



Mixed Use Zones Project Preliminary Concept Public Workshops Summary December 2014

The City of Portland Bureau of Planning and Sustainability is conducting the Mixed Use Zones Project (MUZ). The MUZ will revise Portland's Commercial and Central Employment Zoning Codes applied in Centers and Corridors outside of the Central City. These zones (CN1/2, CO1/2, CM, CS, CG, CX, EX), in which mixed uses are allowed, were created more than 20 years ago when auto-oriented and low-intensity commercial uses were more common. The project will address issues that arise with new more intensive mixed use buildings, such as massing and design, transitions and step-downs, and ground floor uses.

Portland is expected to grow — by roughly 122,000 households and 140,000 jobs — over the next 20 years. Where new people and businesses locate is key to supporting and enhancing the qualities that help make Portland an attractive place. Portland's new Comprehensive Plan proposes to focus neighborhood businesses and much of new household growth in mixed use "Centers and Corridors" that will serve as the anchors of convenient, walkable neighborhoods. This will help Portland meet its goals for becoming a more prosperous, healthy, equitable and resilient city.

WORKSHOP DESCRIPTION

Workshops for the Mixed Use Zones Project were held: November 5, 2014, 6 p.m. - 9 p.m.; 1900 SW 4th Ave, and November 6, 2014, 6 p.m. - 9 p.m. at Jefferson High School, 5210 N Kerby Ave. By providing more than one opportunity and location to engage, the project team had a goal to increase the accessibility of the workshops. The workshops were designed to share information about the potential zoning components, directions and framework, and to collect feedback from the public through surveys, facilitated small group discussions, and opportunities for formal written comprehensive plan testimony.



Roughly 90 people attended the Preliminary Concept Workshops.

The workshops opened with an open house setup. Participants were invited to educate themselves on the Mixed Use Zones Project through a series of poster displays with staff on hand to answer questions and collect comments. After the open house, participants were invited to share any overarching questions or concerns about the project. A presentation followed outlining the preliminary zoning

concept, and the research and community input that led to its development. Following the presentation, the project team conducted facilitated small group discussions around central themes of the zoning concept: building heights, massing, and transitions, street level design and bonuses for community benefits.

COMMUNITY PARTICIPATION

Both workshops were well attended by a mix of neighborhood residents, business owners, and developers. Renters, younger residents, and communities of color were underrepresented at the workshops. Overall, roughly 90 people participated in the workshops: there were 61 documented participants on November 5th and 28 participants on November 6th.

PRE-WORKSHOP QUESTIONS RAISED BY THE COMMUNITY

Before the workshop participants were invited to share their questions and concerns with staff. Staff directed their presentations to answer the questions and focused on issues that needed to be clarified or explored. Below is a summary of questions and concerns raised before the workshop presentations.

Project scope: How will these zones be mapped? What will that mean for my neighborhood? Why is RH zoning not being addressed at the same time?

Equity: How will affordable housing and affordable commercial space be provided? What about affordability for different groups (like families)? Will these zones increase gentrification pressures? Will they meet METRO housing goals? What are the unintended equity consequences of this project?



Participants review Comprehensive Plan and Mixed Use Project materials.

Development Standards: Will there be changes to the existing development entitlements? How tall will buildings be in these zones?

Daily Living: Will there be sufficient parking? How will the city handle noise impacts from conflicting uses? Will my home have solar access? Will there be a plan that requires transitions to adjacent residential areas? Where will loading zones go?

Growth Management: Will infrastructure improvements keep pace with increased density? Will the city provide more open space to accommodate increased density and increased demand for parks and public gathering spaces?

Coordination: How will these new zones synch with transportation and freight plans?

WORKSHOP MATERIALS & PRESENTATIONS

Workshop presentations by staff and consultants covered the Bureau of Planning and Sustainability's Mixed Use Zones Project public involvement, results of the *Assessment Report*, *The Preliminary Zoning Concept Draft*, and various design strategies being explored.

