West Portland Town Center Plan

Volume 2:
Zoning Code and Map Amendments, Design Overlay Character Statement, and Comprehensive Plan Policy and Map Amendments

Discussion Draft
October 2020
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HOW TO GIVE FEEDBACK:

The Bureau of Planning and Sustainability thanks you for taking the time out of your day to review this Discussion Draft. The Discussion Draft is intended to inform the public on the West Portland Town Center’s future growth plan. Your comments will inform the development of a Proposed Draft that is scheduled to be released in Winter 2021. The proposed Draft will be reviewed by the Planning and Sustainability Commission (PSC) at one or more public hearings. Following any amendments to the proposal, the PSC will vote to forward a Recommended Draft to the Portland City Council. Additional public hearings will be held before the City Council prior to the adoption of the plan.

Public feedback accepted through December 3, 2020
Send your comments to Hanna Osman
Email: Hanna.osman@portlandoregon.gov

Visit the project webpage: West Portland Town Center Plan
Upcoming online information sessions on the Plan will be announced on this page.

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All supporting materials and maps developed for this project are available at:
https://beta.portland.gov/bps/wpdx-town-center
Volume 2: Code, Policy and Map Amendments

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Section I: Introduction

The draft Zoning Code amendments included in this document help implement the West Portland Town Center Plan vision. The draft amendments include additional Zoning Code incentives and regulations, many of which prioritize housing affordability and community benefits, to accompany the plan actions and proposed land use changes. These provisions and regulations will be incorporated into the Zoning Code as a new chapter called the West Portland Multicultural Plan District. The provisions of this plan district chapter will apply to properties within the town center boundary in addition to the base zone requirements of the Zoning Code. The plan district regulations, such as those addressing allowed land uses and building height, will supersede comparable regulations in the base zones. The Zoning Map designations (per previous section) in conjunction with the Zoning Code determine what regulations apply to which properties.

Besides the West Portland Multicultural Plan District regulations, this document also includes draft amendments to prohibit self-service storage uses close to light rail stations citywide. This limitation will help implement Comprehensive Plan policies that call for light rail station areas to be the location of concentrations of housing, jobs, and commercial services.
Concept-to-Code Crosswalk
The following provides a guide to where plan district concepts described in the West Portland Town Center Plan can be found in the West Portland Multicultural Plan District code amendments.

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Section II: Zoning Code Amendments

This section presents staff proposed zoning code amendments. The section is formatted to facilitate readability by showing draft code amendments on the right-hand pages and related commentary on the facing left-hand pages.
33.595 West Portland Multicultural Plan District

This is a new Zoning Code chapter that implements the West Portland Town Center Plan.

Note: for readability, underlining is not used to indicate new text, as all of the Chapter 33.595 text is new text.

Purpose

The draft plan district regulations in this chapter help implement the West Portland Town Center Plan vision and goals. The draft amendments include Zoning Code regulations and incentives, specific to the West Portland Town Center, to accompany the plan actions and proposed land use changes.

33.595.030 Neighborhood Contact (see code on page 7)

This regulation adds the members of the SW Corridor Equity Coalition (SWCEC) to the organizations (primarily neighborhood and business associations) that must be contacted and are included in meeting requirements outlined in Chapter 33.705 (Neighborhood Contact). This is intended to foster inclusive community engagement in conjunction with new development and help ensure that equity considerations are conveyed to developers in the West Portland Multicultural Plan District. The Neighborhood Contact requirement will provide a key opportunity for the SWCEC and other community members to advocate for development approaches that can contribute to the achievement of the SW Corridor Equitable Development Strategy and the West Portland Town Center Plan.

Current Neighborhood Contact requires notice posted onsite and notice sent to area neighborhood associations, district coalitions, and business associations. For projects larger than 25,000 square feet (10,000 square feet in d-overlay) a meeting is mandatory and the applicant must provide a letter explaining any changes to the proposal made as a result of public comments.
33.595 West Portland Multicultural Plan District

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General

33.595.010 Purpose
The West Portland Multicultural plan district provides for an urban level of mixed-use development for a growing economically and culturally diverse population. Two primary objectives of the plan district include shaping development that promotes personal and community health and prosperity and strengthens the West Portland Town Center’s role as a multicultural center for Southwest Portland. These regulations:

- Accommodate additional housing and additional commercial, office, and recreational amenities and services at a level similar to other town centers in the city;
- Support opportunities for under-represented people and communities to inform new development;
- Promote equitable development that benefits rather than displaces low-income households;
- Promote healthy outcomes through development of green infrastructure and design of public spaces and streets for more physical activity;
33.595.030 Neighborhood Contact
See previous commentary page.

33.595.040 Initiating a Quasi-judicial Zoning Map Amendment
This regulation prohibits upzones from single-dwelling zoning to multi-dwelling zoning until a stormwater disposal system serving the site is under construction or in place. This applies to some areas in Subdistrict C that have inadequate stormwater facilities and poor soil infiltration, and which will retain single dwelling but have multi-dwelling Comprehensive Plan Map designations that allows for future upzoning.

This section also prohibits upzones in commercial/mixed use zones from CM2 or CE zoning to the larger scale CM3 zone for a five-year period following adoption of the plan district regulations. This will ensure that larger-scale development is achieved through bonuses providing affordable housing units and community benefits (see pages 16-19) for the initial years of the plan district’s existence.

Use Regulations

33.595.100 Prohibited Uses

Prohibited Residential Uses. Residential uses are prohibited in the Employment Focus Area in Subdistrict B. This Residential use restriction, in conjunction with limits on Retail and Commercial Parking uses, is intended to prioritize this area for transit-oriented employment uses, including middle-wage jobs to support the economic self-sufficiency of area residents. The Employment Focus Area is proposed for CM3 zoning to allow for the urban development intensities provided by this zone and the pedestrian-oriented design features intended for the area (such as requirements for ground-floor windows and limitations on auto-oriented development, which are not provided by the EG zones), while limiting the retail and residential uses otherwise allowed by the CM3 zone. The Comprehensive Plan Map designation for the area, Mixed Use – Urban Center, allows for zone changes to CM2 or CE, but the Residential Use prohibition will apply regardless of zone changes to these other commercial/mixed use zones.

Prohibited Commercial Uses. Self-Service Storage uses and Quick-Vehicle Servicing (such as gas stations) are prohibited in the plan district to promote pedestrian- and transit-oriented development. In the commercial/mixed use zones in the plan district area, the CM2 zone currently already does not allow Self-Service Storage, but such uses are allowed as a limited use in the CM3 and CE zones, where the ground floors of development along corridors such as Barbur and near transit stations must also include active uses. This code amendment places a stronger limitation on Self-Service Storage uses - no such uses would be allowed in the plan district.

Quick-Vehicle Servicing is currently allowed in the CE zone in the plan district. No new Quick-Vehicle Servicing Uses are currently allowed in the CM2 or CM3 zones, although existing uses such as gas stations are allowed to be reconfigured or expended on a site. Prohibiting Quick-Vehicle Servicing will disallow any new gas stations and prevent reconfiguration or expansion of existing uses in the plan district (although existing gas stations could continue to function as non-conforming uses, with limitations on their reconfiguration). This prohibition is intended to contribute to the long-term vision of the West Portland Town Center as a pedestrian- and transit-oriented district.
Discourage auto-oriented uses and prioritize the pedestrian experience over automobiles while promoting the use of light rail, bus transit, and biking.  
Promote equitable opportunities for businesses, including immigrant, minority, and women-owned small businesses;  
Create defined commercial main streets and hubs that enhance conditions for more varied commercial and business services;  
Encourage the growth of middle-wage jobs;  
Promote development of spaces for community and cultural events and services;  
Promote new affordable and market rate housing for all household types and incomes broadly throughout the area with the greatest density focused near the Barbur Transit Center.

**33.595.020 Where These Regulations Apply**
The regulations of this chapter apply in the West Portland Multicultural plan district. The boundaries of the plan district and subdistricts are shown on Map 595-1 at the end of this chapter, and on the Official Zoning Maps.

**33.595.030 Neighborhood Contact**
When proposed development triggers the neighborhood contact steps in Chapter 33.705, Neighborhood Contact, all members of the SW Corridor Equity Coalition must also be contacted or sent meeting notes as part of the notification and meeting requirements.

