or be a zone that does not correspond but is allowed per Figure 10-1 — Corresponding and Less-Intense Zones for Each Plan Map Designation. In some situations, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone (listed in Figure 10-1) may be applied. When a land use designation is amended, the zone may also have to be changed to a corresponding zone or a zone that does not correspond but is allowed.

**286.Finding:** DOZA does not make any changes to the base zone designations within the City. These designations were recently updated through the Comprehensive Plan update and subsequent legislative projects and were not reviewed with DOZA. This policy does not apply.

### Policy 10.3. Amending the Zoning Map.

**10.3.a.** Amending a base zone may be done legislatively or quasi-judicially.

**10.3.b.** When amending a base zone quasi-judicially, the amendment must be to a corresponding zone (*see Figure 10-1 — Corresponding and Allowed Zones for Each Land Use*

*Designation*). When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

**10.3.c.** When amending a base zone legislatively, the amendment may be to a corresponding zone or to a zone that does not correspond but is allowed (*see Figure 10-1 — Corresponding and Allowed Zones for each Land Use Designation for zones that are allowed*). A legislative Zoning Map amendment may not be to a zone that is not allowed.

**10.3.d.** An amendment to a base zone consistent with the land use designation must be approved when it is found that current public services can support the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

**10.3.e.** An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

**287.Finding:** Policy 10.3 provides the direction amending the base zones, overlay zones or a plan district boundary on the zoning map. DOZA does not make any amendments to the base zones or to a plan district boundary. DOZA does remove the Design overlay zone from areas with R5 or R2.5 zones, with the exception of the area within the Terwilliger design district. In general, the Design overlay zone had been added to some of these areas such as the Sellwood-Moreland and Hillsdale areas at a time when the base zones contained no design standards regulating development such as attached houses. The Design overlay zone was added when the base zone was changed from R5 to R2.5, chiefly to address the design of attached houses and the concern that their façade would be dominated by garages. Over the past 20 plus years, several design standards have been incorporated into the base zones to ensure that houses and attached houses minimize their garage frontage, provide visible entrances and windows facing the street. These base zone changes have addressed the initial concerns that led to the Design overlay zone in these situations. With the expansion of the Design overlay into higher growth areas and the changes to the regulations to address the larger-scale development, the removal of the Design overlay zone is consistent with this policy. An additional property in Gateway that has the overlay removed is R5 property for Floyd Light Middle School. This school is a conditional use in that zone and subject to conditional use review requirements for expansion. These reviews include criteria to address the scale and relationship to surrounding residential areas. Most other schools in the single dwelling zones are not subject to the Design overlay zone, so this removal is consistent with this policy.

**Policy 10.4. Amending the Zoning Code.** Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

**10.4.a.** Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.

- Maintain Portland’s competitiveness with other jurisdictions as a location in which to live, invest, and do business.

**10.4.b.** Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

**10.4.c.** Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

**288.Finding:** The Zoning Code amendments included in DOZA are found in the Recommended Draft report. As shown in that report, they are presented in as clear and objective way to ensure the intended users will be able understand and utilize the Zoning Code as it applies to their development proposals, land use, and properties, consistent with Comprehensive Plan Policy 10.4.

Specifically, the regulatory changes in DOZA are intended to update the zoning regulations of the Design overlay zone to align with the 2018 rewrite of the Comprehensive Plan, while simplifying and streamlining many of the regulations and processes that have been added to the Design overlay zone chapter (33.420) and Design Review zoning code chapter (33.825) over the years. The list of exemptions to the chapter have been simplified and grouped into similar topic areas. The current multi-page list dictating the type of Design Review required in various parts of the city has been simplified to contain one set of thresholds within the Central City plan district and another set of thresholds elsewhere in the city.

The update included developing a new set of clear and objective design standards to replace the existing Community Design Standards. These standards provide flexibility for applicants to choose the design standards that work best with their project while still maintaining the purpose of the Design overlay zone.

## Part IV. Area-Specific Plans

As required by 2035 Comprehensive Plan Policy 1.19, the following area-specific plan provides additional policy direction that is relevant within the policy framework provided by the overall Comprehensive Plan. The following three plans were analyzed for policies related to the application of the Design overlay zone. In addition, the neighborhood plans that made up these area plans were also reviewed:

Albina Community Plan (Ordinances 166786 and 167054, effective 1993)

Outer Southeast Community Plan (Ordinance 169763, effective 1996)

Southwest Community Plan Vision, Policies and Objectives (Ordinance 174667, effective 2000)



Other area, center and neighborhood plans are reviewed when they involve consideration of the Design overlay zone.

## **ALBINA COMMUNITY PLAN (1993)**

The following policies related to the Albina Community Plan are applicable to the DOZA project, especially since the Albina Community Plan resulted in application of the Design overlay zone in several areas. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Albina are located immediately after the Albina Community Plan findings.

### **Policy Area I: Land Use**

#### **Policy A: General Land Use**

Encourage residential, recreational, economic and institutional developments that reinforce Plan Area neighborhoods; increase the attractiveness of Albina to residents, institutions, businesses, and visitors; and create a land use pattern that will reduce dependence on the automobile.

**289.Finding:** DOZA only impacts the plan area within the application of the Design overlay zone. This overlay generally applies to some of the main corridors of the plan area and to areas with higher density residential zoning. The Comprehensive Plan update reviewed the zoning in these areas. In some cases, it added the Design overlay to corridors as part of the mixed-use zoning project, while in others the Design overlay was removed as part of the Institutions project. DOZA is not changing the zoning map with the following exception. A small portion of R2.5 zone in the North Interstate plan district is having the Design overlay removed. This is addressed below. For the mixed use corridors and higher density residential zones, DOZA updates the objective standards and discretionary guidelines that apply to conform with the new goals and objectives of the Comprehensive Plan update as well as to encourage a land use pattern that orients to the pedestrian and active transit options. Several standards and guidelines encourage active spaces along corridors as well as to provide public spaces. Spaces dedicated to the automobile are encouraged to be minimized and screened.

#### **Policy B: Livable Neighborhoods**

Protect and improve the livability of the residential neighborhoods within the Albina Community. Direct new development activity to those areas that have experienced or are experiencing a loss of housing. Ensure the compatibility of new development with nearby housing. Foster the development of complete neighborhoods that have service and retail businesses located within or conveniently near to them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.

**Objective 1.** Encourage the reestablishment of neighborhood-oriented service and retail businesses. Recognize the economic interrelationship between jobs, services and residential density by supporting commercial areas with new housing at nearby locations.

**Objective 3.** Review new infill development to ensure that it reinforces the neighborhood's positive characteristics.

**290.Finding.** DOZA includes a new set of Citywide Design Guidelines and objective design standards which will apply to non-historic areas within the Albina plan area that contain the Design overlay zone. These guidelines and standards replace the current Community Design Guidelines and Community Design Standards. However, they maintain many of the policies of the current regulations by having guidelines and standards that build on a neighborhoods context, enhancing the relationship between new development and the public realm, and requiring the use of quality

materials while encouraging using newer green building principles. These guidelines and standards encourage ground floors with active spaces that can be used for neighborhood serving businesses and services or for residential amenities. Several of these guidelines and standards are very similar to current ones in Albina. Guideline #1 also references existing adopted plans in determining the character and local identity of an area. While several standards address the relationship with the civic and neighborhood corridors, standard C2 and PR10 encourage buildings to break up their facades and provide residential access on side streets. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

In general, DOZA does not change the areas that contain the Design overlay, with the exception of an area of R2.5 zoning that is also located within the North Interstate plan district. The application of the Design overlay zone was intended to limit the garage dominance of row houses that would be allowed in the zone. More recent changes to the base zones have minimized this impact and the application of the Design overlay would have little impact to smaller scalar residential development such as row houses. DOZA is consistent with these objectives and policies.

**Policy C: A Pattern of Green.**

Enhance the Albina area with attractive and well maintained parks and open spaces. Ensure that open space and recreation facilities in the Albina Community meet the needs of present and future residents. Develop green links between Albina’s parks and recreational facilities, its residential areas, a City-wide system of green spaces and nearby natural areas.

**291.Finding:** DOZA does not change any base zones related to parks and open space, nor does it change city systems plans regarding public parks and open spaces. DOZA is consistent with this policy by including guidelines and standards that encourage private development to include plazas or open spaces for the public use or for the use of residents and tenants. Guidelines and standards also encourage the preservation of trees and use of native plantings which can augment the public system of green spaces.

**Policy D:**

Foster development of distinct, well-anchored commercial, institutional and industrial nodes and centers that serve the needs of the community, attract shoppers from throughout the region and take advantage of the close proximity of the district to the Central City, Oregon Convention Center and Columbia Corridor. Support the expanding and new industrial firms that provide family wage jobs to Albina Community residents. Protect residential neighborhoods from negative impacts associated with commercial, institutional and/or industrial growth.

**292.Finding:** DOZA does not impact the existing base zones that allocate the development of different uses through the Albina plan district, nor does it impact where these zones are mapped. DOZA also does not amend any policies or maps that relate to redevelopment areas within the Albina Community Plan. As mentioned above, the base zones and some overlay zones were amended with the Comprehensive Plan update, and DOZA aligns the Design overlay zone regulations to be consistent with the Comprehensive Plan update. However, DOZA is consistent with this policy by including guidelines and standards that encourage active uses on the ground floor of buildings and requires those buildings to orient to the public realm. Guidelines and standard also include provisions such as Guideline 2 to create positive relationships with surroundings, and standard PR 9 which encourages commercial entries to locate away from lower density residential zones to reduce negative impacts of the entrance.

