



DOZA

DESIGN OVERLAY ZONE AMENDMENTS

VOLUME 3 | CITYWIDE
DESIGN GUIDELINES

Discussion Draft - February 2019

Comments due by April 12, 2019



The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at 503-823-7700, or use City TTY 503-823-6868, or Oregon Relay Service 711.

Traducción o interpretación	Chuyển Ngữ hoặc Phiên Dịch	翻译或传译	Письменный или устный перевод
Traducere sau Interpretare	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda
	الترجمة التحريرية أو الشفهية	ການແປພາສາ ຫຼື ການອະທິບາຍ	
503-823-7700 www.portlandoregon.gov/bps/71701			

How to Comment

Please submit comments or questions on this report by **April 12, 2019**.

Send comments or questions to:

Kathryn Hartinger, Project Manager
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Phone: (503) 823-9714

Email: doza@portlandoregon.gov

Web: www.portlandoregon.gov/bps/doza

A digital copy of this report can be found on the project website.

Next Steps:

Staff will consider comments received during this time before releasing the Proposed Draft in Summer 2019.



Acknowledgements

Bureau of Planning and Sustainability

Project Team

Sandra Wood, Principal Planner
Kathryn Hartinger, Project Manager
Lora Lillard, Senior Planner
Phil Nameny, City Planner
Love Jonson, Planning Assistant

Bureau of Development Services

Project Team

Kara Fioravanti, Supervising Planner
Staci Monroe, Senior Planner
Gina Tynan, City Planner
Emily Hays, City Planner

Additional Contributors

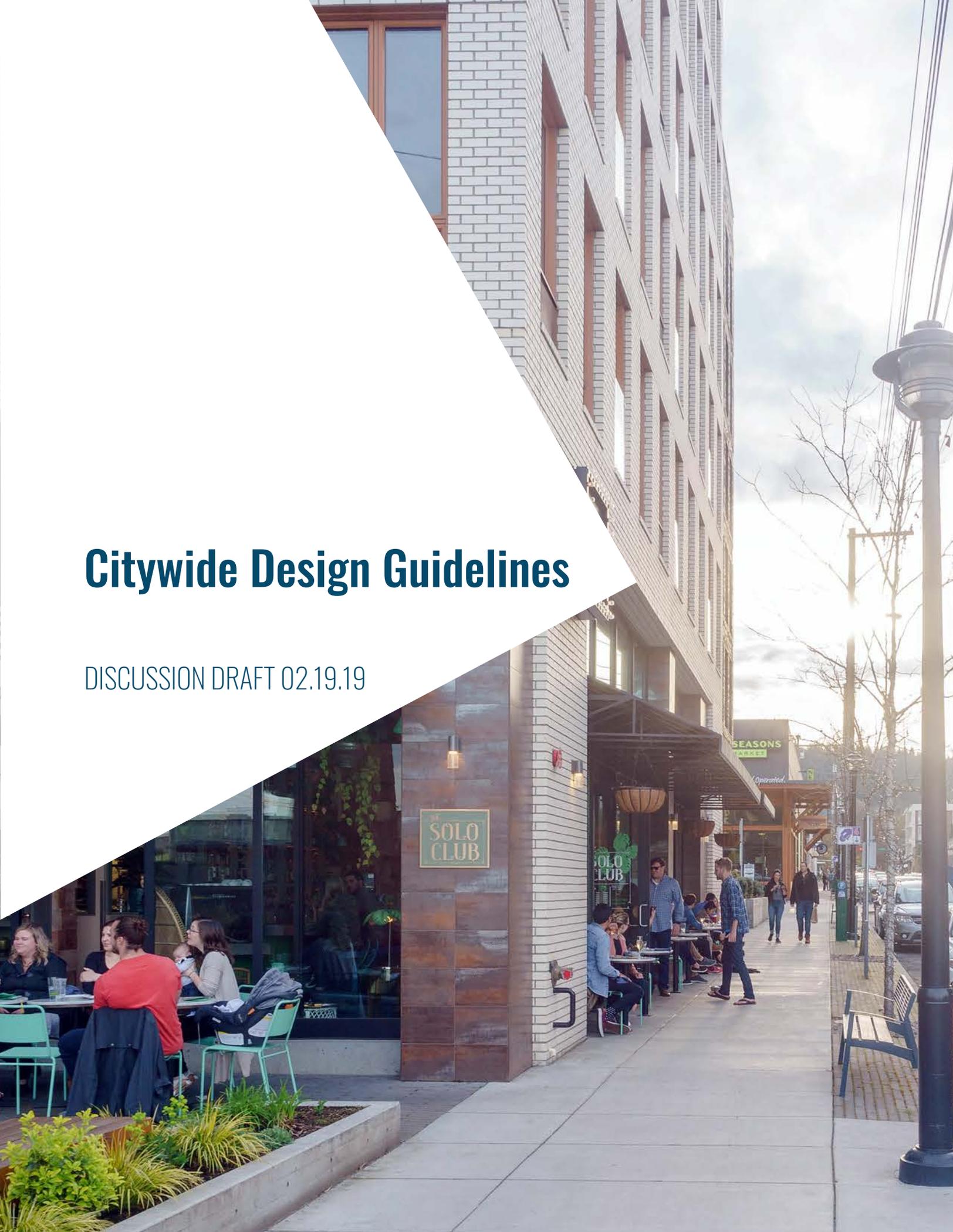
Hannah Bryant, City Planner
Shannon Buono, Senior Planner, Code Editor
Sarut Choothian (Jung), Community Service Aide (former)
Kristin Cooper, Senior Planner
Eden Dabbs, Communications
Troy Doss, Senior Planner
Kritina Fivecoat, Community Service Aide (former)
Krista Gust, Graphic Design
Tim Heron, Senior Planner
Razieh Hoorshenas, Community Service Aide
Grace Jeffreys, City Planner
Laura Lehman, City Planner
Neil Loehlein, GIS Mapping, Data Analysis
Jeffrey Mitchem, City Planner (former)
Thomas Ngo, Communications
Ben Nielsen, Senior Planner
Betty Lou Poston, Community Service Aide (former)
Mark Raggett, Senior Planner
Emily Volpert, Senior Administrative Specialist
Stephanie Yao, Video Production Specialist

Consultant Team

David Hyman, DECA Architecture
Shem Harding, DECA Architecture
Kate Howe, VIA
David Horsely, DAO Architecture
Joann Le, DAO Architecture

Citywide Design Guidelines

DISCUSSION DRAFT 02.19.19





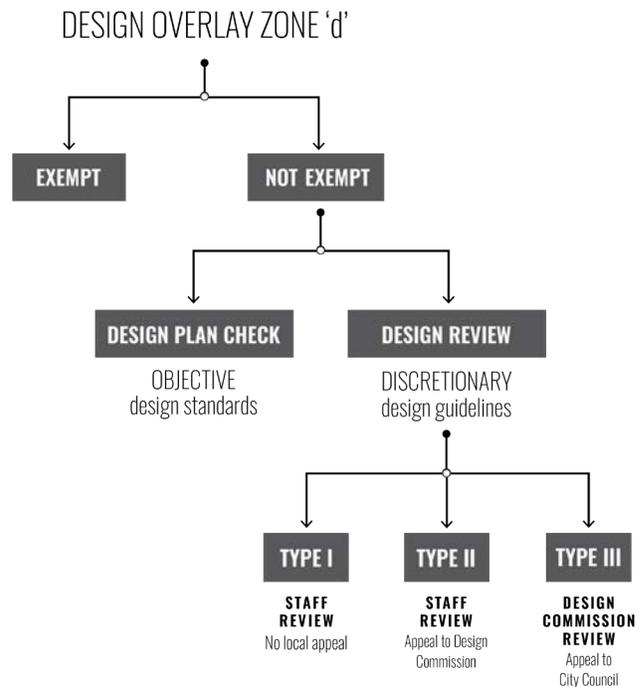
INTRODUCTION

Building a City Designed for People

The Citywide Design Guidelines work together to promote a built environment that serves a broad range of people, from the general public—residents, workers, and visitors—to future building occupants. The application of design guidelines should result in projects that support inclusion, foster social interaction, and create places where people feel connected to each other. Successful collaboration and discussions with these groups during the design review process can ensure that new development supports inclusive spaces and active street frontages for a variety of users and that it reflects the values and needs of the community, both present and future. Such projects will inspire long-term stewardship and community investment.

DESIGN OVERLAY ZONE IN PORTLAND

The Design overlay zone (d-overlay) is applied to higher-density areas of growth to ensure that new development is designed for people. The d-overlay is usually added through a legislative planning project or automatically in conjunction with more intense base zones. The Design overlay zone is shown on the Official Zoning Maps with a letter 'd' map symbol.



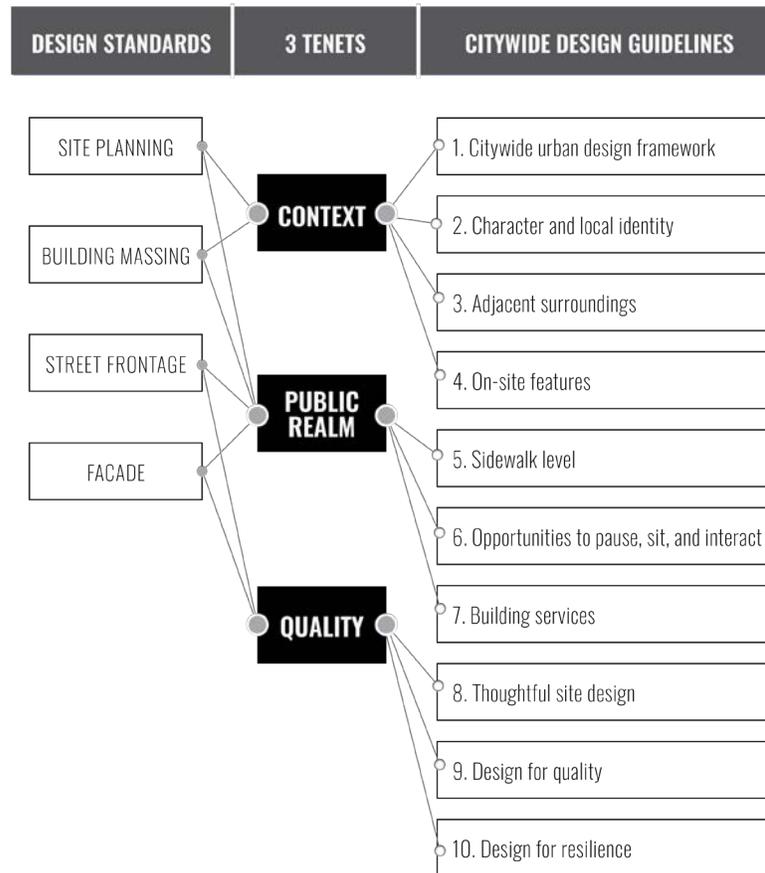
TWO-TRACK SYSTEM

If a project is subject to regulations (i.e., not exempt), Portland uses a **two-track system** for the Design overlay zone. The two tracks are separate options for approving development proposals: the objective (design plan check) track and the discretionary (design review) track.

Discretionary design review is required for development in the Central City Plan District and larger development within the Gateway Plan District. Outside of regional centers, *Oregon law requires local governments to always provide an objective design plan check* track for projects with housing. Applicants for all projects located outside of Central City and Gateway may choose to go through the design review process if they do not want to meet, or cannot meet, the clear and objective standards.

The objective track, **Design Plan Check**, uses objective **design standards**, found in Portland's Zoning Code. Design standards are non-discretionary: they do not require judgment and are quantifiable. Evaluation to determine if projects meet the design standards is conducted as part of the application for a residential or commercial building permit. Building permits do not provide opportunities for public comment.

The discretionary track, **Design Review**, uses **design guidelines**, which provide flexibility and can require an applicant to respond to context. Guidelines are reviewed as part of either a Type I, Type II or a Type III Land Use Review, depending on location and project size. Type I and II reviews are conducted by staff; Type III reviews are heard by the Portland Design Commission. Public testimony is welcomed for all types of review.



THREE TENETS OF DESIGN

While each of the two tracks follows a separate process and uses a different set of tools, they are each intended to carry out the purpose of the Design overlay zone. The purpose of the Design overlay zone (33.420.010 of the Zoning Code) is to strengthen Portland as a city designed for people. It supports the most concentrated areas of the city’s growth by fostering development that incorporates three design-related core values, or “tenets” in Portland:

- Build on **context**
- Contribute to **public realm**
- Promote **quality and resilience**

These tenets are rooted in design guidelines that have guided the city’s core areas of growth for decades and they have been identified by the Design Commission as important and grounding topics to organize their deliberations.

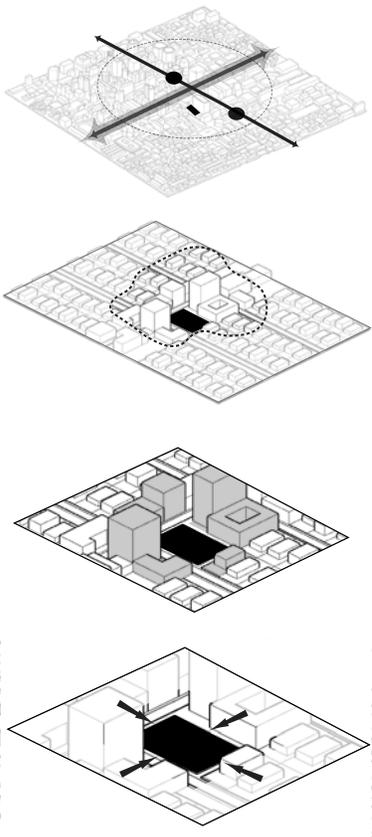
These three tenets are the benchmarks that have framed how the design standards (found in Zoning Code chapter 33.420) and the Citywide Design Guidelines were written. While the standards provide clear and objective measures and the guidelines provide criteria that offer flexibility and innovation, these parallel regulations both strive to achieve the same outcomes rooted in these three tenets of the purpose statement.

CITYWIDE DESIGN GUIDELINES

The Citywide Design Guidelines are organized by the three tenets:

CONTEXT

The first four guidelines provide context-responsive direction, balancing the aspirations of the future with today’s context. The guidelines are sequenced to telescope from big-picture to site-specific.



- **Guideline 01** starts at the citywide scale, taking its cue from Portland’s Urban Design Framework, which is the city’s blueprint for growth and development over the next several decades.
- **Guideline 02** considers the character and identity of the local area, encouraging applicants to look to the community for this guidance, while taking cues from patterns found in the area’s natural and the built environments.
- **Guideline 03** zooms into the site’s relationship with adjacent lots.
- **Guideline 04** looks into the opportunities provided by the site itself.

PUBLIC REALM

Public realm guidelines, Guidelines 05-07, describe how a building should interface with public rights-of-way and trails.

QUALITY & RESILIENCE

The last three guidelines focus on holistic site and building design, including quality, adaptability and climate change impacts.

HOW DESIGN GUIDELINES ARE USED

Design guidelines are mandatory approval criteria that must be met as part of design review. They are also a source of information for both applicants and the community as to what issues will be addressed during the design review process.