The *Preliminary Zoning Concept Draft* can be found at:
<https://www.portlandoregon.gov/bps/article/509165>

The workshop presentations can be found at:
<https://www.portlandoregon.gov/bps/article/509225>

The *Mixed Use Zones Project Assessment Report* can be found at:
<http://www.portlandoregon.gov/bps/article/508063>

WORKSHOP SURVEY RESULTS

In addition to comments recorded during small group work sessions, a survey was available for participants to express their agreement or level of support for a variety of ideas and topics under discussion in the project. A copy of the survey and materials used in the small group discussions is available here: <http://www.portlandoregon.gov/bps/article/509222>

Overall, 32 surveys were completed, representing about 36% of workshop participants. The typical survey respondent was 48 years old, white, has lived in inner Portland 17 years, and owns their home. Of those responding, 16 listed themselves as Residents; 4 listed themselves as Business Persons; and 8 considered themselves Development Professionals. Among respondents, 21 were home owners and six were renters. Detailed survey information is included in Appendix 1.

Priorities

Top five issues that were cumulatively given the highest score by survey participants:

1. Pedestrian-friendly street frontages
2. Building articulation and massing
3. Accommodate ground-floor active use and roofline variety
4. Relate building height to street width
5. Height transitions and buffering

Top Issues

Issues survey participants chose as the most important when asked to select only three:

- Relate building height to street width

Mixed Use Zones Project
Preliminary Zoning Concept – DRAFT

The *Mixed Use Zones (MUZ) Project* revises Portland's *Comprehensive Plan* and *Central Business District* zoning codes to apply to *Centers and Corridors* outside of the *Central City*. These zones (*CM1/2, CO1/2, CM, CS, CG, CX, EX*) will allow mixed-use development, more common than in other parts of the city, and encourage more pedestrian-friendly commercial uses. The project will address issues that are common in mixed-use developments, such as massing and design transitions, and also address ground-floor uses. An *Urban Concept Process* (developed by U.S. LA) more detailed *Mixed Use Zones Concept Report* is due this winter. Proposed zoning codes are expected in spring 2015. Public hearings or any proposed zoning codes are anticipated in June/July 2015.

Why are we doing it?
 Over the next 20 years, the number of people and jobs will grow in Portland. It's time to update the *Comprehensive Plan* to address growth in mixed-use *Centers and Corridors*, which will serve as the anchors of convenient, walkable neighborhoods. The MUZ Project is a major implementation project of the *Comprehensive Plan* update.

Project Process

1. Research and Assessment March to September 2014	<ul style="list-style-type: none"> • Evaluate Portland's current rules, use development and design regulations to determine what works well and what needs improvement. • Research best practices and zoning approaches other cities have used to create successful, walkable urban corridors.
2. Concept Development June 2014 to January 2015	<ul style="list-style-type: none"> • Develop a framework for new mixed-use zones that impacts conditions, geographic corridors and the <i>Centers and Corridors</i> called out in the new <i>Comprehensive Plan</i>. • Analyze development feasibility and explore how incentives can be used to achieve key goals.
3. Code Development November 2014 to April 2015	<ul style="list-style-type: none"> • Review zoning regulations to implement the mixed-use zones framework.
4. Public Hearings/Adoption Mid to Late 2015	<ul style="list-style-type: none"> • Planning and Sustainability Committee on public hearings. • Attend City Council public hearings.

PRELIMINARY ZONING CONCEPT – DRAFT
 November 5, 2014
www.portlandoregon.gov/bps/509222

Bureau of Planning and Sustainability
 Innovation. Collaboration. Practical Solutions.
 David Orwick, Project Director
 Chadrick Meyer, Deputy Director

The workshops coincided with release of the Mixed Use Zones Project Preliminary Zoning Concept.

- Height transitions and buffering
- Pedestrian-friendly street frontages
- Bonus for community benefits

The survey asked specific questions about the types of bonuses and incentives that were valued. While all bonuses got strong support, the strongest support was for bonuses that would leverage/incentivize affordable housing and affordable commercial space.

WORKSHOP TABLE DISCUSSIONS SUMMARY

The following is a summary of the public comments from small group table discussion. A more detailed list of comments is in Appendix 2.

Discussion A: Building Heights, Massing & Transitions

A1. Building Heights

The participants offered many creative ideas on which to base building height including: solar orientation of street, transit service levels, proximity to designated center, lot size, tree heights, grade, gateway areas, position on the street, right of way configuration, and how busy a street feels. A key outcome for many workshop participants was variety of heights.

- Relating building height to street width:** *The participants generally supported this idea, though not universally. Directly related to this idea were concerns about what would happen at intersections, and impacts on adjacent uses.*
- Allowing extra height for community benefits or architectural variation:** *General support for this idea as a tool for creating roofline variety and avoiding cookie cutter design.*

A2. Building Mass/Bulk

- Breaking up bulk (vertically or horizontally):** *There was general support for this idea.*
- Stepping back upper stories of buildings:** *Support for this concept was tempered by concern for concentrating/pushing the bulk of development next to residential neighborhoods.*

A3. Step Downs

The participants voiced support for step downs but specified that the height and length of the step down would be important. There was request for the step downs to be based on existing structures.