**Policy E**

Focus new development at locations along transportation corridors that offer opportunities for transit supportive developments and foster the creation of good environments for pedestrians in these areas.

**293.Finding:** While DOZA does not change the zoning map or allowed development within zones in the Albina plan area, it does include new guidelines and standards that encourage development to orient towards the public realm, provide active ground floor spaces, and encourages the provision of publicly accessible plazas and environments inclusive to all who visit. Several guidelines and standards focus on the neighborhood and civic corridors that often provide the active transportation options.

**Policy III: Business Growth and Development**

**Policy A: Business Investment and Development.** Build a sustainable and robust economic activity and employment base in the Albina Community. Use public policies and resources to capture and direct the benefits of growth in community institutions and Albina Impact Area industries to Albina Community enterprises and households. Improve the competitive position and performance of the community's retail and service sectors. Maintain the public infrastructure necessary to support the expansion of economic activities and employment.

**Policy B: Commercial, Institutional and Employment Centers.** Recruit, retain, and encourage expansion of economic activities and institutions which enhance neighborhood livability. Conserve community assets and resources. Use public programs and resources to encourage more efficient design and utilization in the Albina Community's commercial, institutional and industrial centers.

**294.Finding:** These policies direct city programs to increase investment opportunities and growth within Albina and to foster community and other institutions which enhance livability. While DOZA does not impact these programs, it is consistent with these policies by including standards and guidelines to encourage active uses on the ground floor and to partner with Prosper Portland to incentivize affordable commercial space, which aid entrepreneurial and startup businesses. The new provisions in DOZA, which apply within the Design overlay, are intended to work with the updated commercial/mixed use zones and new overlay zones such as the Centers Main Street overlay zone to create viable economic areas within the Albina plan area.

**Policy V: Housing.** Increase housing opportunities for current and future residents of the Albina Community by preserving and rehabilitating the existing housing stock, constructing appropriate infill housing in residential neighborhoods and building higher density housing near business centers and major transit routes. Stimulate new housing investment by emphasizing the Albina Community's central location, established public services, and quality housing stock.

**Objective 4:** Preserve and encourage the rehabilitation of existing sound housing, especially rental housing.

**295.Finding:** While DOZA does not affect the base zoning allowances that dictate the size and scale of new development in the Albina plan area, the project is consistent with this policy by removing the regulatory requirements of the Design overlay from smaller scale residential development or remodels. DOZA exempts residential projects consisting of up to 4 units and a maximum height of 35-feet. This can allow existing housing stock to be rehabilitated or expanded without triggering additional design standards or a design review.

**Policy Area IX: Community Image and Character**

**Policy A: Arts and Culture.** Encourage private and public organizations to participate in activities and actions that create a sense of identity and community among those living and working in the Albina

Community. Promote the importance of art as a means for community pride, involvement and revitalization.

**296.Finding:** This policy encourages development to use art as a way to create identity and pride. Objective 7 also promotes the rehabilitation of existing underutilized cultural centers and other structures with a history of community gathering. DOZA supports this policy through the new Citywide Design Guidelines and design standards that encourage the provision of public art, murals, or water features as a part of a development proposal within the Design overlay zone. Standards PR21 and PR22 encourage public art and water features. Guidelines support art as a way to increase livability. Guidelines and standards also provide avenues to rehabilitate existing structures and to consider the social context of significant sites.

**Policy B: Urban Design.** Improve the physical appearance of Albina. Enhance the desirable and distinctive characteristics of the Albina Community and its individual residential, commercial and employment districts. Strengthen visual and physical connections to the rest of the city. Mark transitions into neighborhoods and districts. Create a safe and pleasant environment for pedestrians. Strengthen the pattern of green that exists throughout the Albina Community.

**297.Finding:** DOZA updates the regulations that apply to the Design overlay zone within the Albina plan area. The new standards include regulations which provide incentives for considering the context of the area such as adjacent historic buildings. It also provides incentives for remodeling and expanding existing older buildings instead of building new. This can improve the physical appearance of the Albina area while keeping elements of an area's individual past. The new Citywide Guidelines also address the context of an area and site through Guidelines 1 through 3. The standards and guidelines related to the public realm help to create physical connections between the development and the adjacent street network. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the "m" overlay that encourage the use of ground floor and design features representative of older main street areas.

**Policy C: Historic Preservation.** Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

**298.Finding:** DOZA changes the regulations that apply to the Design overlay zone. There are a different set of regulations and process that apply to the city's formal historic landmarks and districts. However, these historic areas are sometimes contained within larger areas that are subject to the Design overlay zone. As mentioned under Policy B, DOZA includes new guidelines and standards that consider the context of an area and provide incentives for remodeling existing older buildings even if they are not formally historically designated. DOZAs guidelines and standards also include additional provisions when new development is located adjacent to historic buildings. These guidelines and standards provide opportunities for new development to build on the features of the adjacent landmark. With these provisions, DOZA is consistent with this policy.

**Policy X: Environmental Values.** Maintain a strong commitment to preserving and improving the environment within the community and its neighborhoods, including air, water, and soil quality and related natural values.

**Objective 8.** Encourage ecologically and socially responsive development activities through use of public incentives and resources.

**299.Finding:** The new guidelines and standards developed through DOZA include several provisions to preserve and enhance natural area and mature trees. As standards, these provisions incentivize incorporating these natural features through the allocation of points for a development. As

guidelines, they are part of the discretionary criteria for consideration of project approval. These guidelines and standards encourage acknowledging the physical and social history in an area through the provision of historical plaques or understanding the social context of the area.

## **NEIGHBORHOOD PLANS ASSOCIATED WITH ALBINA COMMUNITY PLAN (1993)**

The following neighborhood plans include urban design proposals that are impacted by changes to the Design overlay zone.

### **Arbor Lodge Neighborhood Plan (1993)**

**Policy 7. Commercial Development.** Support and promote commercial development along the neighborhood's major arterials.

**Objective 2.** Ensure that commercial development is compatible with its immediate surroundings.

**Objective 3.** Promote N Lombard Street and N Interstate Avenue as the major streets for commercial development in the neighborhood.

**300.Finding:** Within the Arbor Lodge neighborhood, the Design overlay zone is concentrated along N Interstate Avenue and a portion of N Lombard Street near Interstate. DOZA includes updates to the existing guidelines and standards. These standards and guidelines encourage development with active uses on the ground floor of buildings and requires those buildings to orient to the public realm. Guidelines and standards also include provisions such as Guideline 2 to create positive relationships with surroundings, standards PR3 and 4 which encourage buildings to include ground floor commercial space and make it affordable, and standard PR 9 which encourages commercial entries to locate away from lower density residential zones to reduce negative impacts of the entrance.

### **Boise Neighborhood Plan (1993)**

**Policy III. Neighborhood Maintenance and Image.** Improve Boise Neighborhood's appearance and livability by maintaining residential commercial and industrial properties. Encourage compatible infill development of vacant land by improving the image of the neighborhood and marketing development opportunities in Boise.

**Policy IV. Urban Design/ Historic Preservation/ Land Use.** Enhance the historic character and distinctive physical features of the Boise Neighborhood.

**301.Finding:** Areas within the Boise Neighborhood Plan that are subject to the rules of the Design overlay zone include the Vancouver/Williams corridors and N Mississippi Avenue outside of the conservation district. While DOZA does not change the underlying zoning or development allowances, it does provide new tools for reviewing projects within the neighborhood. The new Citywide Design Guidelines and design standards include incentives to build on the context of an area including considering elements of historic buildings or resources located adjacent or across the street through the context guidelines and standards. They also encourage development to orient to the public realm and protect the pedestrian which can lead to an improved experience in the neighborhood. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the "m" overlay that encourage the use of ground floor and design features representative of older main street areas.

### **Concordia Neighborhood Plan (1993)**

**Policy 7. Design.** Reinforce the identity and character of the Concordia Neighborhood. Use design features in building rehabilitation and new construction which enhance neighborhood attractiveness

and livability. Design streetscapes and site layouts to promote safety and encourage pedestrian use of the streets.

**Objective 2.** Support the use of the Ten Essentials design guidelines to promote compatible residential rehabilitation and design (located within document)

**Objective 3.** Encourage the revitalization of the NE Alberta and NE 42<sup>nd</sup> Avenue Project areas. Support new construction and development which is compatible with existing neighborhood architecture and styles.

**Objective 4.** Reinforce the identity of the Concordia Neighborhood through the construction of gateways and public art which reinforce area focal points.

**302.Finding:** Areas within the Concordia Neighborhood that are subject to the rules of the Design overlay zone include a mixed-use node at 33<sup>rd</sup> and Killingsworth and a portion of NE Alberta. The guidelines referred to under Objective 2 are voluntary and focus on the development of new residential housing. The new guidelines and standards implemented through DOZA supersede the existing Community Design Guidelines and Community Design Standards. The new guidelines and standards provide opportunities to encourage revitalization of existing buildings through special standards while encouraging new development to include public art or murals. The contextual guidelines and standards include provisions to consider incorporating architectural elements of historic buildings into adjacent new development. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas. For this reason, DOZA is consistent with these policy objectives.

### **Eliot Neighborhood Plan (1993)**

**Policy 1. Historic Conservation and Urban Design.** Retain and strengthen a sense of neighborhood history in Eliot through preservation and restoration of historic structures and other measures.