The design review process is flexible to encourage designs that are innovative and appropriate for each specific location. For this reason, guidelines are qualitative statements. Unlike objective design standards, there are many acceptable ways to meet each guideline. Each guideline is followed by a list of design approaches and photographic examples of some ways to meet the guideline. These approaches and examples are provided to stimulate the search for a design that meets the guidelines and the needs of both the development and the community; they are not intended to be viewed as the recommended solution.

During the design review process, applicants are responsible for explaining, in their application, how their design meets each of the guidelines. The review body also must find that the proposal meets each design guideline. Proposals that meet all the guidelines will be approved; proposals that do not meet all of the guidelines will not be approved.

If the review body approves the proposed design, they may add conditions to their approval; these conditions require revisions to the design to ensure the proposal's compliance with the guidelines.

WHERE THE CITYWIDE DESIGN GUIDELINES ARE USED

The Citywide Design Guidelines provided in this document are used for design review in Design overlay zones that do not have their own specific design guidelines (Refer to Maps 420-1 through 420-5 in Chapter 33.420 of the Zoning Code).

APPLICABILITY

The chart below shows generally which Citywide Design Guidelines apply to different types of projects. An applicant need only address the guidelines identified as applicable on this chart. If the project scope is not listed, it will need to meet all of the guidelines per discretion of the reviewer.

GUIDELINES	MIXED-USE	MULTI-DWELLING	STOREFRONT REMODEL	SIGNS AND AWNINGS	SMALL ACCESSORY STRUCTURE <small>LESS THAN 25' FROM RIGHT-OF-WAY</small>
01. Citywide Urban Design Framework	*	*	*	*	
02. Character and Local Identity	*	*	*	*	
03. Adjacent Surroundings	*	*	*	*	*
04. On-site features	*	*	*	*	*
05. Sidewalk Level	*	*	*	*	*
06. Opportunities to pause, sit, interact	*	*	*		
07. Building Services	*	*	*		*
08. Thoughtful Site Design	*	*			
09. Quality	*	*	*	*	*
10. Resilience	*	*	*	*	

HOW TO USE THIS DOCUMENT

Each **design guideline** includes a **Background** statement that outlines why the guideline is important and what issues the guideline is trying to address. **Design Approaches** are offered for each guideline, which function as an extension of the Background. Subsequent pages under the heading **“This Guideline May be Accomplished by...”** include photo examples of built projects that have met the guideline in some way.

Each guideline addresses an important design issue and has the same structural components:

- Guideline:** The design guideline language serves as the approval criteria. It is the only part of the design guideline that is adopted by ordinance.
- Diagram** that supports the Background statement.
- Design Approaches:** Outlines potential approaches to consider when addressing the guideline, neither an exhaustive list nor a checklist for possible design solutions. Other approaches not listed could also be used to meet the guideline.



Guideline: The design guideline language serves as the approval criteria. It is the only part of the design guideline that is adopted by ordinance.

Diagram that supports the Background statement.

Design Approaches: Outlines potential approaches to consider when addressing the guideline, neither an exhaustive list nor a checklist for possible design solutions. Other approaches not listed could also be used to meet the guideline.

Background: Describes the design issue and why it is important for projects to address the issue.



Guideline may be accomplished by: Photographs and written descriptions of projects that have successfully met the guideline. The images provided* are intended to illustrate a potential solution, but they should not be seen as the only solution. The photographs are identified by the names of their center location and nearest intersection.

*For this Discussion Draft, each series of pages includes empty boxes where photographs have not been provided. Feedback on successful examples is welcome!

[This page is intentionally left blank.]

CITYWIDE DESIGN GUIDELINES

TABLE OF CONTENTS

CONTEXT

Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change

01	Respond to the citywide urban design framework , building on pattern area characteristics and advancing the aspirations of center, corridor, and transit station designations.	12
02	Build on the character and local identity of the place	20
03	Create positive relationships with adjacent surroundings	24
04	Integrate and enhance on-site features and opportunities to meaningfully contribute to a location's uniqueness	28

PUBLIC REALM

Contribute to a public realm that encourages social interaction and fosters inclusivity.

05	Design the sidewalk level of buildings to be comfortable, pleasant and human-scaled	32
06	Provide opportunities to pause, sit, and interact	36
07	Minimize and integrate parking and necessary building services	40

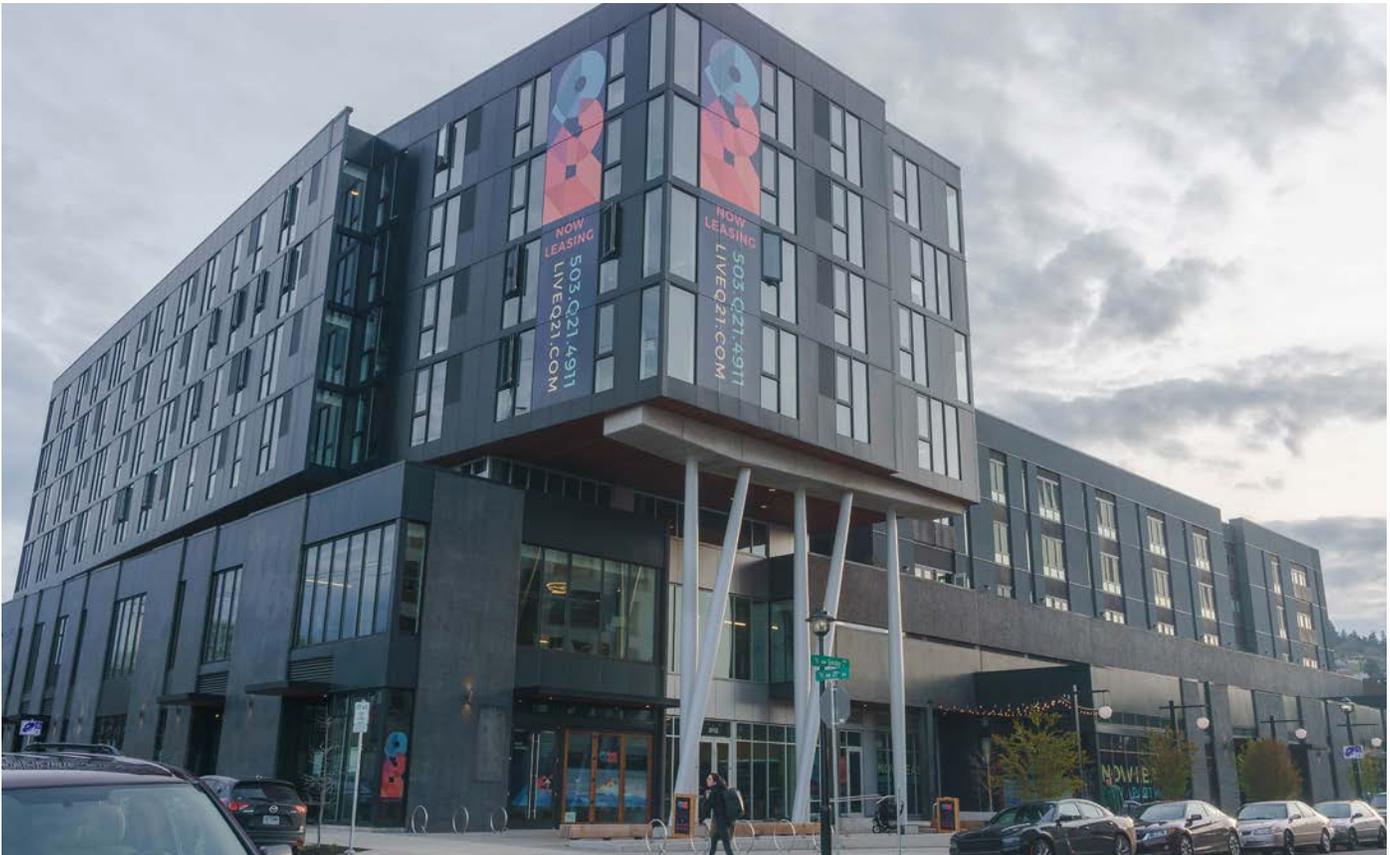
QUALITY

Promote quality and long-term resilience in the face of changing demographics, climate and economy.

08	Support the comfort, safety and dignity of residents, workers and visitors through thoughtful site design	44
09	Design for quality , using enduring materials and strategies with a clear and consistent execution	48
10	Design for resilience , considering adaptability to the changing needs of the city, climate change impacts, and the health and stewardship of the environment	52

01

RESPOND TO THE **CITYWIDE URBAN DESIGN FRAMEWORK**, BUILDING ON PATTERN AREA CHARACTERISTICS AND ADVANCING THE ASPIRATIONS OF CENTER, CORRIDOR, AND TRANSIT STATION DESIGNATIONS.



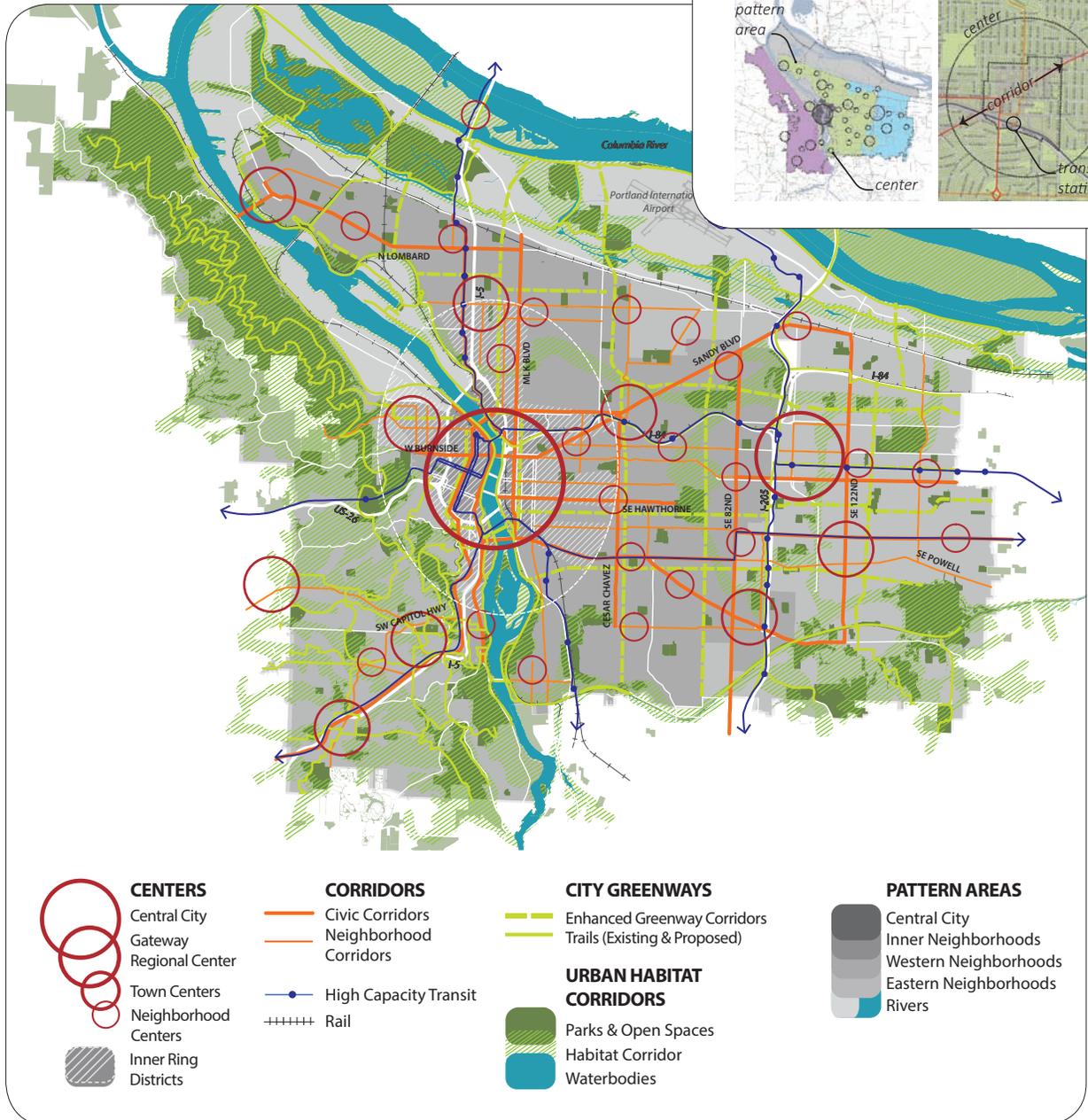
Northwest District, NW Quimby and NW 21st

BACKGROUND

Portland's Urban Design Framework, part of the 2035 Comprehensive Plan, provides a citywide blueprint to accommodate future residents and workers in the coming generations. It targets new growth in centers, corridors, and station areas, where people can access jobs, housing options, services, and transit connections. In order for these areas to function successfully and foster strong and inclusive communities, new development should be designed to support the area's projected growth while building on characteristics that are rooted in the place.

URBAN DESIGN FRAMEWORK ONLINE:

Find specific context-related UDF components online at www.portlandmaps.com/bps/designguidelines



The urban design framework provides four distinct layers that new development should respond to:

Pattern areas – Western, Inner, and Eastern Neighborhoods; Rivers

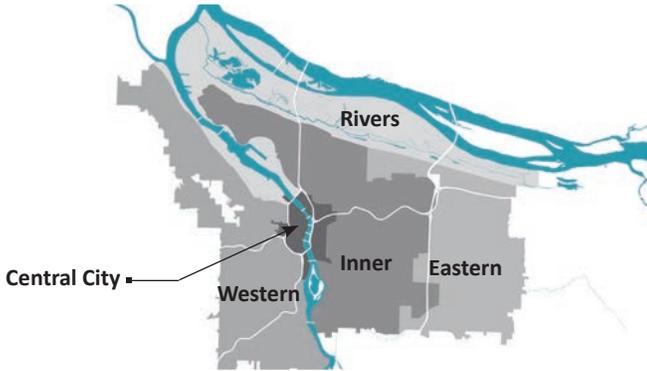
*Pattern Areas also includes the Central City Pattern Area, which these guidelines do not apply to

Centers – Town Centers and Neighborhood Centers

Corridors – Civic Corridors and Neighborhood Corridors

Transit stations – Center Transit Stations and Transit Neighborhood Stations

Of the four layers, Pattern Areas apply to all sites. They reflect widespread existing conditions that give general guidance for how sites should develop based on physical characteristics. The application of the other three layers—Centers, Corridors, and Transit Stations—depend upon whether the project site is located within or along those areas. They reflect an aspirational future where development responds to the opportunity presented by location within major areas of growth.



PATTERN AREAS

Portland's pattern areas have distinct characteristics that have been influenced over time by both the natural landscape and how or when these parts of the city were developed to support the growth and change of these areas.

- The **Western Neighborhoods** have been shaped by their location within the terrain of Portland's west hills.

In Western Neighborhoods, new development should minimize impacts on the area's streams and slopes by considering a balance of cuts into the land with fills. It should preserve and augment the area's habitat areas and tree canopy. Where possible, new development should provide connections to pedestrian trails and pathways.