**33.595.040 Initiating a Quasi-judicial Zoning Map Amendment**
Initiating a quasi-judicial zoning map amendment is prohibited within the West Portland Multicultural plan district as follows:

A. Initiating a quasi-judicial zoning map amendment to rezone a site from a single-dwelling to a multi-dwelling base zone is prohibited until the Bureau of Environmental Services confirms that it has an adopted system improvement and funding plan for stormwater disposal systems that will serve the site, and that said stormwater disposal system improvement is completed or in a construction phase; and

B. Initiating a quasi-judicial zoning map amendment to rezone a site from CM2 or CE to CM3 is prohibited until [INSERT DATE 5 YEARS FROM THE EFFECTIVE DATE OF THE ORDINANCE ADOPTING THIS PLAN DISTRICT].

**Use Regulations**

**33.595.100 Prohibited Uses**

A. **Purpose.** These regulations prioritize employment opportunities in certain areas close to transit, promote pedestrian- and transit-oriented development, and help reduce traffic congestion, especially in the commercial core of the plan district.

B. **Prohibited uses.**

1. Residential uses are prohibited in the Employment Focus Area shown on Map 595-2;
2. Self-Service Storage is prohibited within the plan district; and
3. Quick Vehicle Servicing is prohibited within the plan district.
33.595.110 Retail Sales and Service
Limitations on Retail Sales and Service uses apply in the West Portland Town Center's multicultural hub (Subdistrict B), centered around the Barbur Transit Center. The limitation on the size of most retail and service uses is intended to promote small-scale commercial spaces that are relatively affordable in order to facilitate opportunities for a broad range of small businesses, including opportunities for the area's immigrant and refugee communities (see also the mandatory affordable commercial space requirement that will also apply in this subdistrict, described in 33.595.240). Exemptions to the size limitation are provided for grocery stores to facilitate access to healthy food in the multicultural hub, and for shared retail spaces designed for multiple vendors. Shared retail spaces are an opportunity to provide relatively low-cost commercial opportunities that are affordable to a broad range of small businesses, and would accommodate community interest in the creation of a shared multicultural marketplace that can support and serve the area's diverse communities.

In the Employment Focus Area (part of Subdistrict A), Retail Sales and Service uses are limited in size to 20,000 square feet. This is the same size limitation that applies in the general employment (EG) zones. This limitation, in conjunction with a prohibition on Residential uses (see 33.595.100), is intended to prioritize this area for transit-oriented employment uses, including middle-wage jobs to support the economic self-sufficiency of area residents. The Employment Focus Area is proposed for CM3 zoning to allow for the urban development intensities provided by this zone and the pedestrian-oriented design features intended for the area (such as requirements for ground-floor windows and limitations on auto-oriented development, which are not provided by the EG zones), while limiting the retail and residential uses otherwise allowed by the CM3 zone.

33.595.120 Commercial Parking
The Commercial Parking limitation that applies in the multicultural hub (Subdistrict B), focused around the Barbur Transit Center, serves to prohibit Commercial Parking in the form of surface parking lots in order to prioritize transit-oriented development and efficient use of land near the transit center. Commercial Parking (which category includes shared parking arrangements) is, however, allowed when it is in the form of structured parking because of the more efficient use of land this provides and to allow for shared parking arrangements in which structured parking is shared by multiple properties. The park-and-ride facility at the Barbur Transit Center will not be effected by this limitation, as this public facility parking is considered to be a Community Service use. Commercial Parking is a conditional use in the Employment Focus Area to prioritize this area for transit-oriented employment uses (this is consistent with how Commercial Parking is treated in the general employment [EG] zones).

33.595.130 Required Ground Floor Active Use
This regulation encourages a concentration of services and activity along streets that are intended to serve as mixed-use commercial corridors, supporting the role of the West Portland Town Center as a hub of community activity and services (see Map 595-3 at end of chapter). This regulation also applies to any future streets in the Barber Transit Station area. The requirement for ground-floor active uses will prevent a purely residential project along the streets where they apply, as it requires active uses - such as commercial, employment, or institutional uses - to occupy at least part of the ground floor in portions of sites that abut the mapped streets.
33.595.110 Retail Sales and Service

A. **Purpose.** These regulations limit the size of Retail Sales And Service uses in order to promote smaller retail spaces that are less expensive than large spaces, accommodate the need for grocery stores in the plan district, help reduce traffic congestion associated with large-scale retailers, and prioritize employment uses in specified areas.

B. **Retail Sales And Service use limitations.**

1. Within Subdistrict B, Retail Sales And Service uses are limited to a maximum of 3,000 square feet of net building area per use. The following are exempt from this size limitation:
   a. Grocery stores when at least 50 percent of the net building area is used for the sale of food items; and
   b. Retail space designed for multiple individual vendors, such as indoor markets or food courts, for which individual vendor spaces are provided that are not fully walled from each other and that share circulation areas, seating areas, and restrooms.

2. Within the Employment Focus Area shown on Map 595-2, the maximum amount of net building area plus any exterior display, storage, work or other exterior activity area allowed for Retail Sales And Service use is limited to 20,000 square feet or the square footage of the site area, whichever is less.

33.595.120 Commercial Parking

A. **Purpose.** These regulations promote transit-oriented development close to the Barbur Transit Center and prioritize transit-oriented employment in the Employment Focus Area.

B. **Commercial Parking use limitations.**

1. Commercial Parking is prohibited on surface parking areas within Subdistrict B. Commercial Parking is allowed in structured parking.

2. Commercial Parking is a conditional use in the Employment Focus Area shown on Map 595-2.

33.595.130 Required Ground Floor Active Use

On sites that abut a commercial corridor shown on Map 595-3, and on sites that abut any street in the Barbur Transit Station area shown on Map 595-3, 25 percent of any ground level floor area located within 100 feet of the lot line that abuts the corridor or street shown on Map 595-3 must be in one of the following active uses. Only uses allowed in the base zone may be chosen:

A. Retail Sales and Service;

B. Office;

C. Industrial Service;

D. Manufacturing and Production;
Development Standards

33.595.200 Minimum Density in the RM1 Zone

This establishes a minimum density of one unit for every 2,000 square feet of site area, instead of the minimum density of one unit per every 2,500 square feet that usually applies in the RM1 zone (the higher minimum density is equivalent to the maximum density of the former R2 zone, which was changed to the RM1 zone in March 2020). This increased minimum density encourages transit-supportive density in the RM1 zone in the West Portland Town Center, supporting the center’s role as the location for transit-oriented development. On a 5,000 square foot site, this minimum density will require a minimum of three units. This prevents a pair of detached houses from being built on such a site and instead encourages multi-unit housing types.

33.562.210 Floor Area Ratio

Maximum floor area ratios. The maximum floor area ratios shown on Map 595-4 are calibrated to be similar to the scale of existing multi-dwelling housing in Subdistrict D, where the West Portland Town Center Plan calls for preserving the existing low-cost apartments in this area. These reduced FAR levels are intended to promote the preservation of existing apartment buildings by limiting the scale of new development. Other plan district regulations limit the ability to use FAR transfers or bonuses on sites in this area for this same housing preservation purpose (see Transfer of Bonus Floor Area Bonus Options regulations). As part of the prioritization of affordable housing in this area, the only bonus option available for use in Subdistrict D is the Deeper Housing Affordability bonus (see 33.120.211.B.2), which in the RM1 zones allows an FAR of up to 2 to 1 when at least half of units are affordable to households earning no more than 60% of regional median income.

The maximum floor area ratio regulation exempts community meeting rooms and community event spaces from FAR calculations, up to a maximum FAR of 0.25 to 1, as an incentive for development to include these facilities. This applies in the primary commercial areas of the West Portland Town Center (subdistricts A and B) and supports the role of the town center in serving as a hub for community activity.

Minimum floor area ratio in Subdistrict A. This regulation requires a minimum FAR of 1.5 to 1 in Subdistrict A, which consists of commercial/mixed use zoning along Barbur, in order to foster an urban level of development along this important transit corridor. This minimum FAR level will require at least a three-story building covering half a site. This will prevent, for example, a new single-level commercial building surrounded by large amounts of surface parking, so that more efficient use of land is achieved in this transit-oriented area.
E. Community Service;
F. Daycare;
G. Religious Institutions;
H. Schools;
I. Colleges. If a College use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; library; food service; theatre; meeting area; or
J. Medical Centers. If a Medical Center use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; waiting room; food service; outpatient clinic.