**303.Finding:** This policy provides guidance to recognize and preserve the historic character of Eliot. In general, this has been done by developing the Eliot Conservation District as part of the Albina Plan. This district applies the regulations of the historic resource overlay instead of the Design overlay. Outside of this area, DOZA is consistent with the policy by applying new design standards and guidelines that encourage new development to build off of the historic context. This includes new standards C7 – C9 which can apply when new development is adjacent to a historic building. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

**Policy 9. Martin Luther King Jr. Boulevard.** Recognize that Martin Luther King Jr. Boulevard has been the “Main Street” for the Eliot Neighborhood and the Albina Community by encouraging concentrations of commercial activity at major intersections. Maintain the clear boundaries that were presented in the Comprehensive Plan and adopted, in 1993, through the Albina Community Plan between intense development (employment, commercial and/or housing) and lower density residential property to preserve the area’s carefully thought-out balance of uses and to buffer the impacts of intense development.

**Policy 12. Seventh Avenue Ribbon.** Encourage the growth of business, mixed use and urban higher density residential development activities along Martin Luther King Jr. Boulevard while emphasizing a lower density pattern of infill development east of the King Boulevard corridor.

**304.Finding:** DOZA does not impact the base zoning or development allowances within these areas. Only one developed site on NE 7<sup>th</sup> includes a Design overlay. DOZA is consistent with these policies by updating the guidelines and standards to recognize the Urban Design Framework of the Comprehensive Plan update addressing development on different intensities of commercial corridors. Since Martin Luther King Jr. Boulevard is considered a civic corridor, the new guidelines and standards encourage development that fosters the pedestrian and those using active transportation. The guideline overview references corridors and applies guidance with Guideline #1. For corridors there are standards such as increased ground floor height (PR11 & 12) and limitations on some materials (Table 420-3).

### **Humboldt Neighborhood Plan (1993)**

**Policy 5. Urban Design and Historic Conservation.** Maintain a link between Humboldt’s historic past and the present through the preservation of its historic development patterns and structures and through the promotion of architectural compatibility and excellence.

**Policy 8. Land Use.** Promote land use compatibility and efficiency in the Humboldt Neighborhood through strong citizen involvement.

**305.Finding:** Much of the area within the Humboldt Neighborhood Plan that includes the Design overlay zone is also within the Mississippi and Piedmont Conservation areas, so the regulations of the Historic Resource overlay zones would apply instead. However, there are some mixed-use zones outside of the conservation areas that contain the Design overlay zone. For locations that are adjacent to the historic areas, DOZA is consistent with the policy by applying new design standards and guidelines that encourage new development to build off of the historic context. This includes new standards C7 – C9 which can apply when new development is adjacent to a historic building. Within other smaller mixed-use nodes, the new guidelines and standards follow the updated purpose to build on an area context, contribute to the public realm and promote quality and long-term resilience. The guidelines and standards encourage taller ground floors and commercial uses which lead to active use of the ground floor at the commercial nodes. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

### **Kenton Downtown Plan (2001) amending the Kenton Neighborhood Plan (1993)**

**Policy 6. Historic and Natural Resources.** Increase awareness of Kenton’s historical and natural resources through the establishment of a Kenton Historic District and an Urban Wildlife Habitat Corridor. Use these resources as focal points of Kenton pride and revitalization.

**Policy 7. Public Safety and Neighborhood Livability.** Create sense of community among Kenton neighbors and ensure a safe, pleasant place to live, work, and play.

**Objective 3.** Enhance the attractiveness of Kenton’s residential and commercial areas.

**Objective 6.** Create a safe environment for pedestrians, with special attention given to the needs of seniors and children.

**306.Finding:** Most of the area within the Kenton Neighborhood Plan containing a Design overlay also is within either the Kenton Historic or Kenton Conservation District and so are subject to the regulations of the Historic Resource overlay zone instead of the Design overlay zone. However, some areas within the plan area on N Argyle Street are outside of the historic areas. The changes proposed by DOZA are consistent with these policies because they provide opportunities for sites adjacent or across from historic buildings to provide contextual elements within the new

development. The new guidelines and standards also encourage pedestrian elements such as benches, plazas and waiting areas to gain approval through meeting standards or guidelines.

### **King Neighborhood Plan (1993)**

**Policy 1. Urban Design.** Create a safe, attractive, livable neighborhood that has distinct and enriching character.

**Objective 1.** Promote building designs that ensure crime prevention through environmental design and protect streets, open spaces, and architectural integrity of the neighborhood.

**Objective 4.** Encourage developers to consider and conform to design standards for new developments in the King Neighborhood.

**Policy 5. Art and Culture.** Enhance the cultural and ethnic diversity of inner-Northeast Portland by creating opportunities to promote multicultural art and entertainment.

**Objective 2.** Promote the display and purchase of public art.

**307.Finding:** The Design overlay within the King Neighborhood Plan is focused on the NE Martin Luther King Jr. Boulevard corridor and portion of Killingsworth and Alberta Streets that intersect with MLK. The new Citywide Design Guidelines and objective design standards replace the existing Community Design Guidelines and Community Design Standards. Non-exempt development will need to meet the new standards as part of their permit review or meet the guidelines through a design review. Both the guidelines and standards encourage development to orient to the public realm by encouraging ground floors with active spaces and increased windows and weather protection along the public realm that provides natural surveillance. Several of these guidelines and standards are very similar to current ones in Albina. Guideline #1 also references existing adopted plans in determining the character and local identity of an area. Guidelines #4 and 5 and Standard PR 21 also encourage the provision of public art as part of a development proposal. The changes in DOZA are consistent with these policies and objectives.

### **Piedmont Neighborhood Plan (1993)**

**Policy 6. Business Growth & Development.** Stimulate business growth in the Piedmont Neighborhood that provides services and job opportunities for neighborhood residents with minimum impacts on the Residential Core area of Piedmont. Concentrate this development along Martin Luther King Jr. Boulevard and the North Industrial Area.

**Objective 1.** Support mixed commercial development along portions of Martin Luther King Jr. Boulevard. Full-block zoning should be used only when it has a minimal impact on existing housing and the historic district.

**Objective 3.** Upgrade commercial development and facilities within the Residential Core and encourage new development and remodeling to be pedestrian oriented.

**Policy 7. Livability and Public Safety.** Reduce crime in the Piedmont Neighborhood. Develop a partnership between Piedmont residents, the City and the Police Bureau to build a safer neighborhood.

**Objective 4.** Encourage site and building design that increases the sense of security within the neighborhood and discourages criminal activities.

**308.Finding:** The Design overlay zone only applies to the portion of the Piedmont Neighborhood Plan that borders Martin Luther King Jr. Boulevard. DOZA updates the Citywide Design Guidelines and objective design standards that would apply within the Design overlay zone. DOZA is consistent with these policies and objectives by encouraging development that includes active spaces at the ground level and encouraging focal points at street corners and frontages. DOZA also encourages entrances and public spaces that are accessible to the public realm, as well as ground floors that provide two-way visibility between the interior and exterior spaces, both by encouraging more windows and taller ground floor spaces along building frontages with the street. DOZA also is



consistent with Comprehensive Plan objective 4.13 that addresses crime preventative design. DOZA includes specific standards that can apply to building renovations.

### **Woodlawn Neighborhood Plan (1993)**

**Policy 3. Community Appearance.** Enhance the livability of the Woodlawn Neighborhood by improving its housing, commercial areas, streets and park.

**Objective c.** Develop gateways and focal points to give the Woodlawn neighborhood a unique identity in the Albina community and the City of Portland.

**309.Finding:** The bulk of the center of the Woodlawn neighborhood is a conservation district so the regulations of the Historic Resource overlay zone would apply, including the commercial areas along NE Dekum. The Design overlay applies to the areas along NE Martin Luther King Jr. Boulevard. DOZA is consistent with this policy by updating the guidelines and standards to recognize the Urban Design Framework of the Comprehensive Plan update addressing development on different intensities of commercial corridors. Since Martin Luther King Jr. Boulevard is considered a civic corridor, the new guidelines and standards encourage development that fosters the pedestrian and those using active transportation. Plazas at corners which can create a gateway are encouraged through both the standards and the guidelines.

### **OUTER SOUTHEAST COMMUNITY PLAN (1996)**

The following policies related to the Outer Southeast Community Plan are applicable to the DOZA project, as several areas now have the Design overlay zone. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Outer Southeast are located immediately after the Community Plan findings.

**Transportation Policy.** Ensure that streets in outer southeast form a network that provide for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel.

**Objective 1.** Reduce the amount of automobile driving done by area residents by making it more convenient to use public transit.

**310.Finding:** DOZA is consistent with this policy and objective by using the guidelines and standards to encourage buildings that orient to the street and link private development with the public realm and support active uses and plazas on the ground floor that support pedestrian, and active transportation over the use of the car.

**Housing Policy.** Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development.

**Objective 3.** Increase opportunity for building more single-family housing in outer southeast neighborhoods.

**Objective 4.** Promote construction of attached housing designed to be owner-occupied to accommodate smaller households.

**Objective 7.** Preserve and increase the supply of housing affordable to households below the median income.

**311.Finding:** While DOZA does not affect the base zone development allowances, the project is consistent with these policy objectives by exempting smaller scale residential development of up to

4 units including attached housing from required Design overlay processes in the Design overlay zone. DOZA also provides a process option to projects meeting the affordability standards that 50 percent of the units be affordable to those earning no more than 60 percent of area median family income. In these cases, a project normally subject to a Type III design review with a pre-application conference and a public hearing can elect to go through a Type II staff discretionary review, provided they hold a design advice request meeting with the Design Commission first. The design advice request was added by City Council after hearing testimony about the benefits of the preliminary conversations. This may help reduce the process costs for some affordable housing.