Building forms should take advantage of opportunities provided by irregular spaces carved from curvilinear streets, changes in topography, and site vistas. Architecture should take cues from prevailing post-war language found in Western centers and along corridors such as low-slung pitched roofs, landscaped or set-back frontages, and courtyard entries.

- The **Inner Neighborhoods** were developed and shaped during the streetcar era of the late 19th and early 20th centuries.

Within Inner Neighborhoods, new development should maintain and enhance the pattern of street-oriented buildings along Civic and Neighborhood Corridors. Many centers and corridors within the Inner Neighborhoods have a historic mixed-use urban pattern. New development should integrate into these areas in ways that complement the form and texture of older buildings and street patterns.

Large sites in Inner Neighborhoods should break up massing and allow multiple connections and entries while supporting a strong street wall. New development should support Portland's active transportation and transit ridership through bicycle amenities and stopping and waiting areas.



- Portland's **Eastern Neighborhoods** feature a diverse range of built and natural landscapes. Many structures in the Eastern Neighborhoods were developed after World War II, and most of this area was annexed into the City of Portland in the 1980s and 1990s.

Eastern Neighborhood development should build on positive aspects of the area's large blocks. Development should build on opportunities to create mid-block open space patterns and provide new connections through blocks that make it easier to access community destinations. Grouping buildings on deep lots can maximize community gathering spaces and encourage placemaking.

New development should preserve and enhance groves of coniferous trees, protecting the area's forests and wetlands, and incorporate views of the area's skyline of buttes.



(image credit Mayer/Reed)

- Along Portland's **Rivers**, human settlement began at the confluence of the Willamette and Columbia because it offered Native Americans plentiful food, natural resources, and critically important trade and transportation opportunities. Later, white immigrants began moving to the area, and the city grew over time. The rivers, as Portland's initial form-giving features, continue to define and shape the city today.

New development should recognize, strengthen, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers.

New development should consider strengthening orientation and access, including active transportation connections between neighborhoods and the rivers and public trails.

Development within the Rivers pattern area should enhance the rivers' ecological roles as locally and regionally significant habitat for fish and wildlife.

CENTERS, CORRIDORS, TRANSIT STATION AREAS

Centers, Corridors, and Transit Station Areas are poised for growth. They will become multi-functional places that support working, living, and shopping, and they will serve a diversity of people. Today they represent a broad spectrum of places in transition. On one end of the spectrum, many areas are defined by a pattern and rhythm of compact urban form. On the other end are pockets of largely underdeveloped or vacant sites, where newer development has a role in creating and activating vibrant places supported by transit. Distributed throughout the city’s neighborhoods, these places should maintain and reinforce the distinctiveness of the neighborhoods they inhabit as they fill in.

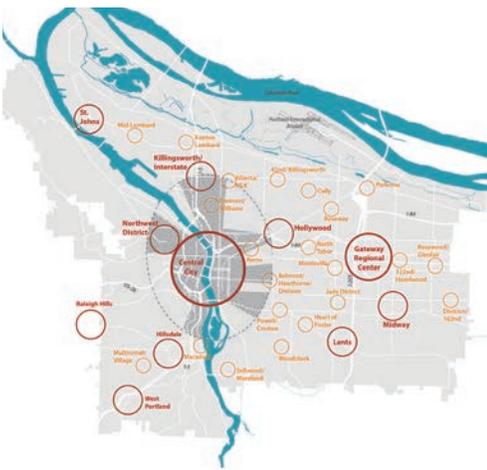
Find specific context-related UDF components online at www.portlandmaps.com/bps/designguidelines

- **Centers** should be developed as the foundations of complete neighborhoods. They can include larger-scale buildings located close to high-capacity transit stations or near the Central City.

- **Town Centers** anchored by high-employment and institutional uses should be supported with mid-rise development (five to seven stories) that features a wide range of community services, commercial options, and housing.

Within Town Centers, development should provide links to and amenities for the region’s high-capacity transit system. Open spaces such as plazas created by new development should support business operations, social interaction, gathering, waiting, and augmenting large community-focused events and activities.

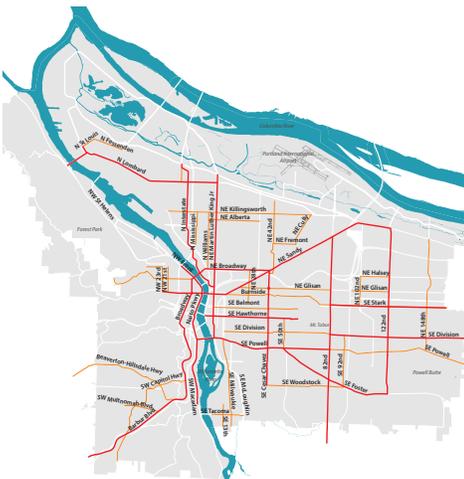
- **Neighborhood Centers** are opportunities for low-rise commercial and residential development (four to five stories), which should feature focused businesses and housing options. Development should provide neighborhood amenities and places that encourage social activity and serve local transit and bicycle networks.



- **Corridors** are areas of growth and redevelopment potential along busy, active streets. They define and are supported by surrounding neighborhoods. Important transportation functions of these corridors should be balanced with their roles in supporting businesses and residential livability. The largest places of focused activity and density along corridors are designated as centers.

- **Civic Corridors.** Development along Civic Corridors is intended to be up to mid-rise in scale (five to seven stories), with lower scale generally more appropriate in locations away from the Central City or transit stations.

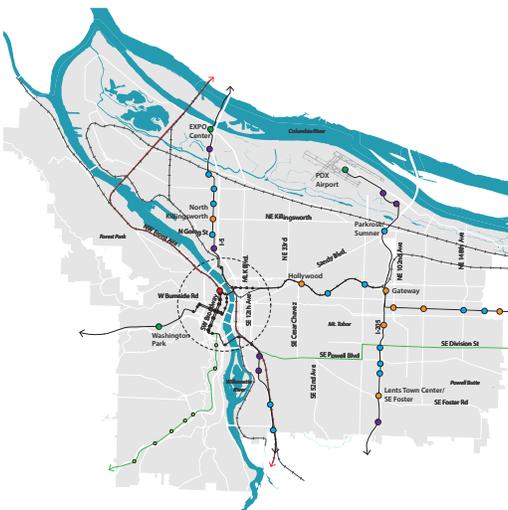
Development along Civic Corridors should support the city’s busiest, widest, and most prominent streets with design approaches that contribute to a pedestrian-friendly



environment. With high levels of traffic and pedestrian activity, new buildings along Civic Corridors should support programming, layout, and designs that reduce negative impacts on livability for building users.

Development should allow for placement of abundant trees and high-quality landscaping that distinguish and beautify Civic Corridors, offsetting the impacts of their large paved areas. New buildings along corridors should apply green infrastructure where possible, cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while providing places to live, work, and gather.

- **Neighborhood Corridors.** Neighborhood Corridors are narrower main streets that will include a mix of commercial and higher-density housing development. Development along Neighborhood Corridors should strive to support neighborhood business districts and provide housing options close to local services. New buildings should continue a compact urban form with amenities that enhance walkability and connectedness to adjacent residential areas and transit lines.
- Development at **Transit Stations Areas** should offer pedestrian- and bicycle-friendly access to transit, augmented with places to sit, wait, and interact.



- Within **Center Transit Station Areas**, development should 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.
- Within **Transit Neighborhood Station Areas**, development should include 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.
- Within **Employment Station Areas**, development should support the concentrations of jobs and employment-focused areas.
- Within **Destination Station Areas**, development should enhance connections between major destinations and transit facilities, strengthening the role of these areas as places of focused activity.

01

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Designing a Center Transit Station Area to its full build-out, transforming a linear superblock in East Portland with high density housing and health services. This catalytic project offers a prominent street wall along the transit line and series of outdoor spaces and ground floor retail for building users and transit-goers (image credit Ankrom Moisan).

Hazelwood, NE 122nd and E Burnside



Sellwood/Moreland, SE Milwaukie and SE Claybourne



Terwilliger, SW Barbur and SW Hooker



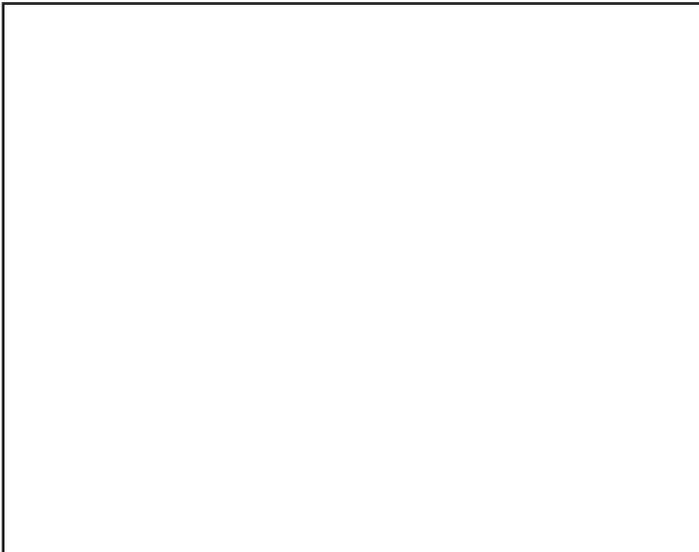
Belmont/Hawthorne/Division, SE Hawthorne and SE 35th



Jade District, SE 82nd and SE Division



Northwest District, NW Raleigh and NW 21st



Neighborhood, Location



Neighborhood, Location

02

BUILD ON CHARACTER AND LOCAL IDENTITY OF THE PLACE.



Heart of Foster, SE Foster and SE 73rd

BACKGROUND

Development should complement the place it inhabits. Place refers to an area’s qualitative physical characteristics, such as the natural and built environment, and to an area’s social characteristics, such as the histories, cultures, and needs of the communities it serves. By responding to place, development in Portland can represent and augment the diversity of its neighborhoods and the people who will continue to be a part of its evolution. Building on the local identity of Portland’s unique places invites an opportunity to engage communities about what characteristics should contribute to the development’s design, avoiding the tendency for sameness or unresponsiveness in new buildings throughout the city. The changing face of new development over time should expand upon and amplify the character and nature of a place rather than deplete it.

Development should respond to significant or iconic community structures and spaces, such as historic or cultural resources, high-visibility intersections, civic amenities, natural areas, bridges, and boundaries. These features can be acknowledged through inclusive and inviting design, allowing people to recognize and experience community assets. Potential approaches include pocket plazas for seating and gathering, wayfinding, and interpretive signage or art.

Development can also relate to local character-defining architectural features. References to local materials, building proportions, setbacks, entry features, and architectural details and patterns should be integrated into new development and building alterations.

Development should also recognize its ecological context by reintroducing and designing with

DESIGN APPROACHES

COMMUNITY

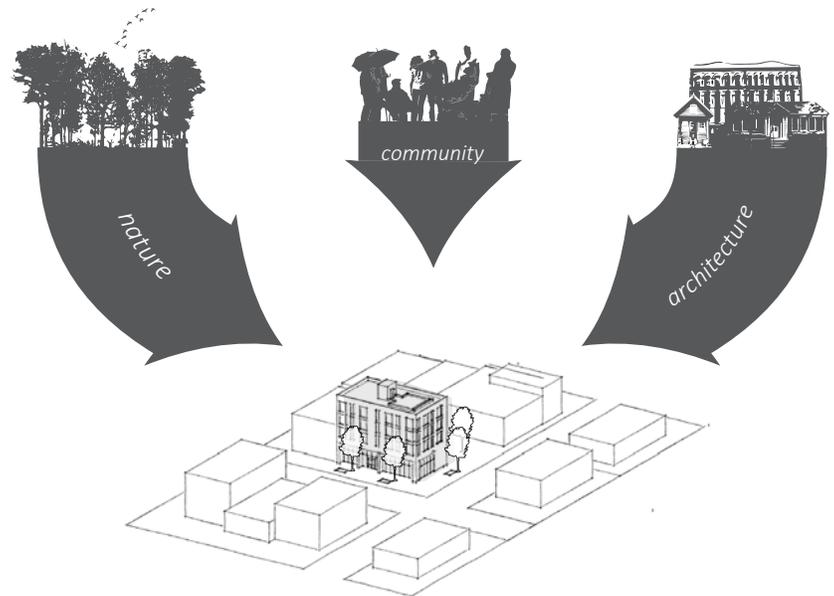
Relating to the local community's identity, history, and cultural values and places

ARCHITECTURE

Taking cues from established architecture

NATURE

Reflecting the and enhancing local natural resources such as rivers, streams, buttes and vegetation



nature in the city. Incorporating vegetation and stormwater features that respond to Portland's rainy climate can improve watershed health and enhance the distinctiveness and beauty of Portland's neighborhoods. Designs should maintain local connected habitat corridors, incorporating tree canopy and green spaces, appropriate to the needs and identity of each place.

How are character and local identity defined?

Applicants, decision-makers, and the public can rely on several sources to draw inspiration, information and guidance, such as:

- **Neighborhood Contact Meeting.**

Participate in a neighborhood contact meeting to discuss how and where local identity and character can be enhanced.

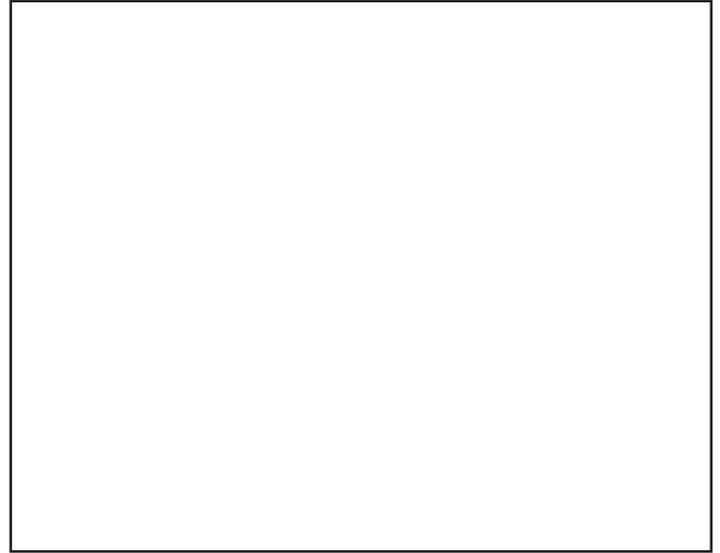
- **Site and area observations.**

Study the natural and built environment of the area. How is it intended to grow and what key characteristics can be integrated into new development?

- **Adopted City policies and plans.**

If adopted resources for the area exist, read what place-specific characteristics and features have been previously identified.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Designing the site to respond to the ecological function and beauty of the place. This apartment building is set back to retain a grove of Douglas fir trees, preserving multiple benefits, including shade and privacy created by the trees' enormous branches and protecting a distinct feature of Portland's natural landscape.