- Step downs as a tool for transitions to adjacent residential areas:** *Community member felt transitions were very important. They agreed that step downs were an appropriate city wide tool. They also suggested buffers and rear setbacks.*

Discussion B: Street-Level Design

B1. Features & Uses of Core Areas

The participants were focused on the pedestrian experience in core areas including the value of ground floor retail and “active” uses.

- **Transparency:** *Community members supported higher transparency with flexibility in achieving this requirement.*
- **Plazas/Outdoor Spaces:** *There was a general sense that outdoor plazas were needed in densifying areas to create ‘breathing room.’*
- **Landscaping:** *General support for landscaping.*

B2. Ground Floor Residential

Community members noted the challenges of ground floor residential on commercial corridors (lack of privacy, lack of street activity). They offered solutions like landscaping, live work spaces, architectural features to add to the pedestrian experience of walking by these buildings, putting the first floor a different grade from the street.

Discussion C: Bonus for Community Benefits

C1. Incentives

- **Affordable Housing:** *There was support for focusing bonuses on affordable housing. There was some discomfort with the tradeoff of more height. Community members asked planners to consider the specific needs of East Portland and gentrifying areas. They also pointed out the need for family housing.*
- **Affordable Commercial Space:** *Community members pointed to the value of key neighborhood services and jobs. They thought some ways of making commercial space more affordable were size limits, preserving existing small commercial spaces, reducing the burden on small business through reduction of fees etc., and increasing supply by requiring it in more places.*
- **Preserving Historic Resources:** *Community members wanted parameters on this bonus that would keep benefits within the local neighborhood.*
- **Community Services:** *No comments*
- **Green Features:** *Focus on rooftop amenities like rooftop gardens.*

What incentives are missing?

- Indoor bike storage
- Accommodation for pets
- Parking - more than one per four units
- Corner treatments
- Universal design and elevators
- Variety of unit size – generate more 2-3 bedroom apartments

- Better bikeways and intersections
- Public art – requires neighborhood review
- Voluntary design review

Other Discussion

Community Participation

- A desire for neighborhood involvement in determining what incentives were the best 'fit' for their neighborhood.
- A support for more meaningful neighborhood involvement in the development process including a notification for local neighbors and business associations early in the development process and a way to hold developers accountable to neighborhood input on the project.

Pedestrian experience

- A buffer between pedestrians and cars is key.
- Frequent transit service line streets should have enhanced pedestrian safety.
- Consider visibility obstructions.
- Require setbacks on busy streets.

APPENDIX 1 – SURVEY SUMMARY AND COMMENTS

This appendix includes a summary of survey responses and other written comments.

Survey responses are shown in the table below. A total of 32 people completed the survey. Some did not respond to every issue or direction – a response rate is listed.

Issue or Direction	Priority/Importance			Response Rate
	High	Med	Low	
1. Relate building height to street scale/transit function. Allow taller or larger buildings on wider streets or in key locations near the Central City, and around high capacity transit stations.	69.0%	27.6%	3.4%	90.6%
2. Accommodate ground-floor active uses and roofline variety. Allow additional building height to facilitate active ground-level spaces or roofline variety.	75.0%	25.0%	0.0%	87.5%
3. Height transitions and buffering. Create approaches to setbacks, height transitions and buffering for mixed-use zones adjacent to lower-density residential zones to improve the transition.	60.0%	36.7%	3.3%	93.8%
4. Building articulation/massing. Craft standards that address building form and massing, including: façade articulation, step backs, limit building length, etc.	53.1%	34.4%	12.5%	100.0%
5. Full-block zoning transitions. Develop landscaping and building height standards for mixed-use areas that are located off of corridors and have street frontage adjacent to residential zones.	39.3%	46.4%	14.3%	87.5%
6. Large sites/planned developments. Allow for larger-scale developments on large sites (over 40,000 sq. ft.) in transit-rich locations, potentially with transfer of development rights (TDR) program and design review.	25.0%	50.0%	25.0%	87.5%
7. Pattern area standards. Create design-related standards specific to the three major neighborhood pattern areas: Inner, Eastern, and Western neighborhoods.	41.4%	41.4%	17.2%	90.6%
8. Pedestrian-friendly street frontages. Strengthen design-related standards for key street frontages, including: ground-floor windows; minimum floor-to-ceiling heights; and limiting vehicle areas.	80.0%	16.7%	3.3%	93.8%
9. Front/street setbacks. Simplify maximum setback regulations and offer more flexibility for providing outdoor spaces and landscaping.	56.7%	23.3%	20.0%	93.8%
10. On-site outdoor space. Craft standards for private or shared outdoor space for residents in mixed use developments.	40.0%	46.7%	13.3%	93.8%
11. Side setback requirements. Develop standards for windows close to side property lines and/or provide options to either build to the property line or meet multi-dwelling setback requirements.	19.2%	46.2%	34.6%	81.3%
12. Detached house development. Limit new detached houses in mixed use zones, especially in the core areas of centers.	32.0%	36.0%	32.0%	81.3%