**Open Space and Environment Policy.** Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.

**Objective 9.** Improve the appearance and livability of outer southeast neighborhoods.

**312.Finding:** DOZA does not change the areas that contain Open Space zoning for parks, nor does it change plans for the siting of parks. However, DOZA is consistent with this policy because it recognizes that native landscaping and mature trees are part of the context of areas in Outer Southeast Portland. The guidelines and standards provide incentives to preserve these strands of trees and to consider using native landscaping in area planting. Some provisions, like Standard C10 to plant new groups of evergreen trees apply specifically in East Portland, and are intended to provide a link to this characteristic in the future.

**Urban Design Policy.** Foster a sense of place and identity for the Outer Southeast Community Plan area by reinforcing existing character-giving elements and encouraging the emergence of new ones as envisioned in the Vision Plan.

**Objective 1.** Establish a high profile “regional center” in the area from Gateway to the Portland Adventist Medical Center with an infrastructure that is supportive of high-intensity development for living, working, and recreating.

**313.Finding:** DOZA does not change the development allowances within the Outer Southeast Plan or the Gateway Regional Center. However, it is consistent with the objective by continuing to apply the Gateway Design Guidelines for larger projects, while allowing smaller-scale projects and remodels to use the new objective design standards. This ensures greater public participation for high intensity development, but it allows a lower level of review similar to the rest of the city for projects that do not have a transformative effect.

**Objective 2.** Establish a “town center” at Lents. Promote mixed-use development with a streetscape that provides pedestrian amenities. Reinforce the existing pedestrian district at Lents.

**Objective 3.** Encourage Eastport Plaza, Gateway Shopping Center, Mall 205, and the commercial nodes at 122<sup>nd</sup> and Stark and 122<sup>nd</sup> and Division to establish focal points and village squares within their boundaries.

**Objective 4.** Promote “main street” development on portions of Foster Road, Glisan Street, and Woodstock Boulevard, on Division and Stark Streets, and 82<sup>nd</sup> and 122<sup>ne</sup> Avenues. Locate buildings with entrances off the sidewalk. Encourage sidewalk cafes, display windows, benches, street trees, awnings, small scale signs that are directed to the pedestrians, and on-street parking.

**314.Finding:** While DOZA does not change the base zoning or development allowances within any of these centers, nodes or main streets, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to

further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. Other provisions encourage special landscaping along civic corridors.

**Objective 6.** Embrace urban design proposals as put forth in each Outer Southeast Community Neighborhood Plan.

**315.Finding:** Specific findings for each adopted neighborhood plan are referenced below. In addition, DOZA implements the policies and objectives of the updated Comprehensive Plan as stated under the Comprehensive Plan findings above in areas containing the Design overlay zone. In cases where there is conflict the goals and policies of the Comprehensive Plan supersede those of the area plans.

**Public Safety Policy.** Apply CPTED principles to both public and private development projects. Encourage land use arrangements and street patterns that provide more eyes on the street. Encourage site layouts and building designs that encourage proprietary attitudes and natural surveillance over shared and public spaces.

**Objective 1.** Promote a mix of development and uses at focal points and attractions that provide round-the-clock surveillance.

**Objective 2.** Encourage building designs that restrict access to areas vulnerable to crime such as building entrances, sidewalks, parking lots, and loading and delivery areas.

**316.Finding:** DOZA is consistent with this policy and the objectives by encouraging development that includes active spaces at the ground level and encouraging focal points at street corners and frontages. DOZA also encourages entrances and public spaces that are accessible to the public realm, as well as ground floors that provide two-way visibility between the interior and exterior spaces, both by encouraging more windows and taller ground floor spaces along building frontages at the street. DOZA also is consistent with Comprehensive Plan objective 4.13 that addresses crime preventative design.

**Subarea Policy I – Traditional Urban Neighborhoods.** Preserve the fabric of these traditional residential neighborhoods and streetcar era commercial districts. Promote construction of new housing on or near transit streets and "Main Street" development on portions of Foster Road, Stark, and Glisan Streets. Encourage infill development.

**317.Finding:** DOZA revises the regulations that apply within the Design overlay zone. While many of the changes made by DOZA support the creation of active urban commercial and mixed use development, it doesn't generally apply to the subareas addressed by this policy, because the areas along Foster, Stark and Glisan do not have the Design overlay zone.

**Subarea Policy III - Lents Town Center Policy.** Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

**Objective 1.** Ensure that Plan designations and zoning are flexible enough to allow a wide range of:

- Commercial and residential uses in the historic downtown portion of the Tow Center.
- Commercial, industrial, and higher density residential uses, including business parks, high-tech centers, institutions, and destination activities, east of I-205.
- Employment opportunities throughout the area.

**318.Finding:** In general, the policy and objectives of the Lents Town Center are consistent with the Comprehensive Plans updated policies reviewed earlier in the document. While DOZA does not impact the base zoning or development allowances of the Lents Town Center, the new standards

and guidelines support buildings that build on the context of the Lents area while enhancing the public realm and ensuring resilient and sustainable developments.

**Subarea Policy IV- Gateway Regional Center.** Foster the development of this area as a “Regional Center.” Attract intense commercial and high-density residential development capable of serving several hundred thousand people. Promote an attractive urban environment by creating better pedestrian connections and providing more public open space.

**Objective 3.** Provide a pleasant and diverse pedestrian experience by providing connecting walkways within a structure to adjacent sidewalk areas.

**Objective 5.** Create a sidewalk environment which is safe, convenient and attractive. Enliven the environment, creating vitality and interest, with building walls with windows and display windows.

**Objective 6.** Discourage surface parking lots.

**319.Finding:** The Gateway Regional Center is guided by higher intensity base zones and a Gateway plan district. Most of the plan district also includes the Design overlay zone as part of the Gateway Design District. This district contains its own design guidelines which will continue to be used for discretionary design reviews. Currently, all exterior development that is not exempt must go through design review. DOZA includes changes that impact the regional center. This includes a provision that allows smaller projects under 35-feet in height to choose to use the objective design standards as an alternative to going through a review. While these standards provide greater flexibility for applicants of smaller projects and alterations, the standards include provisions consistent with the policy and objectives of this area plan. These design standards augment the base zone standards and ensure that buildings are designed to enhance the pedestrian experience by encouraging increased windows, weather protection, and pleasant pedestrian walkways and plazas. Other standards require the screening of parking and building services from the street.

**Subarea Policy V – MAX LRT Corridor.** Ensure that private development reinforces and is reinforced by the public light rail investment by encouraging development of intense commercial and dense residential uses near the MAX light rail stations.

**Objective 1.** Encourage the redevelopment of large underused or auto-oriented sites along 122<sup>nd</sup> Avenue to a mixture of commercial and residential uses.

**Objective 2.** Improve the pedestrian orientation of building and streets around light rail stations.

**320.Finding:** Much of the MAX-LRT Corridor includes the Design overlay zone, especially the areas located around the stations zoned for dense residential uses and the commercial areas at the station area on 122<sup>nd</sup> Avenue. While DOZA does not impact the base zoning or development allowances in this area, it supports the policy and objectives by including guidelines and standards that support active uses on the ground floor and measures that support pedestrian activity around the buildings, including increased window percentages, weather protection at entrances and along street frontages, and opportunities for pedestrian plazas and open space.

**Subarea Policy VI – Suburban Neighborhoods.** Enhance established suburban neighborhoods by improving connections to transit and shopping, reinforcing transit, providing new open space and focusing development on infill and opportunity sites.

**Subarea Policy VII – Mixed-Era Neighborhoods.** Provide for the orderly development of new housing at urban densities and ensure that residential areas are served by convenient neighborhood commercial centers and transit.

**321.Finding:** Much of the Suburban and Mixed-Era Neighborhoods area does not contain the Design overlay zone, and the objectives of these policies focus on increasing housing and parks opportunity. However, some areas along the 122<sup>nd</sup> Avenue corridor between Powell Blvd and Stark

Street include the Design overlay zone. DOZA is consistent with the policy in these areas through guidelines and standards that encourage development locating on these sites to emphasize pedestrian connections and the experience along the public realm as well as encouraging plazas and open space. These provisions reinforce active transportation options, including walking biking and transit.

## **NEIGHBORHOOD PLANS ASSOCIATED WITH OUTER SOUTHEAST COMMUNITY PLAN (1996)**

Objective 6 under the Urban Design Policy requires projects to review the urban design proposals of each neighborhood plan within the Outer Southeast Community Plan. The following neighborhood plans include urban design proposals that are impacted by changes to the Design overlay zone.

### **Centennial Neighborhood Plan (1996)**

**Policy 2. Community Design and Livability.** Enhance Centennial’s livability by protecting, maintaining and improving the quality and suburban character of the physical environment.

**322.Finding:** While the Centennial Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the design guidelines in the document are voluntary. The changes in DOZA do not apply.

### **Foster – Powell Neighborhood Plan (1996)**

**Policy 7. Commercial Areas.** Improve the Foster Road and 82<sup>nd</sup> Avenue commercial areas. Encourage businesses that serve Foster-Powell and surrounding neighborhoods to locate in these areas. Create a better pedestrian environment.

**323.Finding:** Within the Foster – Powell neighborhood plan boundaries, only the intersection of Foster and 82<sup>nd</sup> contain a Design overlay zone. As stated previously, the new guidelines and standards include many provisions to improve the pedestrian environment on public sidewalks and within a development. These include encouraging greater window percentages, weather protection at entrances and along street frontages and opportunities for pedestrian plazas and open space.

### **Hazelwood Neighborhood Plan (1996)**

**Policy 2. Economic Development.** Preserve and enhance the commercial viability of businesses within Hazelwood by stimulating business growth, investment and a high level of livability.