Development Standards

33.595.200 Minimum Density in the RM1 Zone
A. Purpose. The RM1 zone minimum density standard is intended to encourage efficient use of land and to ensure that new development contributes to transit-supportive densities of housing in the West Portland Multicultural plan district.
B. Minimum density. In the RM1 zone minimum density is 1 unit per 2,000 square feet of site area.

33.595.210 Floor Area Ratio
A. Purpose. The regulations of this section encourage a transit-supportive level of development along SW Barbur Boulevard, promote the creation of community meeting and event spaces, limit the scale of development in areas with existing apartment buildings to encourage the retention of existing multi-family housing, encourage the preservation of existing multi-family units as affordable housing, and encourage the preservation of large trees and natural areas.
B. Maximum floor area ratio.
   1. Maximum floor area ratios are shown on Map 595-4.
   2. Within subdistricts A and B, floor area does not include floor area for community meeting rooms or community event spaces up to a maximum FAR of 0.25 to 1 when the following requirements are met:
      a. The community meeting room or community event space is located on the ground floor of the building and has an exterior entrance with a pedestrian connection to the closest adjacent street;
      b. The community meeting room or community event space is made available for use by non-profit organizations at no charge.
C Minimum floor area ratio in Subdistrict A. Generally, there is no minimum required floor area ratio in the West Portland Multicultural plan district except in Subdistrict A where the minimum required floor area ratio is 1.5 to 1.
Transfer of FAR

These plan district FAR transfer regulations replace FAR transfer provisions found in base zone chapter regulations. Transfers of FAR are allowed between sites within the West Portland plan district and can be transferred to sites outside the plan district, but FAR may not be transferred into the plan district. Limitations on FAR transfers into the plan district are intended to prioritize preservation objectives for affordable housing and trees within the plan district. FAR transfers to sites outside the plan district will be allowed through January 31, 2030 to facilitate their use and to help achieve preservation objectives. After that date, FAR transfers will only be allowed between sites in the plan districts so that development potential is not lost in the town center. The FAR transfer provisions available in the plan district are for the following types of preservation:

- **Preservation of large trees.** This FAR transfer provision allows FAR to be transferred to another site in the plan district in exchange for preserving large trees. This is intended to help preserve large trees as important features in the plan district that contribute to human and environmental health. The amount of floor area that may be transferred varies according to the number and size of preserved trees (see Table 595-1).

- **Preservation of existing multi-family units as affordable housing.** This allows FAR to be transferred to another site in the plan district in exchange for preserving existing housing as affordable units. This transfer allowance serves as an incentive for preserving the affordability of existing apartment and is targeted to Subdistrict D, where many low-cost apartment units are currently located. FAR may be transferred from a site when all units will be preserved to be affordable for households earning no more than 60 percent of regional median income. Sites receiving this FAR transfer qualify for 10 feet of additional building height (see 33.595.220) to accommodate the additional floor area. The intent of this FAR transfer option is to create a mechanism to encourage the preservation of existing affordable multifamily housing in the plan district, providing the owners of existing apartments value in exchange for keeping units affordable. The Housing Bureau will be involved in certifying compliance and determining the length of time the units must remain affordable.

Receiving sites. In the mixed-use areas (subdistricts A and B), sites are limited from receiving FAR transfers when they include residential uses, except when the residential uses meet inclusionary housing standards. This is intended to prioritize the inclusionary housing bonus as the means for obtaining greater development scale for projects that include residential units. For similar reasons, the FAR transfer regulations prevent most FAR transfers to areas with multi-dwelling zoning (subdistricts C and D) in order to prioritize bonuses for affordable housing as the means to gain greater development scale for residential development. The only FAR transfer allowed to sites in Subdistrict C is for preservation of existing units as affordable housing. No FAR transfers are allowed to sites in Subdistrict D in order to avoid providing an incentive for redevelopment of the existing multi-family housing in that subdistrict.
D. **Transfer of FAR.** FAR may be transferred as follows. Until January 31, 2030, FAR may be transferred from sites located inside the plan district to sites located outside the plan district, but may not be transferred from sites located outside the plan district to sites located inside the plan district. After January 31, 2030, FAR may only be transferred from one site to another within the plan district. Transferring floor area is only allowed in situations where stated.

1. **Sending site.** FAR may be transferred from:

   a. A site in the West Portland Multicultural plan district where trees that are at least 12 inches in diameter are preserved. The maximum amount of floor area that may be transferred for each preserved tree is indicated in Table 595-1, however the maximum amount of FAR that can be transferred may not exceed the total amount of unused FAR on the site. This transfer provision does not apply to dead, dying or dangerous, or nuisance trees. To qualify for this transfer, a report is required from the City Forester or a certified arborist documenting that the trees to be preserved are not nuisance trees and are not dead, dying or dangerous; or

   b. A site in Subdistrict D where all existing dwelling units are affordable to those earning no more than 60 percent of the area median family income. The maximum amount of floor area that may be transferred is the unused FAR on the site up to the maximum FAR allowed on the site, plus an additional FAR of 1 to 1. In order to qualify for this transfer, the applicant must provide a letter from the Portland Housing Bureau certifying that this affordability standard and any administrative requirements have been met. The letter must be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.

2. **Receiving site.** FAR may be transferred to sites zoned multi-dwelling or commercial/mixed use. Receiving sites located outside the plan district must be eligible to receive FAR as described in the sites base zone FAR transfer receiving site standards. See 33.120.210.D.2 or 33.130.205.C.2. Receiving sites located inside the West Portland Multicultural plan district must meet the following regulations:

   a. Receiving sites located in subdistricts A or B must have no residential uses or must comply with the inclusionary housing standards of 33.245.040 and 33.245.050;

   b. Transferring to a site located in Subdistrict D is prohibited;

   c. Transferring to a site located in Subdistrict C is prohibited unless the sending site is located in Subdistrict D and all existing dwelling units on the sending site are being preserved as affordable housing per the requirements of Subparagraph D.1.b.
Transfer of FAR (continued)

**Maximum increase in FAR.** The maximum increase on a receiving site from a transfer is equivalent to a 1 to 1 FAR, consistent with limits the multi-dwelling and commercial/mixed use base zones. The only departure for this is that there is no maximum FAR increase for sites in commercial/mixed use zones that receive FAR from a site where existing affordable housing is being preserved, in order to provide a further incentive for affordable housing preservation. The amount of FAR that can be accommodated, however, will be limited by maximum building height and coverage allowances.

**Covenants.** Properties involved in a transfer of FAR will require covenants to reflect the respective increase and decrease of FAR.

Table 595-1 shows the amount of FAR that can be transferred from sites preserving large trees (this table is identical to the tree preservation FAR transfer table in Chapter 33.120 (Multi-Dwelling Zones). The amount of floor area that can be transferred varies by the number and size of preserved trees.
3. Maximum increase in FAR. Receiving sites located outside the plan district are subject to
the sites base zone FAR transfer maximum increase limitations. See 33.120.210.D.3 or
33.130.205.C.3. Within the West Portland Multicultural plan district, an increase in FAR
on the receiving site of more than 1 to 1 is prohibited, except that there is no maximum
increase in FAR on a receiving site in a commercial/mixed use zone when:
a. FAR is transferred from a site in Subdistrict D; and
b. All existing dwelling units on the sending site are being preserved as affordable
housing per the requirements of Subparagraph D.1.b.

4. Covenants. The property owner must execute a covenant with the City that meets the
requirements of Section 33.700.060 and is attached to, and recorded with, the deeds of
both the site transferring and the site receiving the density. The covenant must reflect the
respective increase and decrease of potential FAR. In addition, the covenant for the site
where trees will be preserved must:
a. Require that all trees be preserved for at least 50 years; and
b. Require that any tree covered by the covenant that is dead, dying or dangerous be
removed and replaced within a 12-month period. The trees must be determined to
be dead, dying, or dangerous by the City Forester or a certified arborist. If a tree
covered by the covenant is removed in violation of the requirements of this Section,
or is dead, dying, or dangerous as the result of a violation, Tree Review is required.