Issue or Direction	Priority/Importance			Response Rate
	High	Med	Low	
13. Bonus for community benefits. Consider incentives such as a combination of additional floor area and/or height for the following features:				
<i>a. affordable housing</i>	66.7%	14.8%	18.5%	84.4%
<i>b. affordable commercial space</i>	59.3%	14.8%	25.9%	84.4%
<i>c. historic preservation</i>	38.5%	34.6%	26.9%	81.3%
<i>d. key community services</i>	34.8%	39.1%	26.1%	71.9%
<i>e. publicly-accessible outdoor space</i>	37.0%	48.1%	11.1%	83.9%
<i>f. high-performance green features</i>	42.3%	34.6%	23.1%	81.3%
14. Green features. Craft standards to accommodate green features and infrastructure as part of development.	41.4%	34.5%	24.1%	90.6%
15. Neighborhood notification requirements. Expand the process or approach to required neighborhood notification of new development in mixed use zones.	60.0%	23.3%	16.7%	93.8%
16. Exterior display areas. Provide flexibility for exterior display, vending carts, etc.	26.7%	53.3%	20.0%	90.6%
17. Shared parking. Expand allowances for shared parking.	34.6%	34.6%	30.8%	81.3%
18. Core area requirements. Develop a “centers overlay”- to be applied in key places - that requires buildings designed for active ground floor uses, and limits uses that conflict with pedestrian activity.	58.3%	25.0%	16.7%	78.1%

Other Comments

Below is a list of additional comments collected via workshop surveys and other feedback mechanisms that were not part of the guided table discussions.

Livability Impacts

- Look at solar access, especially for adjacent residential (x3)
- Parking allowances should NOT be a priority. There is already plenty of parking in most areas and some other places could use meters.
- Please consider children who go to school in the neighborhood and lower-income people’s ownership and taxes.
- 20 minute neighborhoods are important so people can work near where they live.
- I love the focus on making things pedestrian friendly, welcoming, and human scale.
- Barriers to protect residential receivers from noise on horizontal and vertical plane.
- Management and parking: Shared parking may cause resident to move car during the day and drive to work. Shared use may work if cars can stay more than 12 hrs.

- Transitions between MUZ and adjacent residential are critical.
- Setback and step down requirements should be based on adjoining existing building structures, not based on what zoning allows in future.

Design

- Design makes the difference between a barren wall and a nice looking big building.
- Break up buildings using natural features like trees.
- Don't make building articulation standards too prescriptive, but I think they are a good idea.
- Street roofline variety is of low importance to me.

Development Standards

- Base height measurement needs to be changed with grade height - which can vary along the street.
- Don't go above 45' in MUZs but allow bonuses in centers (like Gateway) to make new development and affordable housing market feasible.
- There are more important considerations than street width when trying to determine how high a building should be.
- Relate building height to street scale/transit function but keep current height as base.
- Goals should be 1:1 relationship between street width and building height. Beyond that, there should be step-backs.
- Agnostic to relating building height to street width, but relate to other things.
- Avoid max setbacks for 100% of frontage, 80% is better.
- Core overlay should allow extra FAR and height.
- I own a small, one story office building with 5 tenants. They include office, non-profit office, religious study library, and retail. The present zone offers this flexibility. I want to continue this kind of flexibility in any re-zone or new zone.
- I am a proponent of allowing same or greater variety of uses, and I oppose restrictions that result in fewer varieties of uses.