**Objective 3.** Assure that commercial and business centers are constructed and reconstructed to be pedestrian friendly environments.

**Policy 6. Community Design and Livability.** Maintain Hazelwood as an affordable, attractive neighborhood, which provides a friendly, safe, and pleasing community for everyone.

**Objective 1.** Assure that all new developments – single and multi-family housing, commercial and business – are planned and constructed to minimize adverse impact on the community and neighborhood, including traffic and traffic patterns.

**Objective 2.** Encourage development projects to meet the voluntary design guidelines included in Appendix C (actually appendix E)

**Objective 4.** Provide recognition and incentives for businesses to invest in rehabilitation and neighborhood enhancements.

**Policy 7. 122<sup>nd</sup> Avenue Subarea.** Ensure that 122<sup>nd</sup> Avenue commercial area develops in a nodal pattern to maintain the quality of adjacent neighborhoods and enhance the pedestrian and bicycle-friendly nature of areas in-between commercial nodes.

**Objective 2.** Encourage construction of a mix of housing types and commercial/retail along 122<sup>nd</sup> to increase transit use and support local business nodes.

**324.Finding:** Many of the commercial and higher density residential zoned areas in the Hazelwood neighborhood include the Design overlay. Parts of Hazelwood include the Gateway plan district area which is subject to its own set of regulations and design guidelines. These are not changing. However, DOZA includes an amendment to allow smaller projects and alterations within Gateway to use the objective design standards instead of requiring design review. This provides more flexibility for businesses to invest in rehabilitation and enhancement per Objective 4. The areas within Hazelwood that have the Design overlay zone are not changing, and the base zones and development allowances are not being altered through DOZA. The current Community Design Guidelines and Community Design Standards are the applicable regulations for these areas instead of the voluntary design guidelines listed in the neighborhood plan. DOZA creates new guidelines and standards that accentuate the base zone standards and enable developments to include pedestrian friendly features such as pedestrian entrances that are adjacent to the public realm and include weather protection for those traveling by foot or transit. The new provisions are consistent with these policies.

### **Lents Neighborhood Plan (1996)**

**Policy 5. Urban Design.** Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

**Objective 1.** Encourage business owners to create and maintain an attractive environment in commercial areas of Lents.

**Objective 2.** Strengthen neighborhood identity.

**325.Finding:** The Lents Town Center and the area around Foster and 82<sup>nd</sup> currently have the Design overlay zone. While the base zoning and development allowances in this area are not changing, DOZA does establish new guidelines and standards that focus on building on an area context and benefitting the public realm by encouraging active ground floor uses, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

### **Mill Park Neighborhood Plan (1996)**

**Policy 2. Transportation.** Discourage reliance upon automobile transportation by visitors and residents of Mill Park.

**Objective 2.** Promote measures that would make the neighborhood more pedestrian friendly, especially at designated street crossing and major intersections.

**326.Findings:** The Mill Park neighborhood includes the Design overlay zone along SE 122<sup>nd</sup> Avenue as well as at the west border where it is part of the Gateway plan district. As stated previously, the new guidelines and standards that apply within the Design overlay include regulations and incentives for development to provide amenities for pedestrians and those using the public realm, including active ground floors, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

### **Montavilla Neighborhood Plan (1996)**

**Policy 2. Historic Preservation and Urban Design.** Protect and maintain the historic structures and resources in Montavilla while promoting and building on the storefront character of Montavilla's business district on SE Stark/Washington between 76<sup>th</sup> and 82<sup>nd</sup> Avenues.

**Policy 3. Transportation.** Improve the accessibility of the neighborhood and expand the choices of transportation modes available to Montavilla residents. Encourage the development of commercial and higher density residential developments along transit streets throughout the neighborhood.

**327.Finding:** While the Montavilla Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the reference to design review in the document are voluntary. The changes in DOZA do not apply.

### **Mt. Scott – Arleta Neighborhood Plan (1996)**

**Policy 1. Urban Design.** Improve the physical image and character of the Mt. Scott – Arleta Neighborhood through emphasizing its historic heritage and diverse culture.

**328.Finding:** Currently, the only land that contains the Design overlay zone in the neighborhood plan is the southwest corner of SE Foster and SE 82<sup>nd</sup> Avenue. DOZA does not change the overlay zone map or the base regulations in the area. DOZA revises the guidelines and standards that would apply on this corner, encouraging pedestrian oriented development and encouraging art or water features which supports objective 2 of this policy.

### **Powellhurst – Gilbert Neighborhood Plan (1996)**

**Policy 1. Transportation.** Ensure that the neighborhood is accessible by a variety of transportation modes including walking, bicycling, public transit, auto, and truck, while reducing noise, pollution and safety hazards.

#### **Policy 1(1): Transit**

**Objective 2.** Develop a “main street” strategy that combines housing density, good urban design and “ten minute transit corridors” to improve transit services in portions of the neighborhood, including portions of SE Powell Boulevard.

**Policy 5. Historic Preservation and Urban Design.** Preserve, restore and enhance Powellhurst-Gilbert’s historic resources.

**Objective 5.** Use design elements such as landscaping, screening and building orientation to ensure good design of new development and cohesive commercial areas.

**329.Findings:** The Powellhurst – Gilbert neighborhood includes the Design overlay zone along SE 122<sup>nd</sup> Avenue south of SE Division Street. As stated previously, the new guidelines and standards that apply within the Design overlay include regulations and incentives for development to provide amenities for pedestrians and those using the public realm, including bringing buildings and entrances out to the street, providing active ground floors, enhanced street facing facades, weather protection and plazas and open space. These new tools are consistent with the policies of the neighborhood plan.

### **South Tabor Neighborhood Plan (1996)**

**Policy 7. Urban Design, Historic Preservation and Neighborhood Livability.** Maintain and solidify the residential character of South Tabor, while promoting a supportive relationship between the residential and commercial interests of the neighborhood. Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

**330.Finding:** While the South Tabor Neighborhood Plan includes policies and objectives related to urban design, the area does not have the Design overlay zone, and the design guidelines in the document are voluntary. The changes in DOZA do not apply.

### **SOUTHWEST COMMUNITY PLAN (2000)**

The following policies related to the Southwest Community Plan are applicable to the DOZA project, as several areas now have the Design overlay zone. The focus is on policies that apply to development on sites that may be impacted by changes in the Design overlay zone. Additional findings for individual neighborhood plans within Southwest are located immediately after the Community Plan findings.

**Land Use and Urban Form.** Enhance Southwest sense of place as a community and a collection of distinct neighborhoods. Accommodate Southwest Portland’s share of regional growth while protecting the environment in all areas. Encourage the realization of compact, transit and pedestrian-friendly, mixed-use centers while responding to the need for a range of housing types and prices. Outside of the mixed-use areas, allow infill housing opportunities which increase neighborhood diversity, stability and home ownership while limiting redevelopment.

**I. Community-wide Objectives.**

- I-1. Ensure compatibility of new development with Southwest Portland’s positive qualities.
- I-2. Encourage innovative designs in public and private development that are in harmony with the natural character of Southwest Portland.

**331.Finding:** The Design overlay zone in the Southwest Community plan is focused in the areas of the Hillsdale and West Portland Town Centers and the Multnomah Village Neighborhood Center. While DOZA does not change the base zoning or development allowances within any of these centers, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets to provide connections between these developments and the surrounding neighborhood. New standards and guidelines also provide guidance to ensure that development does not negatively impact on lower density development, including locating commercial entrances away from lower density residential zones, and breaking up larger buildings on side street frontages. DOZA includes incentives to incorporate natural features of a site such as existing trees or wetlands outside of environment zones into a project to create better harmony between developed and natural areas.

**II. Additional Objective for Mixed-Use Areas.**

**A. General Objectives**

- A-3. Encourage development within main streets and town centers that enhances commercial vitality and the desired characteristics of these areas.
- A-8. Enhance the environment for pedestrians in Southwest Portland’s town centers, main streets, and transit corridors.

**332.Finding:** DOZA supports these objectives through the implementation of the new Citywide Design Guidelines and objective design standards. In both cases, active uses on the ground floor are encouraged by providing taller ground floors, more windows, weather protection along street frontages and public plazas where appropriate. These can all enhance the pedestrian environment.

**B. Town Center Objectives**

- B-2. Within the boundaries of town centers, create transitions along the edges that respect the planned density design, scale and character of the contiguous neighborhoods.

**333.Finding:** DOZA does not change any of the base zoning or development allowances in the town centers. Generally, the base zones create transitional areas between the higher intensity development and the lower intensity development outside the centers. However, DOZA is consistent with this object because it includes provisions within the guidelines and standards to focus commercial entrances away from lower density zones and encourages breaking up building facades on side streets.

**D. Corridor Objectives**

- D-2. Emphasize a high-quality pedestrian and bicycle environment and convenient access to public transportation along corridors.



**334.Finding:** Similar to the finding for A. above, DOZA includes new guidelines and standards that encourage pedestrian access from the street to the site by providing taller ground floors, more windows, weather protection along street frontages and public plazas where appropriate.

### III. Special Areas

#### A. Willamette River Greenway

**335.Finding:** The focus on this objective is on State Goal 15 for the Willamette River Greenway, and the completion of the greenway trail. While DOZA does not apply to these objectives, it is consistent by including guidelines and standards to ensure that development along the greenway helps to activate the use of the greenway trail on the Willamette. For example, see standards C16-C18.