<table>
<thead>
<tr>
<th>Diameter of Tree Preserved</th>
<th>Transferable Floor Area for Each Tree (by zone)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RM1</td>
</tr>
<tr>
<td>12 to 19 inches</td>
<td>1,000 sq. ft.</td>
</tr>
<tr>
<td>20 to 35 inches</td>
<td>2,000 sq. ft.</td>
</tr>
<tr>
<td>36 inches or greater</td>
<td>4,000 sq. ft.</td>
</tr>
</tbody>
</table>
33.595.220 Floor Area Bonus Options

Floor area bonus options in subdistricts A and B (commercial/mixed use zones). The bonus option regulations in Chapter 33.130 (Commercial Zones) will apply in the plan district, except as indicating. The plan district regulations make inclusionary housing a “gateway bonus” that is required before other bonuses can be used (such as the bonuses for affordable commercial space and for daycares and community service uses). This is intended to prevent other bonuses from competing with inclusionary housing as the means to obtaining greater scale for development that includes residential units (purely commercial or employment projects would be exempt from the inclusionary housing gateway bonus requirement).

- **Maximum floor area increase.** In the commercial/mixed use zones in the plan district, the maximum increase in FAR is an increase of 3 to 1 above the base FAR, which is larger than the maximum bonus allowed in the base zones. This maximum 3 to 1 bonus FAR is consistent with mixed-use zone regulations in other plan districts with high-capacity transit and accommodates a combined use of the inclusionary housing bonus with other bonuses to achieve greater scale, while facilitating the provision of multiple types of community benefits.

- **Bonus option for Daycare and Community Service uses.** This bonus applies in the core commercial areas of the plan district (subdistricts A and B) and provides bonus floor area for projects that include Daycare or Community Service uses. This bonus is intended to encourage these uses as important parts of the range of services in the West Portland Town Center. Community Service uses include public or non-profit organizations that provide services to the community.

- **Bonus options limitation for large sites in Subdistrict B.** Large sites that are 2 acres or more in size in Subdistrict B will be limited to using the Planned Development bonus in Chapter 33.130. This large site bonus limitation will primarily apply to redevelopment of the Barbur Transit Center. The Planned Development bonus requires that projects meet inclusionary housing requirements, provide 15 percent of site area as publicly-accessible open space, and meet street connectivity requirements and high-performance energy standards. In exchange, this bonus provides bonus FAR and allows taller building heights (up to 75 feet in the CM2 zone). Projects on large sites in Subdistrict B could opt not to use the Planned Development bonus, but would be limited to base FAR and height allowances and would still be obligated to provide inclusionary housing units for buildings with 20 or more units. This prioritization of the Planned Development bonus promotes the inclusion of publicly-accessible open space in the town center's multicultural hub and provides for greater development scale near the transit center.

Floor area bonus options in subdistricts C and D (multi-dwelling zones) – see code on page 19. The bonus option regulations in Chapter 33.120 (Multi-Dwelling Zones) will apply in the plan district, except as indicating in these plan district regulations:

- **Inclusionary housing bonus option for large sites.** In multi-dwelling zone areas intended to accommodate new development (Subdistrict C), this regulation provides an additional increment of FAR bonus and 10 feet of additional building height for sites that are 15,000 feet or more in size and that are providing affordable units through inclusionary housing. This encourages small properties to be combined into larger sites that allow for better site design, as well as to provide an additional incentive for creating projects that are large enough to support inclusionary housing units.

- **Bonus option limitations in Subdistrict D.** In Subdistrict D, bonus options are limited to the deeper housing affordability bonus (qualifying projects must provide at least half of units affordable at 60 percent MFI) in order to prevent bonuses from serving as an incentive to redevelopment of the subdistrict's existing low-cost apartments. Mandatory inclusionary housing will still apply to development of buildings with 20 or more units in this subdistrict, but the inclusionary housing bonus will not be available.
33.595.220 Floor Area Bonus Options

A. Purpose. The regulations in this section modify bonus options provided in other Zoning Code chapters in order to prioritize desired outcomes for the West Portland Multicultural plan district. The regulations promote Daycare and Community Service uses, and publicly-accessible open space in the area’s commercial core; promote and prioritize the preservation of existing multi-family units as affordable housing; and encourage small sites to be combined into larger sites in multi-dwelling zones.

B. Floor area bonus options in subdistricts A and B. Within subdistricts A and B, the base zone floor area bonus regulations apply, except as follows:

1. Maximum floor area increase. The overall maximum floor area increase that may be earned on a site through any combination of bonus options or FAR transfers is 3 to 1. Within the plan district, the overall maximum FAR with bonus and transfer is stated in Table 595-2. Table 595-2 replaces the maximum FAR with bonus stated for each zone in Table 130-3.

<table>
<thead>
<tr>
<th>Table 595-2</th>
<th>Overall Maximum FAR with Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>CM1</td>
<td>CM2</td>
</tr>
<tr>
<td>3.5 to 1</td>
<td>5.5 to 1</td>
</tr>
</tbody>
</table>

2. Daycare or Community Service use bonus option. This FAR bonus option is allowed in addition to the bonus options allowed in 33.130.212. Proposals that include a Daycare or Community Service use may increase maximum FAR. Floor area may be increased by 2 square feet for each square foot of net building floor area provided on site for Daycare or Community Service use up to the maximum increment of additional floor area allowed for affordable commercial space stated in Table 130-3. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this bonus. The property owner must execute a covenant with the City that meets the requirements of Section 33.700.060. The covenant must ensure that the floor area dedicated for Daycare or Community Service use remains dedicated to the use for the life of the building.

3. Limitation on use of the affordable commercial space bonus. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for the affordable commercial space bonus in 33.130.212.D.

4. Subdistrict B bonus option limitation. In Subdistrict B, the only bonus option that may be used on sites that are 2 acres or larger in total site area is the Planned Development bonus option described in 33.130.212.E. All other bonuses are prohibited.
33.595.230 Bonus Height

The plan district regulations in the commercial/mixed use zones for bonus height prioritize affordable housing and allow for multiple bonuses to be used to increase the allowed height of development. These regulations make inclusionary housing a “gateway bonus” that is required before other height bonuses can be used. These regulations also allow height bonuses to be additive, allowing multiple bonuses to be combined. In the CM2 zone for example, which has a base height allowance of 45 feet, this will allow building heights of 75 feet or more to be achieved when multiple bonuses are used, each providing 10 feet of additional building height. In the CM2 zone, this allows projects to combine bonuses for affordable units, affordable commercial space, daycares, etc., to achieve development scale similar to what is allowed in the CM3 zone in exchange for providing these community benefits. In mixed-use areas of the plan district, this approach of linking increments of additional development scale to providing community benefits is being used instead of upzoning to CM3. The same system of additive bonuses will also apply in the CM3 zone in the Employment Focus Area, where commercial or employment development will be able to use non-residential bonuses without having to first use the inclusionary housing bonus.

Bonus height for affordable housing preservation (subparagraph 4, next code page). As an incentive to encourage preservation of existing units as affordable housing, sites in commercial/mixed use zones that receive a transfer of FAR from a site where existing affordable housing is being preserved (see 33.595.200.D.1.b) are allowed an additional 10 feet of building height. This is the same increase in height provided in the CM2 and CM3 zones for projects utilizing FAR bonus options (such as for inclusionary housing). This additional scale facilitates the increase in FAR on the receiving site. Without additional building height the ability to receive additional FAR would be limited.

Bonus height for outdoor area (subparagraph 5, next code page. For sites in the commercial/mixed uses zones in subdistricts A and B, this section provides an additional 10 feet of building height, beyond the usual base and bonus heights, in order to encourage the use of more site area for open space and natural features. In order to fully utilize base and bonus FAR within the usual height limits, most of a site will be covered by buildings. Without allowing flexibility for greater height, dedicating more site area as open space means a loss of potential building floor area and can mean that FAR bonuses for inclusionary housing cannot but utilized. However, projects that include residential units must first use two other bonuses (inclusionary housing plus one other bonus in the case of projects with residential units) to qualify to use this height bonus in order to prioritize affordable housing and community services.

The commercial/mixed use zones in the plan district require at least 15 percent of site area to be landscaped, which can be met by small setbacks around the edges of the site, with no substantial area of outdoor space. In order to gain the additional 10 feet of building area, this bonus height allowance requires that a larger area of outdoor space be included. Projects opting to provide the native landscaping area or the large tree options of the Urban Green Options (see 33.595.280, below) also qualify for this additional bonus height. Providing open space and green features as part of development in the commercial/mixed use zones contributes to a distinct urban environment in the West Portland Town Center that supports human and environmental health and responds to the natural features of the surrounding area.
C. **Floor area bonus options in subdistricts C and D.** In the multi-dwelling zones in subdistricts C and D, the base zone floor area bonus regulations apply, except as follows:

1. Inclusionary housing bonus option for large sites. In Subdistrict C, on sites 15,000 square feet or more in total site area, the increment of additional floor area allowed for the inclusionary housing bonus and the overall maximum FAR allowed with other bonuses stated in Table 120-5 are increased by an amount equivalent to 25 percent of the maximum FAR stated in Table 120-3. Projects qualifying for this bonus are also allowed an additional 10 feet of building height beyond the base height stated in Table 120-3.