Housing

- Where will families live? Most apartments are under 500 sq.ft.
- We need to prioritize affordable housing in every way possible.
- Reformat current incentive structure to be focused, simple, and clear. Currently it is complex and incremental.
- Residents are emotionally related to the place they call home. Affordable housing should be considered.

Other

- Need more than three pattern areas to accommodate uniqueness of different areas.
- Community benefits should benefit the neighborhood specifically.
- Transitions to historic districts should be greater than non-historic areas. Say 50' step back v. 25'.

- Rh zone should be included in this zone!!! Or same height or transitions should apply to it.
- MUZ do not need community benefit bonuses, these already exist.
- Flexibility is key generally, but regulate “centers” more heavily for mixed use development.
- Force transit oriented development where the transit exists or is coming.
- Businesses should not suffer financial burdens due to new restrictions of design, set back, open space. Please protect small business.
- Auto oriented uses should be prohibited or strongly discouraged.
- I’m very supportive of bonuses.
- Zoning requirements that are financially feasible?
- I am all for buildings stepping back for their bonus height.
- Do not degrade existing height and bulk regulations. That would be lowering a person’s right to build and decreasing a property owner’s value.
- Current pattern areas are too broad.
- The presentation said the bureau acknowledges one size does not fit all – then why collapse zoning into even smaller numbers of categories? Make neighborhoods part of planning and development process and more successful buildings will result. Good developments benefits etc.
- If exceptions to zoning standards are being made for community benefits, could there be some sort of neighborhood notification and opportunity for community discussion, as there is for other adjustments to the zoning regulations?
- I do not agree with the “bonus.” The stated height should be the max. And only if the “bonus” standards are met. If they are not then a “penalty” should be assessed.
- The recently completed development at SE Division and SE 31st (approx.) is an example of success/failure. As a neighbor about one mile away, I love it. However, without exception the adjacent neighborhood hates it. So, if planning/zoning results in neighborhood vitriol, you will be faced with design guidelines that counteract prescribed zoning. So – listen closely to the neighborhoods and act on their behalf. We are your clients – not METRO.

APPENDIX 2 – DETAILED SMALL GROUP TABLE NOTES

Discussion A: Building Heights, Massing & Transitions

General Comments:

- Play with various parameters of development.
- We need something like Inner Division on Outer Division in EPDX.
- Be careful of too much regulation or being too “tight” with them – development needs to be feasible.
- To reiterate, test proposals with developers – these regulations/incentives need to yield buildable projects...won’t achieve objectives if we stop development.
- Consider cumulative effects of development.
- Combining CN1/2 will be great for our neighborhood (Brentwood Darlington). It will allow more flexibility.
- Allow single family detached by right in all areas.
- The priority of these zones should be on neighborhood character and the lived experience of the street. Zoning should focus on materials and design.
- Now driving down Division or Williams impacts us - but in the future, will this still be an issue?
- The Sellwood library, the Hollywood library, the Beverly are all example of good design.
- Any architect that tells you he knows scale – lying.
- There should be flexibility/options to meet design concepts.

A1. Building Heights

The participants offered many creative ideas on which to base building height including: solar orientation of street, transit service levels, proximity to designated center, lot size, tree heights, grade, gateway areas, position on the street, and ‘business’ of street. A key outcome for many workshop participants was variety of heights.

- If trying for a viable commercial corridor AND a pleasant neighborhood together, height becomes a key question. Think about Alberta: Smaller heights, setbacks... this street works both as a pedestrian on a commercial district, AND a desirable neighborhood.
- Would like to see height/density associated with services available, particularly transit service and traffic measures. More traffic safety +transit service=more density
- Allow flexible heights in core commercial areas. Core areas should receive the bulk of residential density.
- Solar orientation should determine heights, N/S streets should get full height allowance but E/W streets should be limited. (x2)
- Zoning should encourage/require variety of heights between buildings.
- Use tree heights to reinforce. Balance taller and lower heights or taller trees to soften tall buildings.
- If there is a grade larger than ten feet allow higher buildings on one side of the street.
- Downzone to three stories and give back up to five.
- Need variety of heights along busier streets.
- Height should be sensitive to size of parcel; larger property owners should be able to build taller.
- Allow taller buildings where there is frequent transit service.