Division Midway, SE 130th and SE Division

Neighborhood, Location

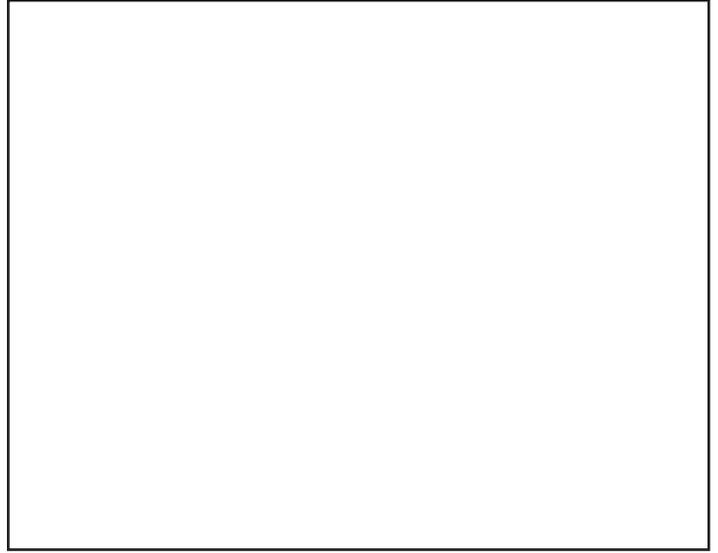


Cully, NE Cully and NE Killingsworth

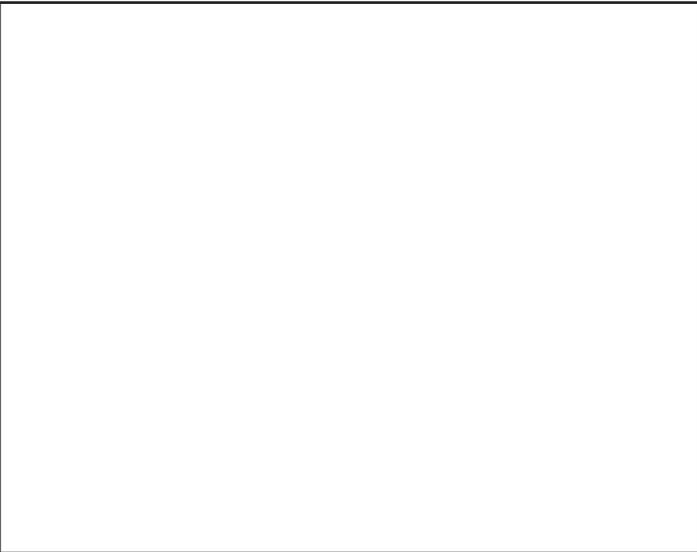
Neighborhood, Location



Central City, NW 10th and NW Flanders



Neighborhood, Location



Neighborhood, Location



Alberta/MLK, NE Alberta and NE 18th

03

CREATE POSITIVE RELATIONSHIPS WITH ADJACENT SURROUNDINGS.



Sellwood/Moreland, SE Milwaukie and SE Claybourne

BACKGROUND

By definition, urban infill within Portland’s neighborhoods is designed to respond to its immediate surroundings. Projects should reinforce and continue neighboring patterns to enhance the character and experience of places throughout the city. Designers should consider how new buildings nest among neighboring sites and sites across the street, with an eye toward the area’s future urban character.

Positive relationships can be forged between new development and existing adjacent development through features including conscientious transitions and edges, massing, connections, vegetation, and complementary architecture.

Where proposed new intense uses and forms abut lower-density residential buildings and streets, development should be designed to carefully consider the relationships of building footprints and volumes through massing, proportions, and building setbacks. The placement of windows, lighting, entries, utilities, and services should avoid negative juxtapositions with residential uses. The siting of outdoor spaces and landscaping can help buffer more urban areas from those that are less urban, and the use of porches and multiple unit entries can ease the scale from higher-density to lower-density residential. Transitions be designed

DESIGN APPROACHES

BUILDING MASSING

Developing effective placement and proportion of building massing toward adjacent lower-scale development and residential uses

VIBRANT STREET WALL

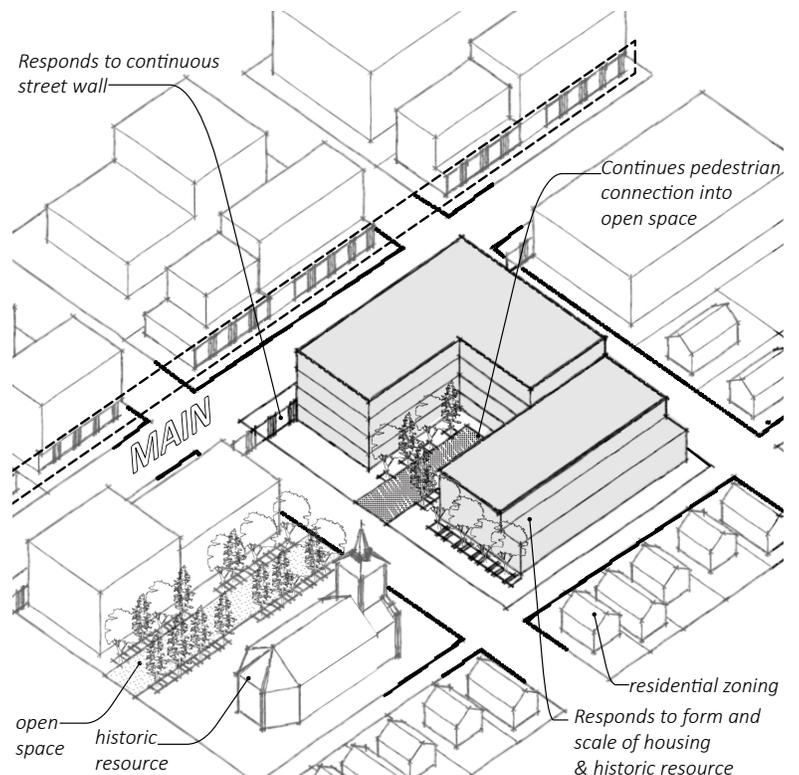
Providing a vibrant street wall with continuous storefronts

CONNECTIVITY

Creating visual and physical links to adjacent pedestrian pathways and neighboring open spaces

HISTORIC RESOURCES

Reinforcing physical cues found in neighboring historic structures



to consider the city's evolution and its future growth patterns, recognizing underlying zoning in addition to the current adjacent building scale and form.

Where current patterns of large parking lots and low-density commercial streets are anticipated to build out to higher-density commercial and residential, new development offers an opportunity to assert a positive precedent for future development that supports human-scale urban form, orientation, and activity. New development should provide connections to adjacent pedestrian pathways, trails, and open spaces to improve local mobility, especially in places currently dominated by automobiles and parking.

Infill development adjacent to older buildings within established historic main street blocks

should reinforce a vibrant street wall, while allowing for occasional interruptions that carve out needed respite and physical breathing room, such as pocket plazas. While new infill may result in a taller building than its neighbor, it should relate to adjacent historic resources, even while materials and architectural styles may be very different. Appropriate responses to neighboring historic resources include continuity of setbacks and cornice lines; matching ground floor heights; repetition of bay and window rhythms; and complementary materials, architectural features, or details.

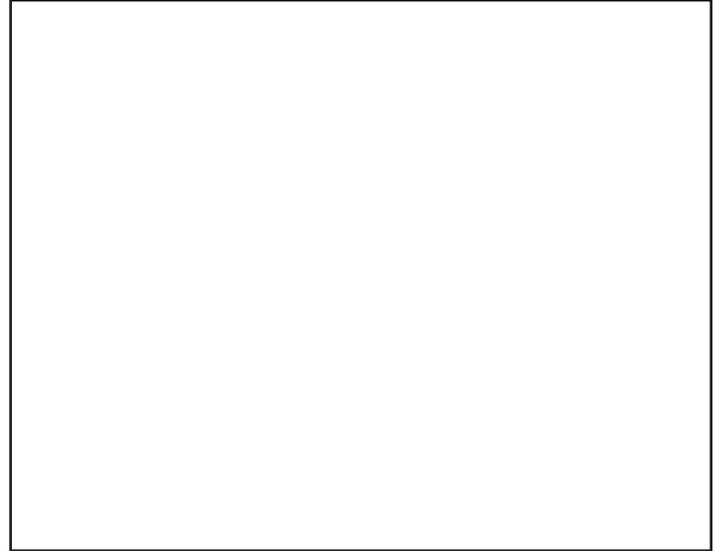
03

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

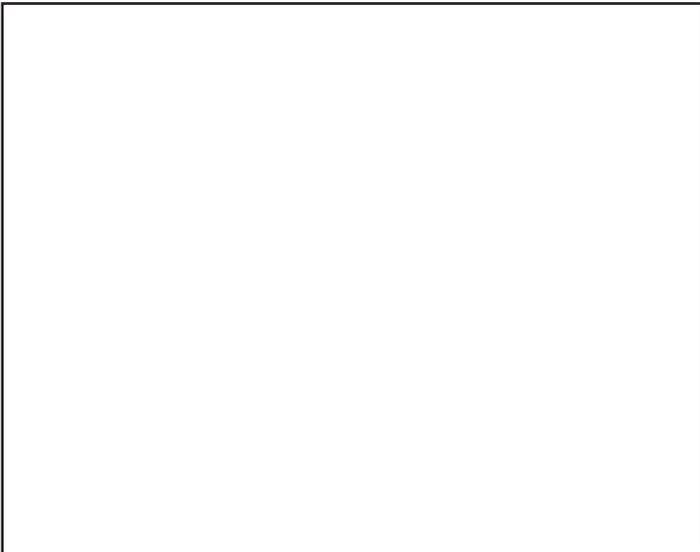


Breaking up the massing of buildings that are adjacent to lower density residential buildings to reduce the contrast between scales in height.

Hawthorne/Belmont/Division, SE 20th and SE Belmont



Neighborhood, Location



Neighborhood, Location

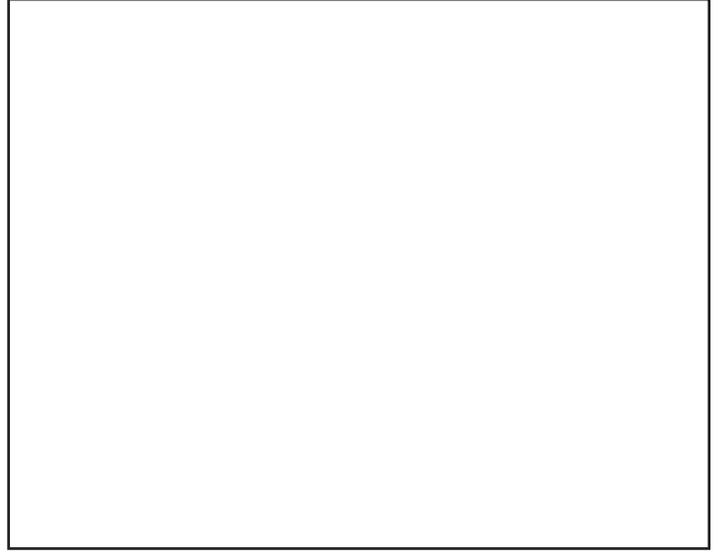


Creating strong visual and physical mid-block connections on large sites to neighboring residential and commercial services across the street.

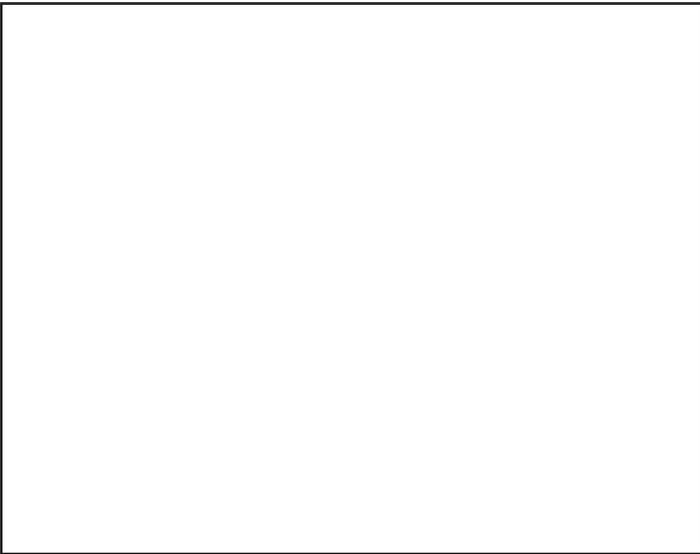
Northwest District, NW Quimby and NW 22nd



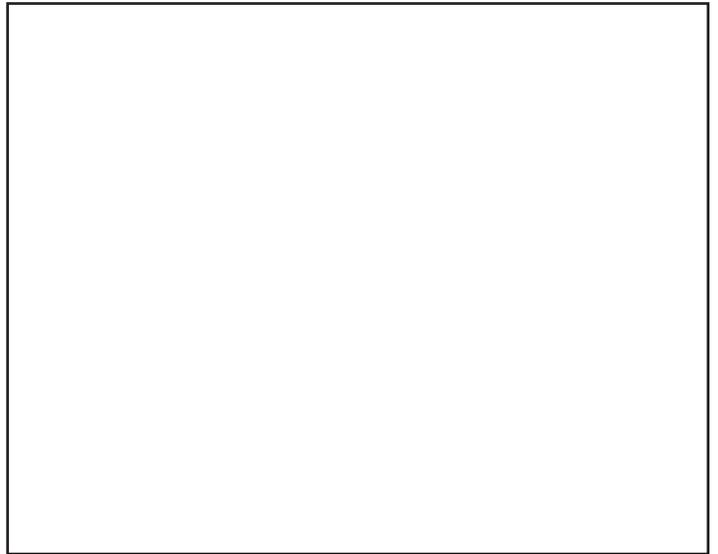
Hollywood, NE 41st and NE Tillamook



Neighborhood, Location



Neighborhood, Location



Neighborhood, Location

04 INTEGRATE AND ENHANCE **ON-SITE FEATURES AND OPPORTUNITIES** TO MEANINGFULLY CONTRIBUTE TO A LOCATION'S UNIQUENESS.



Hillsdale, SW Capitol Highway and SW 26th

BACKGROUND

Building on context includes seeking and drawing inspiration from the development site itself. A project's architecture and programming should respond to physical aspects such as site dimensions and limitations, solar and wind orientation, views, topography, and natural or built features on-site. Sites should be analyzed to determine these defining attributes, so that buildings and open spaces may respond to and optimize them.

Furthermore, every site has a history, and where appropriate, development should build upon and reflect its history, passing along the narrative of the site. Archaeological and historic features of the site should be retained and incorporated, influencing the site layout where possible, to help augment the sense of place and its unique value.