2. Subdistrict D bonus option limitation. In Subdistrict D, the only bonus option that may be used is the deeper housing affordability bonus option described in 33.120.211.C.2. All other bonuses are prohibited.

### 33.595.230 Bonus Height

**A. Purpose.** The bonus height regulations prioritize affordable housing and encourage multiple height bonuses to be used to provide multiple community benefits. These regulations also provide flexibility in building height to accommodate FAR transfers to commercial/mixed use zone sites from sites where existing units are preserved as affordable housing, and encourage larger portions of site area in commercial/mixed use zones to be used for outdoor areas and natural features while still allowing for base and bonus floor area to be utilized.

**B. Where the height bonuses apply.** The height bonuses apply in the commercial/mixed zones in subdistricts A and B and supersede the incremental and overall maximum bonus height allowances shown in Table 130-3 except for the planned development bonus. The increment of additional height allowed and the overall maximum height with bonus allowed for planned development bonus shown in Table 130-3 continue to apply when the planned development bonus described in 33.130.212.E is utilized.

**C. Bonus height.** An increment of 10 feet of additional building height above the base height limits of the base zone is allowed in all commercial/mixed use zones in the plan district for each of the following. The height bonuses can be combined to provide multiple increments of 10 feet of additional building height. Adjustments to the maximum height obtainable through bonuses are prohibited.

1. Proposals utilizing the inclusionary housing bonus in 33.130.212.C.

2. Proposals utilizing the affordable commercial space bonus in 33.130.212.D. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this height bonus.

3. Proposals utilizing the FAR bonus for Daycare or Community Services uses described in 33.595.210.B.2. If the proposal includes residential uses, the proposal must comply with the inclusionary housing standards of 33.245.040 and 33.245.050 in order to qualify for this height bonus.
33.595.240 Required Affordable Commercial Space

In the commercial/mixed use zones in subdistricts A and B, with the exception of the Employment Focus Subarea, all development that adds 10,000 square feet or more of commercial space to a site will be required to include at least one affordable commercial space. This is intended to implement goals for fostering the West Portland Town Center as a place that provides a range of business opportunities, including a range of affordability levels that can provide opportunities for the area's diverse communities. Projects subject to the affordable commercial space requirement will need to provide commercial space that meets affordability requirements and rules in the Affordable Commercial Space Bonus administered by Prosper Portland (referred to as the Portland Development Commission in the code). As an offset, projects providing affordable commercial space may qualify to use the affordable commercial space bonus, which provides 2 square feet of additional floor area for each square feet of affordable commercial space and 10 additional feet of building height.
4. Sites receiving a transfer of FAR from a site where all existing dwelling units are being preserved as affordable per the requirements of 33.595.210.D.1.b;

5. Sites meeting one of the following outdoor area or urban green standards. In order to qualify for this height bonus, sites must utilize at least two of the other height bonuses in this Subsection:
   a. At least 25 percent of total site area is preserved as outdoor area and is landscaped to at least the L1 standard. The outdoor area may be preserved in more than one individual area, but at least one outdoor area must be at least 1,000 square feet in total size and no part of the 1,000 square feet measures less than 30 feet in dimension;
   b. The native landscaping area standard described in 33.595.280.C.1 is met; or
   c. The space for large trees standard described in 33.595.280.C.2 is met.

33.595.240 Required Affordable Commercial Space

A. Purpose. This standard promotes an inclusive business district in West Portland’s commercial/mixed use zones that provides a diversity of business opportunities at a range of affordability levels.

B. Where this standard applies. The required affordable commercial space standard applies in subdistricts A and B, excluding the Employment Focus Area shown on 595-2

C. Required affordable commercial space. When new development or alterations to existing development will add more than 10,000 square feet of net building area to the site, and at least 10,000 square feet of the new or additional net building area will contain commercial uses, a minimum of 1,000 square feet of affordable commercial space must be provided on the site. To comply with this standard, the following must be met:

1. The applicant must provide a letter from the Portland Development Commission certifying that any program administrative requirements have been met; and
2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as affordable commercial space will meet the administrative requirements of the Portland Development Commission or qualified administrator.
33.595.250 Commercial Corridor Standards

These regulations foster mixed-use, main street development along commercial corridors intended to be a focus for pedestrian activity, including Collins, Luradel, Huber and Pamona (see Map 595-3). The regulations will also apply to new streets created in the Barbur Transit Station area to cultivate a street environment that supports pedestrian activity. To foster an active main street environment, the regulations limit front parking, require larger amounts of ground-floor windows (60 percent coverage, instead of the standard 40 percent), and require frequent entrances (at least one entrance for every 100 feet of building length). They work in conjunction with requirements for ground-floor active uses that will also apply to these streets (see 33.595.130 Required Ground Floor Active Use).

33.595.260 Residential Corridor Standards

As indicated in the purpose statement, these regulations apply to major streets with multi-dwelling zoning and limit vehicle driveways to limit interruptions of the pedestrian environment of sidewalks and minimize conflicts between vehicles and pedestrians. Along the street frontages of the mapped residential corridors, the regulations prevent attached houses (also known as rowhouses) with individual front driveways, which create multiple curb cuts and interruptions to the sidewalk that can bring conflicts with pedestrians, compromise the pedestrian environment, limit opportunities for street trees, and reduce opportunities for on-street parking.
33.595.250 Commercial Corridor Standards

A. **Purpose.** These standards encourage street frontages lined by buildings with storefront windows and frequent entrances to encourage pedestrian activity along the plan district’s primary commercial corridors.

B. **Where the standards apply.** The commercial corridor standards apply to sites that abut a commercial corridor shown on Map 595-3, and the standards apply to sites that abut any street in the Barbur Transit Station area shown on Map 595-3.

C. **Location of vehicle area.** No more than 30 percent of the corridor or street frontage may be used for vehicle area.

D. **Ground floor windows.** The ground floor window standards of the base zones apply, however the percentage of ground floor window required by 33.130.230.B.2.a(1) is increased to 60 percent.

E. **Entrances.**
   1. Entrance frequency. At least one entrance is required for every 100 feet of building length for portions of buildings subject to the maximum street setback.
   2. Entrance design. Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

33.595.260 Residential Corridor Standards

A. **Purpose.** These standards limit interruptions of the pedestrian environment along sidewalks and minimize conflicts between vehicles and pedestrians.

B. **Where the standards apply.** The residential corridor standards apply to sites that abut a residential corridor shown on Map 595-3.

C. **Driveway limitation.** On sites with residential uses, only one driveway is allowed providing access from the residential corridor, except on sites larger than 10,000 square feet that contain multi-dwelling development or at least one multi-dwelling structure, in which case two driveways are allowed providing access from the residential corridor if each driveway provides one-way ingress or egress.

D. **Attached houses.** Attached houses are prohibited unless all vehicle areas are accessed from an alley or shared court, or no parking access is provided from the residential corridor.
33.595.270 Setbacks

Residential area deep rear setback. This standard, applicable to residential areas with multi-dwelling zoning in Subdistricts C, requires a rear setback equal to 25 percent of the depth of sites. This promotes continuation of some of the area's mid-block characteristics, which are typically the locations for rear yards and trees. Exemptions are provided for smaller sites up to 100 feet deep and for corner sites, and for projects providing large common areas, such as a central courtyard, elsewhere on the site.

Freeway setback and screening. Applicable to sites in subdistricts A and B along the I-5 freeway, this regulation requires a buffer planted with large evergreen trees adjacent to the freeway to limit noise and visual impacts.
33.595.270 Setbacks

A. Purpose. These standards promote the continuation of mid-block outdoor areas and other outdoor spaces in residential areas and ensure buffers with trees adjacent to the I-5 freeway to limit noise and visual impacts.