- Taller buildings at gateways should be encouraged.
- What about taller in the middle of a corridor and lower at the corners. That would create an expansive feel at the corners rather than a continuing wall feeling.
- Bigger buildings are ok on larger streets on the east side like 82nd. They are a bad fit for inner Portland.
- Taller buildings should have larger front setbacks.
- Encourage a variety of heights. (x3)

a) Relating building height to street width

The participants generally supported this idea, though not universally. Directly related to this idea were concerns about what would happen at intersections, and impacts on adjacent uses.

- SE Foster- wide, busy street, but a tall building still doesn't really make sense.
- Division heights are too high for narrow street, feels like Death Star trench. (Which is a bad thing.)
- Generally taller is ok on wider streets but then add contrast on the other side of the street with lower heights. Consider adjacent uses.
- Taller buildings on wider streets – makes sense.
- Height should be context sensitive.
- What will happen at intersections?
- Yes, please do this (x4)

b) Allowing extra height for community benefits or architectural variation

General support for this idea as a tool for creating roofline variety and avoiding cookie cutter design.

- If you add height in exchange for open space, creates breathing space – focus height in one part of the lot.
- There should be a variety of roof forms – higher on street face rather than the residential side.
- Allow height flexibility for community benefits like “sense of identity.”

A2. Building Mass/Bulk

a) Breaking up bulk (vertically or horizontally)

There was general support for this idea.

- Breaking up mass is a good thing! Mason to Skidmore on the West side of Williams is a good example of this kind of step backs and breaking up done well (but the design isn't great).
- Don't like faux bump out corners- makes the building feel tall.
- Horizontal elements help break up massing.
- Patios and useable space can break up bulk.
- Break up the massing on the rear side to help with the transition to residential.
- Mass/bulk should be context sensitive.
- Look at the area part of floor area ration. There is too much bulk in some buildings because the footprint to begin with is large.

- Breaking up a 100 foot wall opens up room for light and creates interest for pedestrians.
- Yes, please do this.

b) Stepping back upper stories of buildings

Support for this concept was tempered by concern for concentrating the bulk of development next to residential neighborhoods. Forty five degrees seemed like an appropriate benchmark.

- Perhaps limit top story to a ½ floor to set it back from street, back edges, could perhaps add a story if it stays ½ size?
- Prioritize the building/street relationship.
- We want to see variable rooflines. Step backs at the same height along the whole street does not achieve this.
- Concerned that if you're stepping back from the street, you're putting all the bulk in the back, potentially affecting residential neighbors.
- Group likes Sellwood library – step back after first floor means that people don't even realize it is four stories tall.
- 45 degrees is a good benchmark. (x2)
- Yes, step back buildings from the street.

A3. Step Downs

The participants voiced support for step downs but specified that the height and length of the step down would be important. There was request for the step downs to be based on existing structures.

- I do think that 35 feet seems much higher than 30 feet *within* residential areas – those five feet can make a huge difference.
- Step downs are not as effective as providing distance between the existing structures and new development.
- Yes, step down to adjacent residential
- The Reach building at 12th and Belmont is a good example of a step down.
- Use step downs citywide but find some way to increase diversity of development type.
- Both the height and the length of the step down will be important.
- Taller buildings make sense, but only taking into account the adjacent (rear) use – be cognizant of the need for step downs.
- Step downs should be scaled to existing building.
- Step down to historic buildings.

a) Step downs as a tool for transitions to adjacent residential areas

Community member felt transitions were very important. They agreed that step downs were an appropriate city wide tool. They also suggested full block zoning, buffers, and rear setbacks.

- I think that setbacks would have helped a lot on Division.
- I do think that the code should maintain a relationship between height and setback requirement when abutting a residential zone.
- Our issue is that SFR 100 year old houses are being overshadowed by the adjacent buildings allowed within R2.5 that are really the issue (no transition).

- Could a buffer zone between corridors and residential areas be applied, with about two to three multi-family properties stepping down in between?
- Killingsworth and Cully Blvd area: A six story is ok WITH appropriate setbacks. The buffer is key, and it can really work.
- Example of where a four story building might be appropriate: Buffering a neighborhood from a freeway (but then, think about character on the other side of the street... sun access etc.)
- Does R2.5 work as a transition? (Not when you are asked to build contextually with the neighborhood.) Do you build towards that's there or what's allowed? (Usually the owner builds towards what's allowed.)
- Sun exposure is the key. For residential everyone should get sunlight.
- Use a 45 degree measurement as a benchmark.
- Need full block zoning. (x2)
- Compensatory measure for development.
- Transitions are important and need to be considered.