DESIGN APPROACHES

STEEP SLOPES AND HILLSIDES

Minimizing site disturbance and integrating topography

NATURAL RESOURCES

Integrating natural resources found on-site

ON-SITE CHARACTER BUILDINGS

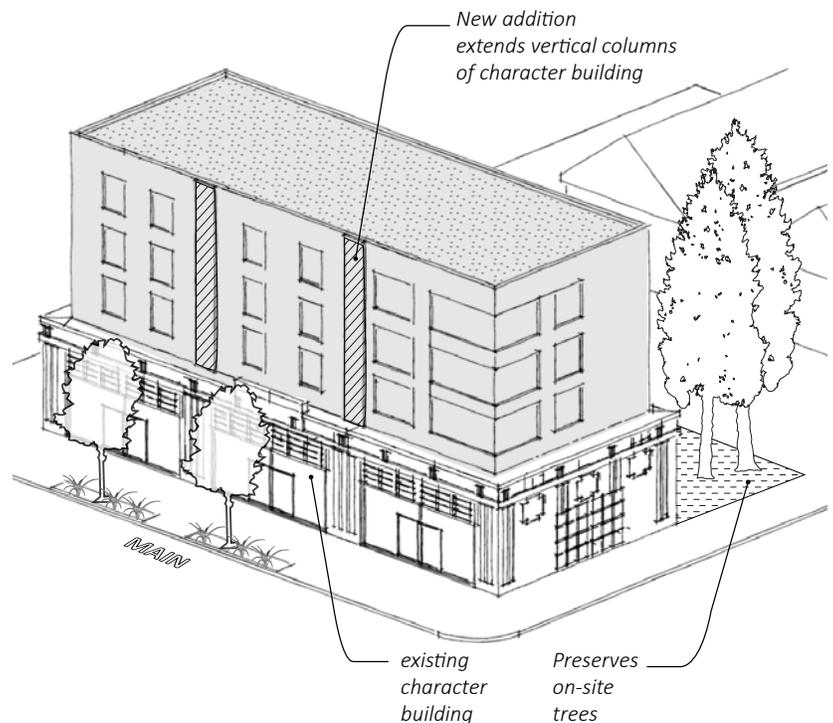
Retaining and reinforcing existing character structures

VIEWPOINTS

Integrating site-specific views to community points of interest

SOCIAL AND CULTURAL SIGNIFICANCE

Incorporating a site's significant cultural or social history



On sloped sites, integrating existing vegetated slopes and topography into the site design helps retain and respond to the natural landform. Incorporating natural resources, such as exceptional trees, streams, wetlands, rocky outcrops, or other geological attributes, preserves resources while rooting development specifically to a site. Other on-site features and opportunities will vary, such as views to community points of interest and desire paths that physically connect people to places.

Designing complementary additions to existing character-giving buildings can reinforce place identity, conserve energy and resources, and create links to Portland's past. These additions can enhance the original building through continuity of proportions and vertical and horizontal lines within the existing architecture. Additions can take cues

from existing columns, windows, bays, cornices, and spandrels, while expressing newer forms and materials.

In addition to tangible attributes, site-specific history should be interwoven into the design of new development where possible. Integrating narratives of social and cultural history through signage, art, and plazas can share knowledge and wisdom of Portland's older and under-represented populations and contribute meaningfully to the place's narrative and its contribution to the city's evolution for future generations.

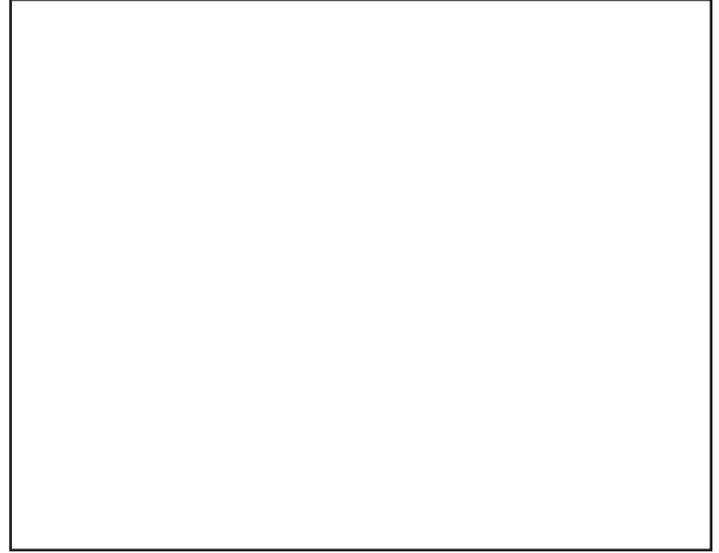
04

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

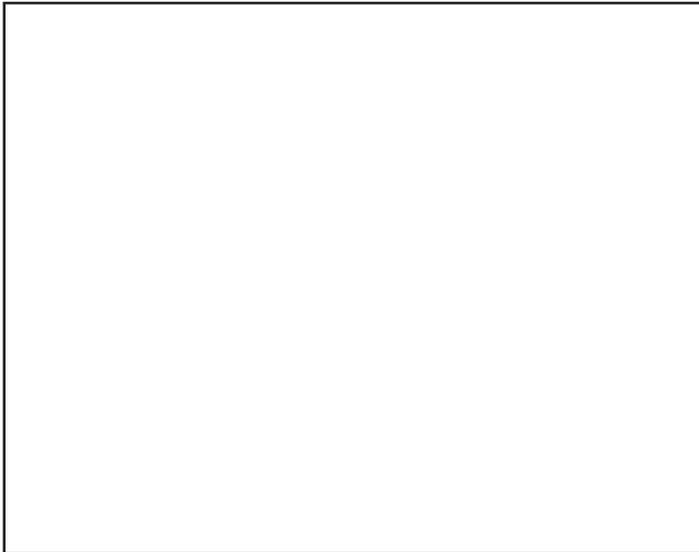


Retaining and setting development back from significant trees. The Burrell Elm, planted around 1875 on the property of Martin and Rosetta Burrell, is Portland's first heritage tree. This living cultural resource connects Portlanders to the city's past.

Central City, SW 10th and SW Madison



Neighborhood, Location

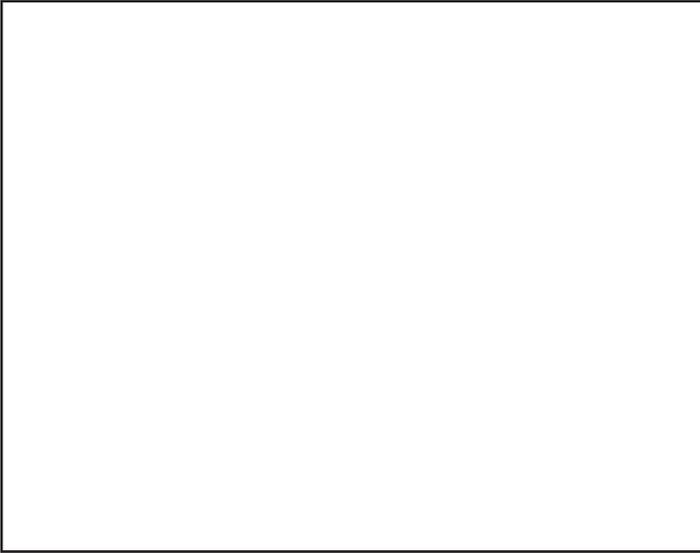


Neighborhood, Location

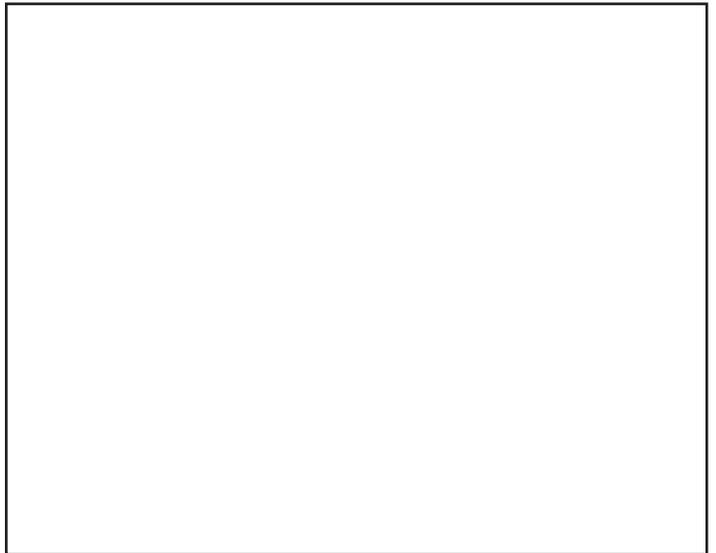


Preserving the original façade and accentuating character-giving features of a historic building while providing new upper story residential units. This mixed-use project combines the original 1920s garage decorative detailing with new storefront windows for an integrated neighborhood development.

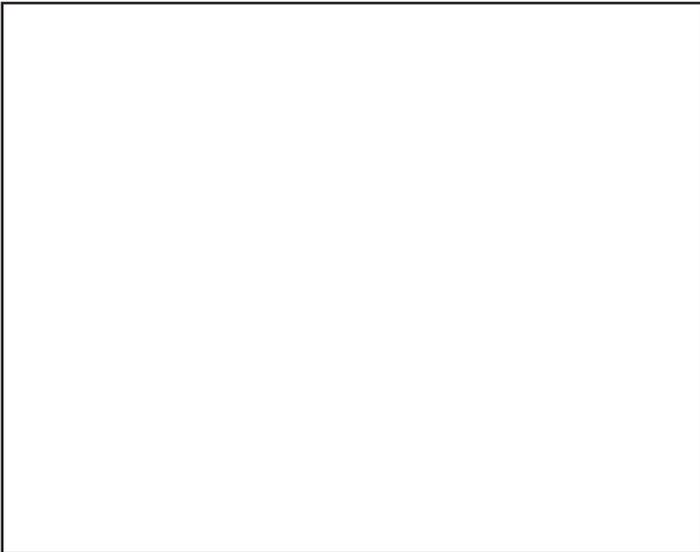
Alberta/MLK, NE 14th Place and NE Alberta



Neighborhood, Location



Neighborhood, Location



Neighborhood, Location



Neighborhood, Location

05

DESIGN THE **SIDEWALK LEVEL** OF BUILDINGS TO BE COMFORTABLE, PLEASANT AND HUMAN-SCALED.



Belmont/Hawthorne/Division, SE Division and SE 32nd

BACKGROUND

Cities designed for people depend on the success of a welcoming and comfortable streetscape environment. A strong public realm is framed by built form that supports people with disabilities and historically marginalized people, while feeling comfortable for all users. Though people arrive in Portland's busiest centers, corridors, and transit stations by many different modes, they are on foot or using a mobility device at either end of their destination. The sidewalk level of buildings, because they are most directly accessible to the public, should be designed with an approach that enriches public life at the human scale. Ground floors that are attractive, inviting, and interesting ensure that Portland's densest areas will flourish, because they beckon people to experience and enjoy them.

DESIGN APPROACHES

GROUND FLOOR HEIGHTS

Designing buildings with taller, more adaptable ground floors

MULTIPLE ENTRIES AND WINDOWS

Offering more than one entrance along the ground floors of buildings and providing “eyes on the street” and allowing views into interior spaces

WEATHER PROTECTION

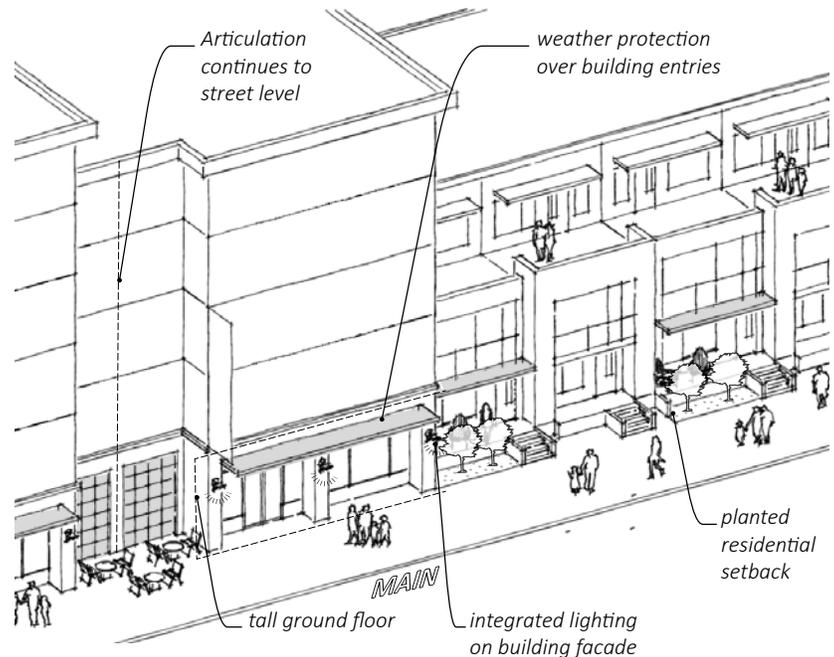
Providing protection from rain and sun and enhancing walkability

LIGHTING

Enhancing safety and visibility for pedestrians and highlighting special building features

RESIDENTIAL SETBACKS

Creating soft transitions while separating private spaces from public spaces



Ground floors should be tall and full of light and air—welcoming passersby while providing weather protection on Portland’s busiest sidewalks, especially at corners and main entries. Breaking up large expanses of a building facade reinforces a human scale to the sidewalk or trail and offers opportunities for placemaking at the ground level. Where oriel windows or balconies project into the right-of-way, they should contribute to the rhythm of the building’s architecture and not detract from the public realm.

Successful commercial ground floors are visually accessible and appealing from the outside, providing large storefront windows, interesting signage, multiple entrances, outdoor seating, and retail displays. High visibility and foot traffic volumes at street intersections make these locations prominent and warranting of the highest

levels of design attention and texture. Lighting at entries and building corners optimizes safety by illuminating people’s way at night and should be integrated into the design of the building, enhancing special architectural features.

Residential ground floors can also contribute to a vibrant streetscape with graceful transitions from private to public space using stoops, porches, or buffered setbacks with layers of landscaping or semi-private spaces. On upper stories, windows and balconies offer eyes on the street, interaction, and visual interest.

Multiple entrances, windows, and transitions from private to public spaces should also be incorporated along the greenway setback and trail, where applicable, to create a safe and successful trail experience for all users.

05

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



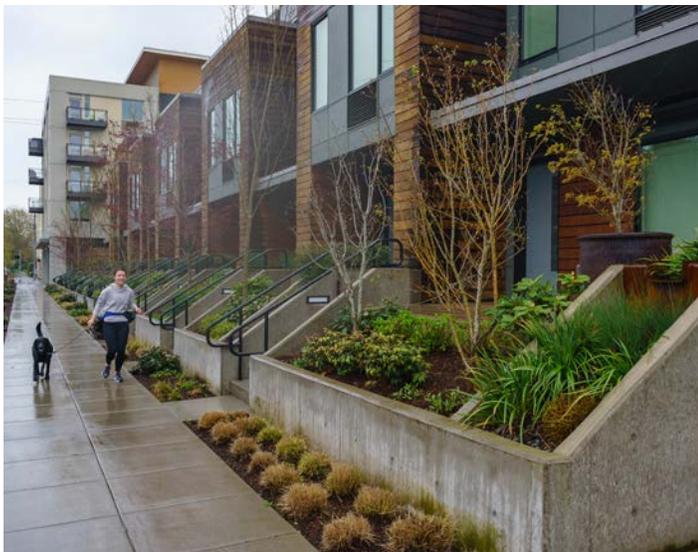
Providing weather-protected sidewalk furniture and bicycle parking. Shops that offer amenities for people can encourage higher levels of walking and cycling and increased activity, by facilitating different modes of travel and places to rest.

Belmont/Hawthorne/Division, SE Division and SE 20th



Offering weather protection for pedestrians, signage, and tall ground floors. This development provides multiple ground floor windows into shops, creating interest for people on the street as well as for shoppers and visitors inside. High levels of visual permeability on the ground floors make sidewalks feel safe and inviting.