B. Minimum rear building setback. The minimum rear building setback standard applies in Subdistrict C.

1. Minimum rear building setback. In the RM1, RM2 and RM3 zones, the required minimum rear building setback is an amount equal to 25 percent of the total depth of the site. No more than 50 percent of this setback can be vehicle area. A minimum of 50 percent of the required minimum rear building setback must be landscaped to at least the L1 standard of Chapter 33.248, Landscaping and Screening. Outdoor and common areas are allowed within this setback.

2. Exemptions. The following are exempt from the minimum rear building setback. When a site is exempt from the minimum rear building setback, the base zone required minimum rear building setback stated in Table 120-3 applies:
   a. Corner lots and lots that are up to 100 feet deep are exempt from the minimum rear building setback; and
   b. Sites where at least 10 percent of the total site area is outdoor common area with no dimension less than 30 feet are exempt from this minimum rear building setback.

C. Minimum freeway setback.

1. Where the standard applies. The freeway setback and screening standard applies in subdistricts A and B.

2. Minimum freeway setback. The minimum setback from a property line that abuts the I-5 Freeway is 20 feet. The area of the minimum freeway setback area must be landscaped to at least the L3 level. Trees provided to meet this standard must be large evergreen trees.
33.595.280 Urban Green Features

This section applies in commercial areas (subdistricts A and B) and promotes the inclusion of green elements in the urban environment and encourages new development to include features that respond to the natural features of the area. Development that adds more than 10,000 square feet of building floor area must choose from one of several options:

1. **Native landscaping area.** This option calls for including an outdoor area with native plantings, promoting urban development that includes elements that reflect the area's natural heritage.

2. **Space for large trees.** This option requires an outdoor area or courtyard that includes large trees. Both this and the habitat space option require a larger outdoor area than would otherwise be required in the commercial/mixed use zones (which allow buildings to cover up to 85 percent of the site - unbuilt area is often in the form of small landscaped setbacks at the edges of the property). To accommodate having a larger amount of site area set aside as outdoor space, options 1 and 2 are accompanied by a height bonus that allows for 10 feet of additional building height (see 33.595.230 Bonus Height).

3. **Ecoroof.** This option promotes vegetated ecoroofs that cover the majority of building roof area to help manage stormwater, limit urban heat islands, and incorporate green elements.

4. **Green wall.** This option promotes walls that incorporate vertical plantings, contributing to an urban environment that integrates green features. The technical standards and planting requirements for green walls are still under development (the standards will either be located in Chapter 33.248 or will be an administrative rule).

5. **Street-fronting stormwater facilities.** This option promotes the location of vegetated stormwater facilities, such as stormwater planters, along the street frontage of development. This serves a stormwater management function while also adding to a green street environment that can be experienced by pedestrians and helps limit urban heat island impacts along sidewalks.
33.595.280 Urban Green Features

A. Purpose. This standard promotes features in commercial and mixed-use areas that integrate green elements into the urban environment and responds to the natural features in and around the West Portland Multicultural plan district.

B. Where these options apply. The urban green features standard applies to new development and alterations to existing development in subdistricts A and B when more than 10,000 square feet of floor area will be added to a site.

C. Urban green features standard. Development must include at least one of the following features:

1. Native landscaping area. At least 10 percent of total site area must be provided as outdoor area with no dimension less than 30 feet. Up to 30 percent of the outdoor area may be hard surfaced for use by pedestrians or may include a water feature, such as a fountain, waterfall, reflecting pool, or pond. The remainder of the outdoor area must be landscaped to at least the L1 level and all plantings must be native species listed on the Portland Plan List.

2. Space for large trees. At least 10 percent of total site area must be provided as outdoor area with no dimension less than 30 feet. At least half of this outdoor area must be landscaped to at least the L1 level and the remainder may be hard surfaced for use by pedestrians. At least half of the trees provided to meet the L1 standard must be large tree species. Large trees are defined in Section 33.248.030, Plant Materials.

3. Ecoroof. An ecoroof must be provided that is equivalent in total area to at least 60 percent of the total building footprint of new buildings on the site. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual’s Ecoroof Facility Design Criteria.

4. Green wall. For new construction or portions of buildings that are additions, at least 10 percent of the ground floor wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza must be vegetated green walls. For the purposes of this standard, ground floor wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade. Vegetated green walls must be set back at least 2 feet from street lot lines and must meet the standards for vegetated green walls in Chapter 33.248, Landscaping and Screening.

5. Street-fronting stormwater facilities. At least 25 percent of the length of the street lot lines must have vegetated stormwater facilities, such as stormwater planters, that meet minimum Bureau of Environmental Services stormwater management requirements.
Map 595-1
Subdistricts

This map shows the boundaries of subdistricts, each of which has distinct regulations. The subdistricts are:

Subdistrict A: commercial/mixed-use areas
Subdistrict B: multicultural hub (includes the Barbur Transit Station area)
Subdistrict C: multi-dwelling areas
Subdistrict D: multi-dwelling areas where preservation of existing housing is prioritized
Map 595-2
Employment Focus Area

This map shows the Employment Focus Area where employment uses are prioritized. Use Regulations that apply in this area prohibit Residential uses, limit the size of Retail Sales and Service uses, and limit Commercial Parking uses (see pages 6 to 9).
Map 595-3
Commercial Corridor and Residential Corridor Standards

This shows commercial corridors and residential corridors that have special development standards that apply to development located along them. The commercial corridor standards will apply to any existing or future streets in the Barbur Transit Station area. See sections 33.595.250 and 33.595.260 on pages 22 to 23.
Map 595-4
Maximum Floor Area Ratios

This map shows areas where maximum floor area ratios differ from the base zone floor area ratios. The areas where these maximum floor areas apply are all located in Subdistrict D and primarily are zoned RM1, which is otherwise assigned a floor area ratio of 1 to 1 in the base zone regulations in Chapter 33.120. The maximum floor area ratios shown on this map are calibrated to be similar to the scale of existing multi-dwelling housing in Subdistrict D, where the West Portland Town Center Plan calls for encouraging the preservation of existing low-cost apartments in this area. These reduced FAR levels are intended to promote the preservation of existing apartment buildings by limiting the scale of new development (see pages 10 to 11).
Other Zoning Code Amendments

This section presents amendments to Chapter 33.284 (Self-Service Storage) to prohibit Self-Service Storage Uses in locations close to transit stations. It also includes minor amendments that make corrections to Chapter 33.140 (Employment and Industrial Zones).

The section is formatted to facilitate readability by showing code amendments on the right-hand pages and related commentary on the facing left-hand pages.
Chapter 33.140 Employment and Industrial Zones

The amendments to Table 140-1 correct an error. Self-Service Storage uses in EG1, EG2, and EX zones are subject to the same limitations in Chapter 33.284 (Self-Service Storage - see following pages), but this is not accurately reflected in the current table. This is being corrected to indicate that Self-Service Storage is a limited use in the EG1 and EG2 zones (the limitations apply along transit corridors and near transit stations). There are no other changes to this table (the second portion of which is not shown here).
### 33.140 Employment and Industrial Zones

#### Table 140-1

**Employment and Industrial Zone Primary Uses**

<table>
<thead>
<tr>
<th>Use Categories</th>
<th>EG1</th>
<th>EG2</th>
<th>EX</th>
<th>IG1</th>
<th>IG2</th>
<th>IH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group Living</td>
<td>N</td>
<td>N</td>
<td>L/CU [2]</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Commercial Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
<td>Y</td>
<td>Y</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td>Major Event Entertainment</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
<td>CU</td>
</tr>
<tr>
<td><strong>Industrial Categories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing And Production</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Warehouse And Freight Movement</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Wholesale Sales</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Industrial Service</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Railroad Yards</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

**Notes:**
- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.140.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.
Chapter 33.284 Self-Service Storage

The amendments on this page prohibit Self-Service Storage uses on sites in commercial/mixed use and employment zones close to transit stations (primarily light rail stations). Current regulations require ground-floor active uses in conjunction with Self-Service Storage near transit stations, but allow the majority of the site to be storage units. This prohibition implements Comprehensive Plan policies that call for station areas to be places with high-densities of housing or employment to allow more people and destinations to be close to high-capacity transit.

The amendments retain but restructure current regulations that require ground-floor active uses as part of Self-Service Storage uses along a neighborhood corridor, civic corridor or streetcar line.
33.284 Self-Service Storage

33.284.020 Use Regulations

A. Prohibited Use. Self-Service Storage is prohibited on a site where any portion of the site is within 500 feet of a transit station.