## NEIGHBORHOOD PLANS ASSOCIATED WITH SOUTHWEST COMMUNITY PLAN

The following Hillsdale Town Center Plan includes urban design proposals that are impacted by changes to the Design overlay zone

### Hillsdale Town Center Plan (1997)

**Policy 1. Land Use.** Reinforce Hillsdale's identity as a vibrant town center that contains a diverse and vital mix of housing types, neighborhood commercial establishments, community services, open spaces, and places for community gatherings.

**Objective 2.** Encourage development that fosters a pedestrian and transit-friendly environment.

**Objective 3.** Create a pattern of small inviting, inter-connected and publicly-used spaces throughout Hillsdale.

**Objective 4.** Encourage development to be in scale with the desired character of Hillsdale.

**336.Finding:** DOZA does not change the base zoning or development allowances within the town center, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets to provide connections between these developments and the public realm. New standards and guidelines also provide guidance to ensure that development does not negatively impact on lower density development, including locating commercial entrances away from lower density residential zones, and breaking up larger buildings on side street frontages.

**Policy 4. Urban Design.** Enhance Hillsdale's character and livability as an attractive urban village by fostering urban design excellence.

**Objective 1.** Foster an individual character and sense of place for Hillsdale.

**Objective 2.** Develop public and privately owned spaces that are safe, attractive, and promote a sense of community.

**Objective 4.** Encourage improvements which create a safe, pedestrian-friendly environment.

**Objective 6.** Create works of art, historical markers, and other special design features that increase public enjoyment of Hillsdale.

**Objective 7.** Promote identification, signs and awnings as integral design elements of any development.

**Objective 9.** Require design review in multifamily, R2.5, and commercial zones in Hillsdale.

**337.Finding:** While DOZA does not change the base zoning or development allowances within the town center, it is consistent with these objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. They build on the existing context, contribute to the public realm and promote quality

and resilience. The guidelines and standards include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm to encourage pedestrian and public enjoyment of the streetscape. They also encourage development to provide public art on site. DOZA does remove the Design overlay zone from properties zoned R2.5 in the area. However, this provision was initially added at a time when single-dwelling base zones contained no design standards regulating attached houses. Similar to the overlay applied to R2.5 zones in the Sellwood/Moreland area at the same time, there was a concern with garage dominated row houses and limited front yards. Since that time, single-dwelling zones have added design standards within the base zone that address the original concerns. In addition, the focus of the overlay zone in the past decade has shifted from an emphasis on compatibility within a neighborhood to a tool to that directs larger-scale growth. With the changes in the purpose and tools of overlay instituted through DOZA, the mapping of the overlay in these zones has little applicability. Removal of the overlay ensures the maintenance of the maps in conjunction with the change of the regulations.

## OTHER AREA PLANS

The following town center and neighborhood plans were done in conjunction with implementation of the Design overlay zone, and included findings related to the application. Several neighborhood plans such as those in inner southeast Portland were done without an inclusion of a Design overlay and so those plan's references to design were conceptual and not binding. In some cases, the Design overlay zone was later added through projects such as the Comprehensive Plan Update and Mixed-Use Zoning. Findings against the Comprehensive Plan above address the changes to the Design overlay zone in those cases.

### 122<sup>nd</sup> Avenue Station Area Study (2006)

This plan provided policy direction for properties in the vicinity of the 122<sup>nd</sup> Avenue corridor between SE Market St and NE San Rafael St. with focus around the 122<sup>nd</sup> Avenue MAX station.

**Goal 1. Foster a stronger “Sense of Place”.**

**Goal 2. Enhance the Pedestrian Environment.**

**338.Finding:** These goals and underlying objectives were developed for the 122<sup>nd</sup> Avenue Station area. Objectives include creating focal points of activity, creating defensible spaces, greening the area with landscaping, creating pedestrian connections and minimizing vehicle areas. The amendments to the guidelines and standards address these concerns by encouraging development to provide active corners and ground floors, provide plazas and public art where feasible, incorporate existing landscaping and green infrastructure and limit the impact that vehicle areas and building services have on the public realm. The amended guidelines and standards replace the existing Community Design Guidelines and Community Design Standards. The changes in DOZA support these goals.

### Hollywood and Sandy Plan (2000)

This plan provided policy direction for the Hollywood Town Center and the Sandy corridor from NE 12<sup>th</sup> to NE 54<sup>th</sup>.

**Policy 1. Land Use, Urban Design and Historic Preservation.**

**1A:** Promote a mix of employment, housing, and regional and neighborhood-serving retail uses to ensure and active, pedestrian-friendly and thriving main street environment along Sandy Boulevard and Broadway.

**1B:** Enhance Hollywood’s identity as a vital and attractive town center, with a mix of housing, employment, retail, community services, recreation, and transportation opportunities serving the surrounding community.

**339.Finding:** While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policies and objectives by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. These enhance the pedestrian experience along the main streets of the plan area. The standards and guidelines also encourage buildings to orient commercial entrances away from lower density residential areas and to break up the facades on side streets, which conform to objectives applicable to the edges of the plan area. The updated guidelines both provide similar guidance to the existing Community Design Guidelines, but Guideline #1 also references adopted city plans for addition guidance to define character and local identity. These adopted plans include the provisions that were inserted into the Community Design Guidelines. Lastly, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

**Policy 2. Housing.** Maintain and enhance existing housing while encouraging new housing along and near the Sandy Boulevard and Broadway Main Streets, and in the Hollywood Town Center to foster an active place in an area with numerous amenities, including local and regional transportation access.

**Objective 2:** Provide incentives for new housing projects to ensure that housing is an attractive option and to encourage housing above commercial spaces along Sandy Boulevard and in Hollywood.

**Objective 5:** Ensure that new or upgraded commercial developments along Sandy Boulevard and Broadway do not detract from the viability of adjacent residential structures.

**340.Finding:** While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policies and objectives through guidance in the form of new Citywide Design Guidelines and design standards that provide incentives specific to the inclusion of housing on site, including provisions addressing livability, resiliency and orientation to the public realm. Standards and guidelines also include consideration for locating commercial entrances away from lower density residential zones.

### **North Interstate Corridor Plan (2008)**

This plan provided policy direction for properties along the completed North Interstate MAX line and surrounding areas.

**Project Objective –** Support and sustain the neighborhood by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density by encouraging quality development that strives to minimize negative impacts on the surrounding neighborhood.

**341.Finding:** As part of the plan, a series of Urban Design Concepts were developed to help implement the above objective. This included guidance within the Community Design Guidelines. While these guidelines are being replaced by the Citywide Design Guidelines, many of the concepts have been carried over to the nine new guidelines. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the North Interstate Corridor Plan to help determine the existing and desired character. So, these plans can still function with the new

guidelines, making the changes in DOZA consistent with this plan. In addition, standards PR3 and 4 encourage buildings to include ground floor commercial space and make it affordable.

### **Northwest District Plan (2003)**

This plan provided policy direction for the Northwest District including urban design, transportation, housing, and economic development.

**Policy 7. Urban Design.** Respect the urban design principles and architectural qualities that define the district’s human-scaled, pedestrian-oriented character.

**342.Finding:** This policy includes several objectives that highlight the character of different parts of the district, encourage active uses and buildings along the main streets, contribute to the public realm, encourage gathering places and provide for high quality of design. The new citywide design guidelines and objective design standards update the existing community design guidelines and standards but are also organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address the objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Northwest District Plan to help determine the existing and desired character. So, this plan can still function with the new guidelines, making the changes in DOZA consistent with this plan.

### **St. Johns / Lombard Plan (2004)**

This plan provided policy direction for the St. Johns Town Center and the Lombard corridor east to N. Woolsey Avenue.

**Policy 1. Land Use and Placemaking.** Accommodate growth and change in a manner that fosters the area’s sense of place as a small town and main street within the city. Take advantage of its unique setting near the Willamette River, and support development of vital commercial areas.

**343.Finding:** While DOZA does not change the base zoning or development allowances within this plan area, it is consistent with the policy by providing specific guidance in the form of new Citywide Design Guidelines and design standards that include provisions specific to centers and corridors. These include measures beyond the base zone to further encourage buildings to orient their ground floor active spaces, entries, weather protection and plazas to the public realm along the streets. These enhance the pedestrian experience along the main streets of the plan area. The standards and guidelines also encourage buildings to orient commercial entrances away from lower density residential areas and to break up the facades on side streets, which conform to objectives applicable to the edges of the plan area. The updated guidelines both provide similar guidance to the existing Community Design Guidelines, but Guideline #1 also references adopted city plans for additional guidance to define character and local identity. These adopted plans include the provisions that were inserted into the Community Design Guidelines. In addition, DOZA does not change the current plan district regulations, including the requirement that buildings in the CM3 zone above 45-feet in height be required to go through discretionary design review.

**Policy 2. History and Identity.** Strengthen the identity of the St. Johns and Lombard Street areas through development and community activities that integrate and build on the area’s distinctive history and architecture.

**344.Finding:** DOZA does not impact or add any regulations that apply to historic landmarks or districts. However, the new guidelines and standards encourage buildings to consider the surrounding context when proposing new development or additions. Several standards apply to locations near historic buildings (C7 – C9) while other standards encourage additions that consider the history of

the existing building (C4 – C6). Guidelines #1 through #2 encourage developments to consider the history, or an area, adjacent sites, and the development site itself.

**Policy 6. Environment.** Promote the development of a built environment that fosters ecological quality and uses sustainable development practices.