Discussion B: Street-Level Design

B1. Features & Uses of Core Areas

The participants were focused on the pedestrian experience in core areas including the value of ground floor retail uses.

- Quality of materials and design on the ground floor is key to the pedestrian experience.
- We need ground floor retail in the core areas.
- Landscaping and bike racks will be especially important in core areas.
- One factor that helps determine whether a commercial district is viable is foot traffic.
- Blend street furniture and furniture serving cafes and restaurants.
- No ground floor residential.
- Every building in centers and corridors should have some ground floor retail or commercial space

Transparency

Community members supported higher transparency with flexibility in achieving this requirement.

- Active ground floors and streets make a big difference. I like the higher transparency requirement.
- One thing the code does poorly now is they say if you have two major streets, pick one, and the other gets half the standards of the other. Here, PCC, they picked Killingsworth and turned a dark face to Albina. I'd like to see pick one, with the other at least ¾.
- Depends on the neighborhood you're in.
- There should be flexibility/options to achieve this concept.
- Twenty five percent is not enough, 75 percent is too much.
- Can the purpose of windows be achieved by alternating building textures or building materials?

- Being overly prescriptive about windows could result in a loss of originality, whimsy, fun, and Portland style.
- Window requirements should be context sensitive.

Plazas/Outdoor Spaces

There was a general sense that outdoor plazas were needed in densifying areas to create 'breathing room.'

- The proposed flexibility, allowing more features like public plaza's (Mississippi, Alberta) is great.
- Group likes plaza on Division and on Mississippi. Even private plazas create breathing room
- Focus on private outdoor spaces – allow to grow little gardens.
- Public spaces allow breathing room.

Landscaping

General support for all kinds of landscaping.

- Bio swales in front as a buffer between sidewalk and street, done well, can be beneficial to the pedestrian experience.
- Good to have room for planting in front of building
- Soft-scaping is desirable
- More vegetation. Taller trees everywhere – except under power lines.
- More flexibility for people to plant what they want. Give more choice to those who have to look at it and maintain it every day.
- Setback buildings to allow for landscaping.
- Landscaping between street and sidewalks is desirable.

B2. Ground Floor Residential

Community members noted the challenges of ground floor residential on commercial corridors (lack of privacy, lack of street activity). They offered solutions like landscaping, live work spaces, architectural features to add to the pedestrian experience of walking by these buildings, putting the first floor a different grade from the street.

- Totally residential buildings on the ground floor should have slightly different requirements and standards - stoop, stairs... don't sacrifice good character to become more uniform with a commercial zone: Form should fit function. For example: 60 percent transparency on the ground floor doesn't work in a residential building, even one in a predominantly commercial zone. For these buildings, you have to accomplish the street-level interest in another way: Plaza, bio swale, great design and character, stoop. Make them live-work spaces?
- Ground floor residential is bad, no vitality. Can be mitigated by landscaping, but still bad on corridor itself. Maybe okay on corner of corridor and residential street.
- Solutions for residential ground floors include: green zones, making the ground floor a different height from the streetscape.

- The apartment with the glass door on 37th and Division does not rent because of lack of privacy.

Discussion C: Bonus for Community Benefits

C1. Incentives

- Generally downzone to incent back.
- One size does not fit all. It makes sense to get the amenities the community wants.

Affordable Housing

There was strong for focusing bonuses on affordable housing. There was some discomfort with the tradeoff of more height. Community members asked planners to consider the specific needs of East Portland and gentrifying areas. They also pointed out the need for family housing.

- When we talk about affordable housing, I want to know that we are talking about permanently affordable housing. Land trust model an option? Granting a higher height limit in exchange for only 20 years of affordable housing isn't a good deal, whereas permanently affordable housing is.
- Bonuses in EPDX need to be focused on affordable, larger housing units for families with children (2BR+ units or more)
- Affordability is really important. Maybe okay to give up some of the design stuff for sake of affordability?
- Concern about gentrification – few blacks live along N. Mississippi mixed use projects.
- Transit service must be in place to support affordable housing residents.
- Concentrate on affordable housing, give it more weight in the bonus system.
- Affordable housing is not a good fit for inner Portland. It is not economically feasible.
- Discomfort with five stories even if it meant affordable housing.
- Energy efficiency, housing affordability key objectives for bonuses.

Affordable Commercial Space

Community members pointed to the value of key neighborhood services and jobs. They thought some ways of making commercial space more affordable were size limits, preserving existing small commercial spaces, reducing the burden on small business through reduction of fees etc.