B. Required Ground Floor Active Use. The following ground floor active use regulations apply outside of the Central City Plan District in the CM3, CE, CX, EG1, EG2 and EX zones on the following sites:

1. A. When ground floor active use is required. The ground floor active use standard applies when a Self-Service Storage use is located within 100 feet of a neighborhood corridor, civic corridor or streetcar line.:

   1. Within 100 feet of a neighborhood corridor, civic corridor or streetcar line; or

   2. Within 100 feet of the longest street frontage on a site where any portion of the site is within 500 feet of a transit station.

2. B. Ground floor active use standard. At least 50 percent of the ground-level floor area located within 100 feet of the following a neighborhood corridor, civic corridor or streetcar line must be in one or more of the ground floor active uses listed in Subsection Paragraph C.3., where allowed by the base zone. Parking areas are not included in active floor area. Areas shared among the active uses listed below are included in active floor area. Areas shared by a use not listed below are not included in active floor area.:

   1. A neighborhood corridor, civic corridor or streetcar line; or

   2. The longest street frontage on a site where any portion of the site is within 500 feet of a transit station.

3. C. Ground floor active uses:

   a. 1. Retail Sales and Service;

   b. 2. Office;

   c. 3. Vehicle Repair;

   d. 4. Industrial Service;

   e. 5. Manufacturing and Production;

   f. 6. Wholesale Sales;

   g. 7. Daycare;

   h. 8. Community Service;

   i. 9. Religious Institutions.
Section 6 - Design Overlay Character Statement

See next pages
What is the Design Overlay Zone?

The Design overlay (d-overlay) strives to ensure that new development forwards the goals and policies Portlanders set out in the 2035 Comprehensive Plan: to strengthen Portland as a city designed for people. It is applied to areas of high growth and activity, such as centers and corridors, but does not apply to most low-density residential areas. The Design overlay zone provides two options for development proposals: the objective track (using design standards) or the discretionary design review track (using design guidelines).

Under the objective track, a development must meet additional development standards. In some cases a project may not qualify to use the objective standards. In this case, design review is required, and decision-makers use design guidelines adopted by City Council to approve projects. Design guidelines give direction for each project that offers flexibility in how to meet them. The guidelines are based on a framework of three design-related core values, or “tenets” in Portland:

- Build on **CONTEXT**
- Contribute to the **PUBLIC REALM**
- Promote **QUALITY AND RESILIENCE**

What is the purpose of the Character Statement?

The Design Overlay Zone Amendments (DOZA) project is proposing new d-overlay regulations. As part of this effort, character statements were introduced as an additional tool to help guide future design reviews for each center. The WPTC Plan includes a proposal for a West Portland Town Center Character Statement. The statement will help ensure that development proposals undergoing design review are responsive to the unique context of this center and its residents. Ultimately, the goal of this statement is to provide future design reviews with a richer, more specific context description to guide how new development should address the area’s character-defining features, ecological context, resources, and social and cultural values.

Help us identify what makes this place unique...

What are its special areas or features?
*Hillsdale, SW Spring Garden Street*

What are its community spaces and resources?
*Hillsdale, SW Sunset Blvd and SW Dewitt*

**How are Context and Character Used in the Guidelines?**

- Build on the character and local identity of the place.
- Create positive relationships with adjacent surroundings.
- Integrate and enhance on-site features and opportunities to meaningfully contribute to a location’s uniqueness.
Commentary on West Portland Town Center Character Statement

The West Portland Town Center team is recommending that a character statement for the town center be added to the Citywide Design Guidelines. These guidelines are proposed as part of the Design Overlay Zone Amendment Project, set to be adopted in 2021. As new buildings and public spaces in the West Portland Town Center develop, they will contribute to the area's emerging character. The role of the character statement is to identify the existing and emerging character, as dictated by the community.

At the project open house this past March we heard a desire for future development to be designed to support and foster the area's diversity, multi-lingual and multi-generational community and consider the topography and nature in the area. This feedback has informed the development of this character statement and helped to identify what specific qualities in the area's community, architecture and nature contribute to this character.

Following is a draft of the character statement staff is proposing be added as an amendment to the Citywide Design Guidelines.
BACKGROUND

HISTORY & EXISTING CONDITIONS

Located in outer southwest Portland, the West Portland Town Center is centered by the crossing of SW Capitol Highway and Barbur Boulevard and extends north and south of that intersection. Originally, this area was home to the northern Kalapuyan peoples and adjacent to one of the largest collections of independent villages on the nearby Tualatin Plains (modern-day Beaverton, Hillsboro, Mountaindale, Forest Grove). In 1855, the Kalapuyan Treaty was ratified, forcing the Kalapuyan peoples out, making way for even more transformation that would change the area forever. Less than 10 years later, a survey was completed for the Oregon California Railroad leading to the construction of the South Pacific railroad and eventually Barbur Blvd in 1934, after the railroad deeded land to the City of Portland.

Subdivided in the late 1890s by early European settlers, this area of small farms and woodlands was outside of Portland’s city limits and gradually gave way to more suburban development patterns. Commercial activity developed along Barbur Boulevard and SW Capitol Highway including auto oriented businesses, hotels, motels, and restaurants. Later construction of Interstate 5 divided the area physically and visually, contributing to a more disconnected and uninviting place for people on foot.

Barbur remains the key arterial for southwest Portland and the character of the commercial areas have largely continued to be defined by roadway. This has resulted in site designs that prioritize automobile traffic and separate businesses with large parking lots and driveways. Commercial activity remains concentrated around the intersection of Barbur and Capitol Highway. Nearby parks and natural areas, including the Woods Memorial Natural Area, while abundant, lack safe connections for pedestrians and cyclists.

CURRENT POLICY FRAMEWORK

Portland’s Comprehensive Plan identifies West Portland as a Town Center, Barbur Boulevard as a Civic Corridor, and Capitol Highway as a Neighborhood Corridor. These designations give West Portland Town Center a key role in accommodating future development, recognizing that its terrain and system of trails and habitat areas can physically set the stage for how to shape future growth.

The West Portland Town Center Plan directs future development to consider health equity outcomes at the intersection of social and physical elements of place. Opportunities for healthy lives are directly impacted by both social and physical surroundings and systems. The town center can strengthen equitable health outcomes by promoting opportunities for social interaction and supporting public spaces and streets that are welcoming and safe. These spaces can be further improved by universally designing them for people of all ages and abilities. This also applies to creating connections to nearby natural areas and fostering a built environment that incorporates restorative elements of nature.

ADDITIONAL RESOURCES

The following resources offer more background information on the history of this district.

- Southwest Community Plan vision (2000)
- Barbur Concept Plan (2013)
- Barbur Boulevard (1997)
- Kalapuya Peoples (2018)
- Kalapuya Treaty of 1855 (2019)
- Tualitan Peoples (2019)
01 The following sections align with and are derived from content in the Portland Citywide Design Guidelines, specifically Guideline 01. They will each focus on characteristics specific to this Town Center.

**COMMUNITY CHARACTER**

West Portland Town Center is home to diverse communities, nationalities and lived experiences, including long established East African and Arab Muslim communities. Building designs and programming should build on social and intergenerational connections that support local community character and cohesion. Development should promote community connections through the creation of shared public spaces such as plazas or market-places that are welcoming to the public realm of the street. Active ground floors and gathering spaces, culturally inclusive and significant artwork should reflect the town center’s racial and ethnic diversity. New development should respond to the community’s pride in its multi-cultural identity and desire to reflect its community members with multilingual and multi-generational architectural design and spaces. Intergenerational and intercultural spaces are particularly valuable in strengthening community resilience.

Community members have expressed the desire for convenient and safe access to healthy and culturally specific food options such as Halal and Kosher foods, which are currently limited. Providing small and culturally specific businesses will create allow for more socio-economic opportunities and diversity, further strengthening the role of West Portland Town Center as a welcoming multi-cultural destination in the region.

**ARCHITECTURE + URBAN DESIGN**

West Portland Town Center is an area in transition from an auto-oriented, lower-scale development to a future where building heights and density are supported by high capacity transit. Special attention should be given to height and scale transitions to surrounding development. Design elements such as façade articulation and breaks, step-downs or step-backs, landscaping and open spaces can help integrate new development.