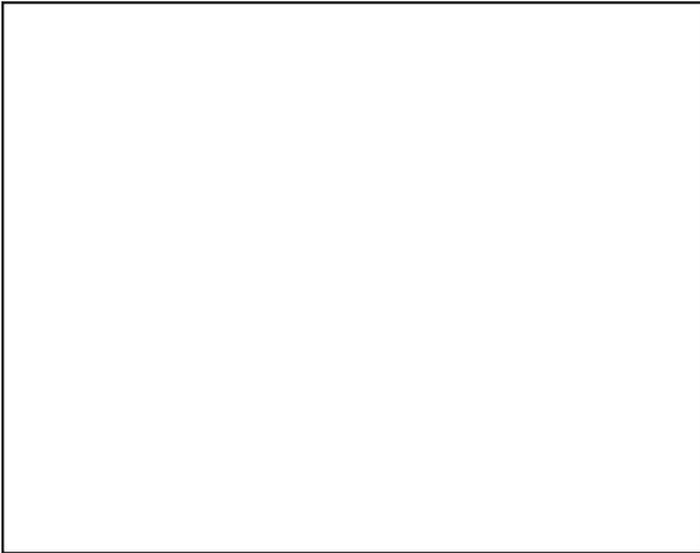
Belmont/Hawthorne/Division, SE Division and SE 26th



Fremont/Williams, N Williams and N Mason



Neighborhood, Location



Neighborhood, Location



Neighborhood, Location



Locating a building’s most active uses directly adjacent to the public sidewalk. Providing covered seating, string lights and multiple windows and entries within a building’s setback can contribute to an active streetscape. Buffering high levels of activity with fencing and landscaping creates a soft edge that is comfortable and pleasant for both pedestrians and building patrons.

Belmont/Hawthorne/Division, SE Division and SE 30th



Using stoops, landscaped setbacks and patios to contribute to a vibrant streetscape. This multi-dwelling apartment building transitions from a semi-private patio to the public sidewalk with layers of shrubs, small trees, and retaining walls, which soften the edge and create comfortable spaces for both building residents and passersby.

Killingsworth/Interstate, N Interstate and N Prescott

06

PROVIDE OPPORTUNITIES TO **PAUSE, SIT AND INTERACT.**



Northwest District, NW Quimby and NW 22nd

BACKGROUND

Urban buildings should provide and retain a great diversity of publicly accessible spaces for sitting, resting, eating, socializing, or just experiencing city life. Providing a broad array of spaces allows for freedom of movement. These spaces are important for community-building because they invite social interaction among people from different socioeconomic, generational, and cultural backgrounds. Successful spaces are those that support a variety of interrelated activities, engage a diverse public, and will result in vibrant streets and sidewalks. Publicly accessible spaces can also provide an important buffer and gradual transition from the vitality and activity of the public realm, through semi-private entries and porches, to the interior spaces where people live and work.

Development should consider providing needed open spaces. Even within a tightly programmed site, opportunities may include front entry courtyards and porches, or spaces integrated into the building form itself: space tucked within setbacks or articulations in building form, wide windowsills, leaning rails, retaining walls, landscape planters, or wide steps. Intermittent breaks in urban form should behave as an expansion of the public realm—places for people to share space together—and development should provide seating or points of interest for stopping, viewing, and gathering. Along the Willamette River Greenway, development should also offer places to sit and enjoy the river and trail, providing opportunities that help contribute to a vibrant waterfront.

DESIGN APPROACHES

SEATING

Providing a variety of seating types for passersby and building users

ACCESS TO BICYCLES

Designing open spaces that accommodate parking for bicycles

ART/WATER

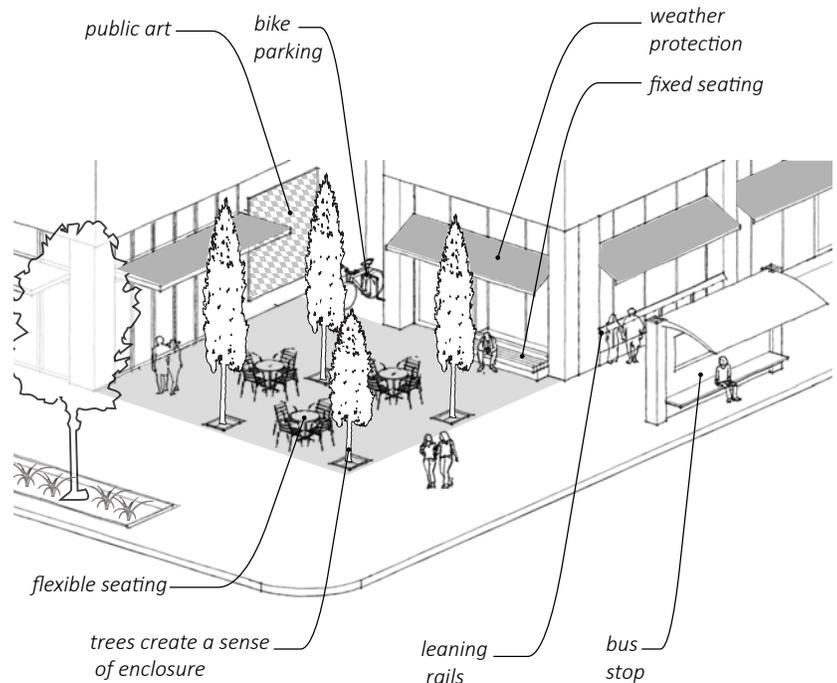
Designing spaces that can integrate opportunities for art or water features

ENCLOSURE

Offering comfortable buffers and distinction from the public realm

TREES + LANDSCAPING

Promoting health and wellness by helping to mitigate the effects of urban heat island



Where provided, larger open spaces, such as plazas and entry courtyards, should be accessible and open and not feel privatized or exclusive to paying consumers. They should furnish a variety of inclusive amenities for passersby, including short-term bicycle parking, comforts for transit or trail users, art, and water features. Covered bicycle parking and transit leaning rails or seating in front of transit stops helps activate areas by making spaces accessible and welcoming to people arriving by different modes.

To offer protection from the street, publicly accessible places should consider forms of enclosure appropriate to the scale of the space, including weather protection, changes in grade and materials, and outdoor furniture. Additional trees and landscaping help create a sense of enclosure

and buffer, mitigate the urban heat island effect, and weave beauty and nature into the city.

Art can play a role within open spaces by providing a visual focal point to inspire conversation and contemplation or to reflect the identity of Portland, its communities, and its history. Water features can encourage interaction with water, provide an immediate calming and cooling effect, and highlight and celebrate the larger geographic setting of the Willamette Valley and its abundance of rain.

06

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Offering a variety of seating choices, lighting and landscaping. This development's open courtyard provides multiple entries and windows which provide "eyes" on the space. Its formal and informal plantings and overhead string lighting offer texture and a human scale, contrasting with the hardscape of building walls and glass. Over time, the trees will provide needed shade and a sense of enclosure.

Lents, SE Foster and SE 92nd



Northwest District, NW Quimby and NW 22nd

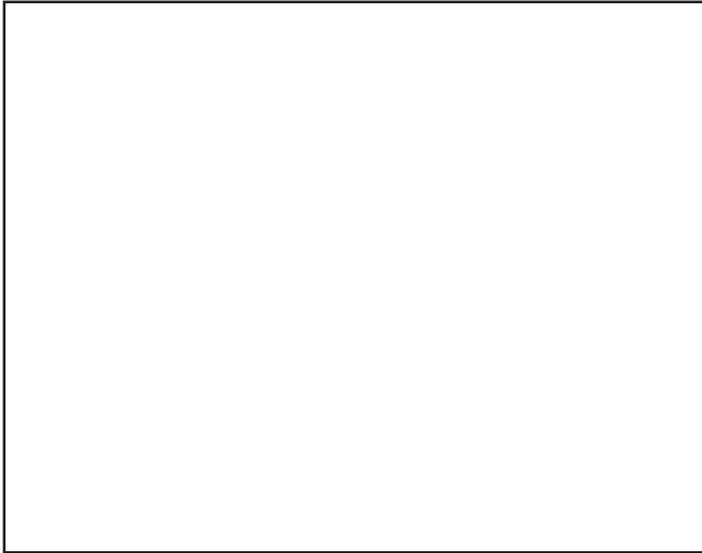


Neighborhood, Location



Providing covered seating, lighting, trash and recycling bins. Portland Mercado offers an open and welcoming environment because it seamlessly connects to public sidewalks and provides spillover space for large open gatherings.

Heart of Foster, SE Foster and SE 72nd



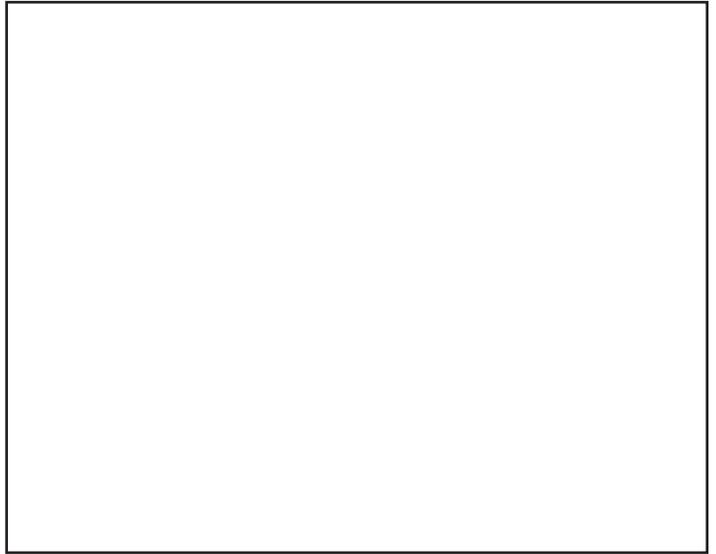
Neighborhood, Location



Williams/Fremont, N Williams and N Mason



Neighborhood, Location



Neighborhood, Location

07

MINIMIZE AND INTEGRATE **PARKING** AND **BUILDING SERVICES.**



Northwest District, NW Quimby and NW 22nd

BACKGROUND

Modern urban buildings are complex, and they include necessary functional areas and elements that may not directly support the pedestrian environment. Yet, parking, utilities, and other services often must share locations with people, especially when space is limited. These functions and services should be located in ways that minimize their impact on the public realm and do not detract from the overall pedestrian experience. The placemaking needs of an active public realm should inform how and where parking and services are located.

DESIGN APPROACHES

VEHICLE AREAS AND PARKING

Screening and buffering vehicle areas from pedestrians and integrating parking into the building design

UTILITIES, TRASH AND RECYCLING

Minimizing and integrating utilities and siting and screening trash and recycling enclosures away from public realm

VAULTS

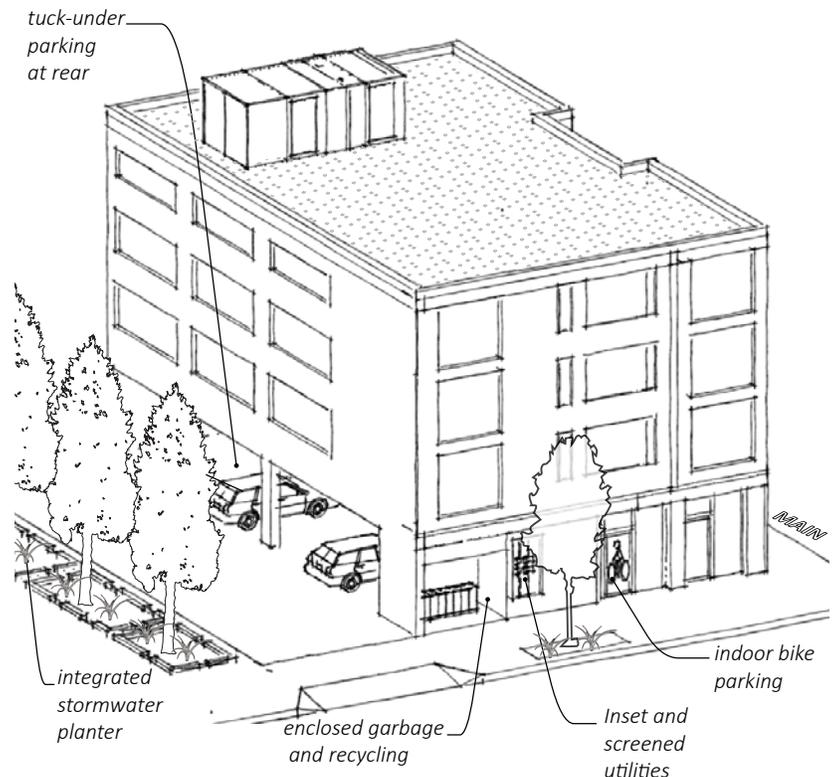
Integrating and concealing vaults within open areas

STORMWATER PLANTERS

Integrating stormwater with multiple uses, such as, buffering, placemaking, and seating opportunities

LONG-TERM BICYCLE PARKING

Designing bicycle parking to encourage use by adding bike lobbies and bike repair amenities



Development should carefully site driveways and parking areas away from the public sidewalk or greenway trail and screen them through landscaping and other buffers. Sites should be designed to optimize spaces dedicated to people, mitigating the physical and visual impacts from cars and spaces dedicated to them. Structured and tuck-under parking and on-site loading areas should be unified into the building form, and their contact with the public realm should be minimized. Long-term bicycle parking should also be integrated into the site and building design so that the facilities are easily accessible and active, through amenities such as bicycle lobbies and repair amenities.

Buildings should reduce the impact of utilities such as gas meters and mechanical equipment on the public realm by tucking them away within parking

areas, alleys, and building alcoves where possible, and they should be effectively screened. Trash and recycling enclosures should also be screened and sited within parking areas and away from public sidewalks or public trails. Other building utilities, such as vents and air conditioner units, should be hidden within building recesses or integrated into the façade using complementary colors and materials. Rooftop mechanical equipment should be well hidden from the sidewalk.

Large below-grade functions, such as electrical vaults and stormwater utilities, if provided on site, should be integrated into plazas and large setback areas, and underground areas should be prioritized for soil volumes to support large trees where possible.

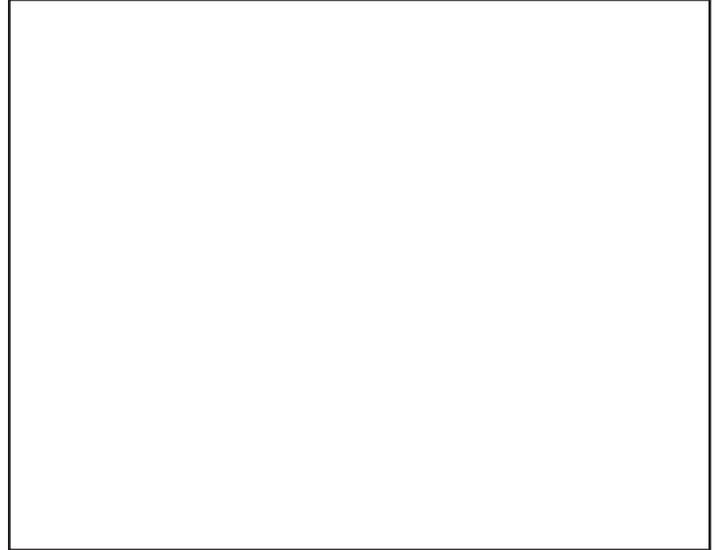
07

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Integrating long-term bicycle parking into the design of the site. This apartment's bicycle parking allows access from the entry courtyard while providing enclosure.