**345.Finding:** DOZA supports this policy by including several provisions within the guidelines and standards that encourage development to be sensitive to existing natural features and to consider green building and resilient practices. Standards and guidelines provide incentives to preserve larger trees or natural areas that help define the character of the site. This includes several standards under Context as well as Guidelines #3 and #9. Other standards within Public Realm and Quality and Resilience encourage pervious paving or shading of parking areas installation of solar or green roofs, and use of sustainable building materials. These are matched by guidance in Guideline #9.

### **Sellwood-Moreland Neighborhood Plan (1998)**

This plan provided policy direction to accommodate growth within the Sellwood-Moreland neighborhood, and was originally intended to supplement the East Portland Area Plan. While this neighborhood plan was adopted, the larger-scale area plan was not.

#### **Neighborhood Form/Urban Design**

**Policy II. Sense of Place.** Reinforce a distinctive sense of place by emphasizing neighborhood boundaries, connections, business districts, public open spaces, and focal points.

**346.Finding:** This policy includes several objectives that highlight the character of the area and business districts and the opportunities to reinforce focal points and gateways. The new citywide design guidelines and objective design standards update the existing community design guidelines and standards but are also organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address the objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sellwood-Moreland Plan to help determine the existing and desired character. So, this plan can still function with the new guidelines, making the changes in DOZA consistent with this plan. Based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

In addition, one action item of the plan (NF 5) was to require design review in R2 and R2.5 zones, but only on an interim basis, and to reconsider applicability of design review after the City adopted new design-oriented base zone regulations. In 1999, the City adopted the Base Zone Design regulations to houses, attached houses and duplexes which provided a set of design standards. Additional zoning updates over the past 20 years have incorporated more design requirements to residential development in both the R2.5 and the R2 (now RM1 or RM2) zones. DOZA is removing the Design overlay zone from the R2.5 zones and is exempting small scale development of up to 4 units and 35-feet in height from the Design overlay. Larger development in the former R2 zones will still be subject to the requirements of the overlay. These changes are consistent with the plan and the action items.

#### **Neighborhood Subareas**

**Policy IV: Subareas.** Recognize and reinforce distinct neighborhood subareas, considering their unique strengths, character, challenges, and opportunities.

## **Pedestrian-Oriented Commercial Areas**

**Policy VII: Balanced Growth.** Preserve the health and vitality of neighborhood commercial areas and maintain the balance among residential, commercial, and industrial interests.

**347.Finding.** At the time of adoption of the Sellwood-Moreland plan, the commercial areas did not have the Design overlay zone. The overlay was added as part of the Comprehensive Plan Update effective May 2018. At that time, non-exempt development became subject to the Community Design Guidelines if going through review or the Community Design Standards if meeting the objective path. DOZA creates a new set of tools, called the Citywide Design Guidelines and objective design standards that will apply in these cases. These new tools are organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address many of the original objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sellwood-Moreland Plan to help determine the existing and desired character. While the original plan was not associated with a Design overlay in the commercial areas, DOZA is consistent with the plan by allowing it to be used to help determine neighborhood character. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

## **Sunnyside Neighborhood Plan (1999)**

This plan provided policy direction to accommodate growth within the Sellwood-Moreland neighborhood, and was originally intended to supplement the East Portland Area Plan. While this neighborhood plan was adopted, the larger-scale area plan was not.

**Policy 4: Land Use.** Ensure that residential uses predominate in the areas of Sunnyside designated for residential use in the Comprehensive Plan.

**348.Finding:** This policy includes objectives to support appropriate mixed-use development and that regulations maintain and expand the character of the neighborhood. At the time of implementation, these areas did not have the Design overlay zone. The overlay was added as part of the Comprehensive Plan Update effective May 2018. At that time, non-exempt development became subject to the Community Design Guidelines if going through review or the Community Design Standards if meeting the objective path. DOZA creates a new set of tools, called the Citywide Design Guidelines and objective design standards that will apply in these cases. These new tools are organized by the three tenets of design; context, public realm, and quality and resilience. The resultant guidelines and standards address many of the original objectives within this plan. In addition, Guideline 1 addresses area character with the suggestion to use adopted city planning documents such as the Sunnyside Plan to help determine the existing and desired character. This plan also included a set of voluntary design guidelines which, while not adopted, are still contained within this original plan. While the original plan was not associated with a Design overlay in the commercial areas, DOZA is consistent with the plan by allowing it to be used to help determine neighborhood character. In addition, based on public testimony about the characteristics of main streets, Council added an optional standard (listed as C3) applicable to inner pattern area main streets with the “m” overlay that encourage the use of ground floor and design features representative of older main street areas.

## **Terwilliger Parkway Corridor Plan (1983)**

This plan provided policy direction for future use and development of the Terwilliger Parkway, both within the right-of-way and urban development on lands adjacent to the parkway.

**Goal B.** To maintain and enhance unobstructed views from Terwilliger Boulevard and trail

**Goal D.** To guide the siting, scale, landscaping, traffic impacts and design of new development to enhance the aesthetic experience of Terwilliger.

**349.Finding:** The Terwilliger plan was developed at a time prior to the development of the two-track system for design review where the State through the Oregon Revised Statutes requires an objective set of standards for residential development. It also was developed prior to the development of the base zone design standards which apply to residential development. The current objective set of standards, the Community Design Standards, do not include any standards that are specific to Terwilliger. The new objective design standards developed in DOZA are not applicable to small scale development such as houses and duplexes, and so development of under 4 units and less than 35-feet in height is exempt. The Design overlay zone will still apply for other forms of development and the Terwilliger design standards will be used when design review is pursued. The regulations that apply to views from Terwilliger are regulated through the City's Scenic overlay zone, although projects subject to design review also are subject to guidelines related to views. Recently the Terwilliger parkway itself has received National Historic designation, and so work within the parkway is subject to those requirements. DOZA is consistent with this plan, although much of the authority of the plan from 38 years ago has been superseded by other regulations. It recognizes the changes that have occurred to state and local policies by keeping the Design overlay zone within the Terwilliger Design district to address larger-scale development while allowing smaller-scale residential to meet the design standards of the base zone.

## Part V. Comprehensive Plan and Zoning Code Text Amendment Criteria

### 33.835.040 Approval Criteria

**A. Amendments to the zoning code.** Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed, and any plan associated with the regulations. The creation of a new plan district is subject to the approval criteria stated in 33.500.050.

**350.Finding:** The findings in this exhibit demonstrate how the zoning code amendments in DOZA are consistent with the 2035 Comprehensive Plan, the Urban Growth Management Functional Plan, and the Statewide Planning Goals. Findings showing consistency with the purpose statements of individual zoning code sections are provided below.

The Comprehensive Plan defines the phrase “consistent with” to mean “the subject meets the requirements of, satisfies, or adheres to the regulations, mandate, or plan listed in the goal or policy.” The Comprehensive Plan’s definition applies to the term as used in the Comprehensive Plan, not the Zoning Code. However, Council interprets that for the purposes of considering consistency with the Comprehensive Plan, “consistent with” requires that an ordinance adheres to the Comprehensive Plan.

PCC 33.835.040(A) requires Council to demonstrate that DOZA is consistent with, or adheres to, the entire Comprehensive Plan. PCC 33.835.040(A) does not require Council to demonstrate that DOZA is consistent with, or adheres to, individual goals and policies but rather the entire plan. Regardless,

as demonstrated in this exhibit, Council has considered all applicable goals and policies and finds that DOZA is consistent with all the individual goals and policies.

This criterion operates in conjunction with Comprehensive Plan Policy 1.10 which requires that amendments to the Comprehensive Plan's supporting documents, such as the Zoning Code, must "comply" with the Comprehensive Plan. "Comply" means "that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation."

Council finds that a proposed amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The policy requires consideration as to whether amendments are equally or more supportive of the Plan as a whole. The City Council finds that amendments do not need to be equally or more supportive of individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. There is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires Council discretion in evaluating the competing interests and objectives of the plan.

This criterion requires Council to consider whether DOZA is consistent with Urban Growth Management Functional Plan and Statewide Planning Goals. As discussed in the findings, DOZA is consistent with both the Urban Growth Management Functional Plan and the Statewide Planning goals.

Finally, as discussed below, this ordinance is consistent with the intent or purpose statement for the base zones, overlay zones, plan district, use and development standards where the amendments have been proposed. The amendments in DOZA focus on the Chapters that implement the Design overlay zone, Chapters 33.420 and 33.825. This includes revising the Purpose Statement of each of these chapters, shown below. Other amended code sections are reviewed below against their purpose statements. In situations where the Purpose Statements are being amended, they are provided with the changes shown below.

Several technical amendments are made to clarify wording or references within certain chapters to the Design overlay zone and its procedures. These technical amendments are done to increase clarity in the use of the Zoning Code as stated in the findings for Chapter 10 of the Comprehensive Plan. These technical amendments include small changes within 33.150, 33.270, 33.284, 33.510, 33.520, 33.521, 33.534, 33.536, 33.538, 33.545, 33.550, 33.555, 33.561, 33.562, 33.583, 33.700, 33.720, 33.835, and 33.854. They do not impact the Purpose Statement for these chapters.

### **33.218 Community Design Standards**

#### **33.218.010 Purpose**

~~Design review and historic resource review ensures~~ that development conserves and enhances the recognized ~~special design~~ values of a site or area, and promote the conservation, enhancement, and continued vitality of special ~~historic~~ areas of the City.

The Community Design Standards provide an alternative process to ~~design review and historic resource review~~ for some proposals. Where a proposal is eligible to use this chapter, the applicant may choose to go through the discretionary ~~design review~~ process set out in ~~Chapter 33.825, Design Review, and Chapter 33.846, Historic Resource Reviews~~, or to meet the objective standards of this chapter. If the



applicant chooses to meet the objective standards of this chapter, no discretionary review process is required.