West Portland Town Center’s large roadways and abundance of surface parking creates a disconnect from buildings and ground floors to its public realm. Transit access along streets and sidewalks is challenging and feels unsafe due to car-oriented site design and infrastructure. The urban design of sites along busy arterials should allow space for stopping and waiting, encouraging pedestrian- and transit-responsive design. The incorporation of building design elements like deep canopies, walk-up windows and dedicated space for seating can help activate the public realm and also foster interaction between community members. Spaces should incorporate shelter from rain and integrate landscaping to mitigate the heat island impact in this urban center.

Within larger sites, new development should provide accessible on-site pedestrian connections to encourage safe pedestrian activity and should include culturally inclusive design features (i.e. open spaces with lines of sight). These connections support an informal circulation network within the town center and to surrounding parks and natural areas.

**NATURAL RESOURCES + SCENIC RESOURCES**

West Portland Town Center has varied topography, with some significant remnants of woodlands and abundant tree canopy. The significant undulation of Barbur’s topography is echoed but more pronounced in the surrounding northern and southern blocks. This both presents challenges and opportunities. Development that responds to changing grades with a layered siting of buildings and stories – rather than large retaining walls – and abundant vegetation can make the surrounding streets feel calmer and removed from the main traffic corridors, creating a more welcoming public realm.

The area includes many parks and open spaces, but connections to these places are often not accessible nor intuitive. Development should seek opportunities to strengthen these connections by building off the Green Ring and Green Scape, allowing for visual connections from the built environment to nature. With sensitive natural resources and limited options for expanding the roadway, community members have expressed their desire to, “weave parks and nature into development”, “build WOONERFS to keep the streets calm”, “weave parks and nature into development”, “integrate buildings with topography” and “make sites with steep topography more accessible”.

Tree canopy in the neighborhood is above the citywide average. Development should improve this resource through the addition of trees and open spaces to reduce heat island impacts, ease stormwater system demand, filter noise and other pollutants. The addition of larger canopy trees, particularly along Barbur Boulevard and the freeway would offer better habitat linkages, provide greater shade and contribute towards the creation of a “green lung” in the heart of the center.

To strengthen and help connect habitat areas in and around the town center, development should incorporate native plantings. Creating prominent street-facing surface stormwater facilities should be both functional and attractive, while improving the ecological health of the Tryon and Fanno watersheds, mitigating the effect of runoff water, and supporting visual connections to nature in the town center.
Section 7 –

PROPOSED COMPREHENSIVE PLAN POLICIES

The Portland 2035 Comprehensive Plan policies and map guide how the city will grow and change over the next 20 years to accommodate anticipated population and job growth.

The Portland Comprehensive Plan’s Healthy Connected Communities growth framework is used to coordinate the West Portland Town Center Plan’s policy and investments in the built environment to achieve our city’s goal of neighborhood hubs, linked by a network of civic corridors and greenways. The Comprehensive Plan’s equitable development and community engagement policies guide the WPTC Plan’s actions to achieve equitable outcomes and mitigate potential unintended impacts, such as any involuntary economic and cultural displacement as the town center becomes more desirable for investment. These existing policies are identified in the beginning of sections 2 and 3.

New Comprehensive Plan policies are needed to address the area’s unique environmental health challenges and barriers to healthy living and strengthen its multicultural assets and identity. The Comprehensive Plan will be amended with the following policies specific to the West Portland Town Center.

<table>
<thead>
<tr>
<th>#</th>
<th>Proposed WPTC Policy Language</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Apply policies from the SW Corridor Equitable Housing Strategy when land use and affordable housing investment decisions are made in the West Portland Town Center</td>
</tr>
<tr>
<td>2</td>
<td>Encourage the redevelopment of publicly owned land to include affordable housing for households with incomes at or below 60% area median income</td>
</tr>
<tr>
<td>3</td>
<td>Use zoning tools and City economic development programs to support employment opportunities in professions that provide quality jobs</td>
</tr>
<tr>
<td>4</td>
<td>Explore co-location of new affordable housing with libraries and/or culturally specific health and human services for the area’s growing immigrant and refugee communities</td>
</tr>
<tr>
<td>5</td>
<td>Residents in West Portland Town Center who are people of color or experiencing poverty have meaningful participation and representation in City decision making processes and structures such as future processes to plan for the redevelopment of the</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th></th>
<th>Barbur Transit Center and the transportation solution to the Crossroads</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residents in West Portland Town Center who are people of color or experiencing poverty have access to capacity building resources to develop relationships, knowledge, and skills to effectively participate in development processes</td>
</tr>
<tr>
<td>7</td>
<td>Use the public investments in transportation improvements such as new light rail service to mitigate the impacts of displacement pressures through provision of publicly owned land for affordable housing</td>
</tr>
<tr>
<td>8</td>
<td>Use planning tools and investments to protect the socioeconomic diversity and cultural stability of the established immigrant and refugee communities by encouraging retention of existing unregulated affordable rental housing in apartment buildings and incentivize their long-term affordability.</td>
</tr>
<tr>
<td>9</td>
<td>Leverage plans and accompanying investments to encourage contracting with minority-owned and woman-owned businesses</td>
</tr>
<tr>
<td>10</td>
<td>Engage broad and collaborative economic development partnerships to achieve the town center’s equitable development goals</td>
</tr>
<tr>
<td>11</td>
<td>Prioritize employment uses in parts of the town center to support employment types that provide quality jobs</td>
</tr>
<tr>
<td>12</td>
<td>Support equitable access to workforce training and employment opportunities for black, indigenous and people of color (“BIPOC”) and immigrant residents in the town center</td>
</tr>
<tr>
<td>13</td>
<td>Encourage and support development of affordable commercial space for small businesses owned by immigrants and refugees</td>
</tr>
<tr>
<td>14</td>
<td>Use land use regulations and public resources to support development of a Multi-cultural Hub of culturally relevant services, affordable housing and human services, and businesses on and surrounding the Barbur Transit Center to complement the area’s multi-cultural identity and growing residential character. Examples of cultural attractions could include a multi-cultural center and/or multi-ethnic food and marketplace</td>
</tr>
<tr>
<td>15</td>
<td>Local government’s investments to reduce carbon emissions and increase the town center’s resilience to climate change benefit low-income people and communities of color</td>
</tr>
<tr>
<td>16</td>
<td>Seek co-location of community gardens with public school campuses.</td>
</tr>
<tr>
<td></td>
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<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>17</strong></td>
<td>Support existing grocers to stay in the town center and provide affordable healthy food choices that meet the residents’ diverse cultural needs.</td>
</tr>
<tr>
<td><strong>18</strong></td>
<td>Integrate green infrastructure into public infrastructure projects and private development along Barbur and I-5 to buffer residents and workers from noise and air pollution.</td>
</tr>
</tbody>
</table>
Section 8

PROPOSED COMPREHENSIVE PLAN MAP AND ZONING MAP

The Comprehensive Plan Map depicts a long-term vision of how and where the city will accommodate anticipated population and job growth. Its designations are tied to policy statements in the Comprehensive Plan and they specify, by site, where various land uses can be located.

Each Comprehensive Plan Map designation corresponds with one or more implementing “zones.” The zones are defined in the Portland Zoning Code, which also contains regulations that specify the permitted uses and intensity, and required standards, on any given site. In short, zoning directs how land can be used and what can be built on any given property today. A Zoning Map depicts where the zones apply.

The WPTC Plan Land Use Growth Concept has been refined and translated into both a Comprehensive Plan Map and a Zoning Map. The changes to the Comprehensive Plan and Zoning maps proposed includes areas where:

- The Zoning Map and the Comprehensive Plan Map designations are both proposed to change
- The Zoning Map designation will stay the same but the Comprehensive Plan Map designation is proposed to change to a higher designation.

In the case of properties where the zoning is proposed to remain as it is today, the zoning may change in the future either through a quasi-judicial zone change requested by an individual property owner or through a legislative process.

Upon WPTC Plan adoption, both the citywide 2035 Comprehensive Plan Map and the Zoning Map will be updated and modified to integrate the newly adopted land use designations for the area within the West Portland Town Center boundaries.

Following are the proposed amendments to the Comprehensive Plan Map designations for the WPTC Plan and the Zoning Map designations.

See Volume 1 Section 4 for simplified and annotated maps of what is changing within the proposed town center boundary area. The online open house also has an interactive zoning map where you can click on areas to see existing and proposed zoning.