42nd/Killingsworth, NE 42nd and NE Prescott



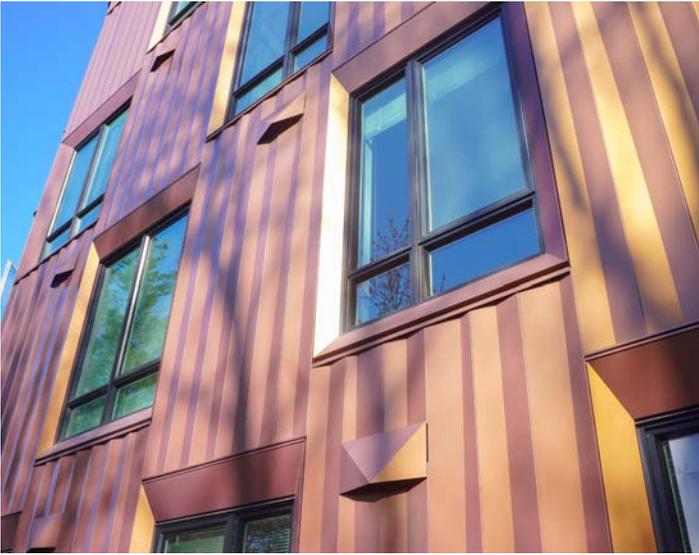
Neighborhood, Location



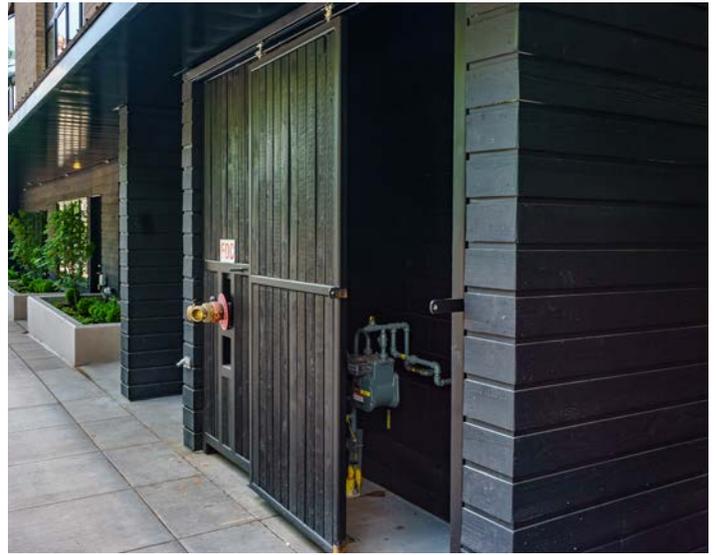
Neighborhood, Location



Belmont/Hawthorne/Division, SE Division and SE 20th



Marquam Hill, SW US Veterans Hospital Rd



Neighborhood, Location



Gateway, SE 105th and E Burnside



Neighborhood, Location

08

SUPPORT THE COMFORT, SAFETY AND DIGNITY OF RESIDENTS, WORKER AND VISITORS THROUGH THOUGHTFUL SITE DESIGN.



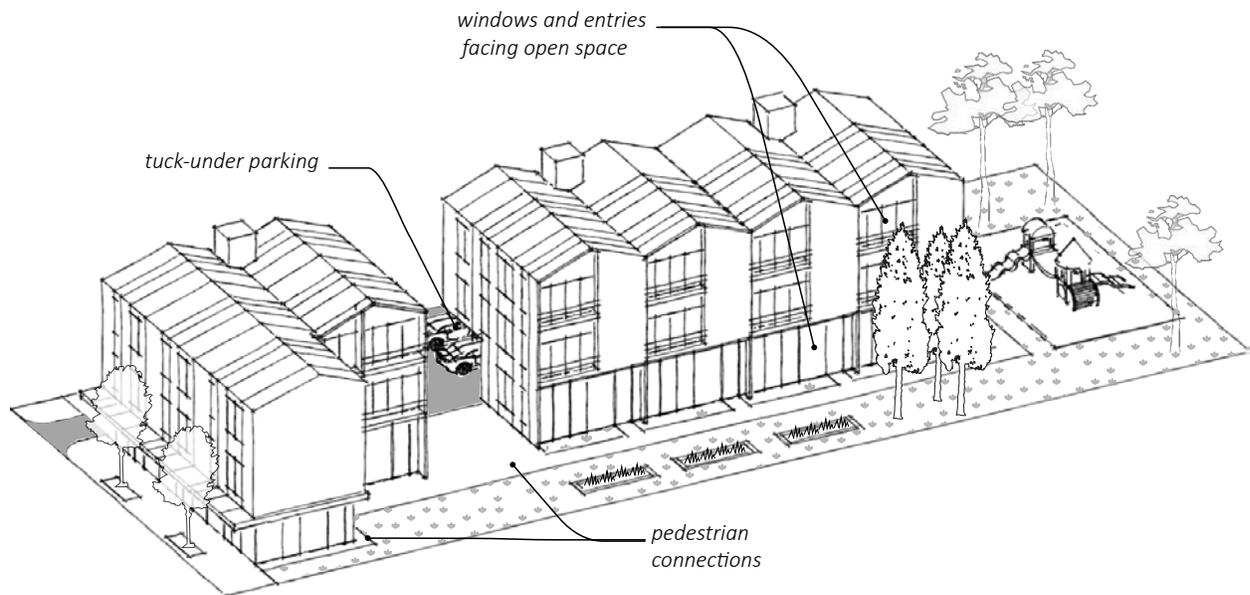
Hillsdale, SW 26th and SW Capitol Highway

BACKGROUND

In order to support a building’s users, designs should strive for quality throughout the whole project site. Many development sites, due to their configuration and programming, rely on interior entries and open spaces to offer multiple points of access and amenities. The design of these interior spaces is critical in maintaining comfort and safety for all building users and should be elevated as points of pride and belonging rather than spaces that feel unwelcome and back-of-house. As areas within Portland evolve toward more compact urban form, site design should support people’s uses throughout the site, including movement and active and passive recreation. Successful site design approaches can bolster social and physical health and emotional well-being because they enhance the entire experience for building users.

Internal pedestrian circulation through sites should safely link the public realm, building entries, parking, and open areas through universal design for all ages and abilities. In addition to facing primary entries and windows towards the public realm, buildings should likewise orient toward internal open spaces and pedestrian pathways. Entries and windows should be located to balance visibility with privacy while offering a comfortable, safe, and attractive experience throughout the site. Multiple buildings on a site should avoid placement of entries, windows, and utilities that unintentionally create awkward sight lines or relationships between building users . Buildings should be sited in ways that optimize areas between buildings and that create usable, inclusive open spaces.

Spaces designed solely for vehicles should not



dominate the site. Buildings should provide safe and comfortable access to parking areas that prioritize people through clear pathways, paving patterns, and lighting. Where residential entries face parking lots, generous buffering should create separation that balances a sense of welcome with a need for privacy and screening.

Site design should consider how to facilitate the use of outdoor spaces year-round. Thoughtfully shaping building massing to optimize solar access, providing protection from rain, and carefully placing furnishing and landscaping can all contribute to increased use. Well-designed sites foster activation and moments for impromptu gathering, placemaking, and stewardship of places that offer local sources of enjoyment and lead to long-term investments in local communities.

DESIGN APPROACHES

INTERNAL OPEN SPACES AND CONNECTIONS

Offering comfortable spaces and welcoming pedestrian circulation through sites

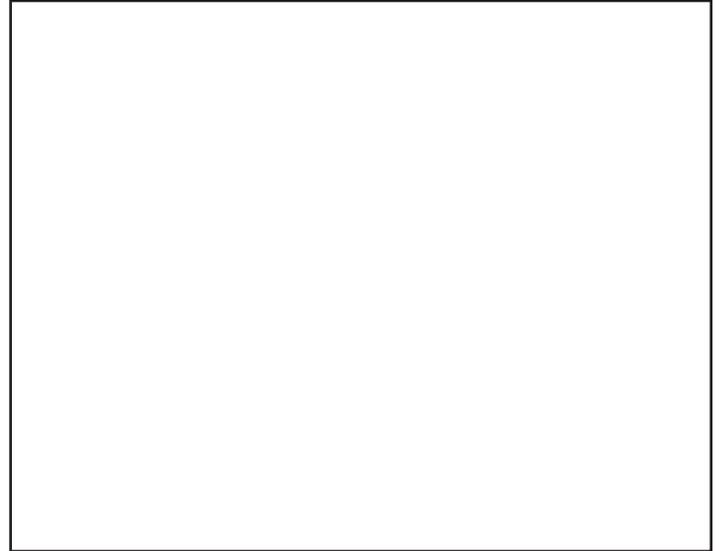
INTERNAL VEHICLE AREAS

Ensuring that vehicle areas do not dominate the site

SOLAR ACCESS

Providing solar access in site design

THIS GUIDELINE MAY BE ACCOMPLISHED BY...



Providing safe and comfortable access through sites with wide pedestrian walkways, bicycle parking, and multiple windows. PCC Southeast links directly to the public realm with a well-lit tree-lined walkway that allows passersby and campus visitors to feel welcome and safe.

Jade District, SE 82nd and SE Division

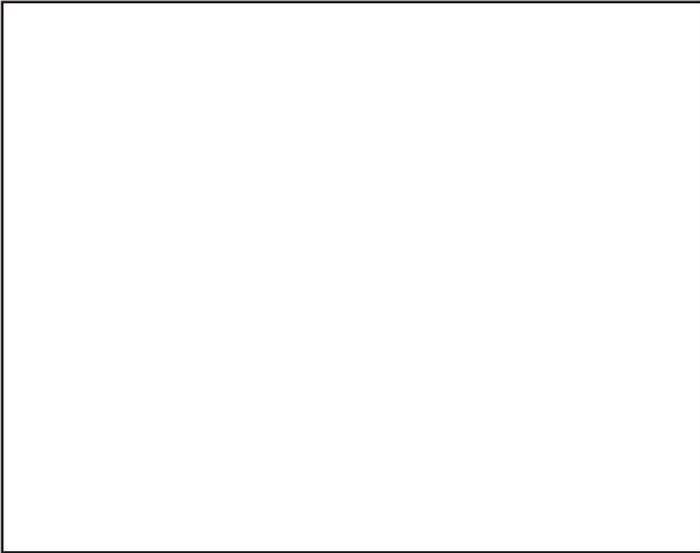
Neighborhood, Location



Offering pedestrian circulation through the site that connect the public realm, building entries, parking, and open areas. This project's parking area is well integrated into the interior of the site, with multiple unit entries and open spaces that offer a feeling of moving through an open courtyard rather than a space devoted to parking.

Williams/Fremont, N Williams and N Mason

Hillsdale, SW 26th and SW Capitol Highway



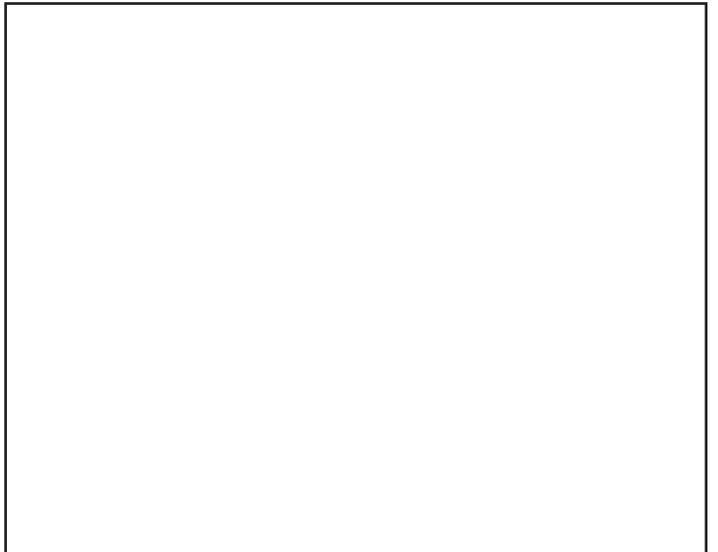
Neighborhood, Location



Belmont/Hawthorne/Division, SE Division and SE 38th



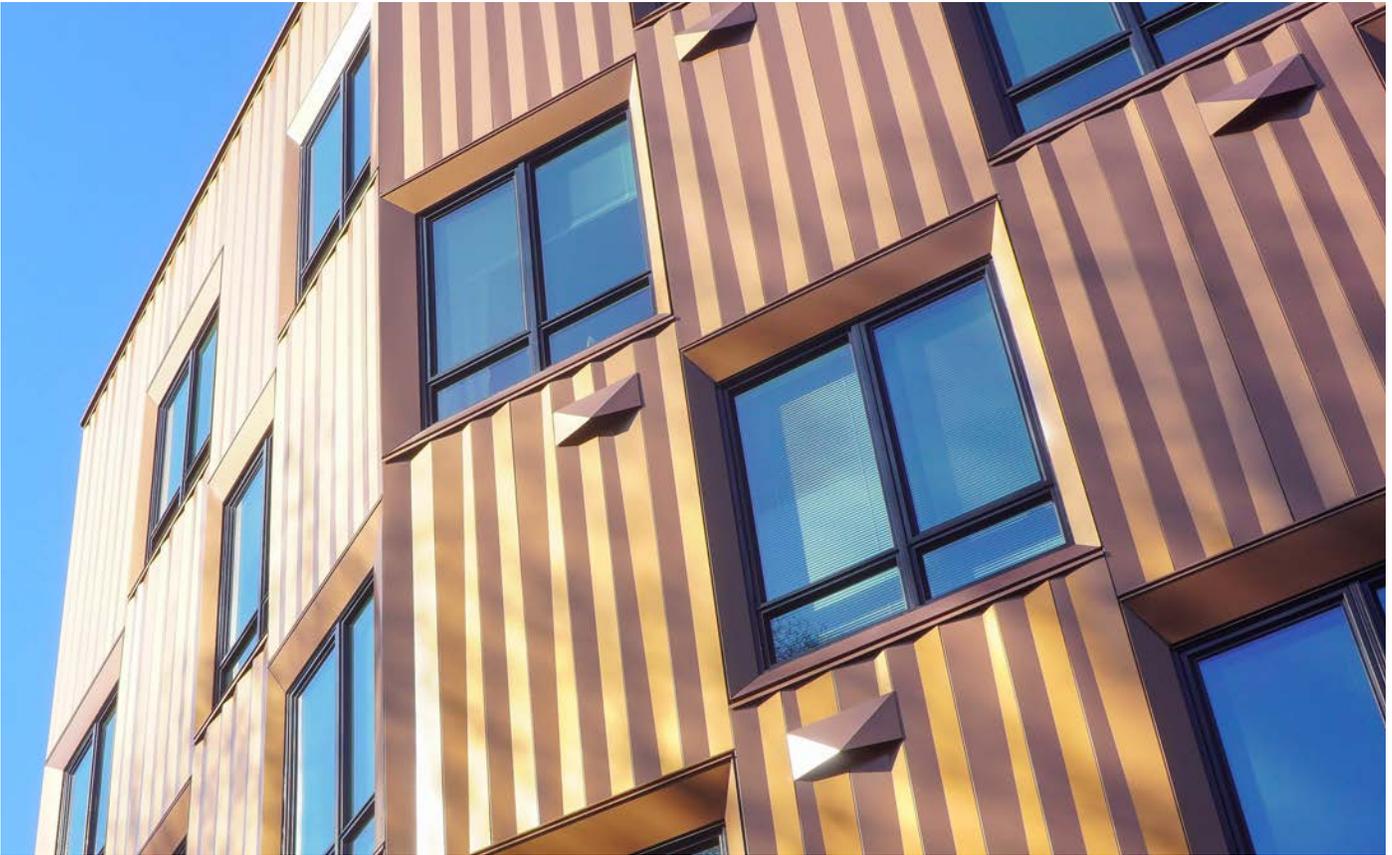
Sellwood/Moreland, SE Milwaukie and SE Claybourne



Neighborhood, Location

09

DESIGN FOR **QUALITY**, USING ENDURING MATERIALS AND STRATEGIES WITH A CLEAR AND CONSISTENT EXECUTION.