- Linked to this is affordable commercial space. Evident in Inner NE in terms of those key neighborhood services disappearing. Affordable commercial is another option we would be very supportive of: It created entrepreneurship and jobs.
- Consider limiting the size of retail space per tenant – focus on the local/specific needs of different parts of town.
- Existing detached housing on commercial corridors already provides a space for small scale commercial businesses. Don't zone it out. It also allows timely development at a variety of scales v. waiting for a developer to accumulate multiple lots.
- This is a big concern. We are losing commercial/retail/restaurants in inner Portland. For, example Grand Central Bakery on Broadway.

- There are so many fees/hoops to jump through to start a business in Portland. This drives up price more than physical space.

Preserving Historic Resources

Community members wanted parameters on this bonus that would keep benefits within the local neighborhood.

- The old Comp Plan gave too much power to developers to transfer development rights.
- Point of clarity for future talks: How much/ how far do Transfer of Dev Rights extend? Tying the benefits/ bonuses to the property or even block in question is key.
- Preserve historic buildings.

Community Services

No comments.

Public Plazas

General agreement on the need for this amenity, some concerns around safety.

- Public space is key as we grow and densify. We need plazas and public meeting rooms.
- Concern that they will become a magnet for homeless population.
- In areas of the city where there is a lack of public space, incentivize the addition of plazas or open areas.
- More people in public plazas will create active spaces that deter crime.

Green Features

Community focus on rooftop amenities.

- Rooftops are good opportunities for garden spaces
- Energy efficiency and housing affordability are key objectives for bonuses.
- Green roof requirement for tree removal
- Offer incentives for rooftop gardens.

Costs to developers and mitigation of those costs

- How do we best include these values in the cost of development? And how much cost would be added to development/ affect project feasibility?

What is missing?

- We are looking for benefits from development, because we are at high risk of displacement in Cully. We are a majority minority neighborhood, > 20 percent of our neighbors are living in poverty, and we want to make sure that these people can stay, and can get jobs, as the neighborhood improves. We need better transit infrastructure...many of those priorities are missing from the list.
- Can different areas have different bonuses that reflect the area's needs? In Cully, community services are a priority, but there isn't a need for local preservation. Alberta is

different: Maybe basic community needs are met, and instead they want help with historical preservation, or incentives for innovative office space?

- Bike storage inside buildings, not in streetscape
- Accommodation for pets
- Parking more than one per four units
- Corner treatments if they're well done
- Universal design. Elevators. Especially for new studio/micro apartments –need to design for elderly people living alone, not just 25-year-olds.
- Unit size. Incentives for apartments with more bedrooms that are affordable.
- Improve bikeways and intersections.
- Public art – requires neighborhood review
- Voluntary design review

Other Discussion

1. Community Participation

- I understand the need for a developer to have better predictability and transparency, but I also think the neighborhood should be involved in determining what a “community benefit” is. Certainly affordable housing is one.
- See attached *Bill of Neighborhood Rights*.
- The voices of local residents don't matter. Sometimes developers respond and sometimes they don't.
- What are the equity implications of targeting inner SE for growth?
- Developers should be forced to respond to residential concerns, especially residents adjacent to the development.
- The City has a relationship with developers that is too close. The City should be more responsive to the neighborhoods.
- Neighborhood notification is supported.

2. Predictability

- People are aghast at what has always “been allowed” where they have lived for 20 years. We need to be clear about what's allowed/ what we can expect down the road 20-25 years ahead as well as now. Did planners really think through what could happen on Division or Williams?

3. Pedestrian experience

- A buffer between pedestrians and cars is key.
- Frequent service line streets should have enhanced pedestrian safety.
- Consider visibility obstructions.
- Require setbacks on busy streets.

4. Place specific questions

- What's Killingsworth? Hard to tell whether it would be classified as a Civic or Neighborhood Corridor. (A: Neighborhood Corridor.) We'd like speed bumps... Morning and evening

commutes are still pretty rough, although the street improvement plans have been helping a lot.

- Need more flexibility at 122nd/Division, more connectivity, larger buildings would be okay there.
- The Mixed Use Zones are a very good idea, but they aren't enough by themselves to meet goals of the Comp Plan like complete neighborhoods, access to services and jobs.
- Wider streets need narrower crossing distances

5. Other

- Don't zone the personality out of Portland.
- People are holding onto property waiting for the market to bounce back.
- Too much density on some streets – people still have cars.