The purpose of these standards is to:

- A. Ensure that new development enhances the character and livability of Portland's historic neighborhoods;
- B. Ensure that increased density in established neighborhoods makes a positive contribution to the area's character;
- C. Ensure the historic integrity of conservation landmarks and the compatibility of new development in conservation districts;
- D. Enhance the character and environment for pedestrians in historic areas ~~designated as design zones~~;
- E. Offer developers the opportunity to comply with specific objective standards as a more timely, cost effective, and more certain alternative to the ~~design review and historic resource review process~~.

**351.Finding:** The Community Design Standards are being replaced by a new set of objective design standards that are placed within 33.420. As a result, the Purpose Statement for the Community Design Standards is amended to remove references related to design review, design zones and special design areas of the city. The new Purpose Statement, provided in Volume 2 of the Exhibit enables these standards to continue to be used for historic areas and landmarks, while removing their applicability to the Design overlay zone. The amendments make this chapter consistent with the amendments made within 33.420 and 33.825.

### **33.420 Design Overlay Zone**

#### **33.420.010 Purpose**

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

~~The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.~~

**352.Finding:** The purpose of the Design overlay zone is rewritten to align the purpose with the revised Chapter that it serves, as well as to bring the Design overlay zone into alignment with the

Comprehensive Plan and associated projects that were adopted through the Comprehensive Plan Update. As shown through the findings for Chapters 3 and 4, the purpose of the Design overlay zone reflects the expanded application of this zone to focal areas of the city's growth. The new purpose also reflects the three tenets of design which will be used as the benchmarks for implementing this zone. As written, the new purpose statement aligns itself with updated city policy and the remainder of the regulatory changes.

### **33.526 Gateway Plan District**

#### **33.526.240 Open Area**

- A. Purpose.** The open area requirement ensures provision of adequate amounts of open area, including light and air, for those who live, work and visit the Gateway plan district. Open area can provide passive or active recreational opportunities, and help to soften the built environment. In order to provide flexibility, this provision allows the requirement to be met by phasing the open area, locating it off site, or paying into a fund.

**353.Finding:** DOZA raises the limit to trigger the Open Area requirements on sites larger than 5 acres from increases of 5,000 square feet to increases of at least 10,000 square feet. DOZA provides opportunities for smaller scale new development, additions and alterations to elect to use the objective design standards instead of the current process which requires discretionary design review. However, smaller additions on a large site would be forced into the discretionary design review if they trigger this open area requirement. The requirement is intended to phase in open areas over time if a site slowly adds floor area. However, additions such as a new retail pad building or restaurant on a larger site would trigger this, whereas the addition on a site under 5 acres could now use the design standards. The result of a 5,000 square foot increase would be a 2,500 square foot plaza. This could encourage the splitting off of large sites into separate parcels. The threshold is raised so that it applies to situations that create a more significant amount of new floor area, where the design of a plaza could be accommodated more easily. The change in threshold remains consistent with the purpose.

### **33.580 South Auditorium Plan District**

#### **33.580.010 Purpose**

The South Auditorium plan district protects the unique character of the former South Auditorium urban renewal district. The district is an award-winning development, with its high-rise buildings, generous setbacks and landscaping, numerous plazas and fountains, and elaborate pedestrian walkway system. Maintenance of this character is achieved by requiring additional landscaping requirements, the preservation of existing trees, screening of roof-top equipment, and additional sign regulations which limit the type, number, and size of signs.

#### **33.580.150 Roof Top Screening**

**354.Finding:** The South Auditorium Plan District's provision for rooftop screening was written prior to the development of many of the performance related exemptions to the Design overlay zone. Since then, the exemptions within 33.420 provide flexible options to screen equipment, use existing screening or set it back from the edge of the roof to the point where it is not visible. The more limited screening requirement can create conflict with the overlay zone provisions for a project that otherwise would not trigger a Design review. The expanded exemptions in 33.420 still meet the purpose of this plan district while providing more flexibility.

### **33.710 Review Bodies**

#### **33.710.050 Design Commission**

- A. Purpose.** The Design Commission provides leadership and expertise on urban design and architecture and advances on maintaining and enhancing Portland's the purpose of the Design overlay zone historical and architectural heritage.

**355.Finding:** The amendments within this section expand the expertise of the Design Commission to include members with knowledge of sustainable building and natural resource management along with other professional trades such as landscape architecture and urban planning in the pool of possible applicants. This expansion aligns with the application of the tools of the Design overlay zone which expand on the considerations of site design, building resilience and designing in harmony with nature. As a result of this expansion, the purpose of the Design Commission is also amended to relate better to the updated purpose of the Design overlay zone.

### **33.730 Quasi-Judicial Procedures**

#### **33.730.010 Purpose**

This chapter states the procedures and requirements for quasi-judicial reviews. It contains the step-by-step processing requirements. The chapter also describes the rules of conduct for all people involved in the quasi-judicial review process. The assignment of procedures to specific reviews is done in the chapter that establishes the review. The assignment of the review body is done in Chapter 33.720, Assignment of Review Bodies.

The regulations provide standardized methods for processing quasi-judicial land use reviews. The requirements provide clear and consistent rules to ensure that the legal rights of individual property owners and the public are protected. The rules implement state law, including the requirement that most quasi-judicial reviews must be completed within 120 days of filing a complete application. The Type II, Type IIx, Type III, and Type IV procedures, with their varying levels of review, provide the City with options when assigning procedures to each quasi-judicial review in this Title. The Type I and Type Ix procedures are administrative procedures.

The Type I and Ix procedures, or limited land use review, allows local decisions to be made administratively for such reviews as minor design and historic resource cases. The Type II procedure is the shortest and simplest of the other three quasi-judicial reviews. It is intended for reviews which involve lesser amounts of discretion, lower potential impacts, or both. The Type IIx procedure is used primarily for land divisions. It provides more time to make the administrative decision than the Type II procedure. The Type III procedure is a longer and more in-depth review. It is intended for reviews which involve substantial discretion or high impacts. The Type IV procedure is used to review proposals to demolish certain significant historic resources.

#### **33.730.050 Pre-Application Conference and Other Early Assistance Meetings**

##### **B. Design advice requests.**

1. Purpose. Design advice requests provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative commission. An applicant may request advice from the Design Commission or Historical Landmarks Commission prior to submitting a land use request ~~that would be heard by these commissions.~~ In some cases, a design advice request may be required by a provision of this title. ~~These requests are known as "design advice requests".~~ These requests do not substitute for a required pre-application conference with the BDS staff and other City urban service or technical representatives. ~~A fee is charged for design advice requests as stated in the Fee Schedule.~~

**356.Finding:** The purpose of the chapter is to clearly provide the processes and requirements for the various types of land use reviews. Several of the amendments in this chapter are technical changes

to update the references based upon the creation of code language for the design advice request. The current narrative about design advice requests has been expanded into a purpose statement to clarify the intent of this process and when it should be used. It is followed by a set of process, notification, and meeting requirements similar to those set up for pre-application conferences. The purpose statement ties in these requirements and is consistent with the purpose of the chapter.

### **33.740 Legislative Procedure**

#### **33.740.010 Purpose**

Legislative actions provide for the establishment and modification of land use plans, policies, regulations, and guidelines. The legislative procedure includes a public hearing by a designated commission. The hearings provide opportunities for public comment and input on actions which may affect large areas of the City.

#### **33.740.020 Commission Review**

**357.Finding:** The amendment for this chapter adds an additional requirement for first public hearing held by a Commission for legislative actions that involve the establishment or modification of design standards or design guidelines. In these cases, at least one hearing must be held jointly with the Planning and Sustainability Commission and the Design Commission before each commission is tasked with making recommendations on the subject matter assigned to them. This joint hearing is consistent with the purpose of the legislative procedure and provides the opportunity for public comment and input to be held on the overall project, instead of being split into two separate hearings. The amendment is consistent with the purpose.

### **33.825 Design Review**

#### **33.825.010 Purpose**

Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces. Design Review offers opportunities for increased flexibility over the design standards within Chapter 33.420.

~~Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area and to promote quality development near transit facilities. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.~~

**358.Finding:** Similar to the changes in 33.420, the purpose of the design review chapter is rewritten to align the purpose with the changes in the purpose and provisions of the Design overlay zone in 33.420, namely that the design review should incorporate the three tenets of design which were used to place the overlay zone into alignment with the Comprehensive Plan and associated projects that were adopted through the Comprehensive Plan Update. As shown through the findings for Chapters 3 and 4, the purpose of the Design overlay zone reflects the expanded application of this zone to focal areas of the city's growth. Since design review is an outgrowth of the Design overlay zone, it should reflect these changes. The purpose updates this alignment, and the resultant simplification of the design review process tables also aligns with the goals of Chapter 10 to have clear regulations.

### **33.855 Zoning Map Amendments**

#### **33.855.010 Purpose**

This chapter states the procedures and approval criteria necessary to process an amendment to the base zones, overlay zones, plan districts, and other map symbols of the Official Zoning Maps. The chapter differentiates between amendments which are processed in a quasi-judicial manner and those processed in a legislative manner. A discussion of quasi-judicial and legislative is found in 33.700.070.

**33.855.020 Initiating a Zoning Map Amendment**

**359.Finding:** This chapter provides the authority and the process for initiating and reviewing zoning map amendments. The Design Commission does not have any more regulatory authority for initiating zoning map amendments. Their authority rests with the review of the applicable design guidelines. The amendment clarifies the current practice and is consistent with the purpose of the chapter.