Marquam Hill, SW US Veterans Hospital Rd

BACKGROUND

The decision of future generations to retain and adapt buildings that are built in Portland's highest-density areas today will depend upon their enduring and timeless design.

The architecture should evoke clarity and consistency to convey where uses and activities belong, illustrate the spectrum of public to private spaces, and unite the building holistically with a sense of beauty and logic.

Buildings should employ sturdy, durable exterior materials with reliable construction methods that ensure resistance to heavy use and to weathering caused by the Pacific Northwest climate.

DESIGN APPROACHES

COHERENCY

Expressing a clear and consistent design approach to unify building

ARTICULATION

Highlighting function, hierarchy, or procession through modulations of form

APPLICATION OF EXTERIOR MATERIALS:

Unifying building design with hierarchy, shifts or repetition

QUALITY OF MATERIALS

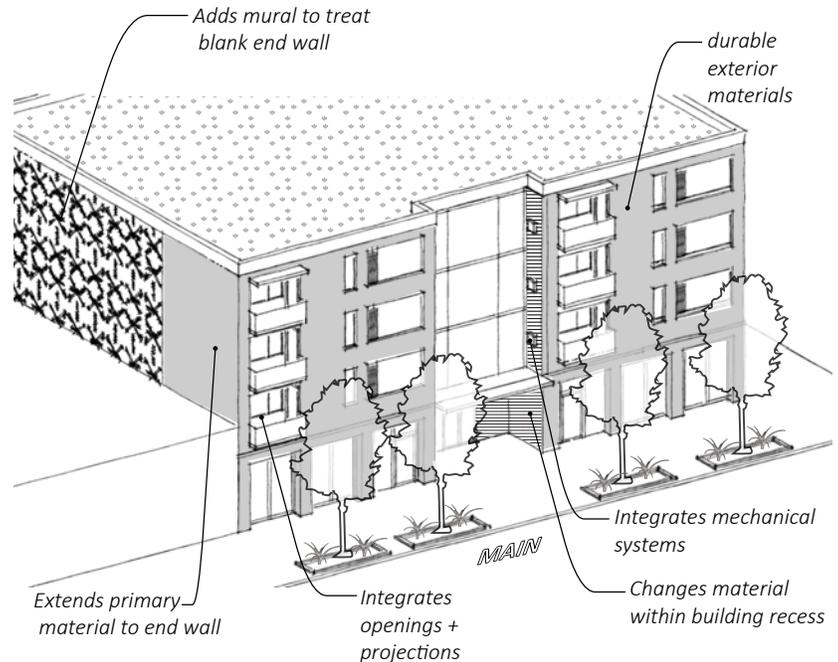
Providing quality, resilience and durability in construction and details

BUILDING OPENINGS

Offering permeability and depth from contrasting shadow lines

BUILDING PROJECTIONS

Integrating the structure and form of the building



Design should clearly convey the function, hierarchy, values, or procession of movement through the use of articulation, lighting, building openings, texture, and depth. For instance, façade articulation may be used to distinguish and express the internal program of the building. Building projections—such as balconies, awnings, railings, exterior lighting, signage, and stairs—can add depth and texture, and they should be well-integrated into the design and form of the building so as not to compete visually. Doors and windows should add permeability through the building along with visual interest and depth from contrasting shadow lines.

Materials can also be used to reinforce the overarching design concept with thoughtful

repetition or emphasis of plane shifts. Materials can also convey hierarchy, such as using heavier materials like masonry near the ground and using lighter materials within recesses or within upper stories.

Building facades particularly warrant special attention to detail and quality within “high touch zones” —such as areas along the ground floor, balconies, and building openings.

High levels of visual interest, texture, and detail in materials should be balanced with thoughtful design simplicity and overarching design coherence.

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

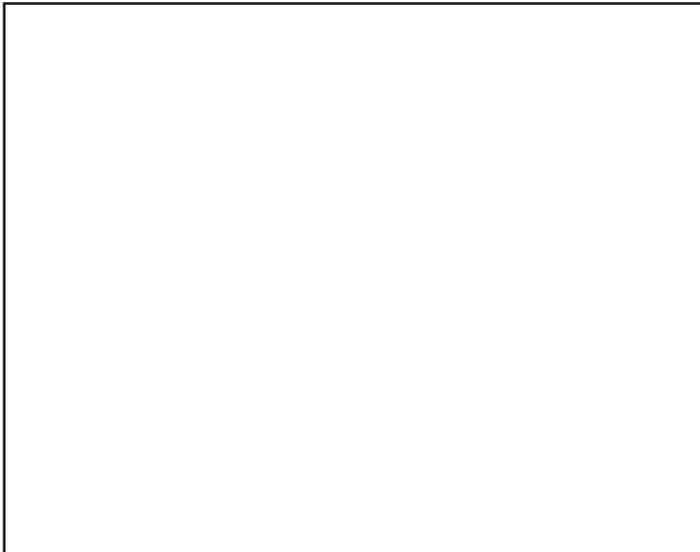


Applying materials and forms consistently. This building employs an undulating form in both the patterning of its façade and on the ground floor, where entries are tucked in and planters push out to meet the sidewalk.

Northwest District, NW 19th and NW Overton



Neighborhood, Location



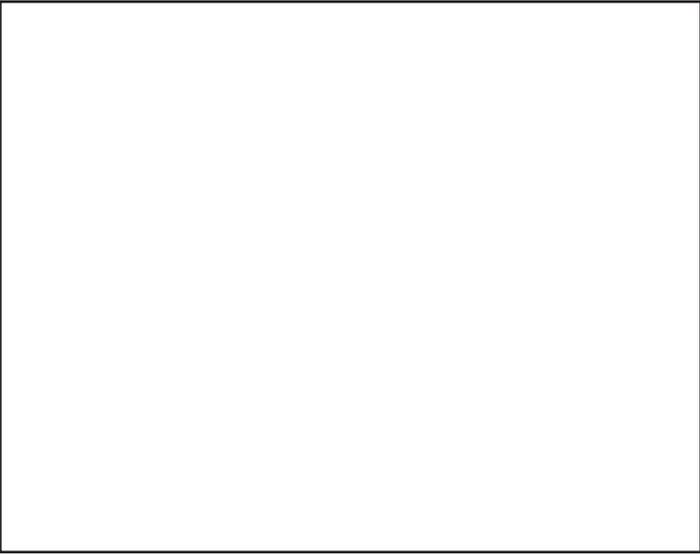
Neighborhood, Location



Kerns, NE Burnside and NE 26th



Lents, SE Foster and SE 92nd



Neighborhood, Location



Northwest District, 20th and Petty



Neighborhood, Location

10

DESIGN FOR **RESILIENCE**, CONSIDERING ADAPTABILITY TO THE CHANGING NEEDS OF THE CITY, CLIMATE CHANGE IMPACTS, AND THE HEALTH AND STEWARDSHIP OF THE ENVIRONMENT.



Central City, NW Front and NW 17th

BACKGROUND

Portland's commitment to a low-carbon future and the integration of nature and green infrastructure in the built environment are rooted in reverence to the greater regional ecology and climate of the Pacific Northwest. Besides promoting human and natural health, cleaning the air, and reducing energy costs, designing buildings to support the stewardship of the environment recognizes the intrinsic value of nature in the city.

DESIGN APPROACHES

NATURAL RESOURCE PROTECTION

Protect and incorporate existing rivers, streams, wetlands, trees and other natural features

NATIVE LANDSCAPING

Preserving and including native landscaping

ECOROOF

Providing eco-roofs for pollinators and people

RESOURCE CONSERVATION

Prioritizing the use of existing structures or reclaimed and recycled materials

BIRD-SAFE

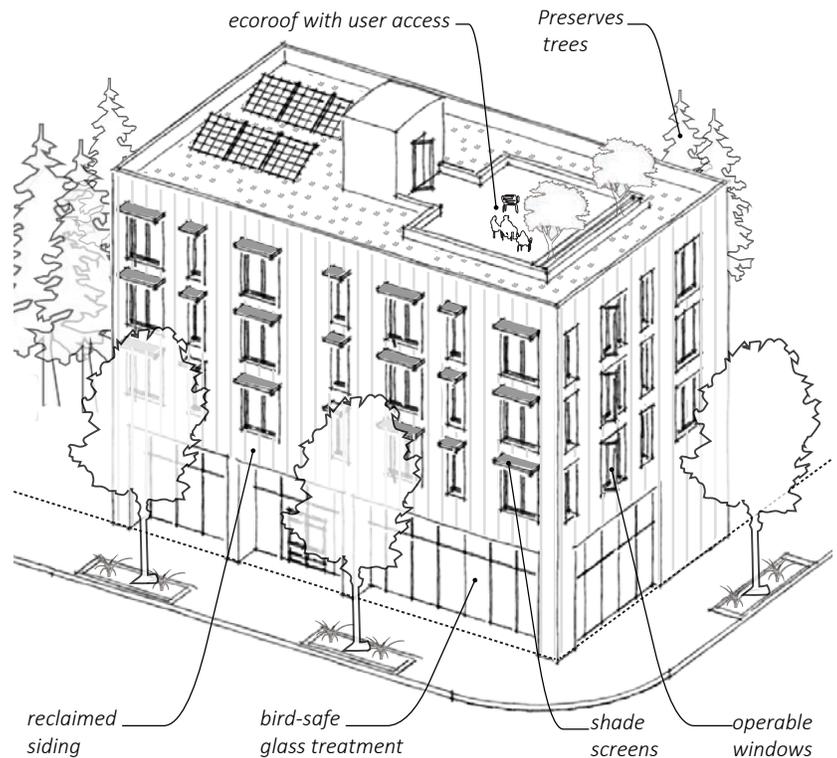
Reducing bird strikes through careful design

DAYLIGHT AND AIR

Integrating natural daylight and ventilation and improving indoor air quality

ADAPTABLE BUILDINGS

Providing flexibility in building programming, floor heights and building openings



Site designs should protect and incorporate existing rivers, streams, wetlands, trees, and other natural features. Where possible, development should incorporate native shrubs and trees in landscaping, create new water features, or add ecoroofs. These features will help mitigate heat island effects, manage stormwater, provide wildlife habitat, and create space for people to rest and recreate. Development should incorporate bird-safe design, such as fritted glass, deep awnings, or shade screens, to reduce bird strikes.

Designers should also consider adaptability over time. Designing buildings with flexible floor plates, taller ground floors, and building openings will

ensure that they last beyond today's users and needs. New development should weigh long-term environmental impacts and life cycle costs of materials. Adaptively reusing existing urban structures as well as reclaimed and recycled materials conserve valuable and valued resources. Development should incorporate low-carbon design features and approaches, such as allowing for natural daylight and ventilation and improving indoor air quality to increase thermal comfort.

10

THIS GUIDELINE MAY BE ACCOMPLISHED BY...

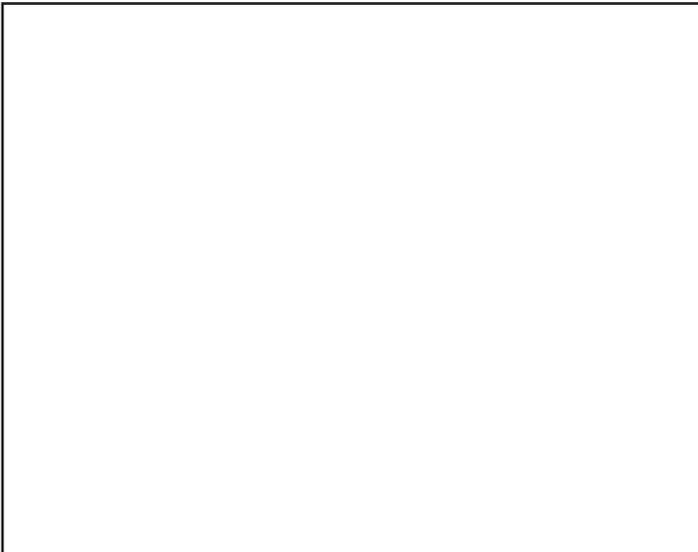


Designing stormwater runoff systems to be multi-functional, people-oriented and visually captivating. This installation, designed by Buster Simpson and Peg Butler, manages stormwater, covers bicycle parking, and serves as public art that conveys a message about the culture of petroleum use.

Dekum, NE Dekum and NE Durham



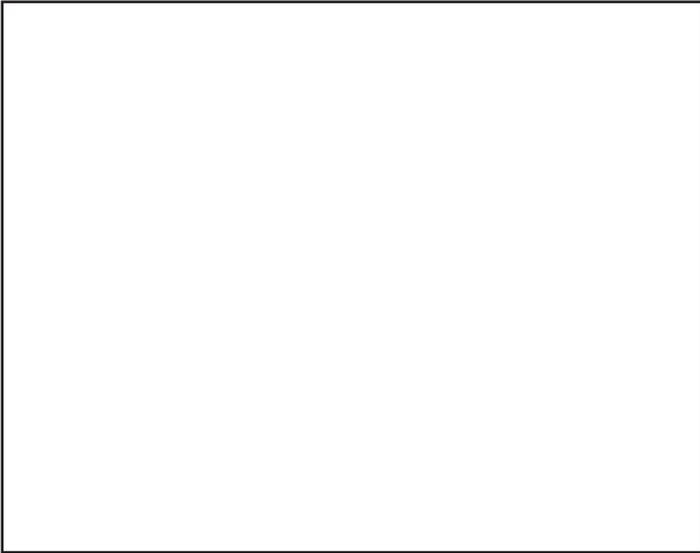
Multnomah, SW 30th and SW Dolph



Neighborhood, Location



Neighborhood, Location



Neighborhood, Location



Northwest, 22nd and Glisan



Neighborhood, Location



Jade District, SE 82nd and SE Division

